

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

Ordinary Meeting of Koata Hātepe | Regulatory Processes Committee Agenda

9:30am Thursday, 11 May 2023

Ngake (16.09)

Level 16, Tahiwī

113 The Terrace

Wellington



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

AREA OF FOCUS

The 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.

Quorum: 4 members

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1. Meeting Conduct

1.1 Karakia

The Chairperson will open the meeting with a karakia.

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

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

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

1.2 Apologies

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

1.3 Conflict of Interest Declarations

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

1.4 Confirmation of Minutes

The minutes of the meeting held on 20 April 2023 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
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, by post to Democracy Services, Wellington City Council, PO Box 2199, Wellington, or by phone at 04 803 8334, giving the requester's name, phone number and the issue to be raised.

2. General Business

TRAFFIC RESOLUTIONS

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Koata Hātepe | Regulatory Processes Committee outlines details of the eight proposed traffic resolutions issued for consultation between Thursday 23 March 2023 and Wednesday 5 April 2023.

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.

2. Financial considerations

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

3. Risk

- Low Medium High 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 the 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) TR67-23 Evans Bay Parade, Hataitai – P180 mobility parking
 - b) TR69-23 Collins Avenue, Tawa – Pedestrian Zebra crossing relocation; No Stopping At All Times
 - c) TR71-23 Westchester Drive, Churton Park - Formalise Bus Stop (#3218)
 - d) TR73-23 Ghuznee Street, Te Aro – P10 Time Limited parking; new Loading Zone configuration
 - e) TR74-23 Intersections of Chesterton Street /Chapman Street and Chesterton Street / Burgess Road, Johnsonville – No Stopping At All Times
 - f) TR75-23 Alfred Street, Mount Cook – P120 Time Limited parking
 - g) TR76-23 Melksham Drive, Churton Park – new bus stop

Whakarāpopoto | Executive Summary

4. A total of eight proposed traffic resolutions were issued for consultation between Thursday 23 March 2023 and Wednesday 5 April 2023. 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, seven resolutions are being recommended for approval (refer to recommendations).
5. TR72-23 Heke Street Chelmsford Street intersection, Ngaio – Give-Way control; No Stopping At All Times, was deferred following feedback for further discussion and investigation.

Takenga mai | Background

6. Eight proposed traffic resolutions were publicly advertised in the Dominion Post on Thursday 23 March 2023. 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

7. 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

8. The attached 'Traffic Resolutions Summary Table RPC May 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

9. 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

10. Eight proposed traffic resolutions were publicly advertised in the Dominion Post on Thursday 23 March 2023. 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.
11. An online submission form was open for submissions on Kōrero Mai Let's talk, for 14 days from 9 am Thursday 23 March 2023 to 5 pm Wednesday 5 April 2023.

Implications for Māori

12. Not applicable.

Financial implications

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

Legal considerations

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

Risks and mitigations

15. None identified.

Disability and accessibility impact

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

Climate Change impact and considerations

17. 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

18. All Traffic Resolutions have been through a consultation process.










Health and Safety Impact considered

19. 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

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

Attachments

Attachment 1.	Traffic Resolutions Summary Table RPC May 2023 ↓ 	Page 13
Attachment 2.	Table of Traffic Resolutions Legal Description May RPC 2023 ↓ 	Page 17
Attachment 3.	TR67-23 Evans Bay Parade, Hataitai – P180 mobility parking ↓ 	Page 22
Attachment 4.	TR69-23 Collins Avenue, Tawa – Pedestrian crossing relocation; No Stopping At All Times ↓ 	Page 27
Attachment 5.	TR71-23 Westchester Drive, Churton Park - Formalise Bus Stop (#3218) ↓ 	Page 38
Attachment 6.	TR73-23 Ghuznee Street, Te Aro – P10 Time Limited parking; new Loading Zone configuration ↓ 	Page 44
Attachment 7.	TR74-23 Intersections of Chesterton Street, Chapman Street and Chesterton Street, Burgess Road, Johnsonville – No Stopping At All Times ↓ 	Page 49
Attachment 8.	TR75-23 Alfred Street, Mount Cook – P120 Time Limited parking ↓ 	Page 59
Attachment 9.	TR76-23 Melksham Drive, Churton Park – new bus stop ↓ 	Page 65

Traffic Resolutions Summary Table RPC May 2023

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Removal/ Addition	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)		
TR67-23	Evans Bay Parade, Hataitai	Unrestricted	Time Limited/ Class Restricted	Accessibility/ Efficiency	Resident	Convert one unrestricted parking space to P180 mobility parking	N/A	10,993	N/A	No change to existing pedestrian facilities.	This proposal is to: <ul style="list-style-type: none"> Convert the existing unrestricted parking to a Time Limited (P180) mobility parking space. Wellington City Council (WCC) received a request from a local resident regarding vehicles using the mobility parking space opposite no.390 Evans Bay Parade for a long period of time, causing issues for other mobility users who also want to utilise the space. To ensure an effective mobility parking space turnover, WCC is proposing to apply time-limited parking (P180) as an alternative to mitigate long-term parking issues. 	Yes = 1 No = 1
TR69-23	Collins Avenue, Tawa	No Stopping/ Pedestrian Crossing	No Stopping/ Pedestrian Crossing	Safety	Public	No change	N/A	3986	N/A	Improves intervisibility at the relocated pedestrian crossing.	This proposal is to: <ul style="list-style-type: none"> Relocate the existing Pedestrian Zebra crossing from outside no.30 to a new position outside no.34. Raise the proposed new crossing facility outside no.43. Install No Stopping At All Times outside property no.30. Wellington City Council (WCC) has received requests from the public to improve the pedestrian safety for residents living on Collins Avenue and students attending Linden School. There is an existing pedestrian zebra crossing outside property no.30 Collins Avenue. This existing facility is considered inadequate for several safety criteria: lack of adequate visibility; conflict with property driveways and issues with the right turning bay from Collins Avenue onto Coates Street. 	Yes = 5 No = 4
TR71-23	Westchester Drive, Churton Park	Unrestricted	No Stopping/ Class Restricted – Bus Stop	Safety/ Accessibility	Metlink	Removal of four unrestricted parking spaces	N/A	5261	1,982	Positive for those using the bus service as they will be able to board the bus from the footpath at Bus Stop #3218.	This proposal is to: <ul style="list-style-type: none"> Formalise Bus Stop #3218 by installing adequate road markings. Metlink has expressed bus accessibility concerns to WCC associated with private vehicles often parking in and around Bus Stop #3218 (located outside property no.109) preventing bus drivers from safely dropping off and picking up their passengers. The existing Bus Stop #3218 (located outside property no. 109) does not have appropriate bus stop road markings i.e., bus stop box, entry and exit tapers (broken yellow lines). Without clear bus stop layout markings, kerbside parking impedes access to the bus stop for bus drivers and public transport users. Bus drivers often opt to stop in the live traffic lane to pick up and drop off customers to avoid any possible 	Yes = 2 No = 2

Traffic Resolutions Summary Table RPC May 2023

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Removal/ Addition	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)		
											collisions with parked vehicles. This is a safety concern for public transport users	
TR73-23	Ghuznee Street, Te Aro	Metered/ Class Restricted/ No stopping	Time Limited/ Class Restricted/ No stopping	Accessibility	Business	Addition of three time limited parking spaces	N/A	11,167	N/A	No change to existing pedestrian facilities.	<p>This proposal is to:</p> <ul style="list-style-type: none"> Convert a section of the existing Loading Zone outside no.60 Ghuznee Street into time-limited parking (P10). The proposal will result in three parking spaces (outside no. 58 and 60). Relocating the Loading Zone outside properties no.62 – no.64 will remove a section of No Stopping At All Times restrictions which were previously installed for a redundant vehicle access. Wellington City Council (WCC) is working with local businesses to install parklet spaces across the city as an alternative to improve the street experience and bring more life to our streets. A local business located outside no.60 Cuba Street has approached WCC to progress their parklet application. However, the current space does not meet the criteria for the Council to grant permission for a parklet in a Loading Zone facility which does not meet the Parklet Design Guide. A parklet is only acceptable where there is an existing parking space. There is an option in the future to convert the parking space into a parklet area temporarily (up to 12 months) as part of this proposal with the potential to become permanent changes or, reverted to P10 time-limited parking after 12 months. 	No feedback received
TR74-23	Chesterton Street / Chapman Street intersection; Chesterton Street / Burgess Road intersection	Unrestricted	No Stopping	Safety	WCC	Removal of 20 unrestricted parking spaces	N/A	480 (Chesterton Street / Chapman Street Intersection)/ 1,050 (Chesterton Street / Burgess Road Intersection)	N/A	No change to existing pedestrian facilities	<p>This proposal is to:</p> <ul style="list-style-type: none"> We are proposing to install 118 metres of No Stopping At All Times at the Chesterton Street and Chapman Street intersection. We are proposing to install 161 metres of No Stopping At All Times on the Chesterton Street and Burgess Road intersection. A proposal TR15-23 and TR16-23 was consulted on however residents were not properly consulted due to incorrect plans for the specific area. This proposal addresses the safety concerns raised by the public due to the lack of visibility at the intersections of Chesterton Street/Chapman Street and Chesterton Street/Burgess Road. When drivers travel on the bend, forward visibility is also compromised by parked vehicles, and this creates a safety hazard and potential for conflicts with oncoming traffic. 	Yes/No = 2

Traffic Resolutions Summary Table RPC May 2023

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Removal/ Addition	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)		
TR75-23	Alfred Street, Mount Cook	Unrestricted	Time Limited	Accessibility/ Efficiency	Medical Centre	No loss of parking spaces, change in restriction to time limited only	N/A	70	N/A	No change to existing pedestrian facilities	This proposal is to: <ul style="list-style-type: none"> Convert the existing unrestricted parking to time-limited parking (P120), At All Times. Wellington City Council (WCC) received a request from the Medical Centre associated with unrestricted parking spaces on Alfred Street, outside no.17. The unrestricted parking causes an inconvenience to patients finding a parking space when coming to the Medical Centre, which operates every day. To help patients at the Medical Centre and promote parking turnover, WCC is proposing to install P120 At All Times parking restrictions. These changes would also help other businesses and activities in the area facing similar unrestricted parking issues. 	Yes = 1 No = 2
TR76-23	Melksham Drive, Churton Park	Unrestricted	Class Restricted (Bus Stop)/ No Stopping	Safety/ Accessibility/ Efficiency	Residents	Removal of four unrestricted parking spaces	N/A	1224	boarding 688; Alighting 28 (NOTE: this is a predicted number based on passenger numbers for existing outbound bus stop #3297 from the January 2023 data set).	Improved for those using the bus service as they will be able to board the bus adjacent to the footpath	This proposal is to: <ul style="list-style-type: none"> Install a new bus stop. Metlink received requests from residents who live in Melksham Drive (and the surrounding area) about the distance they currently have to walk to the nearest bus stop, located approximately 200m south of the proposed bus stop. Residents particularly those living in Amesbury Drive and beyond walk up to 1 kilometre to reach the nearest bus stop near no.85 and no.86 Melksham Drive. A catchment analysis has been carried out by Greater Wellington Regional Council to review the new catchment potential for this new bus stop and it affirms the bus stop placement and will cater to a wider section of the community in Churton Park as the area develops in the future. Metlink has conducted site visits to the bus stop location, and in conjunction with the transport engineering team, have agreed on the proposal to address the issues outlined above. The most appropriate location would be between properties no.112 and no.114 Melksham Drive. 	Yes = 1 No = 4

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a)	TR67-23 Evans Bay Parade, Hataitai – P180 mobility parking		
	<i>Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Evans Bay Parade	<i>Unrestricted Mobility Parking</i>	<i>East side, commencing 881 metres north of its intersection with New Zealand State Highway 1 (Grid coordinates X=1,750,011.04m Y=5,431,057.11m) and extending in a northerly direction following the eastern kerb line for 6 metres.</i>
	<i>Add to Schedule B (Class Restricted) the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Evans Bay Parade	<i>P180 Mobility Parking, At All Times</i>	<i>East side, commencing 881 metres north of its intersection with New Zealand State Highway 1 (Grid coordinates X=1,750,315.21m Y=5,425,022.87m) and extending in a northerly direction following the eastern kerb line for 6 metres.</i>
b)	TR69-23 Collins Avenue, Tawa – Pedestrian Zebra crossing relocation; No Stopping At All Times		
	<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column One	Column One
	Collins Avenue	<i>No Stopping, At All Times</i>	<i>North side, commencing 6.6 metres east of its intersection with Coates Street and extending in an easterly direction following the northern kerblines for 113.4 metres.</i>
	Collins Avenue	<i>No Stopping, At All Times</i>	<i>Southwest side, commencing from its intersection with Ranui Terrace and extending in a north westerly direction following the southwestern kerblines for 214.3 metres.</i>
	<i>Delete from Schedule H (Pedestrian Crossing) of the Traffic Restrictions Schedule</i>		
	Column One	Column One	Column One
	Collins Avenue	<i>Pedestrian Crossing</i>	<i>24.6 metres east of its intersection with Coates Street.</i>
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column One	Column One
	Collins Avenue	<i>No Stopping, At All Times</i>	<i>North side, commencing 14 metres east of its intersection with Coates Street (Grid coordinates x= 1,753,943.117m, y= 5,442,087.324 m) and extending in an easterly direction following the northern kerblines for 45 metres.</i>
	Collins Avenue	<i>No Stopping, At All Times</i>	<i>North side, commencing 65.5 metres east of its intersection with Coates Street (Grid coordinates x= 1,753,943.117m, y= 5,442,087.324 m) and extending in an easterly direction following the northern kerblines for 50 metres.</i>

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	Collins Avenue	<i>No Stopping, At All Times</i>	<i>South side, commencing in southern direction from Collins Avenue/Ranui Street intersection (Grid coordinates x= 1,754,018.206m, y= 5,442,054.303 m) and extending in a south-west direction following the southern kerbline for 16 metres.</i>
	Collins Avenue	<i>No Stopping, At All Times</i>	<i>West side, commencing in western direction from its intersection with Ranui street (Grid coordinates x= 1,754,018.206m, y= 5,442,054.303 m) and extending in a western direction following the southern kerbline for 17.3 meters</i>
	Collins Avenue	<i>No Stopping, At All Times</i>	<i>West side, commencing 30 meters west of its intersection with Ranui street (Grid coordinates x= 1,754,018.206m, y= 5,442,054.303 m) and extending in a western direction following the southern kerbline for 93 meters</i>
<i>Add to Schedule H (Pedestrian Crossing) of the Traffic Restrictions Schedule</i>			
	Column One	Column One	Column One
	Collins Avenue	<i>Pedestrian Crossing</i>	<i>62.31 metres east of its intersection with Coates Street (Grid coordinates x= 1,753,943.117m, y= 5,442,087.324 m)</i>
c)	TR71-23 Westchester Drive, Churton Park - Formalise Bus Stop (#3218)		
<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Westchester Drive	<i>Bus Stop, At All Times</i>	<i>South side, commencing 136.12 metres west of its intersection with Lakewood Avenue (Grid coordinates X=1,751,491.34m Y=5,437,188.78m) and extending in a westerly direction following the southern kerb line for 15.0 metres.</i>
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Westchester Drive	<i>No Stopping At All Times</i>	<i>South side, commencing 151.12 metres west of its intersection with Lakewood Avenue (Grid coordinates X=1,751,476.76m Y=5,437,182.78m) and extending in a westerly direction following the southern kerb line for 9.0 metres.</i>
d)	TR73-23 Ghuznee Street, Te Aro – P10 Time Limited parking; new Loading Zone configuration		
<i>Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Ghuznee Street	<i>Loading Zone, P10 Monday to Saturday 8:00am - 6:00pm Only</i>	<i>North side, commencing 99.5 metres east of its intersection with Victoria Street (Grid coordinates x= 1,748,544.82 m, y= 5,427,232.4 m), and extending in an easterly</i>

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			direction following the kerb line for 11.5 metres.
<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Ghuznee Street	No Stopping, At All Times	North side, commencing 71.5 metres east of its intersection with Victoria Street (Grid coordinates x= 1,748,544.82 m, y= 5,427,232.42 m), and extending in an easterly direction following the kerb line for 16.5 metres.
<i>Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Ghuznee Street	Metered Parking P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	North side, commencing 88 metres east of its intersection with Victoria Street (Grid coordinates x= 1,748,544.82 m, y= 5,427,232.42 m), and extending in an easterly direction following the kerb line for 11.5 metres.
<i>Add to Schedule A (time Limited Parking) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Ghuznee Street	P10, At All Times	North side, commencing 95 metres east of its intersection with Victoria Street (Grid coordinates x= 1,748,544.82 m, y= 5,427,232.4 m), and extending in an easterly direction following the kerb line for 16 metres.
<i>Add to Schedule B (Class restricted) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Ghuznee Street	Loading Zone (P10), At All Times	North side, commencing 81 metres east of its intersection with Victoria Street (Grid coordinates x= 1,748,544.82 m, y= 5,427,232.4 m), and extending in an easterly direction following the kerb line for 14 metres.
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Ghuznee Street	No Stopping, At All Times	North side, commencing 71.5 metres east of its intersection with Victoria Street (Grid coordinates x= 1,748,544.82 m, y= 5,427,232.42 m), and extending in an easterly direction following the kerb line for 9.5 metres.
e)	TR74-23 Intersections of Chesterton Street /Chapman Street and Chesterton Street / Burgess Road, Johnsonville – No Stopping At All Times		
<i>Add to Schedule D (No Stopping At All Times) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Chapman Street	No Stopping, At All Times	Northern side, commencing at the intersection with Chesterton and Chapman Street (Grid coordinates X=1,751,927.380m Y=5,434,428.138m) and extending in

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			<i>northern direction following the northern kerb line for 18 metres</i>
	Chesterton Street	<i>No Stopping, At All Times</i>	<i>Western side, commencing at the intersection with Chesterton and Chapman Street (Grid coordinates X=1,751,927.380m Y=5,434,428.138m) and extending in western direction following the western kerb line for 18.5 metres</i>
	Chapman Street	<i>No Stopping, At All Times</i>	<i>Western side, commencing at the intersection with Chesterton and Chapman Street (Grid coordinates X=1,751,933.593m Y=5,434,430,420m) and extending in northern direction following the northern kerb line for 14 metres</i>
	Chesterton Street	<i>No Stopping, At All Times</i>	<i>Eastern side, commencing at the intersection with Chesterton and Chapman Street (Grid coordinates X=1,751,933.593m Y=5,434,430,420m) and extending in eastern direction following the eastern kerb line for 14 metres</i>
	Chesterton Street	<i>No Stopping, At All Times</i>	<i>Southern side, commencing at the intersection with Chesterton and Chapman Street (Grid coordinates X=1,751,954.753m Y=5,434,422.958) and extending in eastern to western direction following the southern kerb line for 54 metres</i>
<i>Add to Schedule D (No Stopping At All Times) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Chesterton Street	<i>No Stopping, At All Times</i>	<i>Southern Side, commencing at the intersection with Chesterton Street and Burgess Road (Grid coordinates X=1,751,878.821m Y=5,434,938.914m) and extending in southern direction following the western kerb line for 25m metres</i>
	Burgess Road	<i>No Stopping, At All Times</i>	<i>Western Side, commencing at the intersection with Chesterton Street and Burgess Road (Grid coordinates X=1,751,878.821m Y=5,434,938.914m) and extending in western direction following the western kerb line for 25m metres</i>
	Chesterton Street	<i>No Stopping, At All Times</i>	<i>Southern Side, commencing at the intersection with Chesterton Street and Burgess Road (Grid coordinates X=1,751,884.726m Y=5,434,938.370m) and extending in southern direction following the eastern line for 25m metres</i>
	Burgess Road	<i>No Stopping, At All Times</i>	<i>Eastern Side, commencing at the intersection with Chesterton Street and Burgess Road (Grid coordinates X=1,751,884.726m Y=5,434,938.370m) and extending in</i>

Table of Traffic Resolutions Legal Description May RPC 2023

			<i>eastern direction following the eastern line for 25m metres</i>
	Burgess Road	<i>No Stopping, At All Times</i>	<i>Northern Side, commencing along the Burgess Road (Grid coordinates X=1,751,911.580m Y=5,434,938.117m) and extending from eastern to western direction following the western kerb line for 61 metres</i>
f)	TR75-23 Alfred Street, Mount Cook – P120 Time Limited parking		
	<i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule.</i>		
	Column One	Column Two	Column Three
	Alfred Street	<i>P120, At All Times</i>	<i>South side, commencing 7 metres east of its intersection with Adelaide Road (Grid coordinates X=1,750,011.04m Y=5,431,057.11m) and extending in an easterly direction following the southern kerb line for 26 metres.</i>
g)	TR76-23 Melksham Drive, Churton Park – new bus stop		
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Melksham Drive	<i>Bus Stop</i>	<i>East side, commencing 4 metres south of its intersection with Amesbury Drive (Grid coordinates X=1,751,586.45m Y=5,438,480.79) and extending in a northerly direction following the eastern kerb line for 15 metres.</i>
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Melksham Drive	<i>No stopping, At All Times</i>	<i>East side, commencing 4 metres south of its intersection with Amesbury Drive (Grid coordinates X=1,751,586.45m Y=5,438,480.79) and extending in a southerly direction following the eastern kerb line for 9 metres.</i>
	Melksham Drive	<i>No stopping, At All Times</i>	<i>East side, commencing 11 metres north of its intersection with Amesbury Drive (Grid coordinates X=1,751,586.45m Y=5,438,480.79) and extending in a northerly direction following the eastern kerb line for 15 metres.</i>

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Kia ora,

Proposal:

Reference	TR67-23 Evans Bay Parade, Hataitai – P180 mobility parking
Location – where we propose to make the change	Evans Bay Parade - opposite no.390.
What we'd like to do	<ul style="list-style-type: none"> Convert the existing unrestricted parking to a Time Limited (P180) mobility parking space.
Why we are proposing the change	<ul style="list-style-type: none"> Wellington City Council (WCC) received a request from a local resident regarding vehicles using the mobility parking space opposite no.390 Evans Bay Parade for a long period of time, causing issues for other mobility users who also want to utilise the space. To ensure an effective mobility parking space turnover, WCC is proposing to apply time-limited parking (P180) as an alternative to mitigate long-term parking issues.
Impact	<ul style="list-style-type: none"> Improves parking turnover for vehicle users with mobility permits. Improves parking availability. Net parking impact – convert one unrestricted parking space to P180 mobility parking. Pedestrian impact – no change to existing pedestrian facilities.
How this relates to the parking policy	<ul style="list-style-type: none"> Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles. Support city place-making, amenity, and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes, and attractive streetscapes.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 10,993. 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 Thursday 23 March 2023 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Thursday 23 March 2023 and finishes at 5.00 pm Wednesday 5 April 2023. 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

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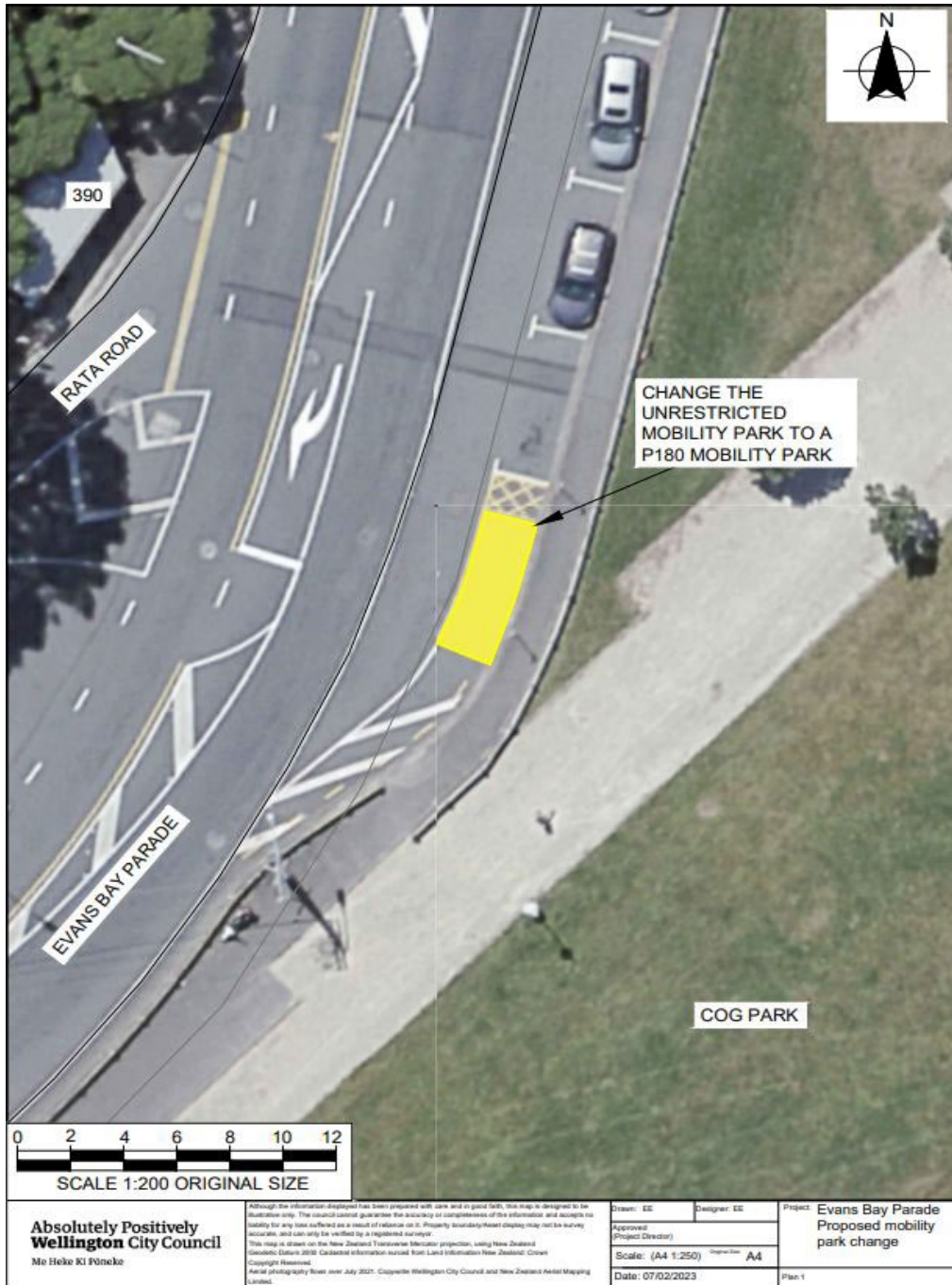
	<p>information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</p>
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Thursday 6 April 2023.2. The proposal will go to the Regulatory processes Committee meeting on Thursday 11 May 2023.3. If approved, the proposal will be installed within the following three months.

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Traffic Resolution Plan: TR 67-23 Evans Bay Parade, Hataitai – P180 mobility parking



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Legal Description:

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

Column One	Column Two	Column Three
<i>Evans Bay Parade</i>	<i>Unrestricted Mobility Parking</i>	<i>East side, commencing 881 metres north of its intersection with New Zealand State Highway 1 (Grid coordinates X=1,750,011.04m Y=5,431,057.11m) and extending in a northerly direction following the eastern kerb line for 6 metres.</i>

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

Column One	Column Two	Column Three
<i>Evans Bay Parade</i>	<i>P180 Mobility Parking, At All Times</i>	<i>East side, commencing 881 metres north of its intersection with New Zealand State Highway 1 (Grid coordinates X=1,750,315.21m Y=5,425,022.87m) and extending in a northerly direction following the eastern kerb line for 6 metres.</i>

Prepared By: Emma Edwards **(Transport Engineering Intern)**

Approved By: Evandro Scherer **(Team Leader Traffic & Resolutions)**

Date: 01/05/2023

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Feedback

Name: dsport
Suburb: Kilbirnie
Agree: No

It's nice to see a concern about access to car parks but at a very superficial level it's easy to observe and monitor mobility park users as opposed to other park users. Does the submitter monitor other car parks and is promoting time limited parking for non-disabled parking? The proposal to limit the amount of time disabled people get to park when all other parks available for non-disabled people are not time-constrained is discriminatory towards disabled people. It is well recognised that disabled people participate less in activities in the community because of limitations imposed by society. This proposal is doing just that. Instead of limiting the time on one 1 mobility park, it would be a far better and enlightened solution to provide more mobility parks around Evans Bay so there are more opportunities for disabled people to find a park. Alternatively, for equity, if a mobility park is to be time limited then all other non-disabled car parks in the vicinity should also be transferred into the same time-limited parking solution.

Officer's response:

Thank you for your feedback on TR67-23 Evans Bay Parade, Hataitai – P180 mobility parking.

Our intention with the proposal is to promote more mobility parking turnover. By limiting the amount of time, our expectation is to have more wheelchair users parking in the area and utilising the public facilities in the area, particularly Cog Park. All remaining parking spaces in the area will remain unrestricted, which means that all drivers (including mobility users) would be able to park in the area for the time they need.

Name: danbotha
Suburb: Newlands
Agree: Yes

I agree with improving parking availability for users of mobility parking, particularly in the Evans Bay area.

Officer's response:

Thank you for your feedback on TR67-23 Evans Bay Parade, Hataitai – P180 mobility parking.

We are proposing a change in your area

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Kia ora,

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

Proposal:

Reference	TR69-23 Collins Avenue, Tawa – Pedestrian Zebra crossing relocation; No Stopping At All Times
Location – where we propose to make the change	<ul style="list-style-type: none"> Collins Avenue, Tawa – from the existing location outside no.30 to a new location outside no.43.
What we'd like to do	<ul style="list-style-type: none"> Relocate the existing Pedestrian Zebra crossing from outside no.30 to a new position outside no.34. Raise the proposed new crossing facility outside no.43. Install No Stopping At All Times outside property no.30.
Why we are proposing the change	<ul style="list-style-type: none"> Wellington City Council (WCC) has received requests from the public to improve the pedestrian safety for residents living on Collins Avenue and students attending Linden School. There is an existing pedestrian zebra crossing outside property no.30 Collins Avenue. This existing facility is considered inadequate for several safety criteria: lack of adequate visibility; conflict with property driveways and issues with the right turning bay from Collins Avenue onto Coates Street. After safety assessment, WCC transport engineering team is proposing to relocate the existing pedestrian zebra crossing outside no.30 to be installed outside no.34. The new pedestrian zebra crossing location provides additional sight visibility for drivers, and it also meets the current pedestrian desire lines. To help promote a slow-speed environment, the proposed new crossing would be raised. It has been proposed an additional traffic calming measure (new speed hump) outside no.43 will ensure that drivers can reduce to speeds of 30km/h or less when approaching the new crossing facility.
Impact	<ul style="list-style-type: none"> Improves safety for pedestrians and at-risk road users. Improves pedestrian and driver sight lines. Promotes an active mode shift. Net parking impact – no change. Pedestrian impact – positive. Improves intervisibility at the relocated pedestrian crossing.
How this relates to the parking policy	<ul style="list-style-type: none"> Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 3,986. 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 Thursday 23 March 2023 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.

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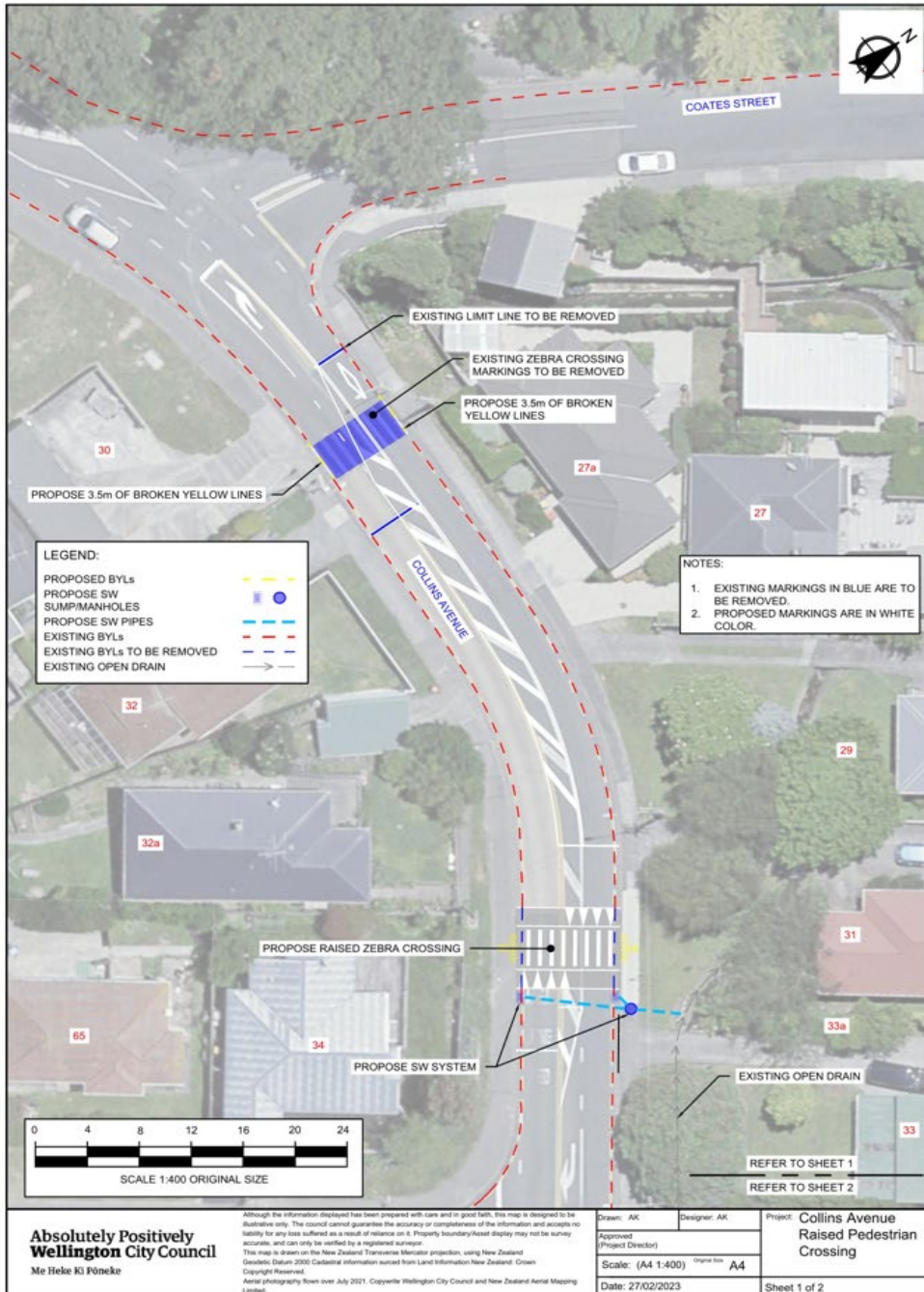
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<p>Feedback</p>	<ul style="list-style-type: none"> • If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Thursday 23 March 2023 and finishes at 5.00 pm Wednesday 5 April 2023. • What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
<p>Next Steps</p>	<ol style="list-style-type: none"> 1. Feedback collated by Thursday 6 April 2023. 2. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 11 May 2023. 3. If approved, the proposal will be installed within the following three months.

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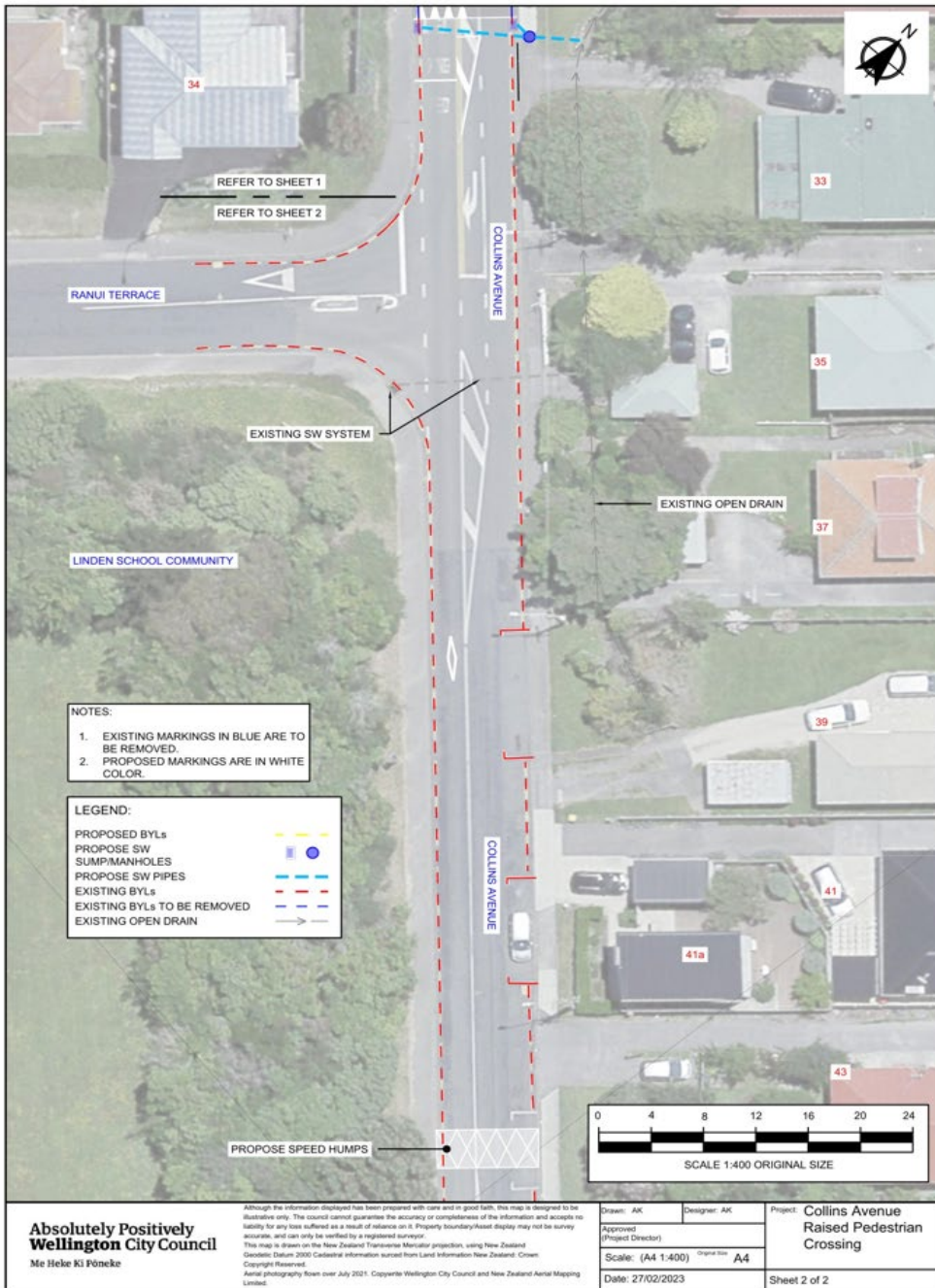
TR69 - 23 Collins Avenue, Tawa – Pedestrian Zebra crossing relocation; No Stopping At All Times.



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TR69 - 23 Collins Avenue, Tawa – Pedestrian Zebra crossing relocation; No Stopping At All Times



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Legal Description:

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

Column One	Column Two	Column Three
Collins Avenue	No Stopping, At All Times	North side, commencing 6.6 metres east of its intersection with Coates Street and extending in an easterly direction following the northern kerbline for 113.4 metres.
Collins Avenue	No Stopping, At All Times	Southwest side, commencing from its intersection with Ranui Terrace and extending in a north westerly direction following the southwestern kerbline for 214.3 metres.

Delete from Schedule H (Pedestrian Crossing) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Collins Avenue	Pedestrian Crossing	24.6 metres east of its intersection with Coates Street.

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

Column One	Column Two	Column Three
Collins Avenue	No Stopping, At All Times	North side, commencing 14 metres east of its intersection with Coates Street (Grid coordinates $x= 1,753,943.117m$, $y= 5,442,087.324 m$) and extending in an easterly direction following the northern kerbline for 45 metres.
Collins Avenue	No Stopping, At All Times	North side, commencing 65.5 metres east of its intersection with Coates Street (Grid coordinates $x= 1,753,943.117m$, $y= 5,442,087.324 m$) and extending in an easterly direction following the northern kerbline for 50 metres.
Collins Avenue	No Stopping, At All Times	South side, commencing in southern direction from Collins Avenue/Ranui Street intersection (Grid coordinates $x= 1,754,018.206m$, $y= 5,442,054.303 m$) and extending in a south-west direction following the southern kerbline for 16 metres.

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Collins Avenue	<i>No Stopping, At All Times</i>	<i>West side, commencing in western direction from its intersection with Ranui street (Grid coordinates x= 1,754,018.206m, y= 5,442,054.303 m) and extending in a western direction following the southern kerbline for 17.3 meters</i>
Collins Avenue	<i>No Stopping, At All Times</i>	<i>West side, commencing 30 meters west of its intersection with Ranui street (Grid coordinates x= 1,754,018.206m, y= 5,442,054.303 m) and extending in a western direction following the southern kerbline for 93 meters</i>

Add to Schedule H (Pedestrian Crossing) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Collins Avenue	<i>Pedestrian Crossing</i>	<i>62.31 metres east of its intersection with Coates Street (Grid coordinates x= 1,753,943.117m, y= 5,442,087.324 m)</i>

Prepared By: Amit Kochar **(Intermediate Transport Engineer)**
Approved By: Evandro Scherer **(Team Leader Traffic & Resolutions)**
Date: 01/05/2023

FEEDBACK RECEIVED

Feedback

Name: Megan
Suburb: Not stated
Agree: No

Please don't move the zebra crossing further up the hill on Collins Ave in tawa. This will make people Jay walk across the road to go to the train station which is so dangerous. An idea would be to put those big speed humps like they have coming up to the roundabout at kenepuru to ensure cars slow down before the crossing.

Or another option is to put flashing signs showing someone is crossing 20 metres before you get to the crossing.

Moving the crossing will make the road more unsafe.

Officer's response:

Thank you for your feedback on TR69-23 Collins Avenue, Tawa – Pedestrian Zebra crossing relocation and No Stopping At All Times.

We have investigated several options. The safety concern such as the visibility issue, remains there. The existing situation is dangerous for both pupils and residents, due to poor road alignment of the road. The ideal situation is to relocate and update the crossing clear of the bend. However, this does increase the walking time for users going towards railway stations and other amenities. This change prompts a safer crossing environment for our most vulnerable users such as pupils, elderly and residents.

Name: MelB
Suburb: Linden
Agree: Yes

I've lived in Coates Street for 16 years and that crossing has always been dangerous. It is positioned between two blind corners and people drive really fast, particularly down towards the shops. I've nearly been hit on that crossing multiple times with my dogs and more recently with my baby in a pram. Moving the crossing would not only be safer for school children, but for all residents that use it.

Officer's response:

Thank you for your feedback on TR69-23 Collins Avenue, Tawa – Pedestrian Zebra crossing relocation and No Stopping At All Times.

Name: danbotha
Suburb: Newlands
Agree: Yes

No comment

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Officer's response:

Thank you for your feedback on TR69-23 Collins Avenue, Tawa – Pedestrian Zebra crossing relocation and No Stopping At All Times.

Name: arfmg
Suburb: Tawa
Agree: No

This will still leave a blind spot for vehicles traveling East up Collins Ave. Also, public using Coates St will be inclined to not use it. The best solution is to reprofile the corner which is currently up from the current crossing. I've studied this and vehicles tend to cross the centre line traveling West due to the profile. This was discussed a number of years ago with the then WCC Traffic Engineer Lubna Abdullah and local Councilor Graeme Hanson. I have photos to confirm this.



Officer's response:

Thank you for your feedback on TR69-23 Collins Avenue, Tawa – Pedestrian Zebra crossing relocation and No Stopping At All Times.

Thanks for your concern. The proposed location improves visibility for both east and west traffic. The existing situation is dangerous for the pupils, due to user height and alignment of the road. The ideal situation is to relocate and update the crossing clear of the bend. However, this does increase the walking time for users going towards railway stations and other amenities. This change prompts a safer crossing environment for our most vulnerable users such as pupils and the elderly.

The reprofiling of the road alignment is out of scope for this project and will require major improvements to the whole section.

Name: Dave
Suburb: Not stated
Agree: No

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Just a couple of points that may be worth considering when making a decision on relocating the Collins Ave pedestrian crossing.

1. The crossing is used by a number of people other than the pupils of Linden School. This includes commuters. I wonder if shifting the crossing further to the east will discourage them from using the crossing. Even now when the crossing is close to Coates Street, I have seen people cross Collins Ave without using the crossing.
2. The contour of the road does a reasonable job of slowing traffic down. I am aware of several crashes near the current site, but these did not involve pedestrians. The raised platforms that are proposed do become a pain to motorists. They are difficult to see when it is raining, particularly at night. While I accept that warning signs may be erected to alert motorists, these can be hard to see, particularly at night and in adverse conditions. Raised platforms would also add to the construction cost. I am unaware of any crashes involving children on this crossing. I understand that the crossing used to have a school patrol but this is no longer the case. If there is a concern about the children's safety, then a reintroduction of a school patrol may help.

I hope these comments are of assistance. Rest assured that I am strong advocate for road safety.

Officer's response:

Thank you for your feedback on TR69-23 Collins Avenue, Tawa – Pedestrian Zebra crossing relocation; No Stopping At All Times.

We have investigated several options. The safety concern such as the visibility issue, remains there. The existing situation is dangerous for both pupils and residents, due to poor road alignment of the road. The ideal situation is to relocate and update the crossing clear of the bend. However, this does increase the walking time for users going towards railway stations and other amenities. This change prompts a safer crossing environment for our most vulnerable users such as pupils, elderly and residents.

Even with a school patrol, visibility issue will remain there and could lead to fatal or serious crash.

Name: L J
Suburb: Linden
Agree: Yes

I think the proposed site of the crossing is a good one. There will be many people who will cut across to/from Coates St, not using the crossing, but there are many people who do this now anyway. The vast majority of people doing this are adults rushing to the train. The new site is particularly good for students heading to Greenacres and Linden schools, the Intermediate and College, and will also give parents taking young children to the kindergarten a safer place to cross. Could you please consider the positioning of the poles at the crossing. At the moment they are between the pedestrian and the car and create a blindspot for the person crossing and the driver approaching the crossing. If they were on the other side, there would be nothing between the driver and the pedestrian and the driver would more easily see someone standing there waiting to cross. Lastly, please consider a speed hump on the Linden side of the crossing too. I use the crossing many times each week and

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most of the times there are issues, it is with cars coming up from the shops. It's like they have had to wait for a train or drive slowly through Linden then just take off up the hill, not being particularly observant. I've found that cars speed through the crossing while you are waiting (even when cars have stopped at the crossing on the other side) or drive over the crossing while you are still on it. Most issues are with cars coming up from the shops.

Officer's response:

Thank you for your feedback on TR69-23 Collins Avenue, Tawa – Pedestrian Zebra crossing relocation; No Stopping At All Times.

At the existing location, poles could cause an issue but due to a smaller diameter, visibility is not compromised. However, this will not be an issue at the proposed location due to the clear visibility on both eastern and western approaches. In addition, we are installing a speed hump on the eastern side of the crossing. I looked through the speed count on the western side, and users are driving within the posted speed limit. However, the speed around Collins Avenue is likely to drop to 30km/h in the next 2 years as per the NZTA speed program.

Name: Simon
Suburb: Not stated
Agree: Yes

I fully support the changes. It's a matter of luck that someone hasn't been killed yet.

Thanks for finally addressing this long-term risk.

Officer's response:

Thank you for your feedback on TR69-23 Collins Avenue, Tawa – Pedestrian Zebra crossing relocation; No Stopping At All Times

Name: mitsilad
Suburb: Tawa
Agree: No

Moving the crossing makes it more visible to traffic coming down Collins Avenue but makes it less visible to traffic coming up Collins Avenue. Its proposed location will see it used less. Already it is underutilised (I spent time with one of your traffic engineers watching traffic and pedestrian movement).

Officer's response:

Thank you for your feedback on TR69-23 Collins Avenue, Tawa – Pedestrian Zebra crossing relocation; No Stopping At All Times

The proposed location provides an adequate visibility to both eastern and western approaches. The existing situation is dangerous for both pupils and residents, due to poor road alignment of the road. The ideal situation is to relocate and update the crossing clear of the bend. However, this does

FEEDBACK RECEIVED

increase the walking time for users going towards railway stations and other amenities. This change prompts a safer crossing environment for our most vulnerable users such as pupils, elderly and residents.

Name: Jill on behalf of Tawa Community Board

Suburb: Tawa

Agree: Yes

The Tawa Community Board supports the proposal in TR69-23 Collins Avenue, Tawa. The issues around speed in this area and the safety concerns regarding the current pedestrian crossing have been raised with the Tawa Community Board several times over the past few years.

The Community Board looks forward to seeing this piece of road being a much safer environment for pedestrians, including the students who use this to get to Linden school, Tawa Intermediate and Tawa College.

Some concern has been raised that the pedestrian crossing being moved creates a detour for people walking to Linden Station from the Coates Street area. However, speed is by far the most significant concern raised over the last few years.

The Tawa Community Board wonders if it would be possible to have a speed hump on Collins Ave to slow traffic coming from the West? Currently this is a challenging piece of road because the vehicles coming out from Coates Street have extremely poor visibility at the corner of Collins Ave and this also impacts the pedestrian crossing where it currently is. Slowing the traffic in this direction would make it safer for rail-commuter pedestrians wanting to cross the road closer to the Coates Street intersection.

The Tawa Community Board agrees that in designing road crossing locations we really should prioritise the most vulnerable users less likely to make good decisions (the school children). So, in conclusion we support changes which achieve this outcome.

We would like to thank Council staff for their work on this traffic resolution.
Thank you for the opportunity to make this submission.

Officer's response:

Thank you for your feedback on TR69-23 Collins Avenue, Tawa – Pedestrian Zebra crossing relocation; No Stopping At All Times

We are proposing a change in your area

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Kia ora,

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

Proposal:

Reference	TR71-23 Westchester Drive, Churton Park - Formalise Bus Stop (#3218)
Location – where we propose to make the change	Westchester Drive, Churton Park – outside no. 109 and no.111.
What we'd like to do	<ul style="list-style-type: none"> Formalise Bus Stop #3218 by installing adequate road markings.
Why we are proposing the change	<ul style="list-style-type: none"> Metlink has expressed bus accessibility concerns to WCC associated with private vehicles often parking in and around Bus Stop #3218 (located outside property no.109) preventing bus drivers from safely dropping off and picking up their passengers. The existing Bus Stop #3218 (located outside property no. 109) does not have appropriate bus stop road markings i.e., bus stop box, entry and exit tapers (broken yellow lines). Without clear bus stop layout markings, kerbside parking impedes access to the bus stop for bus drivers and public transport users. Bus drivers often opt to stop in the live traffic lane to pick up and drop off customers to avoid any possible collisions with parked vehicles. This is a safety concern for public transport users. Metlink modern fleet of buses are designed to be fully accessible for their passengers, however, they are only accessible where the bus can pull up parallel to a kerb allowing customers step-free access to the bus. This is particularly important for customers with reduced mobility. The proposed improvements to the bus stop road markings will allow bus drivers to access Bus Stop #3218 safely and ensure standard kerb height level access for all customers. The proposed improvements to bus stop road markings will also ensure there is always available space to pull out of the live lane where possible and have available space to stop a bus.
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for public transport vehicles, public transport users and other road users. Net parking impact – removal of four unrestricted parking spaces. Pedestrian impact – positive for those using the bus service as they will be able to board the bus from the footpath at Bus Stop #3218.
How this relates to the parking policy	<ul style="list-style-type: none"> Support shift in type of transport used – facilitate a shift to using active (eg, walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles. Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none"> Average monthly passenger number – 1,982 passengers. Average daily traffic count – 5,261.

We are proposing a change in your area

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	<ul style="list-style-type: none"> To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Thursday 23 March 2023 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Thursday 23 March 2023 and finishes at 5.00 pm Wednesday 5 April 2023. What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> Feedback collated by Thursday 6 April 2023. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 11 May 2023. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

Absolutely Positively Wellington City Council
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TR71-23 Westchester Drive, Churton Park - Formalise Bus Stop (#3218)



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
Westchester Drive	<i>Bus Stop, At All Times</i>	<i>South side, commencing 136.12 metres west of its intersection with Lakewood Avenue (Grid coordinates X=1,751,491.34m Y=5,437,188.78m) and extending in a westerly direction following the southern kerb line for 15.0 metres.</i>

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

Column One	Column Two	Column Three
Westchester Drive	<i>No Stopping At All Times</i>	<i>South side, commencing 151.12 metres west of its intersection with Lakewood Avenue (Grid coordinates X=1,751,476.76m Y=5,437,182.78m) and extending in a westerly direction following the southern kerb line for 9.0 metres.</i>

Prepared By: Zackary Moodie (Team Leader Transport Engineering)
Approved By: Evandro Scherer (Team Leader Traffic & Resolutions)
Date: 01/05/2023

FEEDBACK RECEIVED

**Absolutely Positively
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Feedback

Name: danbotha
Suburb: Newlands
Agree: Yes

I support improving the safety and accessibility for public transport vehicles, public transport users and other road users.

Officer's response:

Thank you for your feedback on TR71-23 Westchester Drive, Churton Park - Formalise Bus Stop (#3218)

Name: arfmg
Suburb: Tawa
Agree: No

Not relevant to me

Officer's response:

Thank you for your feedback on TR71-23 Westchester Drive, Churton Park - Formalise Bus Stop (#3218)

Name: KenA
Suburb: Churton Park
Agree: No

The problem with the number of cars parked near the bus stop arises from two causes: 1. Inadequate parking provided for residents at number 109 Westchester Drive. For example, 109/24 Westchester Drive has no off street parking and is a rental property and to my knowledge the tenants have three cars parked on the street. This situation should have been foreseen by the Wellington City Council when approval was given to the building of these units. 2. The second cause is the employment of express buses at peak hour times that go straight through to Wellington without many of the diversions to outer parts of the suburbs. This leads to residents in the back parts of Churton Park driving their cars to Westchester Drive and parking them there all day so that they can catch the early morning express busses. All-day commuter parking we call it, and it is a damn nuisance. Again, we can put this one down to the local authority who seems to be blissfully unaware of the implications of their actions. The residents of Westchester Drive frankly have had a guts full of this. Try getting a tradesman and there is nowhere for them to park. Reducing the amount of parking available by the proposed bus stop road markings would make the situation so much worse. Far better to move the bus stop up Westchester Drive as was proposed a few years ago.

FEEDBACK RECEIVED

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Officer's response:

Thank you for your feedback on TR71-23 Westchester Drive, Churton Park - Formalise Bus Stop (#3218)

I understand that the issue of limited parking space near the bus stop is a source of frustration for residents, and I appreciate you bringing up the underlying causes of this problem.

Regarding the issue of inadequate parking provided for residents at 109 Westchester Drive, we understand that the district plan at the time of the building's approval may have specified the number of parking spaces required per household. We also recognize that residents may have personal choices regarding the number of vehicles they own and where they park them. It is noted that 109 does have a number of visitor parking

Regarding the second cause of all-day commuter parking near the bus stop, it's unfortunate that the introduction of express buses has contributed to this issue. However, it's worth noting that providing public transportation is essential for reducing traffic congestion and promoting sustainable transport options.

The proposed changes to the bus stop road markings aim to improve the facility's entry and exit taper and make it easier for the buses to use the stop. While it may reduce the number of parking spaces available, it's important to ensure that the bus stop can function effectively and safely.

The Council are in the process of developing a parking management plan for Wellington to help address the issue of all-day commuter parking however this is out of scope for this Traffic Resolution.

The existing stop location is the preferred location as it already has a Shelter and at kerb footpath

Overall, we believe that the proposed changes to the bus stop facilities at Westchester Drive are necessary to improve public transportation options and ensure the safety and functionality of the bus stop. We appreciate your feedback and look forward to working with you to find a solution that meets the needs of all members of the community.

Name: Darren

Suburb: Johnsonville

Agree: Yes

Agree with the placement, having it minimise the lead in length of yellow lines by placing adjacent to the driveway

Officer's response:

Thank you for your feedback on TR71-23 Westchester Drive, Churton Park - Formalise Bus Stop (#3218)

We are proposing a change in your area

**Absolutely Positively
Wellington City Council**
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Kia ora,

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

Proposal:

Reference	TR73-23 Ghuznee Street, Te Aro – P10 Time Limited parking; new Loading Zone configuration
Location – where we propose to make the change	Ghuznee Street – outside properties no. 58 – no.64.
What we'd like to do	<ul style="list-style-type: none"> Convert a section of the existing Loading Zone outside no.60 Ghuznee Street into time-limited parking (P10). The proposal will result in three parking spaces (outside no. 58 and 60). Relocating the Loading Zone outside properties no.62 – no.64 will remove a section of No Stopping At All Times restrictions which were previously installed for a redundant vehicle access.
Why we are proposing the change	<ul style="list-style-type: none"> Wellington City Council (WCC) is working with local businesses to install parklet spaces across the city as an alternative to improve the street experience and bring more life to our streets. A local business located outside no.60 Cuba Street has approached WCC to progress their parklet application. However, the current space does not meet the criteria for the Council to grant permission for a parklet in a Loading Zone facility which does not meet the Parklet Design Guide. A parklet is only acceptable where there is an existing parking space. There is an option in the future to convert the parking space into a parklet area temporarily (up to 12 months) as part of this proposal with the potential to become permanent changes or, reverted to P10 time-limited parking after 12 months.
Impact	<ul style="list-style-type: none"> Improves place amenity of the area. Provides the best use of the public road space. Incentivises other businesses to apply for parklets – providing for increased vibrancy on the street and opportunities to increase business wellbeing. The new loading zone configuration provides adequate capacity. Net parking impact – addition of three-time limited parking spaces. Pedestrian impact – no change to existing pedestrian facilities.
How this relates to the parking policy	<ul style="list-style-type: none"> Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services. Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 11,167. 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

We are proposing a change in your area

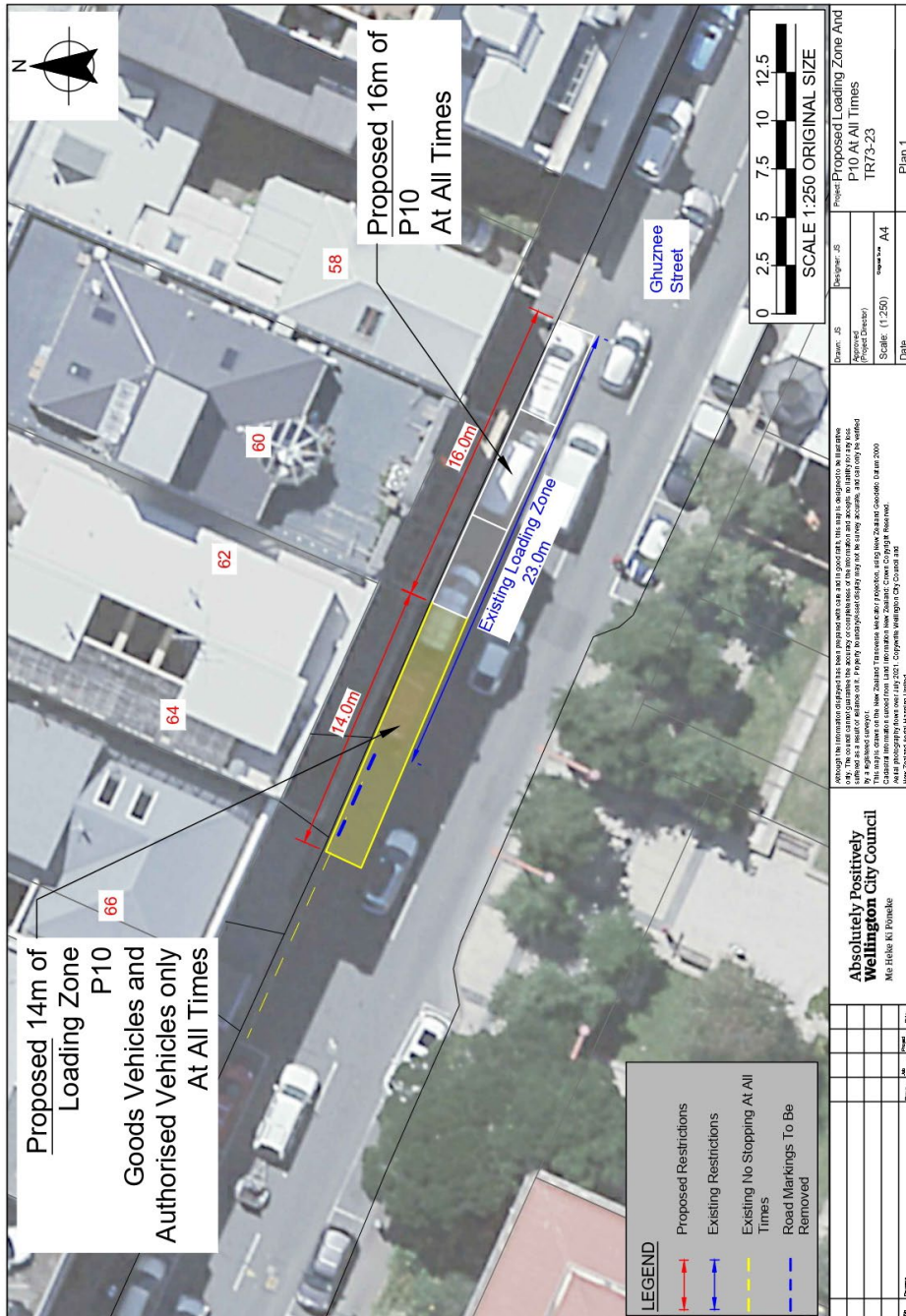
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	<p>Thursday 23 March 2023 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.</p>
Feedback	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. <p>Please note if you are giving feedback the consultation period opens at 9.00 am Thursday 23 March 2023 and finishes at 5.00 pm Wednesday 5 April 2023.</p> <ul style="list-style-type: none">• What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Thursday 6 April 2023.2. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 11 May 2023.3. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

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TR73-23 Ghuznee Street, Te Aro – P10 Time Limited parking; new Loading Zone configuration



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
Ghuznee Street	Loading Zone, P10 Monday to Saturday 8:00am - 6:00pm Only	North side, commencing 99.5 metres east of its intersection with Victoria Street (Grid coordinates $x= 1,748,544.82$ m, $y= 5,427,232.4$ m), and extending in an easterly direction following the kerb line for 11.5 metres.

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

Column One	Column Two	Column Three
Ghuznee Street	No Stopping, At All Times	North side, commencing 71.5 metres east of its intersection with Victoria Street (Grid coordinates $x= 1,748,544.82$ m, $y= 5,427,232.42$ m), and extending in an easterly direction following the kerb line for 16.5 metres.

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

Column One	Column Two	Column Three
Ghuznee Street	Metered Parking P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	North side, commencing 88 metres east of its intersection with Victoria Street (Grid coordinates $x= 1,748,544.82$ m, $y= 5,427,232.42$ m), and extending in an easterly direction following the kerb line for 11.5 metres.

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

Column One	Column Two	Column Three
Ghuznee Street	P10, At All Times	North side, commencing 95 metres east of its intersection with Victoria Street (Grid coordinates $x= 1,748,544.82$ m, $y= 5,427,232.4$ m), and extending in an easterly direction following the kerb line for 16 metres.

We are proposing a change in your area

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Wellington City Council
Me Heke Ki Pōneke

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

Column One	Column Two	Column Three
Ghuznee Street	<i>Loading Zone (P10), At All Times</i>	<i>North side, commencing 81 metres east of its intersection with Victoria Street (Grid coordinates x= 1,748,544.82 m, y= 5,427,232.4 m), and extending in an easterly direction following the kerb line for 14 metres.</i>

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

Column One	Column Two	Column Three
Ghuznee Street	<i>No Stopping, At All Times</i>	<i>North side, commencing 71.5 metres east of its intersection with Victoria Street (Grid coordinates x= 1,748,544.82 m, y= 5,427,232.42 m), and extending in an easterly direction following the kerb line for 9.5 metres.</i>

Prepared By: Joban Singh (Transport Engineering Assistant)

Approved By: Evandro Scherer (Team Leader Traffic & Resolutions)

Date: 01/05/2023

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.

Proposal:

Reference	TR74-23 Intersections of Chesterton Street /Chapman Street and Chesterton Street / Burgess Road, Johnsonville – No Stopping At All Times
Location – where we propose to make the change	<ul style="list-style-type: none"> • Chesterton Street / Chapman Street intersection. • Chesterton Street / Burgess Road intersection.
What we'd like to do	<ul style="list-style-type: none"> • We are proposing to install 118 metres of No Stopping At All Times at the Chesterton Street and Chapman Street intersection. • We are proposing to install 161 metres of No Stopping At All Times on the Chesterton Street and Burgess Road intersection.
Why we are proposing the change	<ul style="list-style-type: none"> • In January 2023 Wellington City Council (WCC) proposed No Stopping At All Times road markings at the intersections of Chesterton Street with Chapman Street and Chesterton Street with Burgess Road. The proposal was deferred then as residents were not properly consulted resulting in complaints as they received the wrong plans to provide feedback during the consultation period. • The outcome of the consultation for TRs 15-23 and 16-23 was to defer the proposed changes and combine the two proposals into a single proposal. We are reconsulting these changes in a new Traffic Resolution report. • This proposal addresses the safety concerns raised by the public due to the lack of visibility at the intersections of Chesterton Street/Chapman Street and Chesterton Street/Burgess Road. When drivers travel on the bend, forward visibility is also compromised by parked vehicles, and this creates a safety hazard and potential for conflicts with oncoming traffic.
Impact	<ul style="list-style-type: none"> • Improving safety at the intersections. • Net parking impact - removal of approximately 20 unrestricted parking spaces. • Pedestrian impact – no change to existing pedestrian facilities.
How this relates to the parking policy	<ul style="list-style-type: none"> • Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none"> • Average daily traffic count: 480 (Chesterton Street / Chapman Street Intersection) and 1,050 (Chesterton Street / Burgess Road Intersection). • 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 Thursday 23 March 2023 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> • If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form,

We are proposing a change in your area

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	<p>downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens at 9.00 am Thursday 23 March 2023 and finishes at 5.00 pm Wednesday 5 April 2023.</p> <ul style="list-style-type: none"> • What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Thursday 6 April 2023. 2. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 11 May 2023. 3. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

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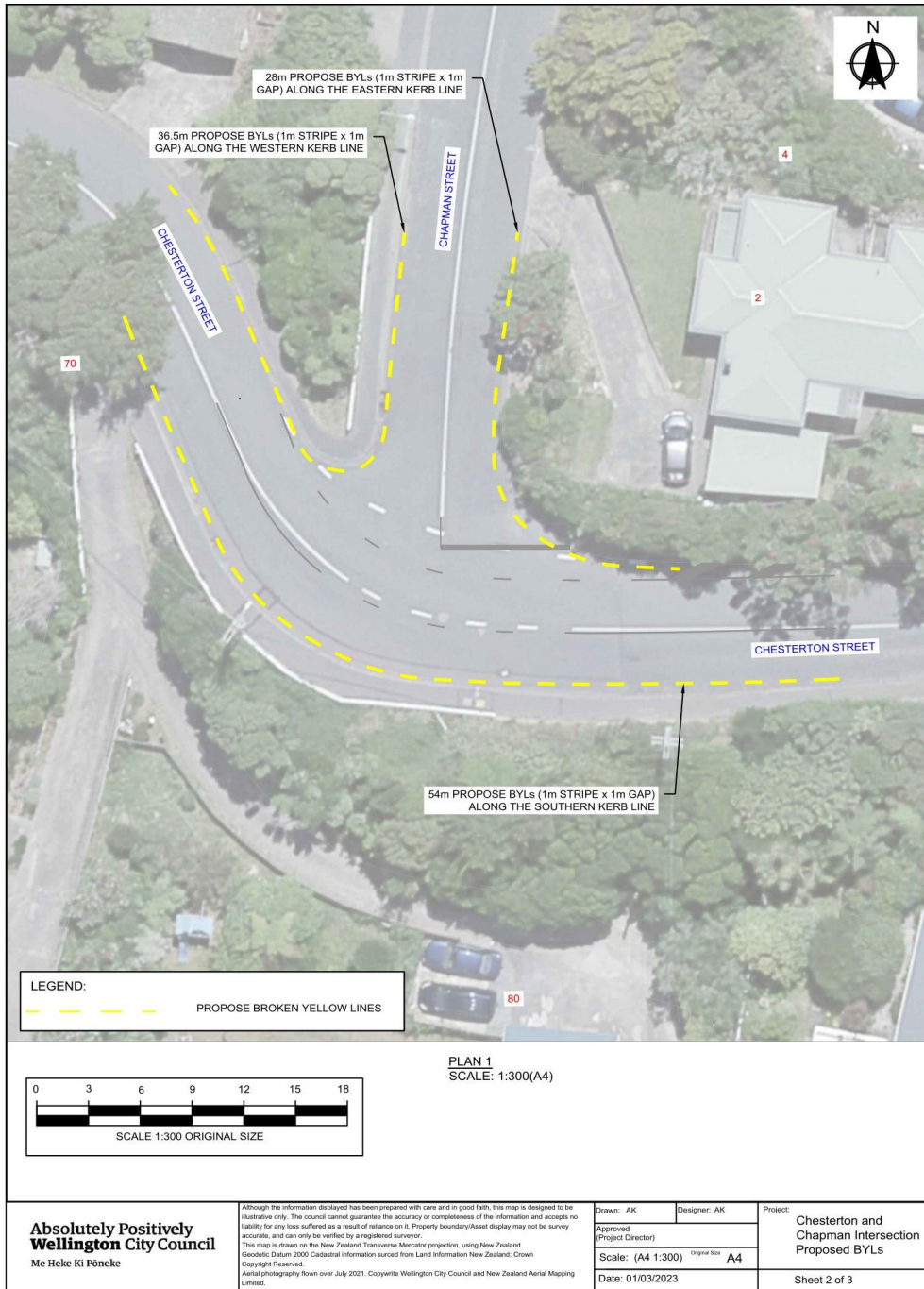
**TR74-23 Intersections of Chesterton Street /Chapman Street and Chesterton Street / Burgess Road,
Johnsonville – No Stopping At All Times**



We are proposing a change in your area

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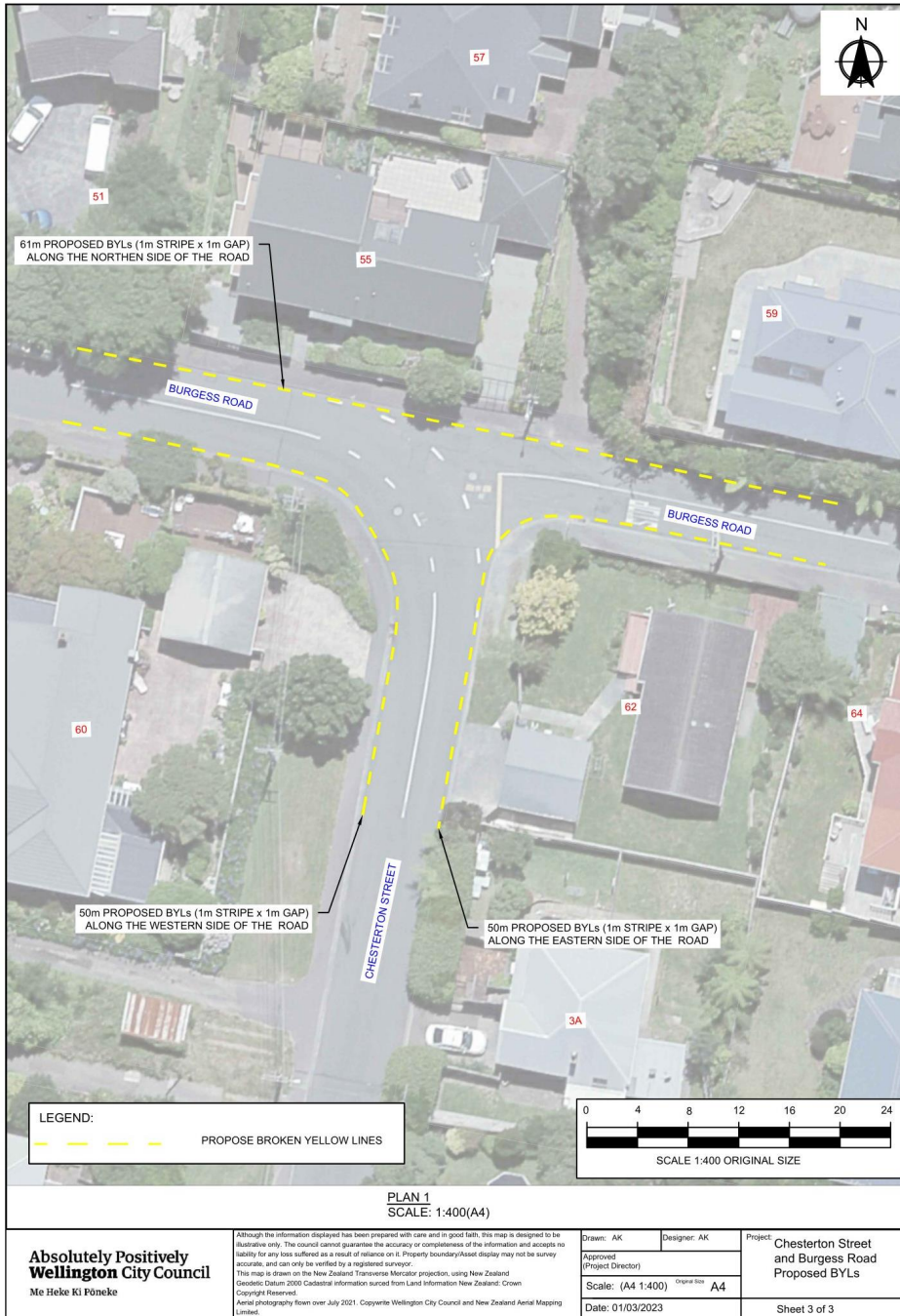
TR74-23 Intersections of Chesterton Street /Chapman Street and Chesterton Street / Burgess Road, Johnsonville – No Stopping At All Times



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TR74-23 Intersections of Chesterton Street /Chapman Street and Chesterton Street / Burgess Road,
Johnsonville – No Stopping At All Times



We are proposing a change in your area

Legal Description:

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

Column One	Column Two	Column Three
Chapman Street	No Stopping, At All Times	Northern side, commencing at the intersection with Chesterton and Chapman Street (Grid coordinates X=1,751,927.380m Y=5,434,428.138m) and extending in northern direction following the northern kerb line for 18 metres
Chesterton Street	No Stopping, At All Times	Western side, commencing at the intersection with Chesterton and Chapman Street (Grid coordinates X=1,751,927.380m Y=5,434,428.138m) and extending in western direction following the western kerb line for 18.5 metres
Chapman Street	No Stopping, At All Times	Western side, commencing at the intersection with Chesterton and Chapman Street (Grid coordinates X= 1,751,933.593m Y=5,434,430,420m) and extending in northern direction following the northern kerb line for 14 metres
Chesterton Street	No Stopping, At All Times	Eastern side, commencing at the intersection with Chesterton and Chapman Street (Grid coordinates X= 1,751,933.593m Y=5,434,430,420m) and extending in eastern direction following the eastern kerb line for 14 metres
Chesterton Street	No Stopping, At All Times	Southern side, commencing at the intersection with Chesterton and Chapman Street (Grid coordinates X=1,751,954.753m Y=5,434,422.958) and extending in eastern to western direction following the southern kerb line for 54 metres

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

Column One	Column Two	Column Three
Chesterton Street	No Stopping, At All Times	Southern Side, commencing at the intersection with Chesterton Street and Burgess Road (Grid coordinates X=1,751,878.821m Y=5,434,938.914m) and extending in southern

We are proposing a change in your area

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		<i>direction following the western kerb line for 25m metres</i>
Burgess Road	<i>No Stopping, At All Times</i>	<i>Western Side, commencing at the intersection with Chesterton Street and Burgess Road (Grid coordinates X=1,751,878.821m Y=5,434,938.914m) and extending in western direction following the western kerb line for 25m metres</i>
Chesterton Street	<i>No Stopping, At All Times</i>	<i>Southern Side, commencing at the intersection with Chesterton Street and Burgess Road (Grid coordinates X=1,751,884.726m Y=5,434,938.370m) and extending in southern direction following the eastern line for 25m metres</i>
Burgess Road	<i>No Stopping, At All Times</i>	<i>Eastern Side, commencing at the intersection with Chesterton Street and Burgess Road (Grid coordinates X=1,751,884.726m Y=5,434,938.370m) and extending in eastern direction following the eastern line for 25m metres</i>
Burgess Road	<i>No Stopping, At All Times</i>	<i>Northern Side, commencing along the Burgess Road (Grid coordinates X=1,751,911.580m Y=5,434,938.117m) and extending from eastern to western direction following the western kerb line for 61 metres</i>

Prepared By: Amit Kochar (Intermediate Transport Engineer)
 Approved By: Evandro Scherer (Team Leader Traffic & Resolutions)
 Date: 01/05/2023

FEEDBACK RECEIVED

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Feedback

Name: Mary
Suburb: Not stated
Agree: Yes/No

I am writing giving feedback on the proposed "No Stopping at all times" on the intersection of Chesterton Street and Chapman Street.

While the no stopping at all times yellow lines may improve the position, when coming from Chapman Street into Chesterton - either left or right - the danger is the lack of visibility caused by the bushes on both the right and left hand sides on the corner of Chapman to such an extent that you cannot see any vehicles until they are right at the intersection.

We find it very dangerous especially when vehicles are travelling quickly up Chesterton Street.

Can you please look at removing the bushes on both corners of Chesterton and Chapman Streets.

Officer's response:

Thank you for your feedback on TR74-23 Intersections of Chesterton Street /Chapman Street and Chesterton Street / Burgess Road, Johnsonville – No Stopping At All Times.

This request will be forwarded to our road corridor maintenance team to reduce the bushes currently obstructing the sightlines at the intersection.

Name: Darren
Suburb: Johnsonville
Agree: Yes/No

Broken yellow lines will help reduce the risk that was introduced by TR168-22, but won't help with the limited forward visibility

Chesterton St/Chapman St (TR168-22/TR16-23/TR74-23)



Jul 2022 TR168-22

Aug 2022 I gave feedback: It had created new hazards, so I suggested adding "no stoppings".

Response: "we do not plan to implement restrictions in this section as Chesterton Street has a road width of approximately 7.1m at this point which is suitable for parked vehicles on both sides of the road and adequate traffic clearance."

FEEDBACK RECEIVED

It is “wide enough”

Nov 2022 TR16-23: As a result of our previous consultation (TR168-22), residents along the road have **advised Council that there are safety concerns** associated with the lack of forward visibility at the intersection of Chapman Street with Chesterton Street Due to the inadequate forward visibility, **parked vehicles on the roads at the intersection continue to cause major safety issues** for drivers travelling along Chesterton Street and also at the intersection with Chapman Street. To mitigate the safety issues described above, Council officers are **proposing to install “No Stopping At All Times” road markings** at the intersection

It now has ‘forward visibility issues’

Letterbox Drop

“Normal process” is residents within 50m receive a letterbox drop. Residents close to TR16-23 received only the flyer for TR15-23 (500m away) How many near TR16-23 know about a TR outside their door?

Feb 2023

Proposed council hearing

23 Mar 2023 Replacement letterbox drop for TR74-13 due to prior confusion

If the consultation was BEFORE the first paint, a safer solution could have been painted the first time.

A majority of traffic are driving to the ‘old markings’, as the ‘new alignment’ is awkward and more winding.

NO IMPROVEMENT TO SIGHT LINES

Recent reference photos:

(Taken from drivers eye height, close to the centre line)



FEEDBACK RECEIVED

**Absolutely Positively
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Officer's response:

Thank you for your feedback on TR74-23 Intersections of Chesterton Street /Chapman Street and Chesterton Street / Burgess Road, Johnsonville – No Stopping At All Times.

The visibility issue at the intersection was not caused by TR168-22, as no physical changes were made to the road layout. Instead, the visibility issue is a result of the existing road topography and alignment. The primary objective of TR168-22 is to enhance road user safety at the intersections. The resident's feedback on TR168-22 prompted further investigation that led to the current proposal presented in TR74-23.

There was a mix-up in the previous letter drops between TRs 15-23 and 16-23, which led to both TRs being deferred so that public consultation is correctly carried out.

The old road markings were wider lanes and did not include give-way control at the intersection. However, the new markings installed a few months ago, reduced the lane widths and replace a continuity line at the intersection with a limit line. This encourages road users on Chapman Street to stop at the limit line and check for traffic from both directions on Chesterton Streets. Before the installation of the new markings on site, vehicle tracking was checked using a medium rigid truck, and the results of the checking supported the proposed road marking changes in TR168-22.

We are proposing a change in your area

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Kia ora,

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

Proposal:

Reference	TR75-23 Alfred Street, Mount Cook – P120 Time Limited parking
Location – where we propose to make the change	Alfred Street, Mount Cook - outside no.17.
What we'd like to do	<ul style="list-style-type: none"> Convert the existing unrestricted parking to time-limited parking (P120), At All Times.
Why we are proposing the change	<ul style="list-style-type: none"> Wellington City Council (WCC) received a request from the Medical Centre associated with unrestricted parking spaces on Alfred Street, outside no.17. The unrestricted parking causes an inconvenience to patients finding a parking space when coming to the Medical Centre, which operates every day. To help patients at the Medical Centre and promote parking turnover, WCC is proposing to install P120 At All Times parking restrictions. These changes would also help other businesses and activities in the area facing similar unrestricted parking issues.
Impact	<ul style="list-style-type: none"> Improves parking turnover. Net parking impact – no loss of parking spaces, change in restriction to time limited only. Pedestrian impact – no change to existing pedestrian facilities.
How this relates to the parking policy	<ul style="list-style-type: none"> Support safe movement – facilitate the safer and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count - 70. 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 Thursday 23 March 2023 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Thursday 23 March 2023 and finishes at 5.00 pm Wednesday 5 April 2023. 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.

We are proposing a change in your area

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

	<p>Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</p>
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Thursday 6 April 2023.2. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 11 May 2023.3. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

TR75-23 Alfred Street, Mount Cook – P120 Time Limited parking



We are proposing a change in your area

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

Legal Description:

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

Column One	Column Two	Column Three
Alfred Street	<i>P120, At All Times</i>	<i>South side, commencing 7 metres east of its intersection with Adelaide Road (Grid coordinates X=1,750,011.04m Y=5,431,057.11m) and extending in an easterly direction following the southern kerb line for 26 metres.</i>

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

Approved By: Evandro Scherer **(Team Leader Traffic & Resolutions)**

Date: 01/05/2023

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback

Name: Emily
Suburb: Mount Cook
Agree: No

Thanks for the proposed plan. As a resident of Nouvo apartment, I would strongly appeal to turn these parking spots into residence parking for Nouvo. Since there are already limited parking spaces around the area, it is a struggle for those of us who live in the area to park. Alfred Street is the only place for residents at the moment, without them it would be super inconvenient to live in the building across the street.

Officer's response:

Thank you for your feedback on TR75-23 Alfred Street, Mount Cook – P120 Time Limited parking.

Based on our resident parking permit plan, Alfred Street is ineligible to have resident parking and Nouvo Apartment has off-street parking.

Name: Ngaire
Suburb: Epsom
Agree: Yes

My elderly father lives in the Nuovo apartment complex, Alfred Street, Mt Cook. He doesn't own a car or a car park in the complex.

All of his family members find it very difficult to visit him because most of us have to drive and it is really difficult to find a short term car park in the area. His care givers also find it difficult to provide service to him because parking is so hard to find.

It would be great to have those parks on Alfred Street as P120 because it will (hopefully) free up spaces for people like us who need a short term park to provide service to an elderly person. More people will benefit rather than the current very small number who are able to park there for an unlimited period of time.

We support the recent changes to Adelaide Road too, providing bus and bike lanes.

Officer's response:

Thank you for your feedback on TR75-23 Alfred Street, Mount Cook – P120 Time Limited parking.

Name: A G
Suburb: Island Bay
Agree: No

Really appreciate the proposal to implement a time limit, as we visit an elderly relative in the neighbourhood and we are always struggling for parking. Recently we begged a parking space off the neighbour for someone to do a three-hour deep clean of the relative's apartment. Recommend P180

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though, esp. as patients can end up waiting for two hours before being seen, then you add in x-rays and waiting for script to be filled at pharmacy etc. P120 won't be long enough.

Officer's response:

Thank you for your feedback on TR75-23 Alfred Street, Mount Cook – P120 Time Limited parking.

We made this proposal in consideration of the local business in that area too, so P120 will be suitable for the business and the Medical Centre.

We are proposing a change in your area

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Kia ora,

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

Proposal:

Reference	TR76-23 Melksham Drive, Churton Park – new bus stop
Location – where we propose to make the change	Melksham Drive, Churton Park – outside no.112-114.
What we'd like to do	<ul style="list-style-type: none"> • Install a new bus stop.
Why we are proposing the change	<ul style="list-style-type: none"> • Metlink received requests from residents who live in Melksham Drive (and the surrounding area) about the distance they currently have to walk to the nearest bus stop, located approximately 200m south of the proposed bus stop. • Residents particularly those living in Amesbury Drive and beyond walk up to 1 kilometre to reach the nearest bus stop near no.85 and no.86 Melksham Drive. • A catchment analysis has been carried out by Greater Wellington Regional Council to review the new catchment potential for this new bus stop and it affirms the bus stop placement and will cater to a wider section of the community in Churton Park as the area develops in the future. • Metlink has conducted site visits to the bus stop location, and in conjunction with the transport engineering team, have agreed on the proposal to address the issues outlined above. The most appropriate location would be between properties no.112 and no.114 Melksham Drive.
Impact	<ul style="list-style-type: none"> • Installing a new bus stop will improve the customer experience and make public transport more convenient and a safer/efficient option to travelling in private vehicles • Installing a new bus stop closer to the residents captured by the bus stop catchment analysis will improve safety and accessibility for them (especially at nighttime). • Net parking impact – removal of four unrestricted parking spaces. • Pedestrian impact – positive. Improved for those using the bus service as they will be able to board the bus adjacent to the footpath.
How this relates to the parking policy	<ul style="list-style-type: none"> • Support shift in type of transport used – facilitate a shift to using active (e.g., walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles. • Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles. • Support access for all – ensure disabled people, older people, people who are pregnant, and people with babies can access the city, Council

We are proposing a change in your area

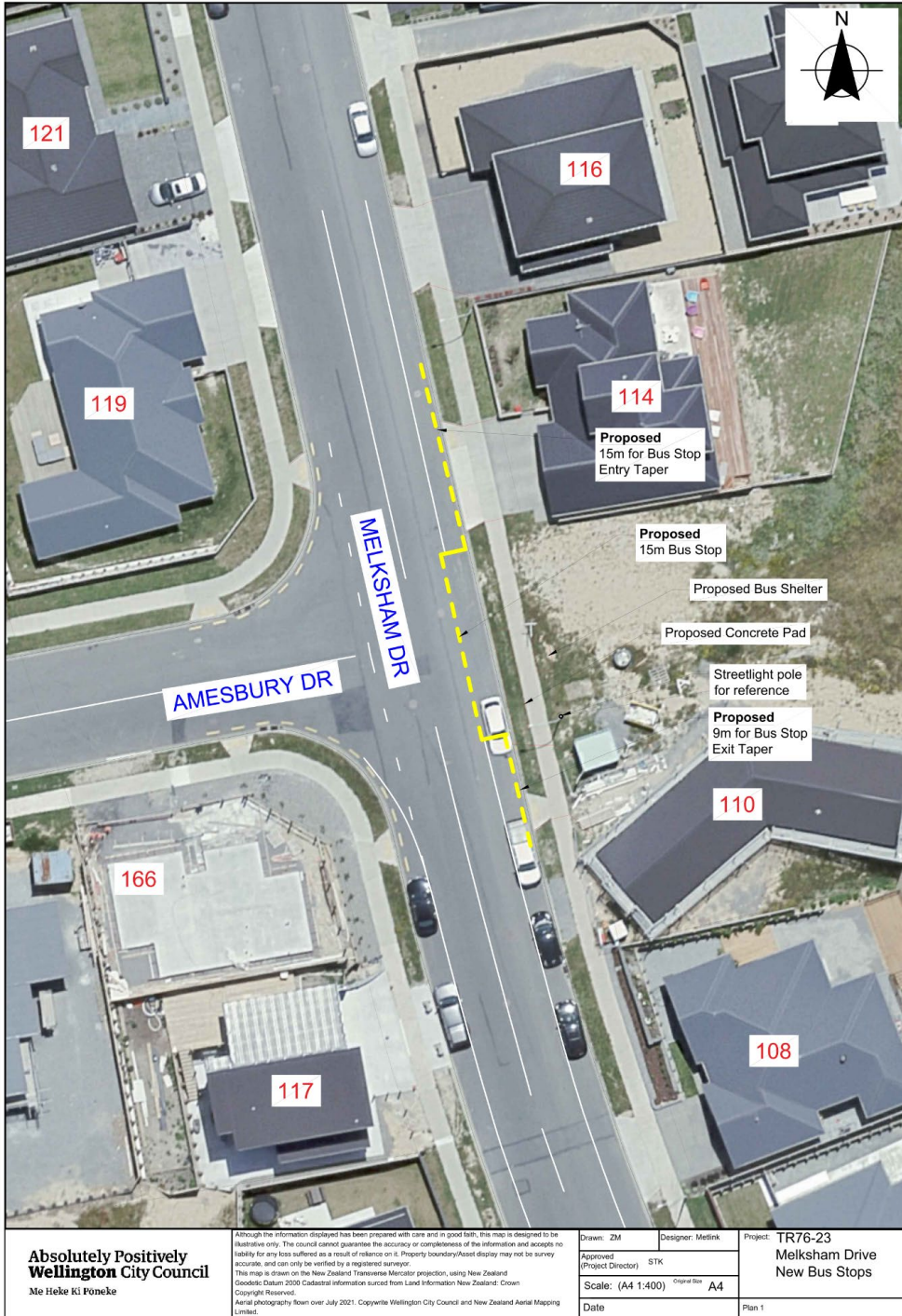
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	<p>facilities, and venues. This will be achieved, in part, through an improvement in mobility parking across the city.</p> <ul style="list-style-type: none"> Support the move to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles, and other transport with low carbon emissions. Manage to park and incentivise a decrease in vehicle use to contribute to a reduced carbon 12 Parking Policy August 2020 emissions, better water quality, air quality, stormwater management, and biodiversity outcomes.
Additional Information	<ul style="list-style-type: none"> Average monthly passenger number – boarding 688; Alighting 28 (NOTE: this is a predicted number based on passenger numbers for existing outbound bus stop #3297 from the January 2023 data set). Average daily traffic count – 1,224. 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 Thursday 23 March 2023 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Thursday 23 March 2023 and finishes at 5.00 pm Wednesday 5 April 2023. What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> Feedback collated by Thursday 6 April 2023. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 11 May 2023. If approved, the proposal will be installed within the following three months.

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TR76-23 Melksham Drive, Churton Park – New Bus Stop



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Although the information displayed has been prepared with care and in good faith, this map is designed to be illustrative only. The Council cannot guarantee the accuracy or completeness of the information and accepts no liability for any loss suffered as a result of reliance on it. Property boundary/Asset display may not be survey accurate, and can only be verified by a registered surveyor.
This map is drawn on the New Zealand Transverse Mercator projection, using New Zealand Geodesic Datum 2000 Cadastral information sourced from Land Information New Zealand. Crown Copyright Reserved.
Aerial photography from over July 2021. Copyright Wellington City Council and New Zealand Aerial Mapping Limited.

Drawn: ZM	Designer: Metlink
Approved (Project Director): STK	
Scale: (A4 1:400)	Original Size: A4
Date	Plan 1

Project: TR76-23
Melksham Drive
New Bus Stops

We are proposing a change in your area

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Legal Description:

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

Column One	Column Two	Column Three
Melksham Drive	<i>Bus Stop</i>	<i>East side, commencing 4 metres south of its intersection with Amesbury Drive (Grid coordinates X=1,751,586.45m Y=5,438,480.79) and extending in a northerly direction following the eastern kerb line for 15 metres.</i>

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

Column One	Column Two	Column Three
Melksham Drive	<i>No stopping, At All Times</i>	<i>East side, commencing 4 metres south of its intersection with Amesbury Drive (Grid coordinates X=1,751,586.45m Y=5,438,480.79) and extending in a southerly direction following the eastern kerb line for 9 metres.</i>
Melksham Drive	<i>No stopping, At All Times</i>	<i>East side, commencing 11 metres north of its intersection with Amesbury Drive (Grid coordinates X=1,751,586.45m Y=5,438,480.79) and extending in a northerly direction following the eastern kerb line for 15 metres.</i>

Prepared By: Zackary Moodie **(Team Leader Transport Engineering)**
Approved By: Evandro Scherer **(Team Leader Traffic & Resolutions)**
Date: 01/05/2023

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Feedback

Name: Oli

Suburb: Not stated

Agree: No

Re: the proposed bus stop on Melksham Drive. We understand why the reserve might be the easiest place to put a bus stop. However....

- your street numbering is wrong! The house you label as 110 is 108, the chevron house is 110.
- currently, buses do questionable turns at this junction and have hit several cars. Perhaps this issue would be addressed by having the bus stop further up Melksham or Amesbury.
- having a bus stop on a junction might be ok now but might be less safe when upper Melksham is developed.

Officer's response:

Thank you for your feedback on TR76-23 Melksham Drive, Churton Park – new bus stop.

Thank you for letting us know the street numbering is incorrect, this was an oversight of which can be corrected.

Thank you for also letting us know of bus drivers turning around at the Amesbury Drive intersection - this should not be the case, there is a dedicated bus turning area at the top of Melksham Drive that is a designated bus turning area. We will pass this observation and concern on to Metlink to address with the relevant bus operator and remind bus drivers to use the designated turning space.

According to the trip estimates on the number of households for the proposed development of the area, the projected traffic volumes for this area of Melksham Drive are anticipated to remain low. In addition, the sufficient carriageway space available and the positioning of the bus stop behind the edge line contribute to the overall safety of the area. Moreover, the duration of time that the bus would stop is significantly short.

We initially consulted on placing this bus stop outside no.130 Melksham Drive with a bus shelter installation however there were objections from adjoining neighbours. Placing the bus stop in front of the reserve is a better location as we can also install a future bus shelter for bus patrons. We wouldn't move the bus stop further down Melksham Drive as this would place the bus stop directly outside households.

Name: Swasti

Suburb: Not stated

Agree: Yes

I support the new proposed location for a bus shelter at the Amesbury Drive/Melksham Drive intersection. This would support commuters located on upper Melksham Drive and Amesbury Drive (and streets off Amesbury).

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Officer's response:

Thank you for your feedback on TR76-23 Melksham Drive, Churton Park – new bus stop.

Name: Maddz
Suburb: Johnsonville
Agree: No

It's on an intersection as such a dangerous area to stop and puts pressure and risk on other road users, the stop is fine it's the location that is wrong. Stop putting bus stops at intersections.

Officer's response:

Thank you for your feedback on TR76-23 Melksham Drive, Churton Park – new bus stop.

We initially consulted on placing this bus stop outside no.130 Melksham Drive with the installation of a new bus shelter but received objections from adjoining neighbours. Placing the bus stop in front of the reserve is a better location where we can also install a future bus shelter for bus patrons waiting at the stop. We wouldn't move the bus stop further down Melksham Drive as this would place the bus stop directly outside residential properties. The proposed location outside the reserve is not directly outside properties and has space to install a bus shelter to further benefit the community.

Name: Josna
Suburb: Churton Park
Agree: No

Bus stop at T-intersection is not good idea as for me. This intersection is already having so much traffic, if we add bus stop road gets congestion and creates blind spots for car drivers. Kids cross paths at there to go to school more often. Which is risk. Also congest on road on parking with the people taking the bus.

Officer's response:

Thank you for your feedback on TR76-23 Melksham Drive, Churton Park – new bus stop.

According to our estimates, even after the proposed development of the area, the projected traffic volumes for this area of Melksham are anticipated to remain low. In addition, the ample space available and the positioning of the bus stop behind the edge line contribute to the overall safety of the area. Moreover, the duration of time that the bus would stop is short. This stop primarily serves as an onboarding location for passengers.

We initially consulted on placing this bus stop outside no.130 Melksham Drive with the installation of a new bus shelter but received objections from adjoining neighbours. Placing the bus stop in front of the reserve is a better location where we can also install a future bus shelter for bus patrons waiting at the stop. We wouldn't move the bus stop further down Melksham Drive as this would place the bus stop directly outside residential properties.

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The proposed location outside the reserve is not directly outside properties and has space to install a bus shelter to further benefit the community.

Name: Resident
Suburb: Churton Park
Agree: No

RE: Response to proposed bus stop outside our house:

1: Noise Pollution.

As a family of six we will be severely affected by noise pollution (we are environmentally conscious i.e., drive hybrid and fully EV cars where able). If a bus stop is situated directly outside our home, we will have noisy diesel buses outside our sleeping areas until early hours of the morning (side adjacent to council land). We already have to contend with noise from pylons on the neighbouring farm as well as southbound plane arrivals - so several existing noise pollutions beyond our control.

2: Diesel Pollution:

We will also be subjected to the toxic diesel fumes emitted from the buses stopping and starting and idling which will filter inside our home through open windows/doors/garage/extraction.

3: Due Diligence:

When purchasing our section, we did our due diligence on the potential of bus stops being placed outside or near our property. We were told that the bus route would eventually loop up and around Amesbury once building was completed to service those streets. Why is this not happening?

We have already lived next to a bus stop (3 Chorley Grove, Churton Park) and we were impaired by noisy people waiting for buses and disembarking as well as the buses constantly idling outside with awful diesel fumes wafting into our house hence why we did not want to live next to a bus stop again.

4: Accidents.

Since completing the build of our home 3.5 years ago we have dealt with the changing surrounding landscapes and roads. Originally there were boulders blocking Amesbury Drive and the bus drivers utilised this as their illegal 'turning bay', this continued after the boulders were removed despite the newly established intersection so that they did not have to drive to the end of the street to turn safely. They often drive into or reverse into oncoming traffic! This in itself is dangerous.

As a consequence of the above a street sign has been knocked over, and we have had TWO vehicles damaged. One vehicle crashed into by a bus was damaged so severely it had to be written off and one NEW vehicle was damaged requiring extensive repairs - all due to careless bus driving. One of the bus drivers fled the accident. This was luckily witnessed by our neighbour who followed the bus noting details of the bus, time and driver. This shows how irresponsible some of the drivers are (not all) which leaves us feeling unsafe around our property.

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Some of our family members have come face to face with intimidating and aggressive bus drivers when questioning them on their reasoning for using an intersection as their 'turning bay' when there was a perfectly safe 'turning bay' that was constantly maintained at the end of the street. We have been left feeling unheard and intimidated by the bus company and their drivers.

We have lodged multiple complaints to the bus company and to WCC about the careless and dangerous manoeuvres happening around our property. Some drivers continue to breach the law by flying down the road and using the intersection as a 'turning bay' to this day. We fear for the next accident to happen (hoping it is not going to be someone's child or beloved pet that is impacted).

There have been many witnessed near misses and multiple car horns blown due to the bus drivers' actions. This could increase with your proposed plan.

5: Yellow lines.

Your new proposal is going to remove the available street parking outside our house (which is not the case for most other bus stops around the area) and will leave the one remaining street car parking in the firing line for buses to potentially swoop in and cause further damage as well as concerns for blindly reversing out of our driveway into oncoming traffic (i.e. other buses/stop trucks/neighbours) if there is a bus sitting at the bus stop. This in essence will be a safety risk not only to us but other motorists.

On road parking is well utilised in Churton Park as many residents need their own transport given that public transport does not cater to all work areas i.e., two of our family members work in the Hutt Valley.

6: Too many stops in one street.

There are currently two bus stops down the road which are already not far to walk to that are not situated or impeding on other people's driveways or on road street parking. It is nonsensical to have so many stops within close proximity to each other, and zero in other streets. It is not fair that our street needs to have so many stops in order to service adjacent streets that do not have any.

In summary, we strongly object to a bus stop and yellow lines being placed outside our property for the reasons outlined above. We would expect WCC to have done better due diligence canvassing impacted residents as we are aware that our neighbours also feeling strongly about this proposal.

We won't tolerate big Corporate and WCC running rough shod over impacted residents pushing an agenda forward to satisfy a private bus company that will financially benefit from a proposal that is detrimental to us.

Officer's response:

Thank you for your feedback on TR76-23 Melksham Drive, Churton Park – new bus stop.

1. We understand your concerns, the proposed bus stop will not be a bus waiting area where bus drivers park and have their rest breaks. There is a designated bus turning area at the top of Melksham Drive currently, and this is a purpose-built area for bus turning and bus parking

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- while bus drivers await their next scheduled trip. If drivers do end up waiting at the proposed bus stop location, we would welcome your feedback to be made to Metlink so that we can follow up with the relevant bus operator so they can address this with their drivers.
2. Please see above with regards to where buses are turning around, and drivers are parking their buses. They should not be parking at the proposed bus stop. We welcome feedback from the residents if this is happening so we can address this concern and remind bus drivers to use the designated bus turning area to park their buses. We do have a large (and growing) number of electric vehicles that service this route, so we have a mix of diesel and electric which should reduce the amount of noise and pollutants.
 3. With regards to the bus route looping up around Amesbury Drive, this is still planned to occur, however we must wait until the residential development reaches a stage that can be accommodated. Roads are built with new bus stops in place to service the new community. Without bus stops on established roads, we cannot provide a bus service to the existing community. With the proposed new bus stop outside the reserve land, we do not expect much noise pollution because, as mentioned above, we have several existing electric vehicles servicing this route that are designed to be very quiet. There are still diesel vehicles being used on this route, but we expect the numbers to reduce over time as we transition to a full electric fleet of buses.
 4. We understand your concerns and apologise for their behaviour. There is a designated bus turning area at the top of Melksham Drive currently, and this is a purpose-built area for bus turning and bus parking while drivers await their next trip time. If drivers do end up waiting at the proposed bus stop location, we would welcome your feedback to be made to Metlink so that we can follow up with the relevant bus operator and address this with their drivers. With regards to speeding, and aggressive behaviour witnessed or experienced from bus drivers, we also welcome feedback about these incidents so our operations teams can follow up and work with the bus operator to address these incidents with the relevant drivers.
 5. Currently, many bus stops in the region and Melksham Drive are unmarked. These obstructions restrict bus access into and out of the bus stops and affects customer accessibility and safe boarding and alighting from the buses. Metlink and WCC are working together to improve bus stop accessibility by improving or introducing the standard bus stop layout with road markings to guarantee that there is always space available for buses to navigate a bus stop without hitting other parked vehicles and provide the community with consistent, safe and accessible public transport services and facilities. With the implementation of new bus stops on Melksham Drive, we will also install bus stop road markings to ensure accessibility and promote the use of public transport in our community. The installation of 15 metres of entry tapers and 9 metres of exit tapers (broken yellow lines) will provide space for bus drivers to enter and exit safely, and we do not envision this will cause any risk to other parked cars. As mentioned before, a bus should not be parked and wait at this proposed bus stop and should not obstruct your visibility when reversing out of your driveway except for the short duration when the bus stops for passengers boarding and alighting. When there is a bus stopped for bus patrons, please wait before reversing to avoid conflict.
 6. As Melksham Drive is developing further, we are regularly reviewing the requirement for new bus stops along this road. We have received requests from the bus patrons who walk to the existing bus stops near no.86 Melksham Drive. This walk is approximately 1km from their residence to the nearest bus stop. To encourage the use of public transport and provide user friendly and safe option, we are proposing the new bus stops closer to these bus patrons.

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There are no bus stops on the adjacent streets like Amesbury Drive as these streets are currently not scheduled bus routes. We would continue to install bus stops on Melksham Drive which is the current route 1 service. With the introduction of this new bus stop (and its pair stop near no.125 Melksham Drive), there is a distance of 280m from the existing pair of bus stops near no.86 Melksham Drive. This is close to the recommended 300-400m distance between bus stop pairs.

PROPOSED ROAD CLOSURE

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

2.

Risk

- Low Medium High Extreme

3.

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 the Koata Hātepe | Regulatory Processes Committee:

- 1) Receive the information.
- 2) Agree to close the following roads for the event listed below to vehicles and cyclists including motorised scooters, subject to the conditions listed in the proposed Road closure Impact Reports:
Vosseler Shield 27 May 2023 8.00am to 4.00pm
Road Closure
 - Alexander Road (north of SPCA entrance to south of Lookout Road)
- 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 people's' movement within, and around the event.

Whakarāpopoto | Executive Summary

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

Takenga mai | Background

5. The Council receives numerous request throughout the year for public roads to be closed for public and private events in order for the closures to have an effect under Schedule 10 of the Local Government Act 1974, council approval is required.
6. The authority to approve requests 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

7. 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 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.
- The Council officer notifies the event organiser of the committee's decision.

Kōwhiringa | Options

8. 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.

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

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

9. The City Events team has assessed the proposed events regarding their contribution towards Council 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

10. Members of the public have been advised of the road closures and informed of their right to object.
11. The public notice advertising that the council is proposing to consider these closures was notified via the following channels.
- Dominion Post
 - Social Media
 - 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 guidelines announcements.

Implications for Māori

12. There are no Te Titiri O Waitangi implications

Financial implications

13. Not Applicable

Legal considerations

14. Not Applicable

Risks and mitigations

15. All safety risks for the road closure are managed by way of the Traffic Management Plan.,

Disability and accessibility impact

16. Council along with event organiser 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

17. Each event organiser is required to add their consideration to their road closure Impact report.

Communications Plan

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



Health and Safety Impact considered

19. 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

20. If the proposed road closures are approved the event organiser will issue further communications advising of the approved closures via social media, implemented the approved Traffic Management Plan, run the event, and cleans 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.	Vosseler Shield Impact  	Page 80
Attachment 2.	Vosseler Shield Advert  	Page 83
Attachment 3.	Vosseler Shield map  	Page 85

REGULATORY PROCESSES COMMITTEE

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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

VOSELER SHIELD
SATURDAY 27 MAY 2023 8.00AM TO 4.00PM

1. Description of Event

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

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

The proposed road closures to vehicles and cyclists, are as follows: Vosseler Shield: Saturday 27 May 2023 8.00am to 4.00pm.

- **Alexander Road (North of SPCA entrance to south of Lookout Road)**

Please refer to the map attachment for further detail.

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

Climate Change

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

2. Events Directorate Support

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

3. Proposal Notice and Consultation

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

- Dominion Post, 15 April 2023
- Social Media, 18 April 2023
- Twitter, 18 April 2023
- Facebook, 18 April 2023

REGULATORY PROCESSES COMMITTEE

- Have your say, 18 April 2023

This event was held 2022 without 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 **8.00am to 4.00pm on Saturday 27 May 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.
- This proposed road closure is subject to the government covid-19 guideline announcements regarding events of this nature. Government timelines and amount of people allowed to congregate will dictate any postponement date should it be required.

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

Attachments

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

Maria Taumaa

Prepared By
Maria Taumaa
Street Activities Coordinator

Public notice request form

BUS: Ad Bookings

Date notice is to run	Saturday 15 April 2023
Publication	<input checked="" type="checkbox"/> The Dominion Post <input type="checkbox"/> Not sure – quotes required
Purchase order #	
Re-run job number	
Approver	

Proposal to Close Roads

The Regulatory Processes Committee will meet on Thursday 11 May 2023 to consider the following temporary road closure for Events.

Vosseler Shield 27 May 2023 8.00am to 4.00pm Harrier Inter Club Running Event

Alexander Road (North of SPCA entrance to south of Lookout Road)

Any person objecting to a proposed road closure must Contact the City Council in writing before 4pm, Friday 25 April 2023.. Please send correspondence to Street Activities at mailing address P O Box 2199 Wellington or by email Street.activities@wcc.govt.nz

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

NOTES

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

Note deadlines are likely to change around public holidays.

Rd weekend from Oct 2022 to June 2023, 6pm Fri – 8pm Sun



Event Name: Vossler Shield
Event Type: Road Closure
Event Details:

From: 27/05/2023 8:00:00 am Until: 27/05/2023 4:00:00 pm

NEW LEASES IN THE EASTERN SUBURBS: WORSER BAY LIFE SAVING CLUB, PLAYCENTRE AOTEAROA, NETBALL WELLINGTON CENTRE, AND KILBIRNIE TENNIS CLUB

Kōrero taunaki | Summary of considerations

Purpose

1. This report requests Koata Hātepe | Regulatory Processes Committee:
 - Approve two new premises leases on reserve land, subject to public consultation, and
 - Approve officers commence public consultation on two new ground leases on Wellington Town Belt land.
2. The proposed premises leases are:
 - Worsler Bay Life Saving Club at 323 Massey Road, Scorching Bay, for a term of 5 years plus one renewal term of 10 years
 - Playcentre Aotearoa at 23 Crawford Green, Miramar, for a term of 5 years plus one renewal term of 5 years
3. The proposed ground leases are:
 - Netball Wellington Centre Incorporated at Hataitai Park, Ruahine Street, for a term of 10 years plus one renewal term of 10 years
 - Kilbirnie Tennis Club Incorporated at 14 Crawford Road, Kilbirnie, for a term of 10 years plus one renewal term of 10 years

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

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

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

Relevant Previous decisions

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

- Council approved a ground lease for Worsler Bay Life Saving Club at 251 Marine Parade, Seatoun in 2008;
- Council approved a premises lease for Playcentre Aotearoa in 1989;
- Council approved a ground lease for Netball Wellington Centre in 2013; and
- Council approved a ground lease for Kilbirnie Tennis Club

Incorporated in 2013.

Significance

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

The proposed new leases support existing activities, and are aligned with the relevant legislation and reserve management plans.

Financial considerations

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

4.

Risk

Low Medium High Extreme

5.

Authors	Annelise Bos, Community Recreation Leases Advisor 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 the Koata Hātepe | Regulatory Processes Committee:

- 1) Receive the information;
- 2) Approve the following new premises leases on reserve land, subject to the outcome of public consultation:
 - a. Worsler Bay Life Saving Club Incorporated at 323 Massey Road, Scorching Bay, for 5 years with one renewal term of 10 years;
 - b. Playcentre Aotearoa Incorporated at 23 Crawford Green, for 5 years with one renewal term of 5 years.
- 3) Note that pursuant to the Reserves Act 1977, if no sustained public objections are received officers will progress negotiating a deed of lease with the premises lessees.
- 4) Agree that officers commence public consultation for the following ground leases on Wellington Town Belt land:
 - a. Netball Wellington Centre Incorporated at Hataitai Park, Ruahine Street, for 10 years with one renewal term of 10 years
 - b. Kilbirnie Tennis Club Incorporated at 14 Crawford Road, Kilbirnie, for 10 years with one renewal term of 10 years
- 5) Note that pursuant to the Wellington Town Belt Act 2016, officers will report back to Koata Hātepe | Regulatory Processes Committee on the outcome of public consultation for the ground leases. If no sustained objections are received, officers will recommend that Koata Hātepe | Regulatory Processes Committee refer the new leases to Council for final approval.

Whakarāpopoto | Executive Summary

6. The Leases Policy for Community and Recreation Groups (Leases Policy) sets out the Council's role in granting ground leases (club-owned buildings) and premises leases (WCC-owned buildings) on Town Belt and reserve land.
 - This paper requests Committee approval for the next step in the leasing process under the Leases Policy for the following organisations:
 - Worsler Bay Life Saving Club Incorporated at 323 Massey Road, Scorching Bay. Officers recommend a 5 + 10 premises lease at the Scorching Bay clubrooms on recreation reserve land.
 - Playcentre Aotearoa at 23 Crawford Green, Miramar. Officers recommend a 5 + 5 premises lease for this building on local purpose reserve.
 - Netball Wellington Centre Incorporated at Hataitai Park, Ruahine Street. Officers recommend a term of 10 + 10, the maximum on Wellington Town Belt land.
 - Kilbirnie Tennis Club Incorporated at 14 Crawford Road, Kilbirnie. Officers recommend a term of 10 + 10. This lease is also on Wellington Town Belt land.
8. **Worsler Bay Life Saving Club (WBLSC)**

WBLSC have patrolled Scorching Bay during the summer since the late 1970s, however their home base is at the club-owned hall at 251 Marine Parade, Seatoun.

In 2022 the vacant Scorching Bay clubrooms were renovated, and officers called for expressions of interest to lease the premises, and WBSLC was the successful applicant.

The lease at Scorching Bay clubrooms will offer WBSLC a sheltered space to patrol the beach in inclement weather, space to treat people who have been rescued, and a place to securely store their inflatable rescue boat. Officers recommend a tenure of 5 + 10 for Scorching Bay clubrooms to align with their Marine Parade lease (due for expiry 2028).

9. **Playcentre Aotearoa (PA)**

PA have been based at Miramar since the building was constructed by Council in 1989. In January 2022, the lease expired. PA provides sessions for children 4 days a week catering for 24 children (the centre is licenced for up to 30 children to be enrolled). This is a relatively smaller childcare centre, and on this basis officers recommend a lease term of 5 + 5, noting that the centre has prioritised increasing enrollments in the last few years.

10. **Netball Wellington Centre (NWC)**

NWC have been based at Hataitai Park since 1971. NWC's lease is due for expiry in June 2023. NWC coordinate tournament netball for the Wellington region on the neighbouring Council netball courts, and NWC's pavilion supports this by providing a canteen, changing rooms, and umpire room. The pavilion building also services other codes at Hataitai Park, providing office space for Wellington Softball Association (WSA) and storing equipment for the sandcourt next door. The new lease will include a sublease for WSA. Officers are satisfied as to NWC's activities and recommend the standard tenure under the Lease Policy and maximum tenure on Town Belt, 10 + 10.

11. **Kilbirnie Tennis Club (KTC)**

KTC have been based at 14 Crawford Road since 1933. KTC's lease is also due for expiry in June 2023. The leased area comprises of a small pavilion and 5 tennis courts. The club offers interclub tennis, coaching, and casual court hire for non-members. Officers are satisfied as to the club's activities and recommend a 10 + 10 lease.

Kōrerorero | Discussion

12. Officers assess applications for new leases against relevant legislation and the Lease Policy.

Legislative Compliance

13. WBSLC and PA are on reserve land, and use must be consistent with the Reserves Act 1977. Scorching Bay clubrooms are on recreation reserve land, and the proposed lease for surf life saving activities is consistent with this reserve classification. Crawford Green is on local purpose reserve, and childcare is consistent with this reserve classification.
14. NWC and KTC are on Wellington Town Belt land, and as such must be consistent with the Wellington Town Belt Act 2016. The proposed leases for netball and tennis are consistent with the status of the Wellington Town Belt as a public recreation ground.

Lease Policy compliance

15. The Lease Policy sets out criteria for assessing new lease application. The proposed leases have been assessed against these criteria as detailed below:
16. **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.*
 - NWC, KTC, and WBSLC offer recreational activities for members – netball, tennis, and surf lifesaving.
 - PA early childhood centres are run cooperatively by parents and whānau to support children learning and developing through play.
 - All proposed lessees make their buildings available for community events when not in use by their organisation.
17. **Organisational structure:** *The group must be an incorporated society or trust.*
 - NWC, KTC, and WBLSC are incorporated societies. PA is a charitable trust.
18. **Membership:** *The group must be sustainable in terms of membership and/or users of the service for the term of the lease.*
 - WBLSC was established in 1912 and has 130 members. The club is led by a committee of seven. Senior membership is increasing.
 - PA's Miramar branch was established in 1988. The centre is led by an employee of PA and supported by a parents committee. The number of children enrolled is increasing.
 - NWC was established in 1930 and offers competitive and social tournaments for over 4000 netballers in the Wellington region. The organisation is led by a committee of 11. Rates of participation have remained stable throughout the last few years.
 - KTC was established in 1933 and has 273 members. Membership has overall increased in the last five years and the club is the second largest in Wellington. The club is led by a committee of seven.
19. **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*
 - All proposed lessees have submitted information to officers' satisfaction to confirm they are in a financial position to maintain their leased areas to a suitable standard. The clubs have healthy cash reserves relative to the purpose of their organisation to deliver their community activities.
20. **Utilisation:** *The land and/or buildings must be utilised to the fullest extent practicable.*
 - All organisations make their leased space available to hire for community events, when not utilised by their organisation.
21. **Community demand:** *There must be demonstrated support and need within the community for the activity.*

- All organisations have experienced stable or increasing membership over the last few years despite the covid environment.

Early Childhood Centres Policy

22. In addition to the Lease Policy, leases for early childhood centres like Miramar Playcentre must also be consistent with Council's Early Childhood Centres Policy (ECC Policy) criteria for provision of buildings. This largely overlaps with the Lease Policy assessment criteria, and is set out below:
23. *The organisation must be a community-based provider and be eligible for Ministry support.*
 - PA's Miramar centre receives Ministry of Education subsidies
24. *Priority will be given to services that will make full use of any land/buildings.*
 - The centre is used 4 sessions per week and available for community events (e.g. children's birthday parties) during the weekends.
25. *There must be a demonstrated need for the proposed service and no feasible alternative for provision.*
 - The centre was purpose built by Council for PA, and demand is increasing. The nearest alternative Playcentre for parents is Hataitai.
26. *The organisation must be sustainable and able to evidence good governance.*
 - The centre is led by an employee of PA plus a parents committee. The centre benefits from PA head office financial support and capability.

Officers are satisfied that the proposed lease for PA at Crawford Green meets the ECC Policy criteria.

Kōwhiringa | Options

27. Koata Hātepe | Regulatory Processes Committee has the following options:
28. Support officers' proposal to commence the next steps in the lease process, being:
 - Public consultation for new ground leases for NWC and KTC on Wellington Town Belt land for 10 + 10 years; and
 - Approve new premises lease for WBLSC for 5 + 10 years and PA for 5 + 5 years, subject to public consultation (recommended).
29. Reject officers' proposal to commence public consultation for these organisations, thereby ending the Lease Policy process (not recommended).

for decision-making

Alignment with Council's strategies and policies

30. The proposed leases are consistent with the Lease Policy, the Early Childhood Centres Policy, the Wellington Town Belt Management Plan 2018, and the Suburban Reserve Management Plan 2015.

Engagement and Consultation

31. The approval of community recreation leases are assessed as “low significance” per the Significance and Engagement Policy. If the recommendations in this report are supported, officers will begin public consultation as per the Leases Policy and legislative requirements, including:
- Letters to mana whenua
 - Letters to relevant residents' groups
 - Notice on WCC website “Have Your Say”
 - Notice in The Post
32. 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.

Implications for Māori

33. The proposed leases areas are located near a number of areas of cultural significance to Taranaki Whānui as identified in the Draft District Plan. These sites are:
- Te Ranga a Hiwi precinct along the Hataitai Town Belt ridgeline, near Hataitai Park and Kilbirnie Tennis Club;
 - Mataki-kai-poinga | Watts Peninsula precinct, near Scorching Bay; and
 - Taroto Kura, a wāhi tawhito near Crawford Green.

However, there are no specified sites of significance in the immediate vicinity of any proposed leased spaces. Mana whenua are aware that new leases for these organisations were 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

34. There are no significant financial implications for Council:
- WBLSC and PA will lease Council buildings, and maintenance and renewals of these spaces will be recovered from additional fees charged to the lessees.
 - NWC and KTC own their buildings, and they are responsible for all maintenance and renewals.

Legal considerations

35. The proposed leases are consistent with the Wellington Town Belt Act 2016 and the Reserves Act 1977.

Risks and mitigations

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

Disability and accessibility impact

37. None of these buildings are currently totally accessible for people with disabilities. This has been identified by the lessees and by Council in the Community Facility Network Plan, and Council officers will work closely with clubs that own their buildings to consider implementing accessibility options.

Climate Change impact and considerations

38. The proposed leases are the continuation of an existing activity. There are no specific climate change impacts or considerations.

Communications Plan

39. As above, the proposed leases will be publicly notified as per Council's Leases Policy and the relevant legislation.





Health and Safety Impact considered

40. An agreed health and safety plan will be a requirement for all organisations under the proposed new leases.

Ngā mahinga e whai ake nei | Next actions

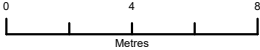
41. Following Committee approval, officers will undertake the following next steps:
- Public consultation of the proposed leases for WBLSC, PA, NWC, and KTC;
 - If no sustained objections are received for the leases for WBLSC and PA, then lease documentation will be negotiated, drafted, and signed;
 - The outcome of consultation for the proposed leases for NWC and KTC will be reported back to Koata Hātepe | Regulatory Processes Committee, and if no sustained objections are received then officers will request that Committee refers the proposed leases to Council for final approval;
 - If Council approves the leases for NWC and KTC, the lease documents will be negotiated, drafted and signed.

Attachments

Attachment 1.	Proposed leased area for Playcentre Aotearoa, Crawford Green ↓ 	Page 96
Attachment 2.	Proposed leased area for Kilbirnie Tennis Club, Crawford Road ↓ 	Page 97
Attachment 3.	Proposed leased area for Worsler Bay Life Saving Club, Scorching Bay ↓ 	Page 98
Attachment 4.	Proposed leased area for Netball Wellington Centre, Hataitai Park ↓ 	Page 99



Area
399m²



scale 1:200

**Miramar Playcentre
Crawford Green**

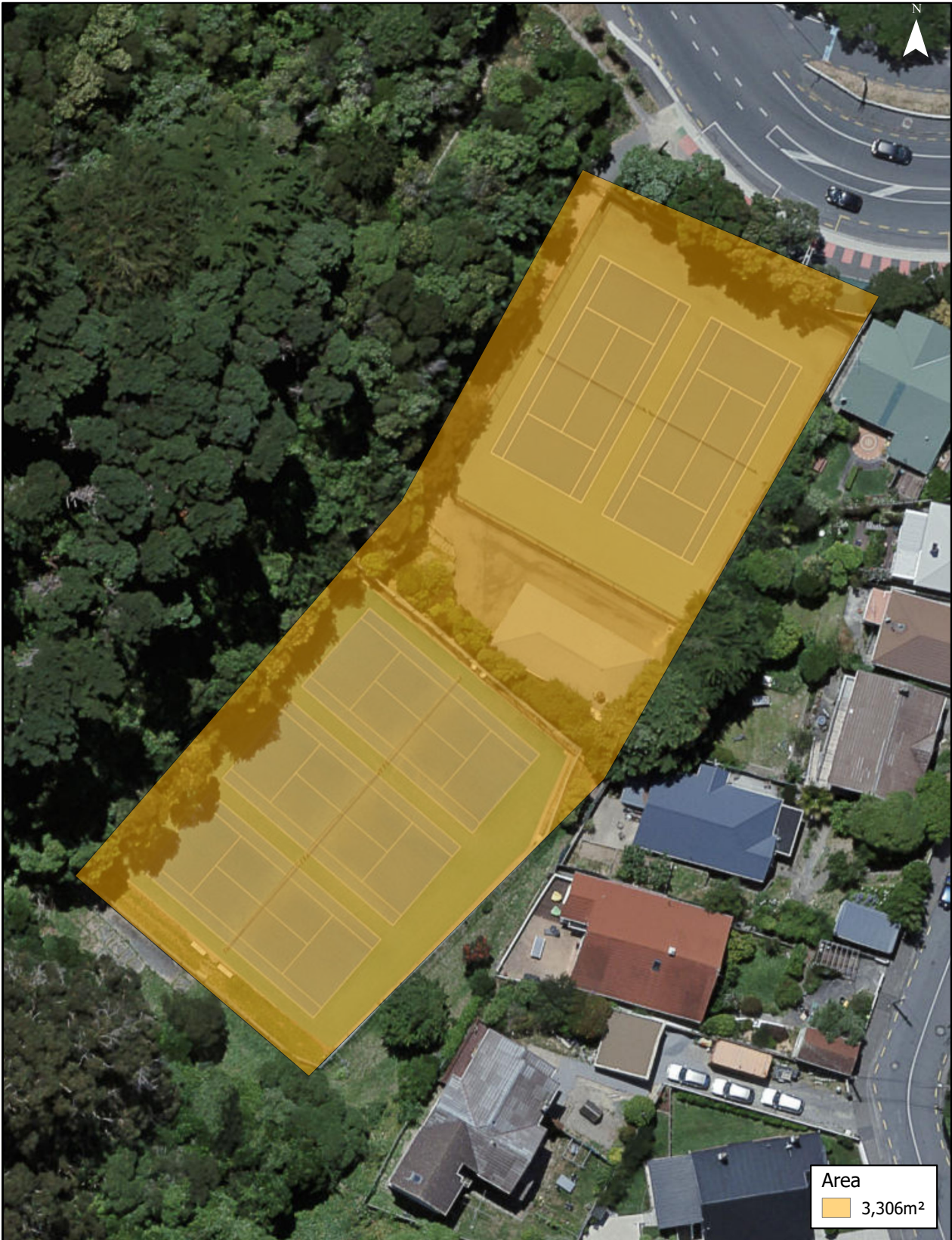
Property boundaries, 20m Contours, road names, rail line, address & title points sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas. Census data sourced from Statistics NZ. Postcodes sourced from NZ Post. Assets, contours,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

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

ORIGINAL MAP SIZE: A4
AUTHOR: Joya15
DATE: 29/03/2023

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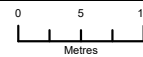
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Kilbirnie Tennis Club
Wellington Town Belt

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.



scale 1:500

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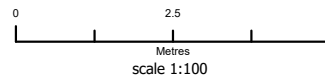
ORIGINAL MAP SIZE: A4
AUTHOR: Joya15
DATE: 29/03/2023

Area
3,306m²

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Me Heke Ki Pōneke



Area
113m²



Scorching Bay clubrooms
Massey Road

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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DATE: 17/04/2023

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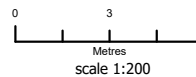
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Area
 448m²

Netball Wellington Centre
Hataitai Park

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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 Wellington City Council
 101 Wakefield Street
 WELLINGTON, NZ

ORIGINAL MAP SIZE: A4
 AUTHOR: Joya15
 DATE: 29/03/2023

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

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THORNDON CONNECTIONS WALK, BIKE AND BUS IMPROVEMENTS - TRAFFIC RESOLUTION APPROVAL

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Koata Hātepe | Regulatory Processes Committee recommends the adoption of a traffic resolution to enable the installation of the Thorndon Connections walk, bike and bus improvements, as part of the accelerated delivery of Paneke Pōneke, the Wellington Bike Network Plan, which was adopted by council in March 2022. A resolution changing speed limits is also recommended using the alternative method under the new speed management rule.

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

The Long-term Plan 2021-2024 identified a key issue of changing network usage, given increasing demand and constrained corridors and concluded that “limited road space must be shared between transport modes.”

As part of the Long-term Plan 2021-2024, the Council provided \$226 million over 10 years for the delivery of a connected bike network. This included \$52 million brought forward to accelerate a rapid roll-out of the network in years 1-3.

In March 2022, the Council adopted Paneke Pōneke, alongside a strategic traffic resolution that confirmed the streets that make up the bike network. This included the streets within the Thorndon connections.

Council also approved the Parking Policy in August 2020, which set out principles and priorities used to inform these proposed changes.

Significance

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

The Significance and Engagement Policy specifically identified that work on main roads is considered of 'medium' significance, as opposed to new roads or city-wide changes, which are considered 'high' significance.

Financial considerations

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

2. Funding for these projects has been approved as part of the Long-Term Plan.
3. 90% funding for this project also been approved from the national Climate Emergency Response Fund if the project can be delivered by June 2024.

Risk

Low Medium High Extreme

4. This project includes the re-allocation of street space to increase network capacity and provide safer and easier low-carbon transport options. The project is designed to improve safety on these streets but changes to car parking availability is likely to cause concern for some people. However, such changes are envisaged and enabled by the Parking Policy.

Authors	Claire Pascoe, Transitional Programme Manager Jacob Wahry, Project Lead
Authoriser	Vida Christeller, Manager City Design Liam Hodgetts, Chief Planning Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That the Koata Hātepe | Regulatory Processes Committee:

1. Receives the information.
2. Notes the submissions.
3. Notes the summary of submissions, and responses to themes and design feedback shown in Attachments 1 and 2.
4. Agrees to make the following changes to the Thorndon Connections traffic resolution:
 - a) Alter the proposal for a two way bike lane to a one way bike lane only on the right hand side of Molesworth Street between Lambton Quay and Aitken Street. Remove the separated bike lane on the southern side of Aitken Street, leaving the existing angled parking. Additionally remove the one way restriction on Kate Sheppard Place. This also removes the proposed section of shared path on the corner of Aitken Street and Molesworth Street.
 - b) Retain bus stop 5112 outside the Wellington Cathedral.
 - c) Alter one of the proposed additional diplomatic parks outside 72 Pipitea Street to be retained as a P120.
 - d) Maintain the current length of motorbike parking on the northern side of Aitken Street.
5. Agrees to proceed with a separate traffic resolution process that seeks to convert 11 coupon parks on Hawkestone Street to P120 short stay parks
6. Agrees to set a permanent speed limit of 30 km/h on Tinakori Road between 235 Tinakori Road and 26 Glenmore Street, coming into force when design changes are installed in late 2023, pending Waka Kotahi approval.
7. Adopt the Traffic Resolution set out in Attachment 3, incorporating the changes set out in recommendation 4.

Whakarāpopoto | Executive Summary

5. This report recommends the adoption of a traffic resolution to enable the installation of the Thorndon Connection walk, bike, and bus improvements. These improvements are part of the accelerated delivery of Paneke Pōneke, the Wellington Bike Network Plan, adopted by council in March 2022.
6. If the traffic resolution is approved, following installation of the improvements, a feedback and evaluation phase will be undertaken, which may result in adaptations if deemed necessary.
7. In addition to the community engagement that has occurred since October 2022, public consultation on the traffic resolution was undertaken between 6 March and 27 March. Submissions were accepted until 3 April. The submissions are published on the Council's website.
8. 1067 responses were received through the Wellington City Council consultation channel via online form, paper form or via email including 25 organisations.
9. 70% of these submissions supported or strongly supported the proposed changes, and 27% opposed or strongly opposed the changes.
10. 1368 submissions were made via a form developed and administered by the Thorndon Community Group. It appeared that a number of people submitted on both forms. About 80% showed concern about parking loss, bus stop removal and turning restrictions.

11. Oral submissions were heard by the Committee on the 20, 21, & 24 of April 2022 and a summary report of oral submissions is set out in Attachment 4.
12. There was a range of views on the proposals with a strong focus on the improved safety and mode shift benefits of the proposed design, more extensive speed limit reductions, the removal of car parks and bus stops, the proposed side of the road the bike lanes are proposed for and the impact of the proposed two-way section of bike lanes at the bottom of Molesworth Street.
13. There was strong support (77%) for the proposed speed limit reductions.
14. Officers have considered all matters raised in submissions and have recommended the adoption of the traffic resolution with several amendments.

Takenga mai | Background

15. This project is part of Council's decision to deliver a rapid-roll-out of the bike network as part of the Long-Term Plan, and as foreshadowed in the adoption of Paneke Pōneke, the Wellington Bike Network Plan in March 2022. This project covers the Thorndon section of the bike network and will connect into several central city sections and provide the beginning of the connection up to Wadestown.
16. Delivering a connected bike network is a critical part of Wellington City Council's climate action plan which has a strong focus on urgently reducing transport emissions, the largest contributor to the city's carbon footprint.
17. Thorndon is an inner city suburb with high pedestrian volumes, many large workplaces and other key destinations and close proximity to public transport hubs. There are currently several new commercial and apartment buildings being constructed which will result in more people working and living in the area in the coming years.
18. Thorndon has around 3000 students travelling to five schools in the area so this project also considered how it could deliver on key actions in the Children and Young People Strategy (2021) such as making it easier for young people to have a say on Council decisions, and prioritising road safety so more kids can walk, scoot and ride independently to schools.
19. There have been 75 crashes on the streets within this proposal in the last 10 years, including 6 people on bikes. This data is from the national Crash Analysis System which generally underreports crashes involving cyclists and pedestrians.
20. In June 2022, an iterative design process commenced with a technical working group to develop a preferred option for the Thorndon Connections section of the Wellington bike network. A long list of options was shortened early on, discounting options that were out of scope for a transitional, quick-build approach (eg, extensive kerb relocations) or did not meet minimum design standards. Several design options were assessed through a multi-criteria analysis, including separated cycle lanes on the left and right hand sides, bidirectional cycling facilities and minor safety improvements.
21. The preferred outcome was minor safety improvements for Tinakori Road, Hill Street and Bunny Street, protected bike lanes on the right hand side of Molesworth Street and Murphy and Mulgrave Streets, a separated bike lane on Aitken Street and a two-way bike lane on Lambton Quay and a section of lower Molesworth Street to connect into the Golden Mile.

22. Community and stakeholder engagement for this project started in October 2022 and has been ongoing since then. It has included engagement with schools, businesses and workplaces, emergency services, and the community including a workshop with the Thorndon Residents Association on 7th February 2023.
23. Throughout the design process, pedestrian, accessibility and bus improvements were identified and added to the design. These included speed reductions on Tinakori Road and Hill Street, improved bus stop spacing, and pedestrian crossing upgrades. Five existing pedestrian crossings are proposed to be raised on Tinakori, Hill, Molesworth, and Murphy Streets; with an additional new pedestrian table installed at Pipitea Street. This infrastructure will slow speeds in this area and make it safer for pedestrians by improving visibility when they cross the road.
24. Improving access for people with disabilities has been front of mind for officers through the design process and they have engaged with disability advocates to improve accessibility. Three additional mobility carparks have been added to the area focusing on locations where high demand has been indicated. Following engagement with Parliament, the mobility park formerly on the eastern side of Molesworth has been relocated to a space nearer their building.
25. Based on previous feedback from the Thorndon Residents Association, the project design includes a speed limit change, extending the existing 30kph zone on Tinakori Road to the Botanic Gardens entrance and down Hill Street. This was consulted on as part of the Traffic Resolution process and received 77% support.
26. Formal public consultation on the proposed traffic resolution took place between 6th March and 27th March with submissions accepted until 3rd April. See Attachment 1 for the consultation summary.
27. If approved, the bike network improvements will be delivered in an agile way, using materials that can be adapted if required. A second phase of public engagement will be undertaken after any changes have been installed and, alongside empirical data, will be taken into account as part of the consideration of more permanent changes in 2-3 years.
28. Installation will be coordinated around other works in the area to minimise disruption. This will involve waiting until the bus interchange project and the Wellington Water upgrades on Molesworth Street are complete and integrating with the traffic management plan for the construction of 61 Molesworth Street.
29. This project will connect into key Let's Get Wellington Moving (LGWM) projects such as Thorndon Quay and the Golden Mile and the permanent LGWM Bowen Street project.

Kōrerorero | Discussion

30. The proposed designs were developed by technical experts with input from public engagement. Following consultation, additional design changes have been incorporated and while not providing a perfect solution, the updated proposal is considered a significant improvement on the existing situation, aligning with Council strategic objectives and can be delivered in a short timeframe.
31. 70% of submitters via the Wellington City Council form strongly supported or supported the overall proposed street changes and 27% either opposed or strongly opposed. The dominant supportive themes are around the improved safety and mode shift benefits of the changes. Submitters opposed to the proposal were mostly concerned about the removal of on-street parking, the two-way bike lane on

Molesworth Street that required Kate Shephard Place to become one-way for vehicles and the bike lane being located on the right hand side of Molesworth Street, crossing the New World driveway.

32. A parking management plan was developed based on parking inventories and occupancy data to mitigate the impacts of the changes as much as possible. 150 on-street carparks (mainly P120) were proposed to be removed with about 370 on-street parks remaining in the area. There are more than 10 privately operated off-street parking facilities within 5-10 minutes' walk of the area which provide approximately 300 additional parks and several key destinations have off-street parking for their customers, including Thorndon Pool and New World.
33. New time-restricted parking is proposed in several locations to mitigate the impacts for visitors, as well as three new mobility car parks, two car share parks, and new P5/P10 car parks near schools during drop-off and pick-up times. Officers are proposing one amendment that will retain 18 more P120 parks and 2 more P10s and another amendment to proceed with a new traffic resolution that will replace 11 coupon parks on Hawkestone Street with P120 parks given the concerns about parking for visitors to that area raised through consultation.
34. Concerns were raised regarding the separated bike lane being placed on the right hand sides of Molesworth Street and Murphy/ Mulgrave Streets, particularly regarding the conflict at the New World driveways. The right hand side of the road was preferred based on an analysis of conflicting movements occurring on the left side of the road, particularly at the motorway on and off ramps where higher traffic volumes turning at higher speeds creates a significant safety risk that is unable to be managed using a quick build approach. In addition to the motorway on and off ramp conflicts, the right hand side of the road was also preferred to avoid bus stop conflicts, a construction zone at 61 Molesworth Street and so as to retain as much parking as possible.
35. There was opposition from residents, the Thorndon Community Group and people who cycle the route about the proposed connection through Aitken Street to a two-way cycleway at the bottom of Molesworth Street, requiring Kate Sheppard Place to become one way for vehicles. Based on this, the recommended design option is to continue the bike route one way straight down Mulgrave Street, using advanced traffic signals and sharrows, to connect to Thorndon Quay. This option removes the need for changes to Aitken Street and the two-way section at the bottom of Molesworth Street and allows Kate Sheppard Place to remain with a two way entry/exit onto Molesworth Street.
36. Officers have worked with Greater Wellington Regional Council on bus network improvements. The proposal included removing two bus stops on Molesworth Street (at the motorway overbridge and outside the Cathedral) to achieve best practice network standards of bus stops placed 400 meters apart. However, based on feedback from public consultation, the recommendation is to retain the stop outside the Cathedral which is highly utilised for those accessing the National Library, shops, and the Cathedral itself. Additionally, based on feedback from this project, and previous projects, a design change to the bus stop at upper Murphy Street is proposed to merge people on bikes into the vehicle lane earlier and retain a kerb-side bus stop.
37. The safety audit of the 90% designs highlighted a dangerous conflict on Murphy Street between people riding quickly downhill and vehicles turning right into Pipitea Street at

the signalised intersection. To mitigate this risk the proposal includes a right hand turn restriction for vehicles from Murphy into Pipitea Street, resulting in a short detour via Aitken Street. Some submitters raised concerns about this turn restriction. While the impact of this is expected to be minor, officers will monitor the impacts after installation and consider whether this turn needs to be re-instated through more permanent design changes.

Kōwhiringa | Options

38. The preferred option is to approve the traffic resolution as designed, with amendments as outlined in this report. Specifically, altering the proposal to re-route the city-bound direction all the way down Mulgrave Street to connect to Thorndon Quay, rather than via Aitken Street and the bottom of Molesworth Street. This removes the need for a two-way cycleway at the bottom of Molesworth Street, retains two-way access in and out of Kate Shephard Place and removes the need for a cycleway on Aitken Street, retaining 20 carparks on this street. In addition to retaining the bus stop outside the Cathedral, adding another P120 carpark on Pipitea Street and progressing a new traffic resolution to add another 11 short stay parks to the area, this option addresses some of the major concerns heard from the community and allows progress to be made on the bike network in this central area.
39. There is an option to progress the traffic resolution as it was proposed but this is not considered by officers to adequately address feedback from the community.
40. Lastly, there is an option to not install this section of bike network as part of the transitional programme and postpone delivery until transformational changes could commence planning in 2-3 years. This option is not recommended given the urgency of climate action and the need for more people to access more low-carbon transport options on key routes, particularly in the central city where there are the highest volumes of people and a growing population. This would also miss the opportunity to attract 90% funding for the project from central government.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

41. These improvements increase the transport network's capacity by enhancing cycling and public transport levels of service, and therefore deliver on the Long-term Plan's preferred approach to increased demand on a constrained transport network. These improvements are part of delivering on Paneke Pōneke, and are consistent with the Council's Parking Policy, the Spatial Plan, Te Atakura and the Regional Land Transport Plan.

Engagement and Consultation

42. Consultation on Paneke Pōneke was conducted from 2 November to 14 December 2021. Paneke Pōneke was adopted in 2022, incorporating feedback from the public and confirming which streets are included in Wellington's strategic bike network.
43. In October 2021, once approval was given to start the first two transitional projects, a technical working group was established to review and provide feedback on all transitional project designs. This group includes Let's Get Wellington Moving, Waka Kotahi, Greater Wellington/Metlink, Cycle Wellington, Living Streets Aotearoa, and the co-chair of the Accessibility Advisory Group.
44. Engagement on designs for this section of the bike network began in October 2022 with targeted stakeholder meetings. Stakeholders included businesses, the Thorndon Residents Association, Embassies and High Commissions, government offices on the route, Thorndon New World, schools in the area, Blind and Low Vision, and CSS Disability Action. Wider public engagement took place in November 2022 with a baseline survey, asking the community how they experience the current route.
45. Public consultation on this traffic resolution was open from 6th March to 27th March, with submissions accepted until 3rd April. Feedback was collected via email, printed forms and online. The consultation was promoted through various channels including social media, direct mail, radio, print, and digital promotion. A public webinar was hosted on 9 March and three public drop-in sessions were held during the public consultation period.
46. The Thorndon Community Group prepared a feedback form independent of the consultation process administered by Wellington City Council. Their form was available on the Thorndon Residents Association website, promoted via the Wellington Residents Association network, via word of mouth and promoted at a desk inside Thorndon New World.

47. 1368 submissions were received via this form. There were individuals who submitted on both forms. The form only focused on part of the proposal, particularly parking loss on Molesworth Street, Murphy/Mulgrave Streets and Aitken Street, and restricting turns on Pipitea Street and Kate Shepard Place. Information supplied with the form clearly shared concerns about the proposal and was positioned in opposition of the changes in these areas. Information about the context of the project, benefits of the changes, and the adaptable approach were not included in the information. Approximately 80% of feedback received through the form was opposed to the parking loss on Molesworth Street, Murphy/Mulgrave Street and Aitken Street, the bus stop removal, and restricting turns on Pipitea and Kate Shepard Place. No feedback was sought on changes to Tinakori Road, Hill Street, Lambton Quay, Bunny Street or Stout Street.

Implications for Māori

48. Officers have been developing a partnership with mana whenua through the Let's Get Wellington Moving mana whenua steering group.
49. Mana whenua have gifted the guiding narrative of Tupua-horo-nuku, Tupua-horo-rangi and developed a cultural overlay for Paneka Pōneke. Mana whenua are developing a whārariki – a woven mat of story panels or markers, tied together by the network. Officers have been working with mana whenua artists to identify and mark sites of significance and interest along the bike network routes.
50. The mana whenua artists have gifted patterns and design advice that will be incorporated into storytelling opportunities along the route, in print and online. An example of this is road marking designs highlighting the Pipitea Awa beneath the middle of both Molesworth Street and Mulgrave Street. Mana whenua artists are also investigating the opportunities for urban design on the shared space on Bunny Street.
51. If adopted by Council, mana whenua has expressed interest in tikanga around blessing and opening the routes when installed.

Financial implications

52. The Long-Term Plan 2021-2030 has provided \$226 million CAPEX over 10-years for the development and delivery of the strategic bike network, including \$52 million that was brought forward into years 1-3 to accelerate delivery.
53. The budget for the Thorndon Connections project is \$2.4m.
54. There is sufficient CAPEX budgeted in the current Long-Term Plan to enable this project to be delivered.
55. This project will also receive 90% funding from the Climate Emergency Response Fund (CERF) for costs between 1st March 2023 and 30th June 2024 as part of Waka Kotahi Transport Choices Fund. The Transport Choices programme is part of the Government's Climate Emergency Response Fund, formed out of the Emissions Reduction Plan and Budget 2022 to make it easier for people across Aotearoa New Zealand to participate in a low carbon transport system.

Legal considerations

56. The Committee is able to determine the traffic resolution under the Land Transport Act 1998, and the Traffic and Parking Bylaw 2021. The proposal has been engaged on with the community in accordance with its medium significance.

-
57. The Director of Land Transport, Waka Kotahi, has authorised WCC to follow the alternative method for setting speed limits outlined in the Setting the Speed Limit Rule 2022. Following a decision by this Committee, Waka Kotahi will be advised and they will update the speed register.

Risks and mitigations

58. There is likely to be opposition from those that currently use the carparking in this area. Officers have worked with businesses and residents to mitigate the impact of reducing on-street car parking and recommended amendments to this report to minimise the number of parks removed.
59. Mitigation includes mobility and carshare spaces on Molesworth Street, the reallocation of parking spaces where required for school pick up and drop off, additional bike parking and the provision of information about where alternative parking in the area is located.

Disability and accessibility impact

60. The Thorndon Connections project will improve access for disabled people in the following ways:
- It will improve access for disabled pedestrians by upgrading pedestrian crossings and slowing traffic on Hill Street and Tinakori Road.
 - It will improve access for disabled cyclists by installing a cycleway up Molesworth Street and down Murphy and Mulgrave Street.
 - It will improve access for disabled drivers by installing three additional mobility parks on Tinakori Road, Molesworth Street, Aitken Street and Pipitea Street.
 - Separated bike lanes and paths also remove people on bikes and scooters from footpaths, improving safety on the footpath.
61. In response to feedback from the disability community and through consultation on this project, the bus stop platform at the Tinakori end of Murphy street has been removed from the proposed design.

Climate Change impact and considerations

62. Transport is the largest contributor to climate emissions in Wellington.
63. Making it safer and easier to cycle, walk and use public transport for everyday trips is a key factor in cutting road transport emissions in Wellington and will contribute to Wellington's zero carbon goal.

Communications Plan





The decision made by the Committee will be communicated through a media release, stakeholder newsletter on the website, social media, and our news channel. If approved, further letter drops to directly affected residents, businesses and property owners will be made in advance of works starting. Health and Safety Impacts considered

65. The development of a connected citywide bike network is designed and expected to have a very positive impact on the health (mental and physical), safety and well-being of Wellingtonians now and in the future.
66. Independent road safety and accessibility audits have been undertaken at the 30% and 90% design stages. Significant safety risks have been identified and eliminated or mitigated.
67. Contractors delivering the improvements will be operating under a Traffic Management Plan, designed to keep them and the public safe during installation.

Ngā mahinga e whai ake nei | Next actions

68. Should the Committee adopt the traffic resolution, officers will proceed with delivering the improvements, working with contractors, key stakeholders and mana whenua partners. Delivery would begin in the second half of 2023 with the installation schedule coordinated with other works in the area.
69. Officers will write a paper on speed reduction changes to be sent to Waka Kotahi to update the speed register.
70. Following installation, officers will be opening an additional round of engagement to gather public feedback on the changes after they have had a chance to experience them on the street. Feedback will be used to make minor amendments quickly and help inform future permanent changes.

Attachments

Attachment 1.	Thorndon Connections consultation summary ↓ 	Page 113
Attachment 2.	Thorndon Connections design feedback and responses ↓ 	Page 169
Attachment 3.	TR63-23 Thorndon Connections Traffic Resolution ↓ 	Page 176
Attachment 4.	Oral submissions summary - Thorndon and Kilbirnie Connections ↓ 	Page 222



Thorndon Connections Proposal

Consultation summary

6 March to 27 March 2023

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Consultation summary

The purpose of this document is to summarise community feedback received about the Thorndon Connections proposal. The large amounts of information from the community have been presented in themes and graphs to give councillors, officers, stakeholders, and the community a sense of the feedback. We've summarised all data and information provided to us during the consultation period. Unlike research, no representative adjustments or sampling has been done based on demographics; instead, we present all information and provide transparency about who provided feedback.

As part of decisions made in June 2021 on the Long-term Plan 2021-2031, Councillors agreed to invest \$226 million in a safe, connected bike network for the city. Paneke Pōneke is the new plan for how the network will be developed and changes made quickly - to make things safer and easier for more people of all ages and abilities to bike (or scoot), and to reduce transport carbon emissions as part of Te Atakura, the city's climate action plan.

This consultation is the latest phase of ongoing work with stakeholders and the community. Over 300 pieces of feedback informed the design proposals that went out for consultation. The community have had opportunities to engage with the project through community workshops, webinars, meetings, and drop-in sessions.

The community was consulted on the traffic resolution between 6 March to 27 March 2023 (submissions accepted until 3 April). We sought feedback about the specific walking, bike and bus changes proposed for the area. We had 1067 submissions via the Wellington City Council form from individuals and organisations providing feedback on the proposal.

Generally, people who submitted via the WCC form were supportive of the changes. 70% of submitters strongly supported or supported the overall proposed street changes and 27% either opposed or strongly opposed.

The submitters who commented on changing the speed limits showed clear support for these changes with 77% strongly supporting or supporting the changes in Thorndon.

1368 submissions were made via a form developed and administered by the Thorndon Community Group. Most submissions made through this form were from individuals. Some submissions were made on behalf of an organisation, however, it was difficult to establish what organisations were represented as there was no opportunity to input a business or organisation name on the form.

General sentiment (approx. 80%) of submissions that came via the Thorndon Community Group form were opposed to parking removal (Molesworth/Murphy/Mulgrave and Aitken streets), bus stop removal and vehicle turning changes (Pipitea Street and Kate Sheppard Place). The form did not ask about the proposal as a whole. We have summarised the information made available through this form in the appendix.

We received a lot of detailed information about the specific routes and connections described in the plan. They have been summarised in this report.

How many responses did we get?

1067

Submissions were made by individuals, schools, or organisations via WCC's process

This report predominately summarises answers to the questions in the feedback form. Submissions received by email are considered by the project team, themed and presented to Council, however we do not infer the level of support or opposition to avoid any risk of misinterpretation.

There were a couple of late submissions (received after 5pm on 3 April). These were considered by the project team and presented to Council; however, they are not included in this consultation summary.

1368

Submissions were also received from a Thorndon Community Group.

The group submitted feedback from community members on a form separate from the Wellington City Council form. These submissions have been considered by the project team, themed and presented to Council. The feedback has been analysed separately from feedback received via the Wellington City Council form as the questions are different. Some submitters completed this form as well as the Wellington City Council form.

More information about the form is included in the appendix.

Duplicate submissions

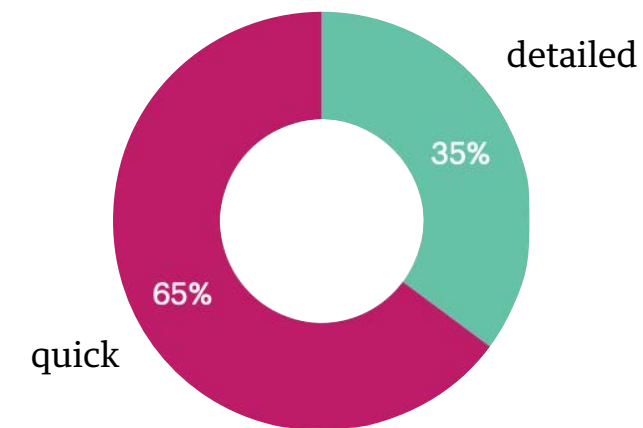
Every submission we receive is considered genuine in the first instance. If someone has submitted more than once, we may:

- **Combine submissions** when the reason for submitting more than once is to add information to a previous submission.
- **Keep the last submission submitted**, removing the first. This is done when information in the submission has changed or is different from one submission to the next.
- **Remove a submission** where submissions are obviously in bad faith, such as multiple submissions under false names and/or malformed email addresses

No matter how a submission is received during the consultation period (online, email or paper form), once duplicates have been removed, submissions are considered by the project team, analysed for the consultation summary report, and presented to Council.

15 duplicate submissions were identified, combined or removed.

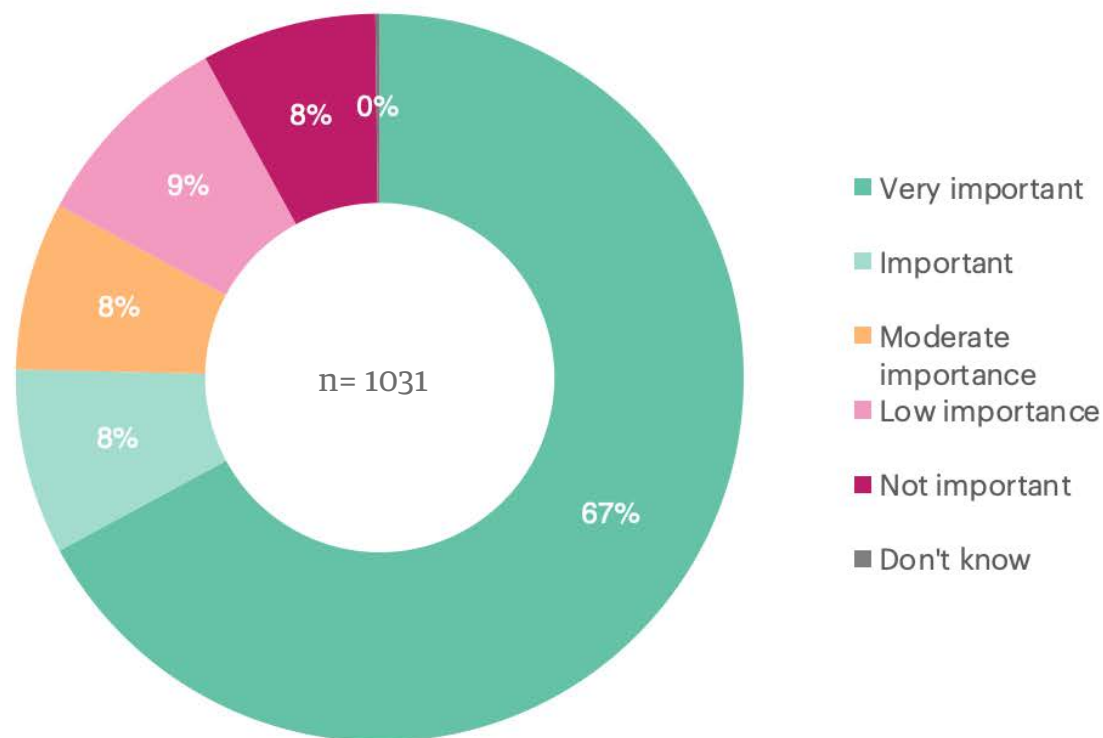
Detailed or quick?



Submitters could choose whether they wanted to provide quick (65%) or detailed (35%) feedback.

What submitters thought

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

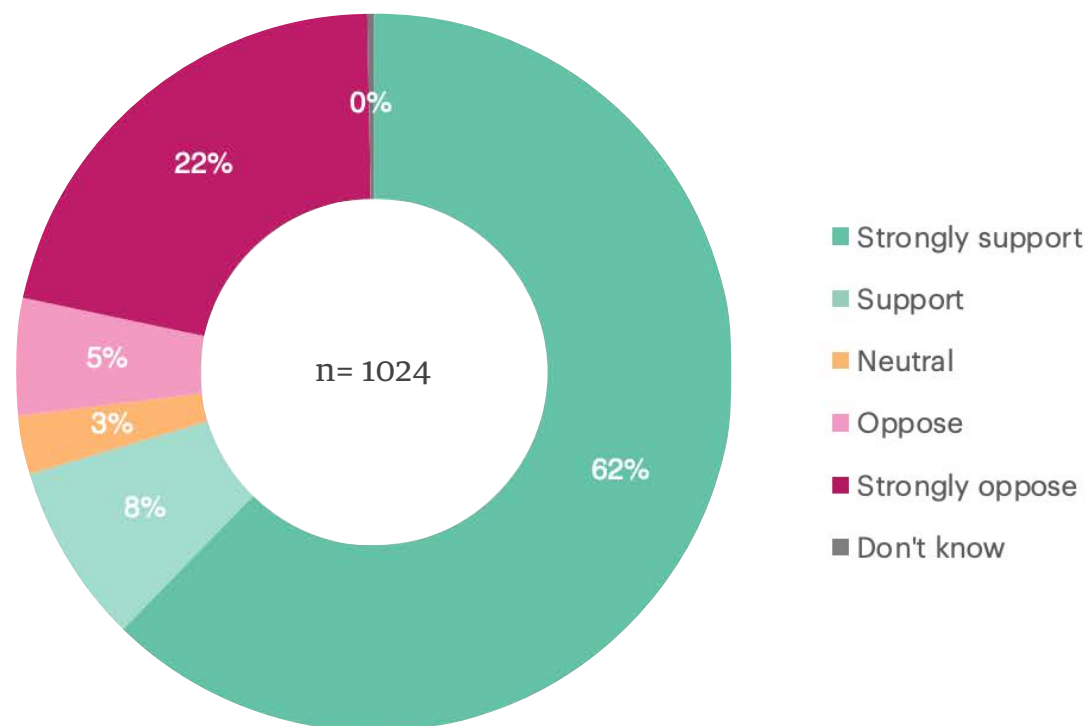


75% of respondents believe it is important or very important to make streets safer and easier for people using active or public transport.

17% believe it is of low importance or not important.

Do you support the overall proposed changes to the Thorndon Connections area?

[These include traffic resolution TR63-23]

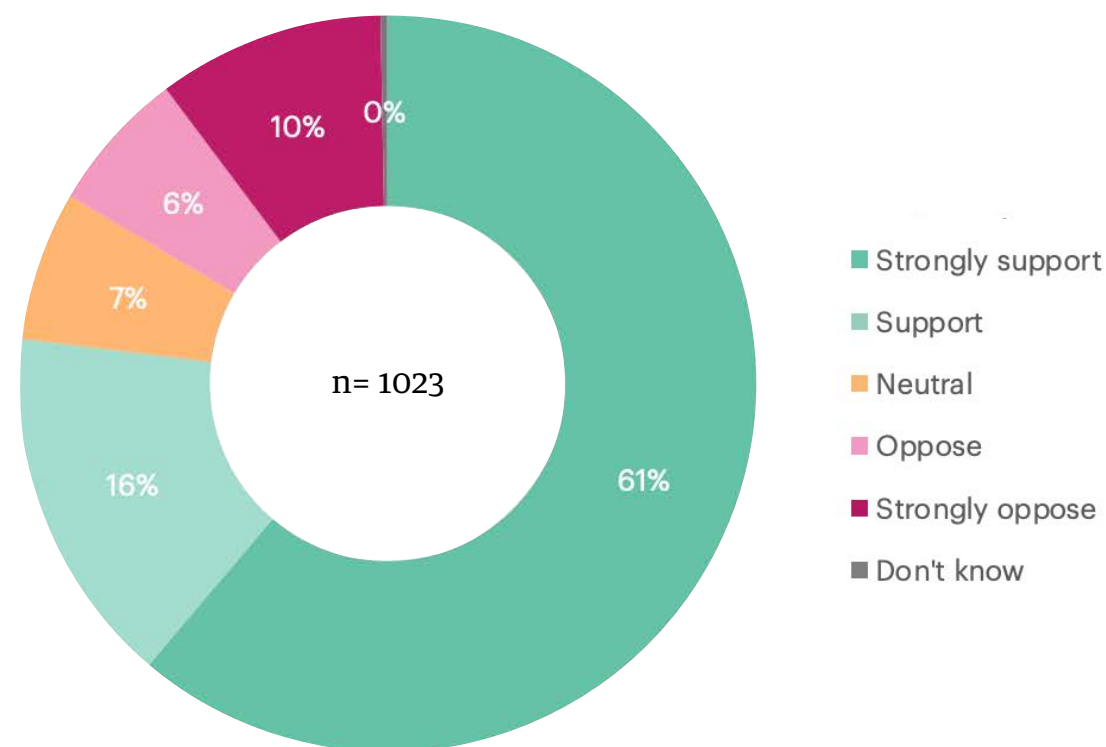


70% of respondents support or strongly support the proposed changes to the Thorndon Connections area.

27% oppose or strongly oppose the changes.

Do you support the proposed speed changes in Thorndon Connections area?

Includes 30km/h safer speed zones on Hill Street and Tinakori Road/Glenmore Street from Hill Street to the entrance of the Botanic Garden ki Paekākā



77% of respondents support or strongly support the proposed speed changes in the Thorndon Connections area.

16% oppose or strongly oppose the changes.

Thorndon themes

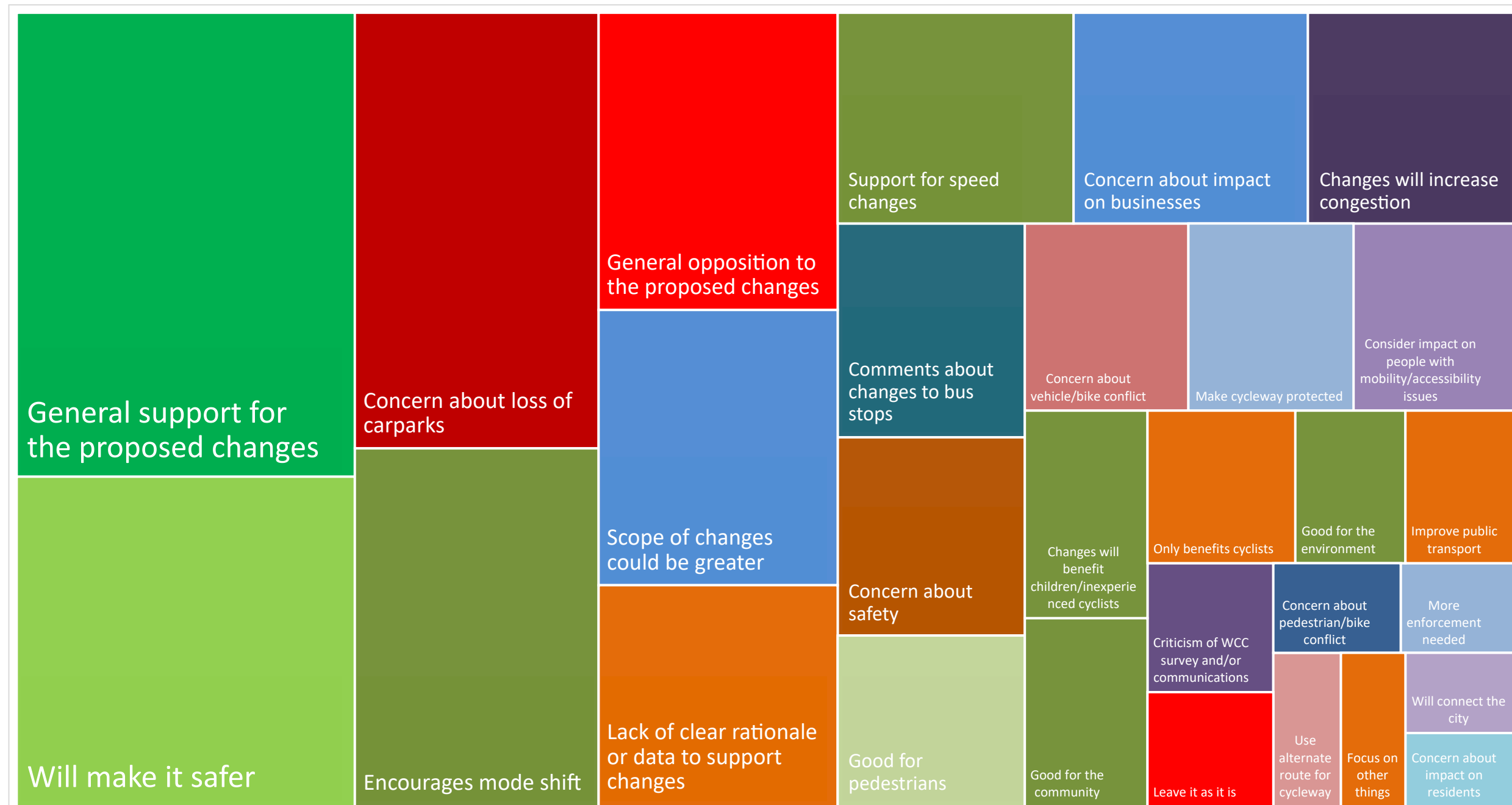
The themes below were extracted from reading all of the comments people made in WCC's Thorndon Connections survey. Further explanations of each theme can be found in the appendix.

- General support for the proposed changes
- Will make it safer
- Concern about loss of carparks
- Encourages mode shift
- General opposition to the proposed changes
- Scope of changes could be greater
- Lack of clear rationale or data to support changes
- Support for speed changes
- Concern about impact on and/or access to businesses
- Changes will increase congestion
- Comments about changes to bus stops
- Concern about safety
- Good for pedestrians
- Make cycleway protected
- Concern about vehicle/bike conflict
- Consider impact on people with mobility/ accessibility issues
- Changes will benefit children/inexperienced cyclists
- Good for the community
- Only benefits cyclists
- Improve public transport
- Good for the environment
- Criticism of WCC survey and/or communications
- Leave it as it is
- Concern about pedestrian/bike conflict
- Use alternate route for cycleway
- More enforcement needed
- Focus on other things
- Will connect the city
- Concern about impact on residents in the area

Wellington City Council

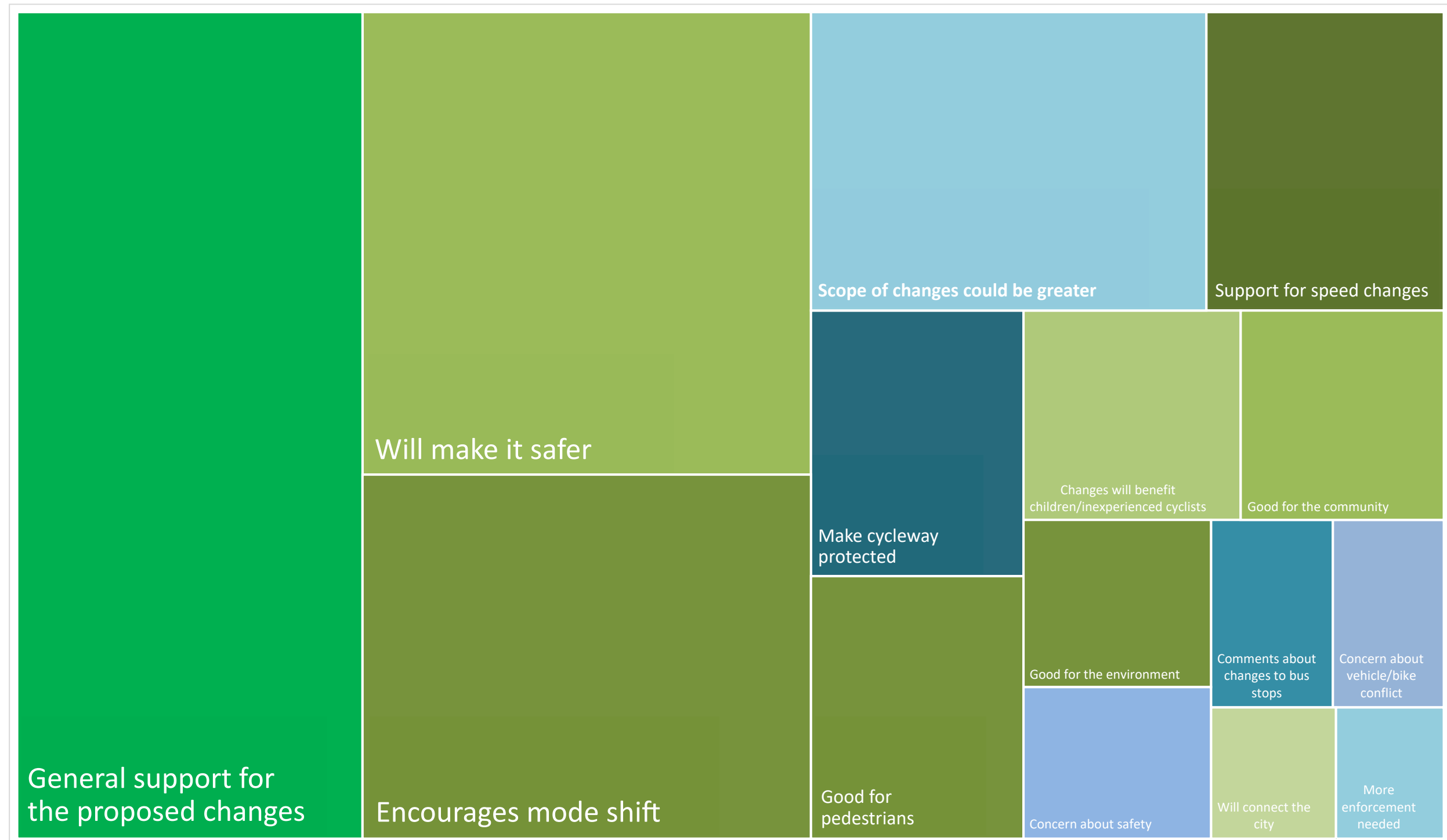
All themes

The Thorndon Connections themes are proportionally represented below. The larger the box, the more frequently the theme appeared. Themes that were mentioned fewer than 10 times are not shown.



Support themes

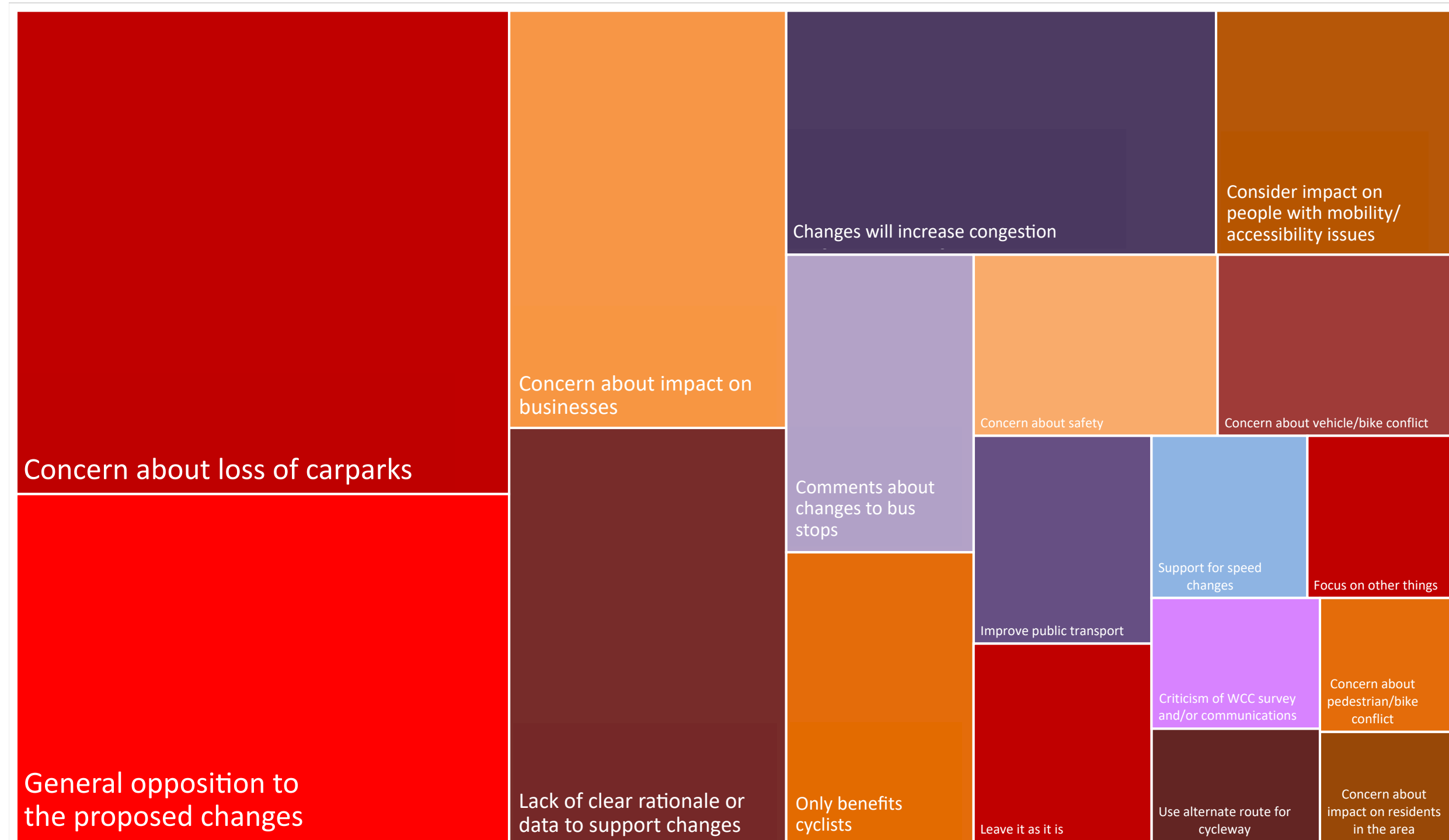
Themes from people who 'support' or 'strongly support' the Thorndon Connections proposal are proportionally represented below. The larger the box, the more frequently the theme appeared. Themes that were mentioned fewer than 10 times are not shown.



Wellington City Council

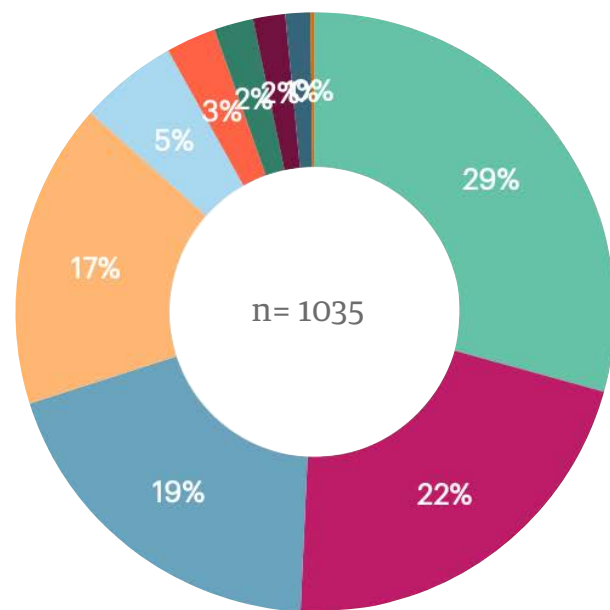
Oppose themes

Themes from people who ‘oppose’ or ‘strongly oppose’ the Thorndon Connections proposal are proportionally represented below. The larger the box, the more frequently the theme appeared. Themes that were mentioned fewer than 10 times are not shown.



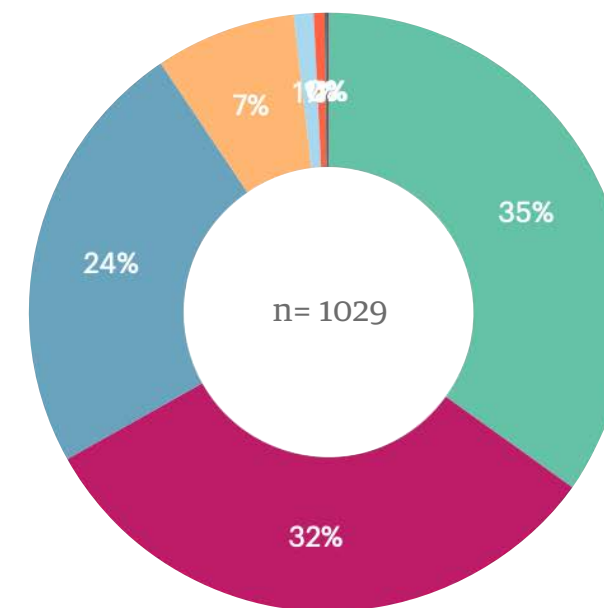
Relationship to the Thorndon Connections area

What is your main relationship to the Thorndon Connections area?



- I work in the area
- I travel through the area
- I visit the area (e.g. to see friends or businesses)
- I live in the area
- I live in Wellington
- I do recreational activities in the area (e.g. running, walking etc.)
- I own or manage a business in the area
- I go to school or education in the area
- I drop my kids at childcare, school or education in the area
- I don't have a relationship to the area

How do you normally travel around the Thorndon Connections area?



- Bicycle
- Car/Van
- Walk/run
- Bus
- Motorcycle or motor scooter
- E-scooter, skateboard etc
- Wheelchair or mobility scooter
- Commercial vehicle (e.g. van or truck)

Level of support for Thorndon Connections based on 'main relationship' to the area

Based on the answer to the question: "Do you support the overall proposed changes to the Thorndon Connections area? These include traffic resolution TR63-23"

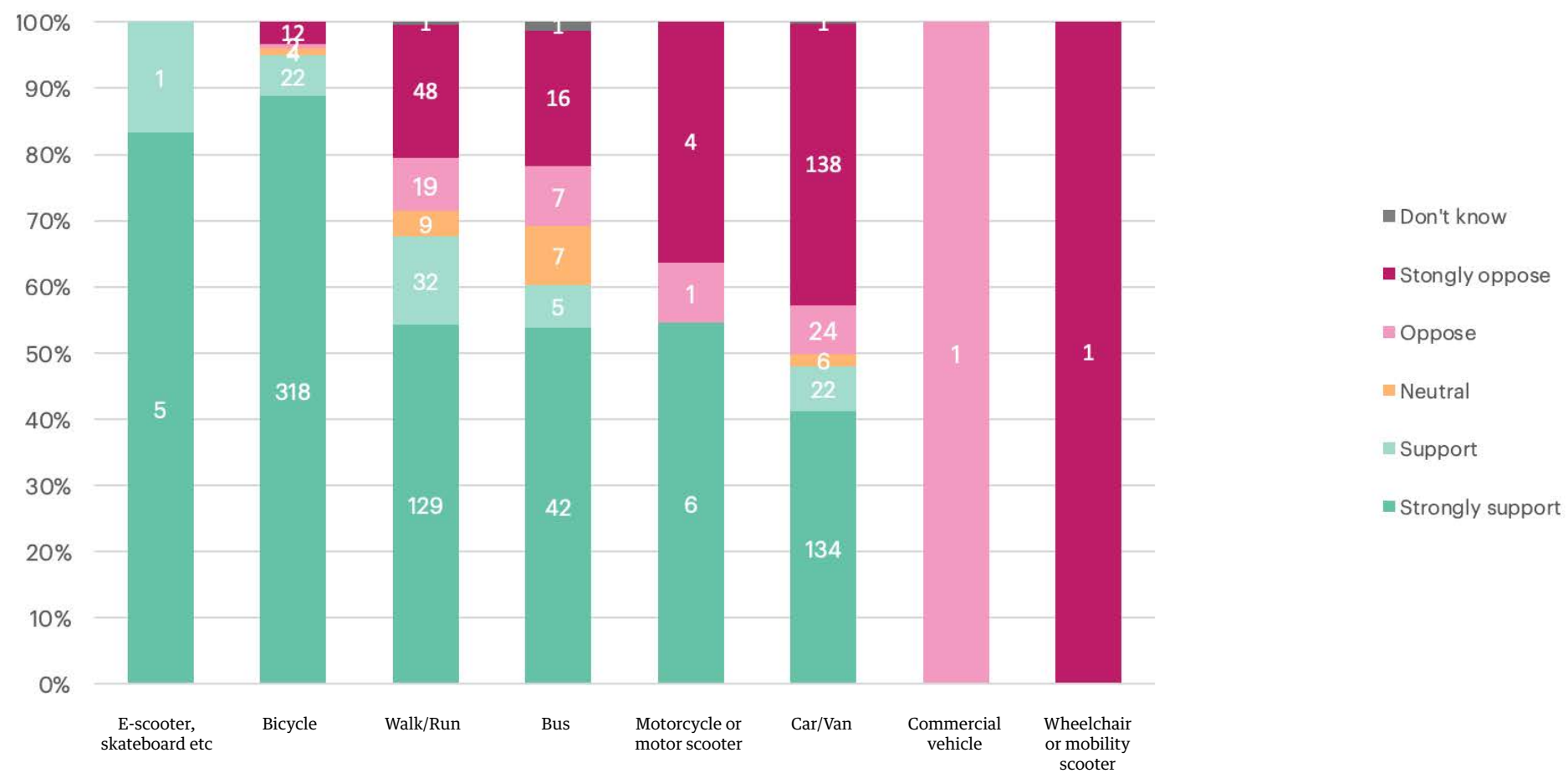
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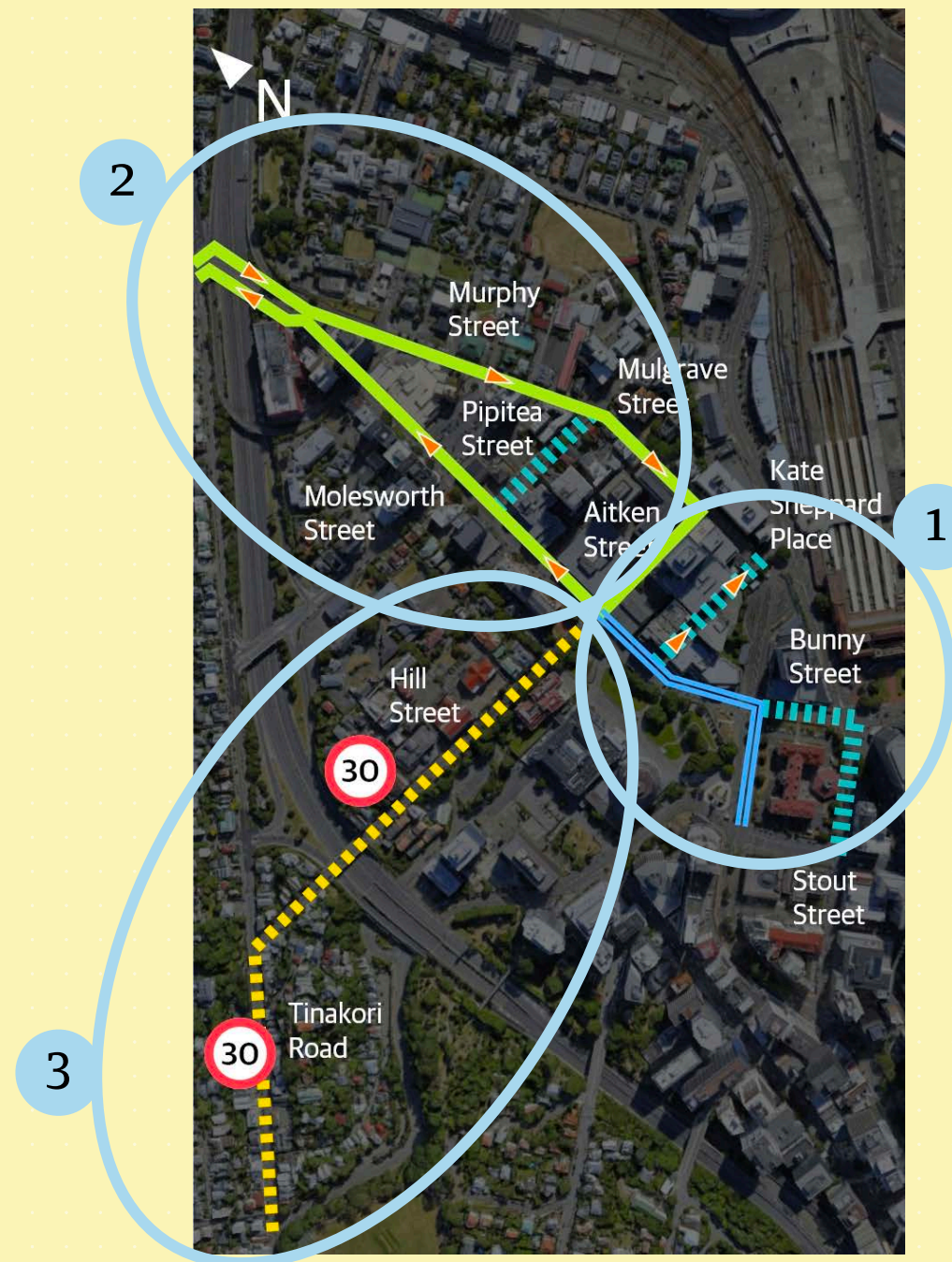
Level of support for Thorndon Connections based on how people normally travel along the route

Based on the answer to the question: “How do you normally travel around the Kilbirnie Connections area? We understand you may use a number of different ways to travel around this area, we would like to know what mode you use most of the time.”

n= 1018



Detailed feedback about Thorndon Connections



We asked for detailed feedback about five aspects of the Thorndon Connections proposal:

1. Do you support the proposed changes within this part of Thorndon Connections? **Includes Aitken Street, the two-way bike lane on lower Molesworth Street and Lambton Quay and changes to Kate Sheppard Place, Bunny Street and Stout Street?**
2. Do you support the proposed changes within this part of Thorndon Connections? **Includes Upper Molesworth Street, Murphy and Mulgrave Street and Pipitea Street.**
3. Do you support the proposed changes within this part of Thorndon Connections? **Includes Hill Street and Tinakori Road between Hill Street and Bowen Street.**
4. Do you agree or disagree with the goals and impacts of this project?

Note:
35% of respondents chose to provide detailed feedback

Summary of support for aspects of Thorndon Connections



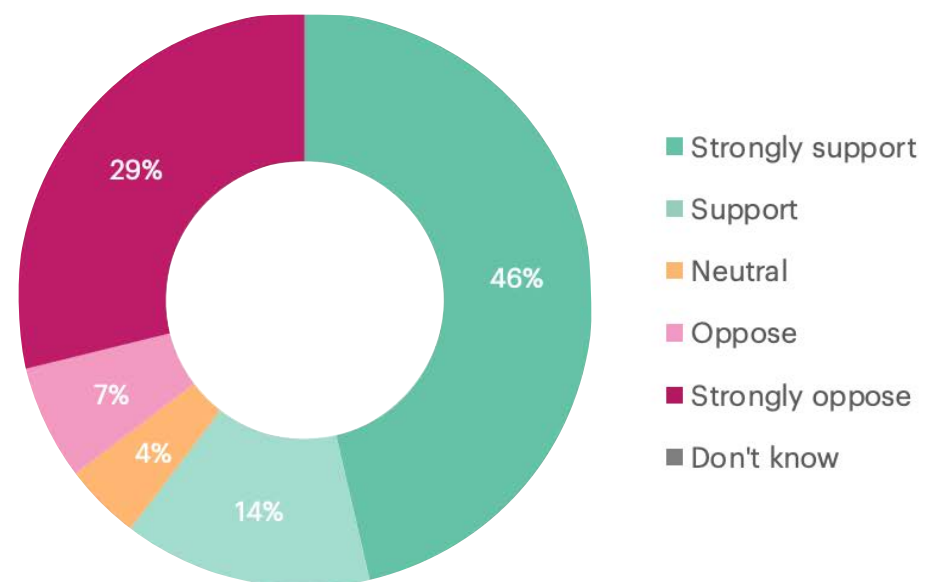
Detailed feedback: Aitken Street and south



Do you support the proposed changes within this part of Thorndon Connections?

Includes Aitken Street, the two-way bike lane on lower Molesworth Street and Lambton Quay and changes to Kate Sheppard Place, Bunny Street and Stout Street

n= 371



Protected bike lanes are very important to me and will absolutely increase my use of a bike to get around.

The removal of a significant number of car parks as well as narrowing several arterial routes that connect the CBD with the urban motorway and inner suburbs is likely to create significant additional congestion in an already heavily congested area.

Detailed feedback: Aitken Street and south (1 of 2)



- Continue the cyclelane down Mulgrave and across bus terminal (instead of two-way on Molesworth)
- Two-way cyclelane on Moleworth St needs to be wider to allow safe passing
- Remove two-way cycleway to enable better traffic access to Kate Sheppard Place
- Bunny Street changes should continue further to connect with waterfront
- Ensure light phasing at Lambton Quay intersection enable cyclists to get to lower Molesworth St
- Ensure design prevents cars from parking in the bike lanes
- Remove angle parking on Stout Street
- Concern about emergency vehicles being able to move around streets made narrower by cyclelanes
- Don't remove parking
- Put the two-way section on Molesworth St on the parliament side of the road
- Two-way bike lane meeting a one-way bike lane will encourage people to use the one-way portion to go down the hill to meet up with the two-way section
- Concern that turning right in a car across two-way cyclelane will be dangerous and take time waiting for lane to be clear thus blocking traffic
- Remove more parking at the Stout St/Bunny St/Featherston St intersection to allow room for bicycles to get past stationary cars
- Add raised pedestrian crossings to Aitken St and Kate Sheppard Place to slow cars and prioritise people
- Concern about connecting to the Molesworth St cyclelane from Bowen St
- Reduce speed on Molesworth St to 30km/h
- Add more parking for bikes
- Use shared bus/bike lanes rather than dedicated cycle lanes
- Concern about bus/bike conflict around the bus station
- Extend the two-way cycleway all the way along Molesworth St
- Add centre barrier to two-way cycleway to prevent collisions
- Keep angle parking on Aitken Street
- Put mobility parking on Hill Street
- Put the downhill section of Molesworth St cycleway on the Parliament side
- Please stop creating shared paths
- Ensure enough mobility parks remain
- Consider pedestrian crossing at bottom of Mulgrave Street to make it easier to access train station
- Connect cycleway on Mulgrave St to Thorndon Quay
- Increase the length of the green traffic light phase for vehicles on Molesworth St heading north
- Add cyclelane to Stout St
- Add shelter to bike racks to make them all-weather
- Ensure it is safe for people on bikes to cross from Hill St into the Molesworth St two-way bike lane
- Consider a physical separator for the middle of the two-way bike lane on Molesworth St
- Add a more physical curb to separate cycleway from road
- Ensure northbound left turn from Bunny St connects with cycle lane
- Improve pedestrian connections to train station

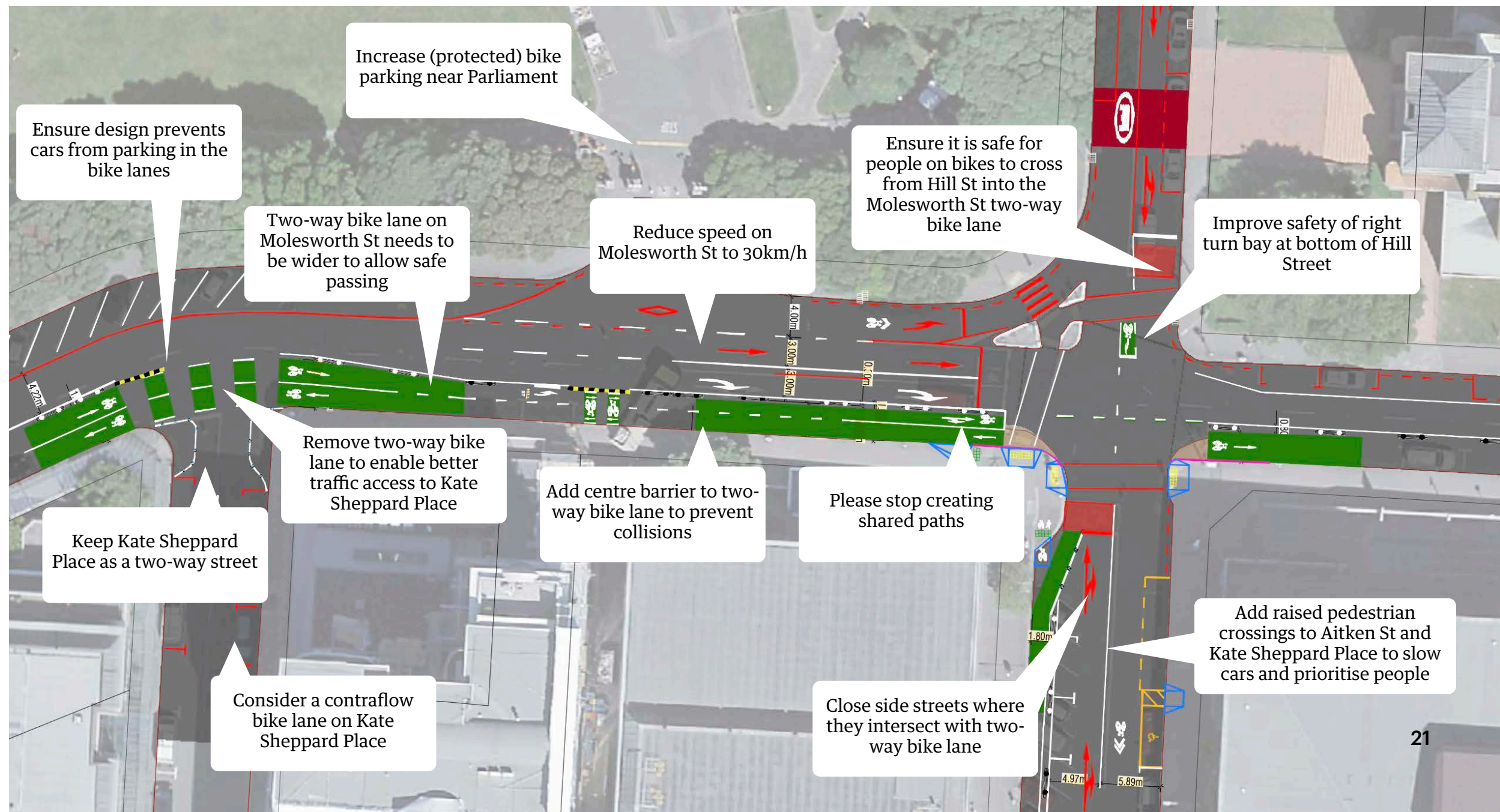
Wellington City Council

Detailed feedback: Aitken Street and south (2 of 2)

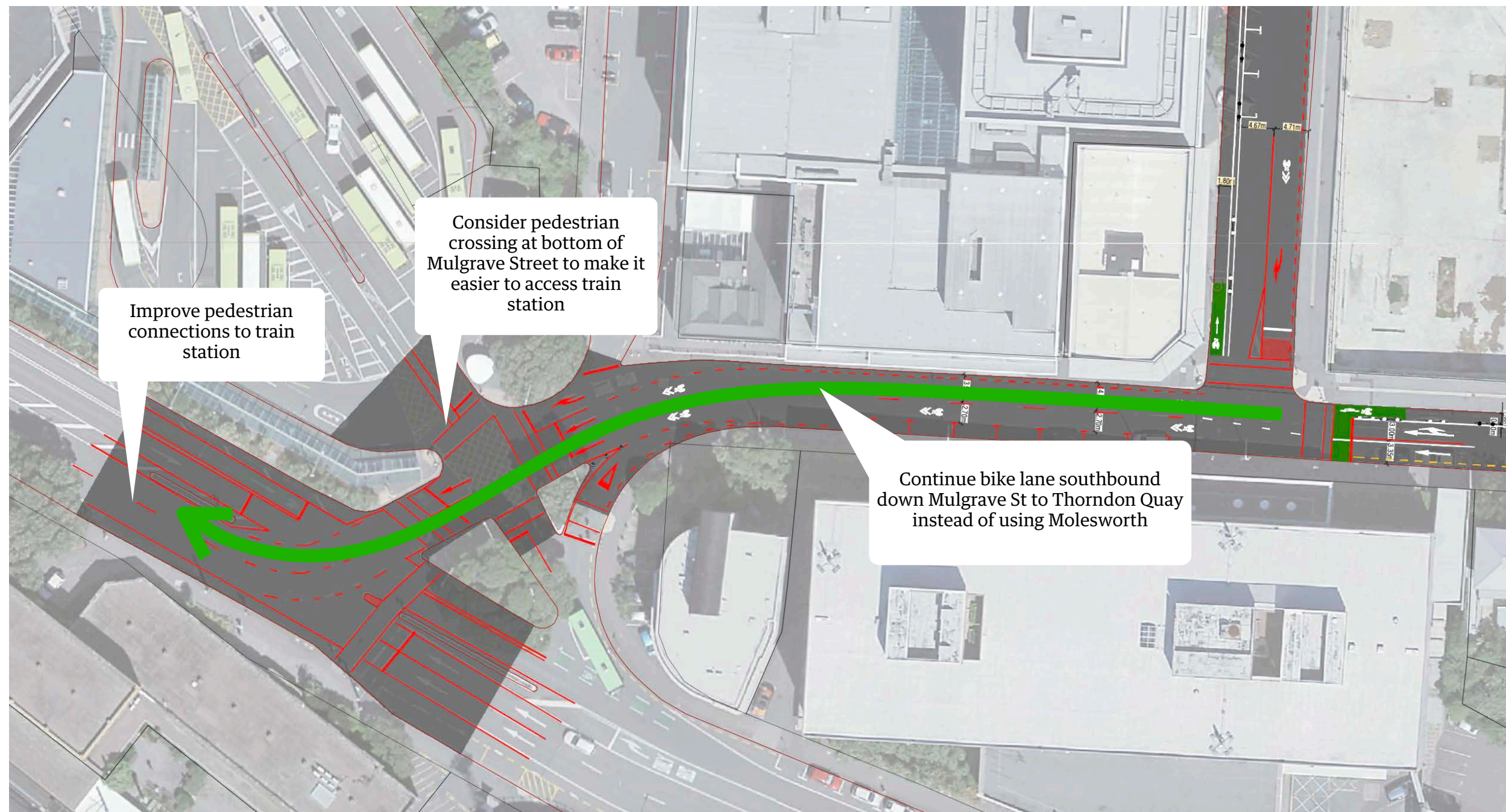


- Ensure people on bikes are prioritised with light phases at all intersections
- Enable people on bikes to cross directly from southern end of Bunny St to the train station
- Consider making Bunny Street fully pedestrianised
- Consider changing angled parking so that you 'reverse in'
- Add bike lane to Kate Sheppard Place
- Close side streets where they intersect with two-way cyclelane
- Install more bike parking
- people on bikes can move from right side of road in bike lane
- Improve "Right Turn Pocket" at bottom of Hill Street
- Install EV chargers on Atkin St and Kate Sheppard Place
- Improve enforcement of Bunny Street to ensure it isn't being used as an illegal shortcut
- Consider a contraflow cycle lane on Kate Sheppard Place

Location feedback: Aitken St and south



Location feedback: Aitken St and south



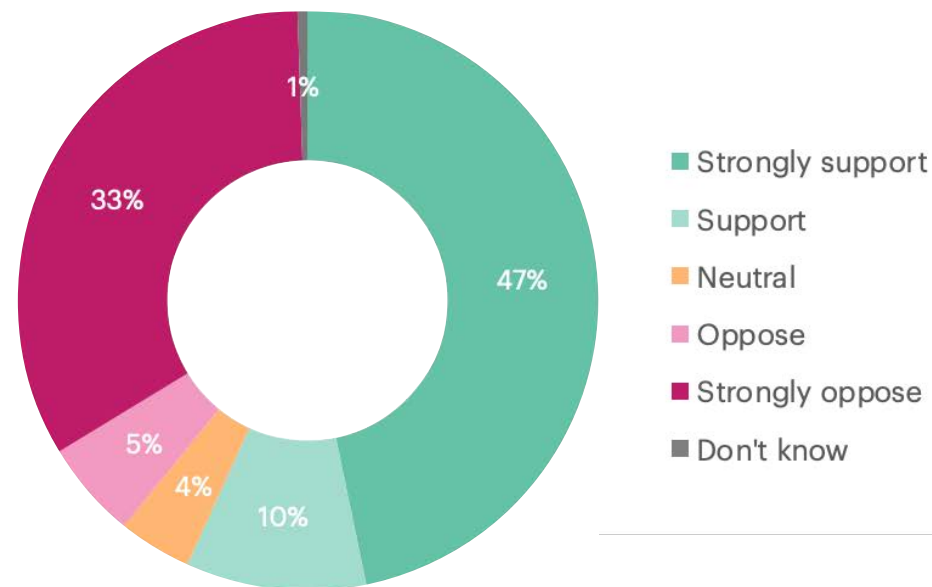
Detailed feedback: North of Aitken Street



Do you support the proposed changes within this part of Thorndon Connections?

Includes Upper Molesworth Street, Murphy and Mulgrave Street and Pipitea Street.

n= 368



So much better, traffic is busy and fast along these stretches so a separated bike lane makes so much sense. I am looking forward to not having to duck and weave around parked cars and avoid cars coming off the motorway at speed.

Seriously? Who wants to bike along this busy and narrow road. Cars are coming off the motorway and this bit of road is narrow and unsuited for cycling. I occasionally ride my bike down here and will avoid using it if all possible. Putting a cycleway in will not make it any more pleasant to ride a bike on.

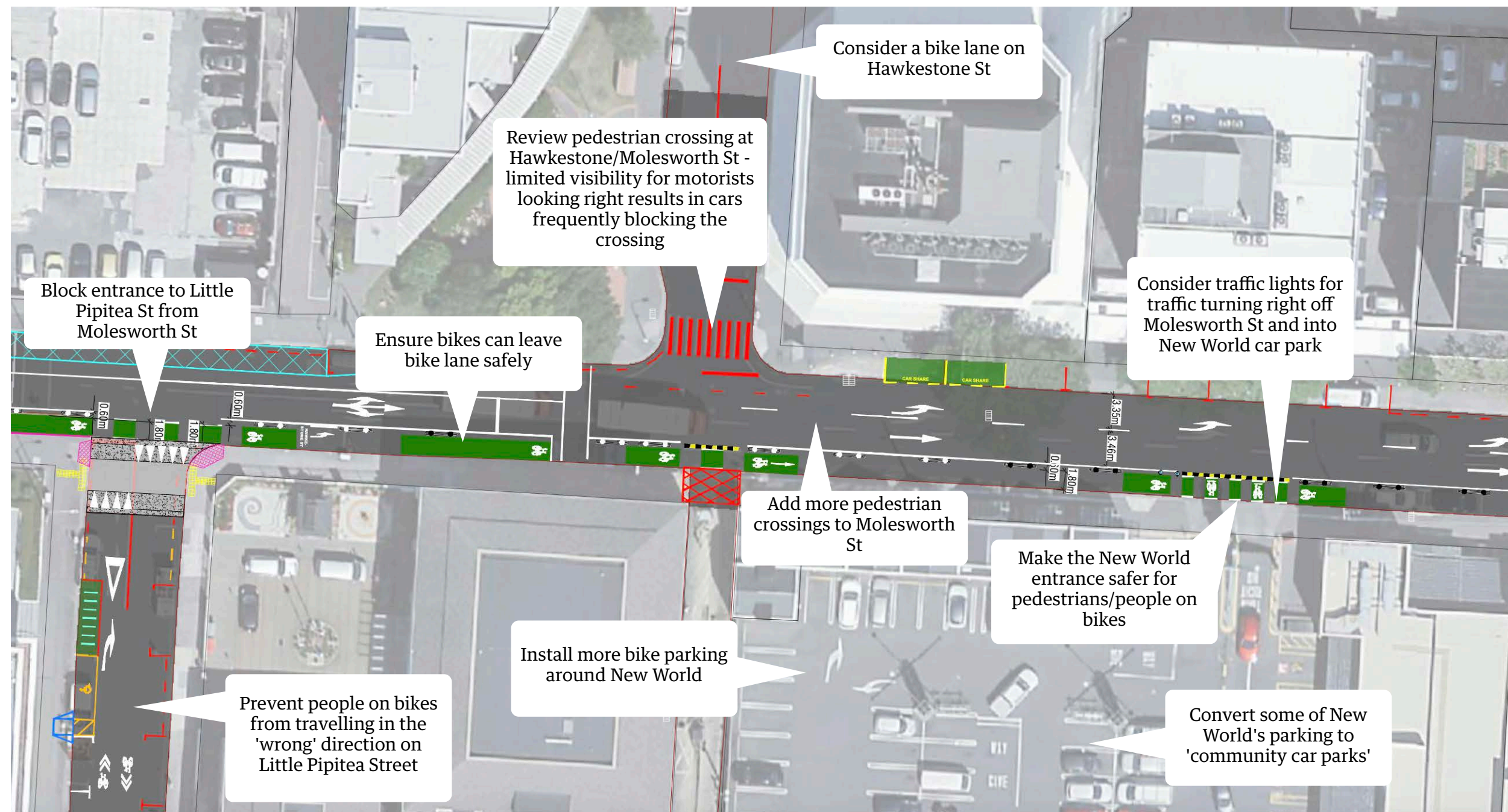
Wellington City Council

Detailed feedback: North of Aitken Street



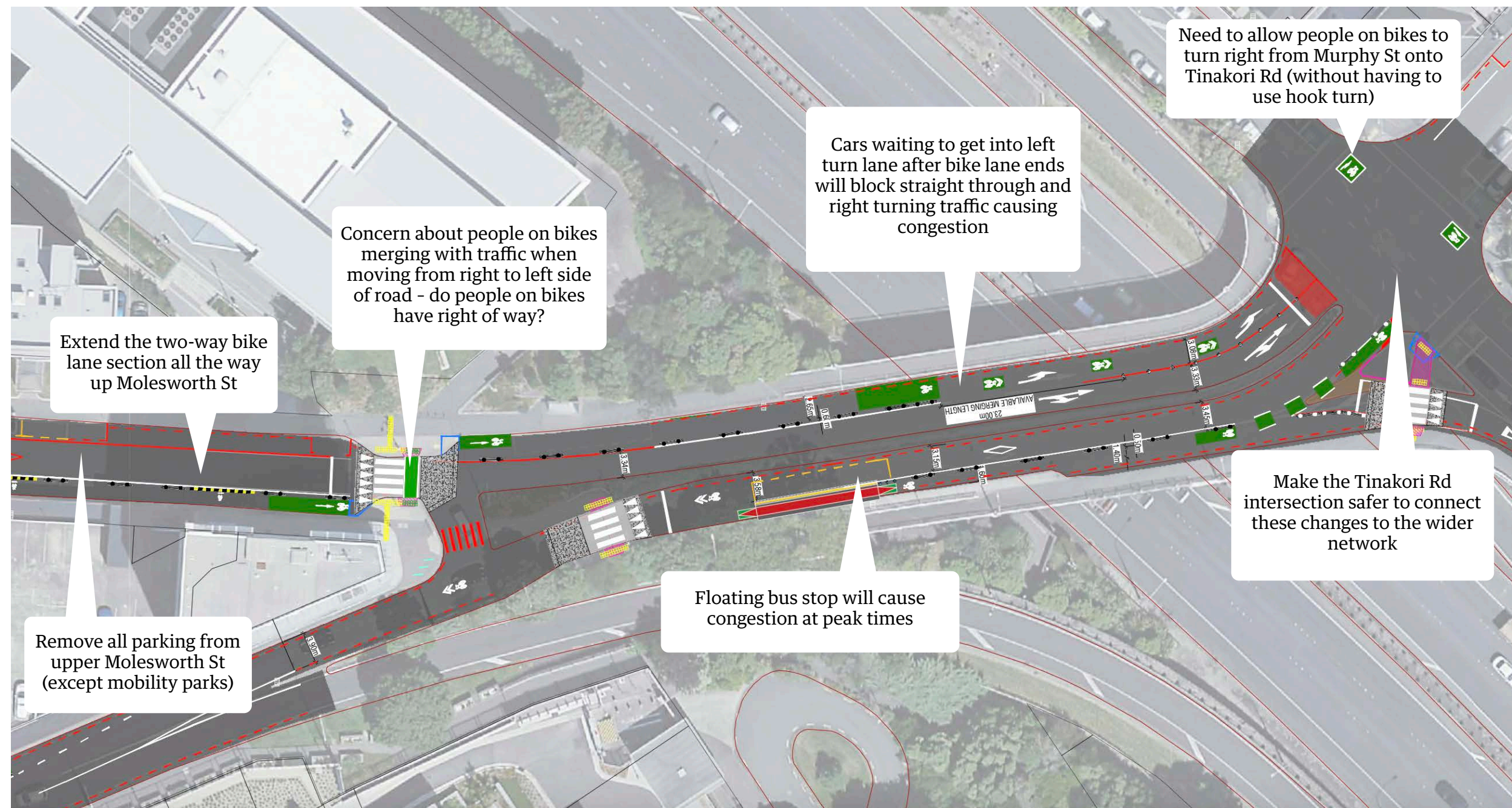
- Ensure New World exit/entry is safe for people on bikes
- Do not remove bus stops
- Do not include three diplomatic car parks
- Put Molesworth St cycleway on other side of road to avoid New World entry/exit
- Retain the right turn from Molesworth St around to Murphy St
- Extend the two-way cycleway section all the way up Molesworth St
- Concern changes will cause congestion and make school drop offs harder
- Reduce all speeds in this area to 30km/h
- Use shared bus/bike lanes instead of dedicated cycleways
- Add more pedestrian crossings to Molesworth St
- Remove all parking from upper Molesworth St (except mobility parks)
- Prevent people on bikes from travelling in the 'wrong' direction on Little Pipitea Street
- Continue the bike lane down Mulgrave St and across bus terminal (instead of two-way on Molesworth St)
- Enable traffic to turn right into Aitken St from Mulgrave St
- Use Pipitea St instead of Aitken St for cycle route
- Ensure raised pedestrian crossings are accessible (including TGSI)
- Ensure bikes can leave cycleway safely
- Consider widening footpath instead of narrowing road
- Install more bicycle parking near New World
- Do not remove motorcycle parking
- More short term parks for apartment blocks near New World
- More parking for trades people servicing apartments near New World
- Consider locating cycle lane on left side of Murphy Street and Molesworth Street
- Add pedestrian crossing across Molesworth St near New World entrance
- Convert some of New World's parking to 'community car parks'
- Move Molesworth St cycle lane to left side of road to avoid all the businesses and side roads - introduce traffic light to enable crossing over the motorway entrance
- Downhill cyclelane on Mulgrave St is unnecessary
- Consider traffic lights for traffic turning right off Molesworth St and into New World car park
- Review pedestrian crossing at Hawkestone/ Molesworth St - limited visibility looking right results in cars frequently blocking the crossing
- The 'cross over' or merge at top end of Murphy St (approaching Tinakori Rd) needs to be reconsidered: confusing and may cause delays (left turning lane will block right turning and straight through traffic)
- More pedestrian crossings in this area
- Change side streets of Murphy and Molesworth streets to metered parking
- Consider keeping right turn from Murphy into Pipitea St
- Need to allow people on bikes to turn right from Murphy St onto Tinakori Rd (hook turns are not used)
- Make the Tinakori/Thorndon Rd intersection safer to connect these changes to the wider network
- Consider a bike lane on Hawkestone St

Location feedback: North of Aitken Street

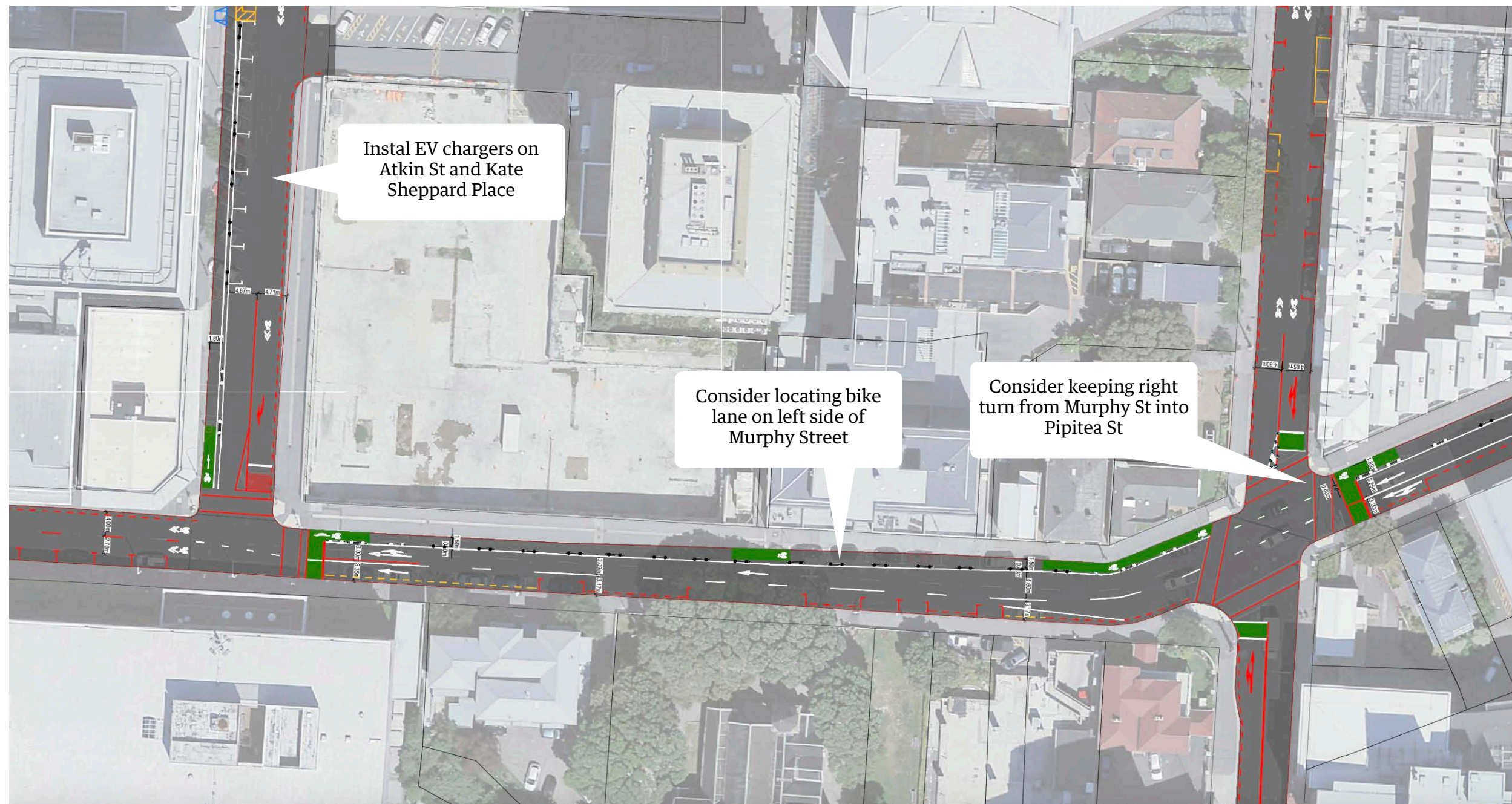


Wellington City Council

Location feedback: North of Aitken Street



Location feedback: North of Aitken Street



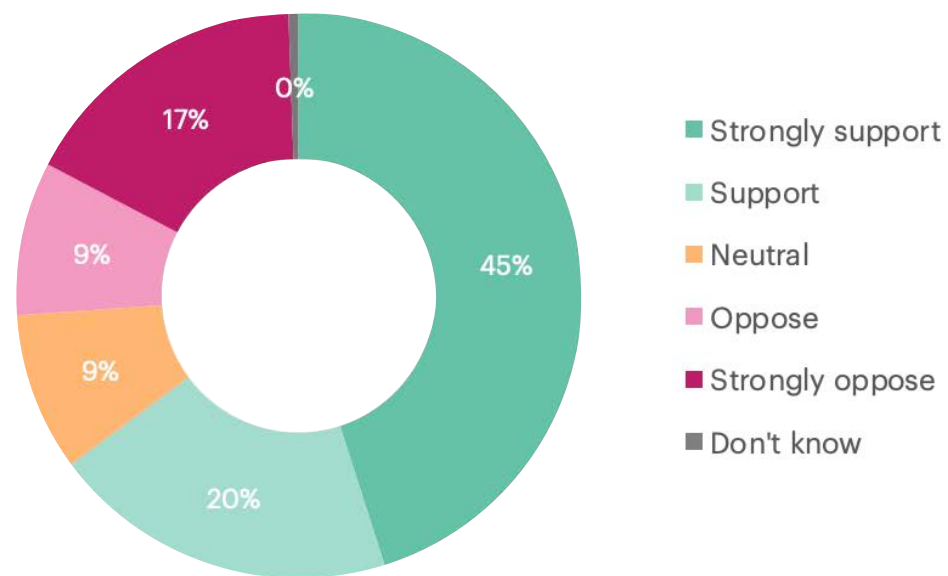
Detailed feedback: Tinakori Road and Hill Street



Do you support the proposed changes within this part of Thorndon Connections?

Includes Hill Street and Tinakori Road
between Hill Street and Bowen Street

n= 364



More mobility parks would be good. Otherwise this will make it a lot safer and appealing for kids to cycle to the many schools in the area and workers to travel to work. Really looking forward to it.

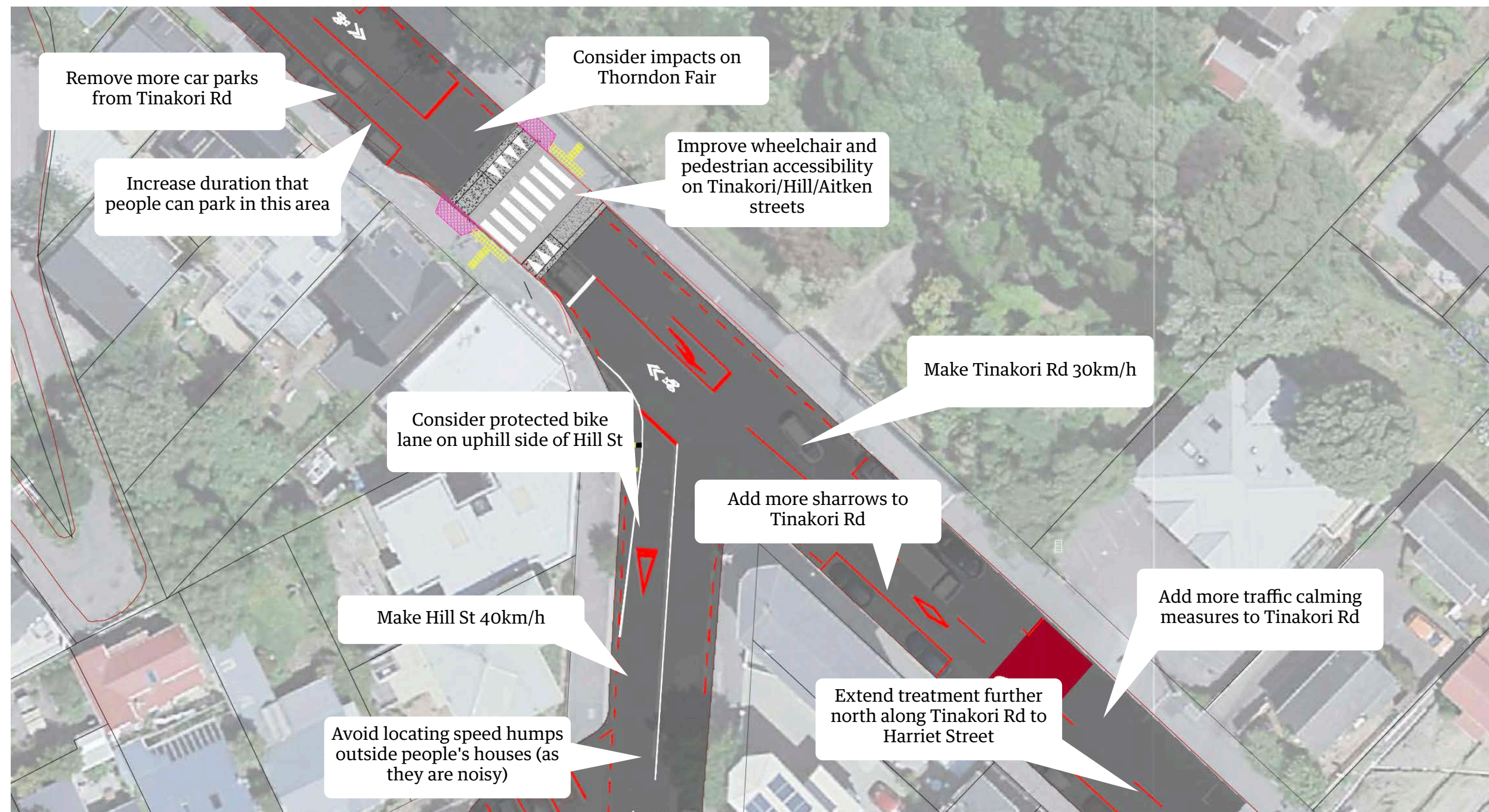
Removing previous parking places is detrimental for people with disabilities and the elderly, and fails to take into account that many places in this precinct are visitor attractions (like Parliament, the Cathedral, the Botanic Gardens & the historic Bolton Street Cemetery) where families need parking spaces - there are not enough now.

Detailed feedback: Tinakori Road and Hill Street

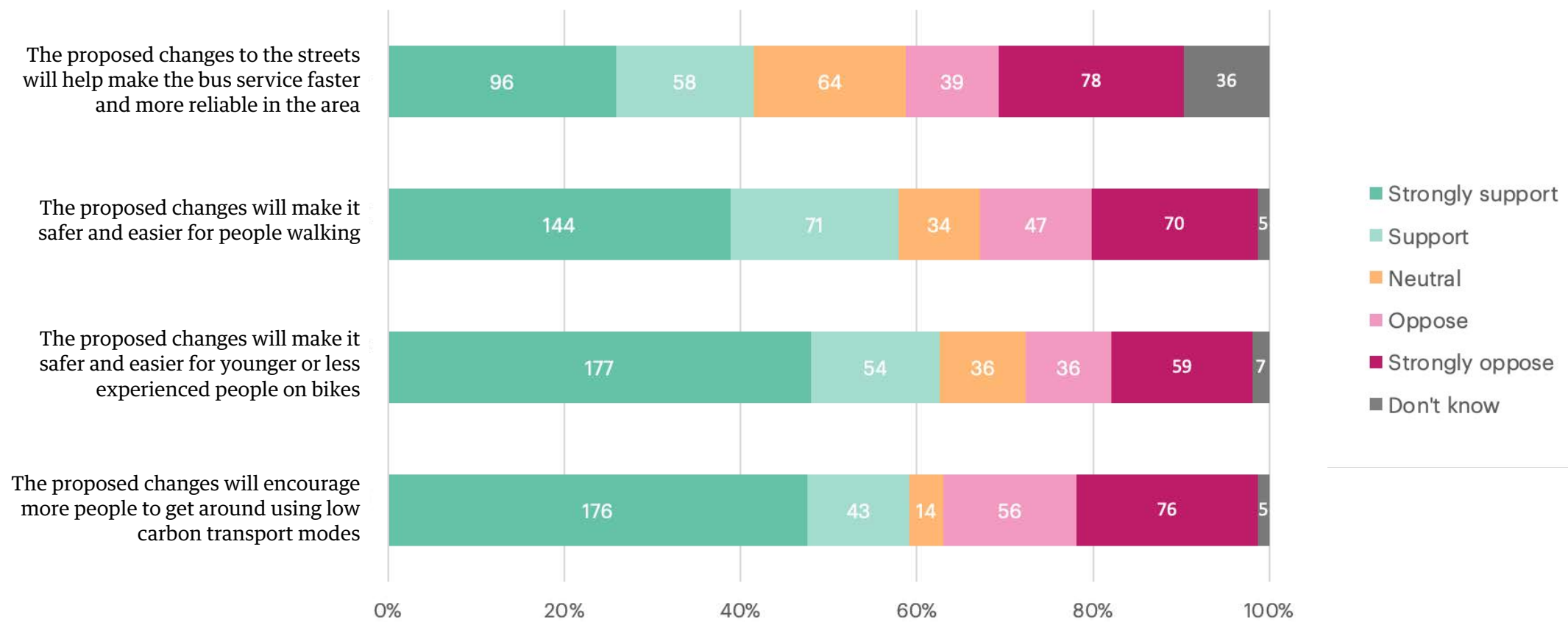


- Add a connection between Hill St to Bowen St
- Remove speed humps
- Educate people on what sharrows mean
- Make Hill St 40km/h
- Consider impacts on Thorndon Fair
- Raise the pedestrian crossing near the Tinakori/Hawkstone intersection
- Improve wheelchair and pedestrian accessibility on Tinakori/Hill/Aitken streets
- Consider alternative Ascott/Bowen St route
- Concern about lack of evidence that sharrows improve safety
- Ensure people on bikes don't have to go over speed humps (consider a design that lets them go through/around)
- Extend pick up/drop off times
- Ensure enough mobility parks remain
- Remove more car parks from Tinakori Rd
- Increase duration that people can park in this area
- Extend treatment further north along Tinakori Rd to Harriet Street
- Remove speed humps
- Consider bike lane through Parliament grounds to connect to The Terrace
- Reduce speed on Tinakori Rd to 30km/h
- Add more traffic calming measures to Tinakori Rd
- Ensure busses fit in bus lanes
- Avoid locating speed humps outside people's houses (as they are noisy)
- Add more sharrows to Tinakori Rd
- Consider protected bike lane on uphill side of Hill St
- Consider just sharrows on Molesworth St and Murphy St
- Reduce the number of speed humps

Location feedback: Tinakori Road and Hill Street



Do you agree or disagree with the following statements about the goals and impacts of this project?



Overall Thorndon design feedback: Extracted from 'overall' comments

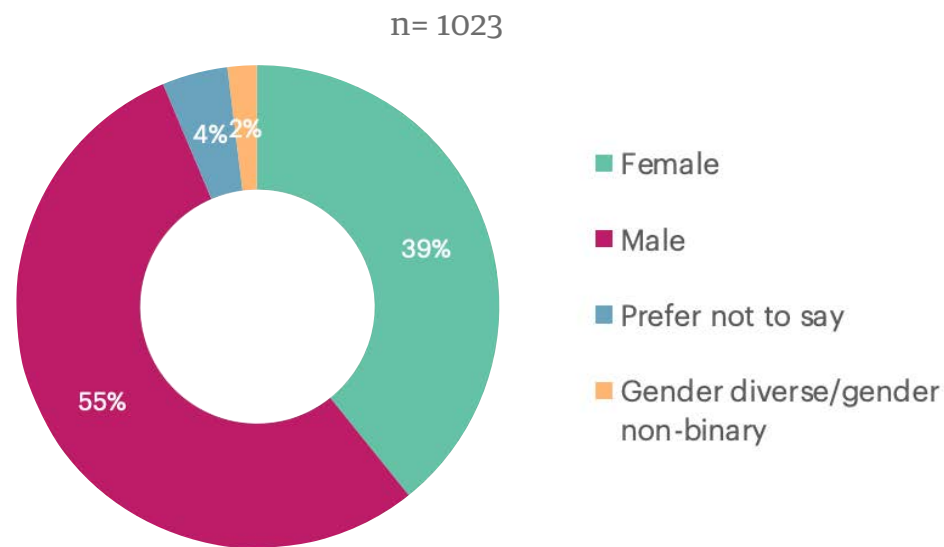
- Ensure New World exit/entry is safe for people on bikes
- Continue the cyclelane down Mulgrave and across bus terminal (instead of two-way on Molesworth St)
- Do not remove car parks
- Do not remove bus stops
- Consider 40kp/h for the area
- Ensure enough loading zones
- Ensure cars don't park in cycleways
- Remove two-way cycleway to enable better traffic access to Kate Sheppard Place
- Concern changes to accessing 'side streets' will cause congestion
- Add more mobility parks
- Block entrance to Little Pipitea St from Molesworth St
- Changes on Aitken St are unnecessary
- Extend the two-way cycleway section all the way up Molesworth St
- Make Pipitea St one-way only
- Add more pedestrian crossings to Molesworth St
- Ensure physical design is not dangerous to bicycles (eg no sharp corners, gutters, protrusions etc).
- Concern about overall design complexity
- Can a connection be made between Hill St and Museum St?
- Ensure changes are temporary so that we can amend design as needed
- Increase green phase on traffic lights to let vehicles travel more efficiently
- Ensure all pedestrian crossings are raised
- Do not raise pedestrian crossings
- Make cyclelane bollards metal to ensure vehicles do not enter lane
- Make the traffic signals change more frequently to get through phases faster
- Reduce vehicle speeds rather than build cycleways
- Ensure all pedestrian crossings are visible to motorists
- Install more bike parking around New World
- Consider clearways at peak times instead of installing cycleways
- Connect cycleways to waterfront
- Make the New World entrance safer for pedestrians
- Sharrows are ineffective
- Consider impact of other construction projects in the area
- Add a bike 'fix it' stand to the area
- People on ebikes should not travel through bus stops
- Concern about congestion caused by raised bus stops (as experienced at Tinakori/Bowen St intersection)
- Concern design will cause more congestion

Who we heard from

Wellington City Council

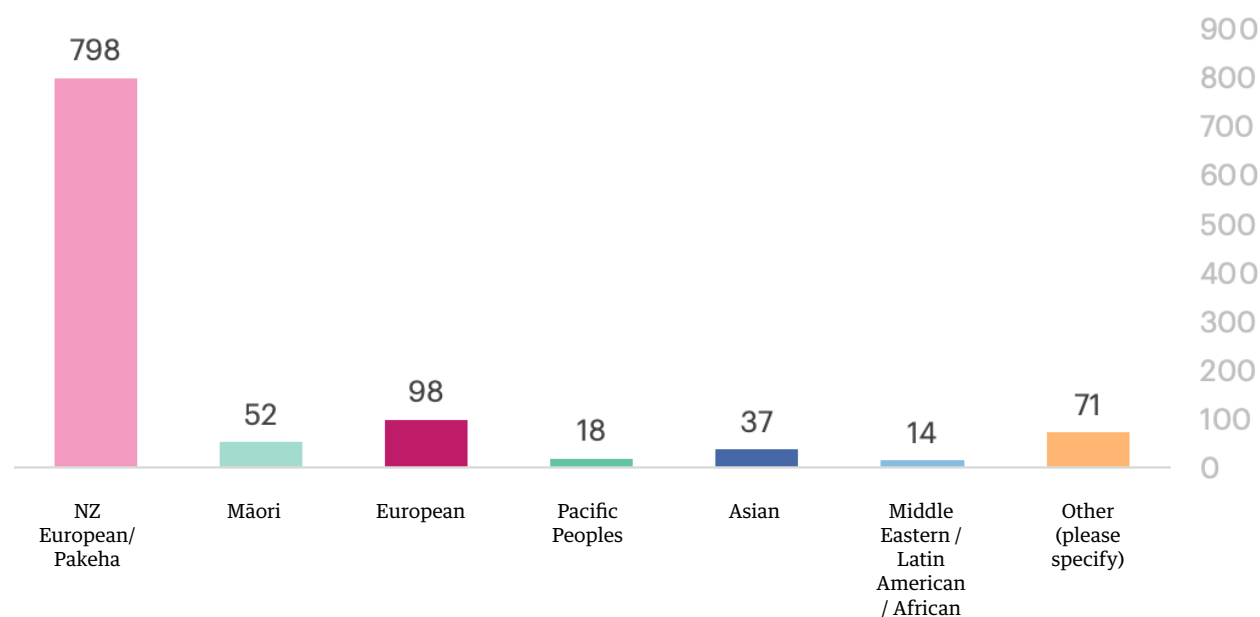
Demographics

Please choose the gender that best identifies you:



Note: the demographics information in this section is based on responses via the WCC form. Information about submissions via the Thorndon Community Group form is included in the appendix.

Please choose the ethnicity group/s you identify with:
(You can select more than one)



Total does not add up to 100% as people can select more than one ethnicity.

75% of respondents identified as NZ European/Pakeha

5% identified as Māori

9% identified as European

2% identified as Pacific Peoples

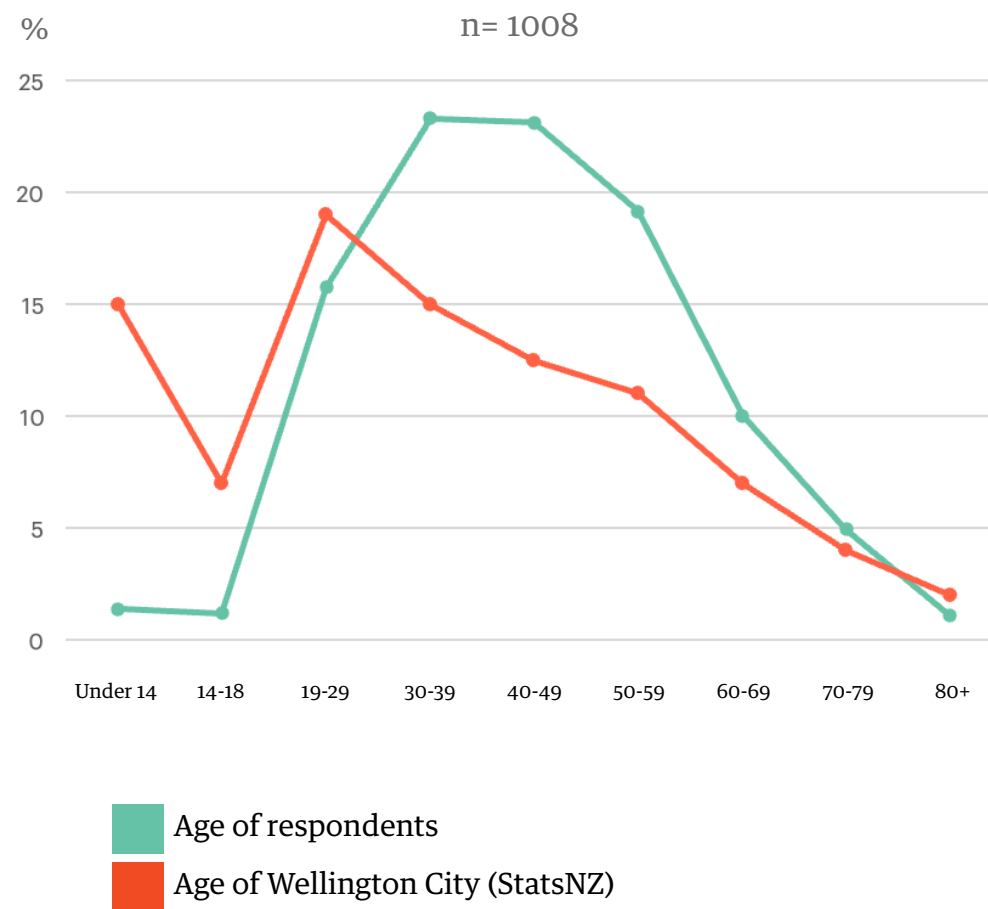
3% identified as Asian

1% identified as Middle Eastern / Latin American / African

7% specified another ethnicity

Age group

Please choose the age group you belong to:



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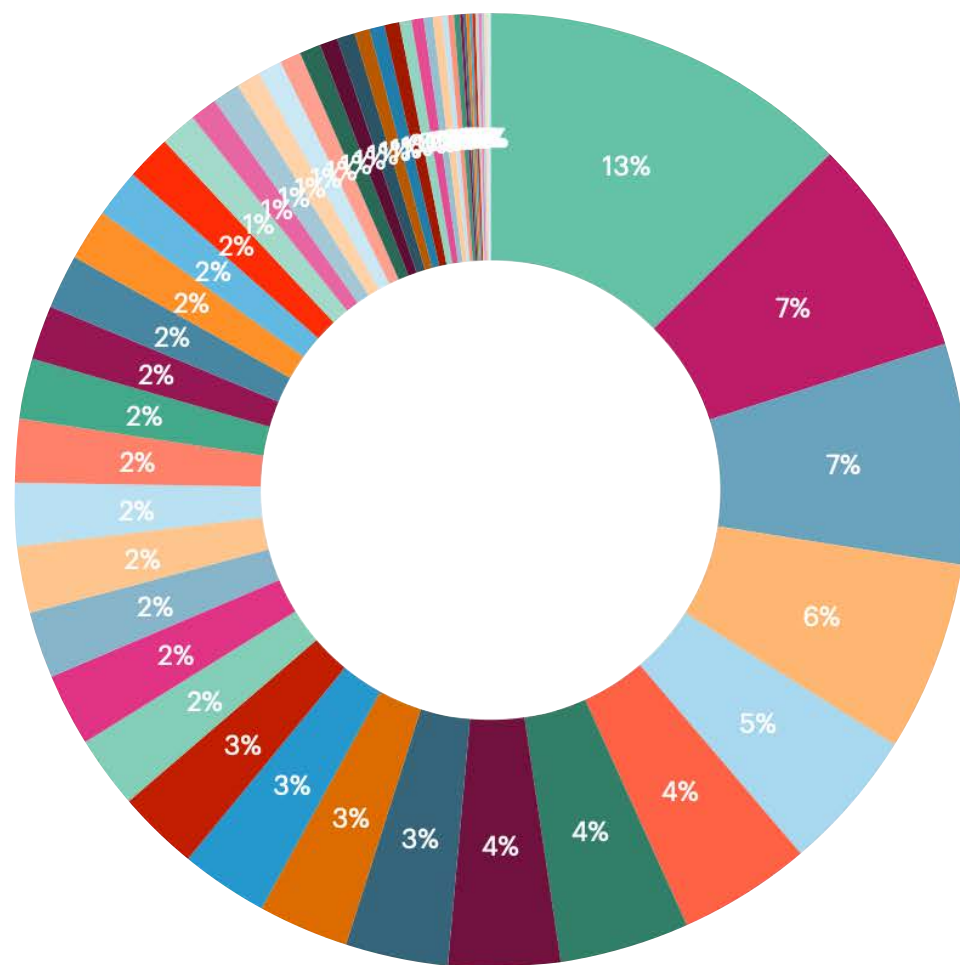
Wellington City Council

Which suburb do you live in?

If you live outside Wellington City, please select 'other'

n= 978

Note: the demographics information in this section is based on responses via the WCC form. Information about submissions via the Thorndon Community Group form is included in the appendix.



123	Thorndon	24	Khandallah	9	Seatoun	3	Kingston
73	Other	22	Aro Valley	8	Churton Park	2	Kaiwharawhara
73	Karori	22	Mount Cook	8	Roseneath	2	Mornington
63	Wadestown	21	Hataitai	7	Strathmore Park	2	Broadmeadows
47	Island Bay	21	Miramar	7	Melrose	1	Ngauranga
44	Northland	20	Lyll Bay	6	Houghton Bay	1	Karaka Bays
43	Newtown	18	Kelburn	6	Pipitea	1	Breaker Bay
37	Ngaio	18	Berhampore	5	Oriental Bay	1	Makara
34	Brooklyn	17	Newlands	5	Southgate	1	Glenside
30	Kilbirnie	16	Johnsonville	5	Wellington Central	1	Woodridge
29	Te Aro	15	Tawa	4	Owhiro Bay	1	Grenada North
27	Wilton	12	Vogeltown	4	Rongotai	1	Happy Valley
24	Mount Victoria	9	Crofton Downs	3	Maupuia	1	Highbury
						1	Horokiwi

Organisations and schools we heard from

Note: the demographics information in this section is based on responses via the WCC form. Information about submissions via the Thorndon Community Group form is included in the appendix.

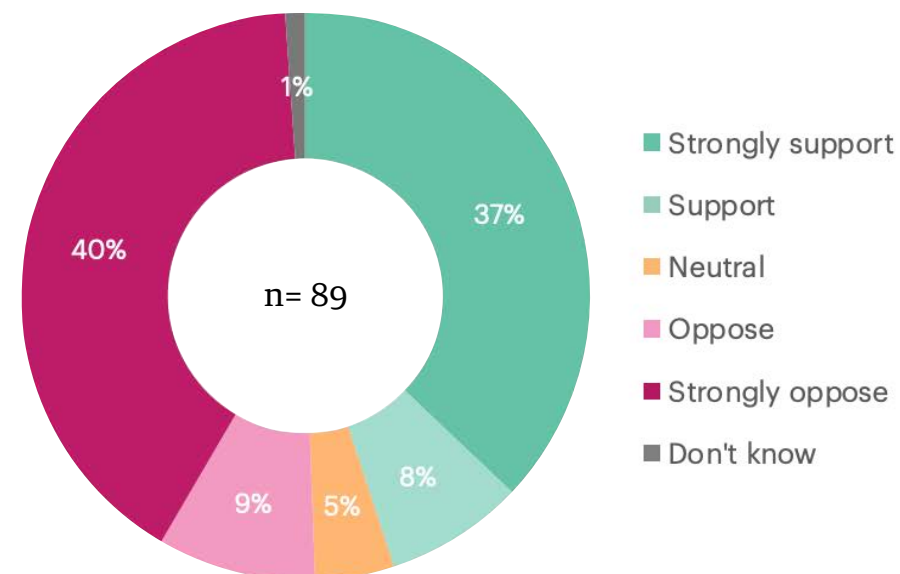
Cycle Wellington	Johnsonville Community Association
Parents for Climate Aotearoa	SECONDO
Cycling Action Network	Evans Bay Intermediate (EBIS)
Thorndon Medical Centre	Royal Thai Embassy
Doctors for Active, Safe Transport	Free Ride
Beca Limited	Kate Sheppard Place, Backbencher, Developers
OraTaiao NZ Climate and Health Council	Waka Kotahi
Rolle Consultancy & Management Ltd	Heritage New Zealand Pouhere Taonga (Old St Paul's)
Foodstuffs	Dsport Incorporated
VUW Climate Clinic	Women in Urbanism Aotearoa
Focus Osteopathy	Heritage New Zealand Pouhere Taonga - Old Govt Bldgs
Wellington Girls College	WGC Enviro Club
Wellington District Council of the New Zealand AA (AA)	Queen Margaret College
Thorndon Residents Association	Greater Wellington Regional Council

Level of support from people who live with a disability or accessibility issue

Do you support the overall proposed changes to the Thorndon Connections area?

[These include traffic resolution TR63-23]

Note: the demographics information in this section is based on responses via the WCC form. Information about submissions via the Thorndon Community Group form is included in the appendix.

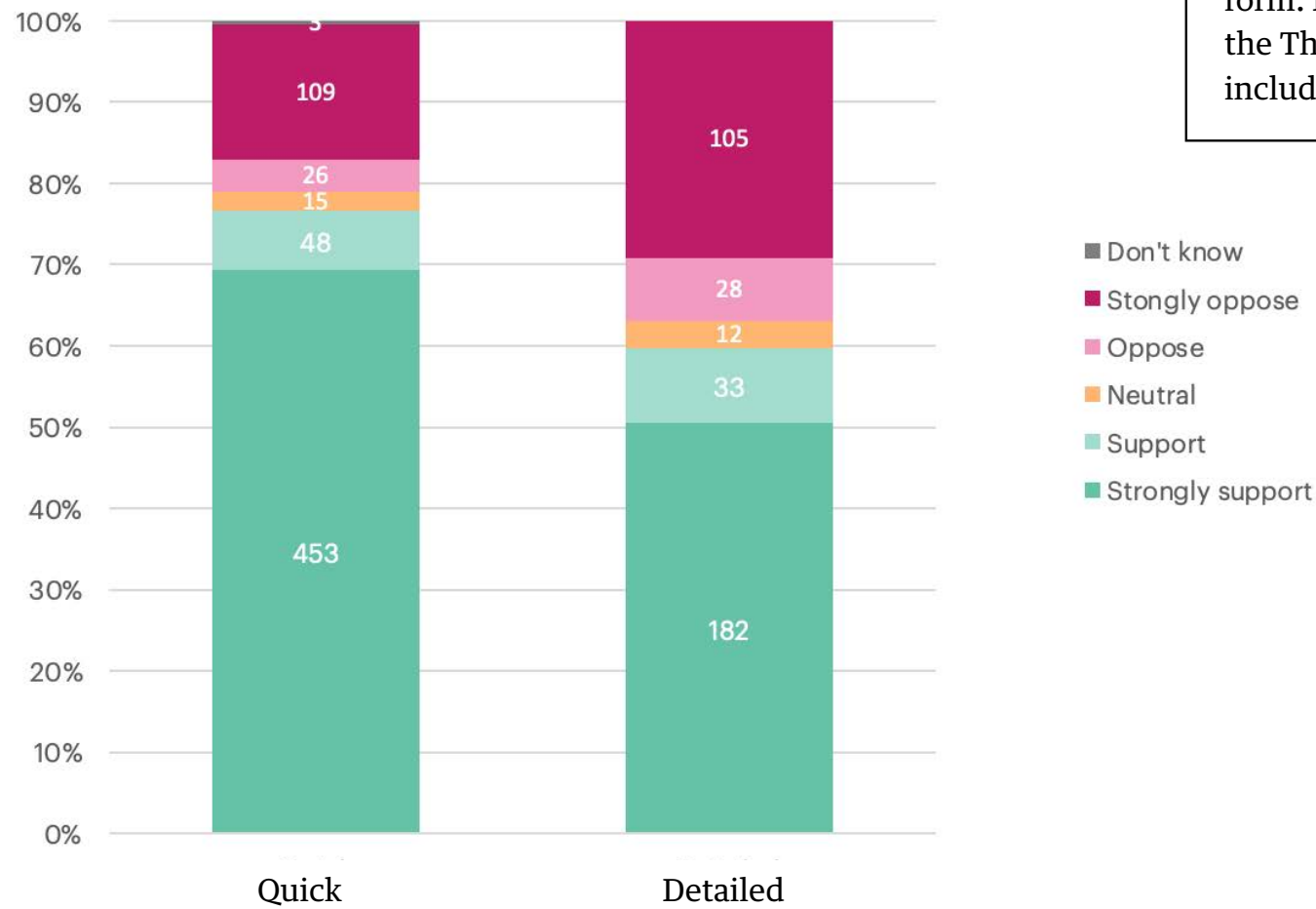


89 respondents

Answered 'yes' to living with a disability or accessibility issue

Overall support based on type of feedback

What did we hear?



Note: the demographics information in this section is based on responses via the WCC form. Information about submissions via the Thorndon Community Group form is included in the appendix.



Other engagement activities

Community drop-ins, events and school engagement

We hosted three drop-in sessions in and events in the Thorndon area during this consultation period. We engaged with approximately 300 members of the public during this time. Community members could pop in, get the information they are interested in, ask questions of staff, and find out how to have their say during the formal consultation period. It was also an opportunity for people to find out about the proposed improvements to biking, busing, and walking happening across the city.

Drop-in sessions usually ran later than the indicated time as people would arrive late, we would stay and chat with those and ensure they were given the information they required.

Community drop-in events were held at:

- March 7 - Victoria University - Rutherford House Foyer: 11am - 1pm
- March 14 - Go By Bike Day, Queen's Wharf: 7am -9am
- March 21 - Backbencher: 4pm - 7pm

We also had a stand at the Go By Bike Day Breakfast on 14 March, which included a table for our consultation on Kilbirnie Connections and Thorndon Connections, as well as a table for the Botanic Gardens to the City Feedback.

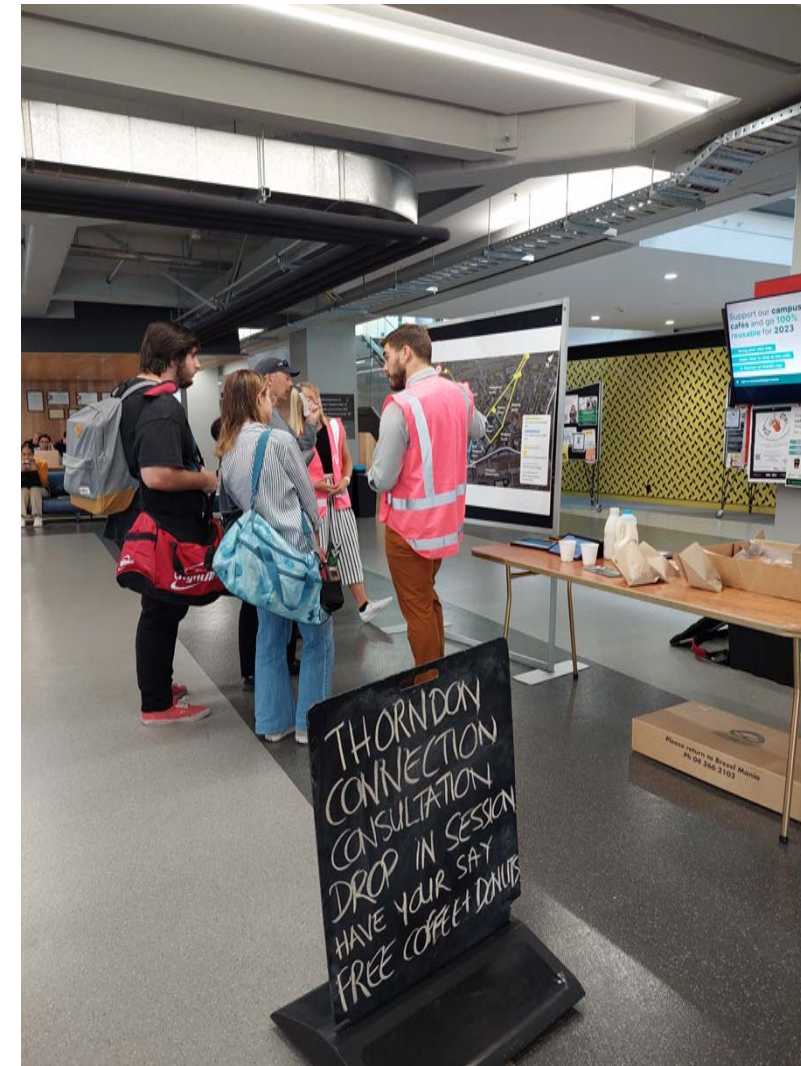
Our team also met with students at Wellington Girls' College's Enviro Club group on two occasions.

We dropped flyers at multiple community venues including:

- City Library (at the National Library)
- The Backbencher
- Victoria University - Rutherford House
- Local churches, cafes, and at local events throughout March such as Cuba Dupa.

Wellington City Council

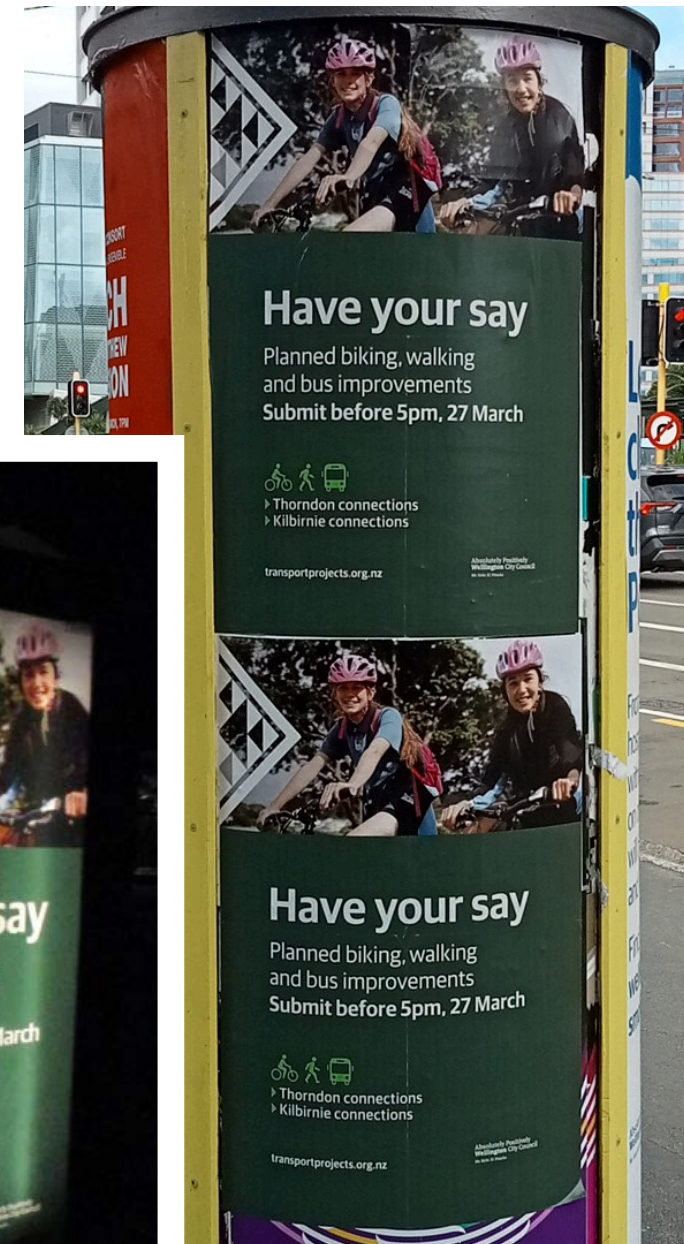
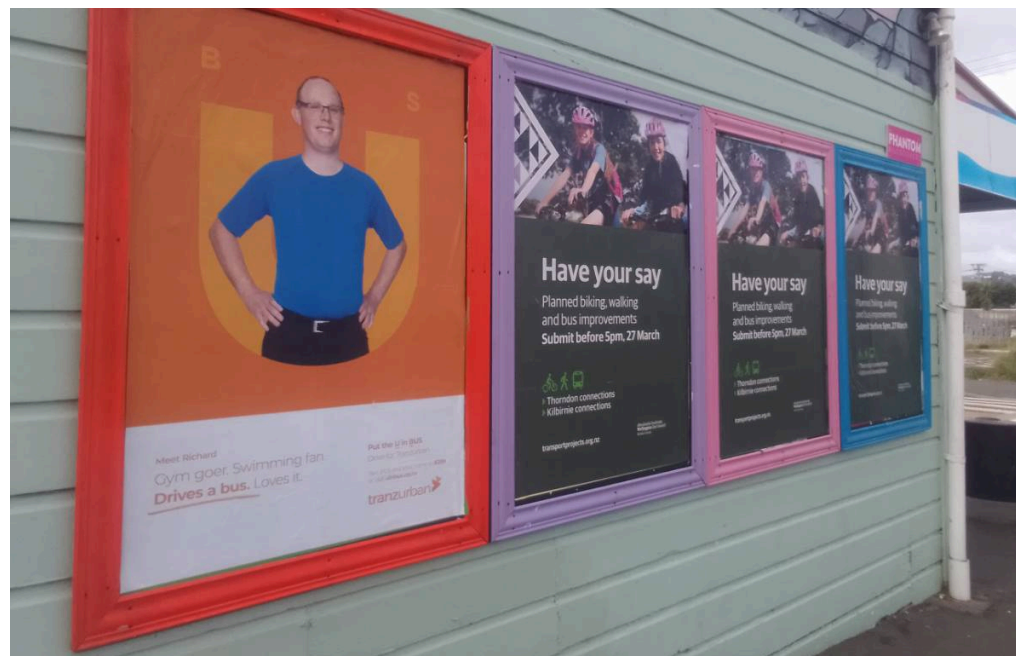
Community drop-ins, events and school engagement



Promotion and advertising

The consultation was promoted through media, email, radio advertising, Dominion Post ad, billstickering, Adshels, and a variety of digital channels, including Stuff, Google Display Network, Google Search, and Metservice. Promotion activities performed higher than industry average across the board.

As well as a media release and news stories, Council's social media channels were used to promote consultation, including Facebook, LinkedIn, Twitter, and Instagram. The campaign performed well above or at average across all channels. We also used our official WCC social media accounts to share the consultation to relevant community social pages.



Appendix: theme definitions

Theme name explanations

Theme name	Explanation
Concern about loss of carparks	Comment expressing concern or opposition to the reduction in the number or availability of carparks (including when 'normal' parks are replaced with restricted parks such as for Mevo)
General support for the proposed changes	Comment showing general support for the proposed changes
General opposition to the proposed changes	Comment showing general opposition to the proposed changes (this includes generally negative comments and comments about the proposal being a waste of money)
Will make it safer	Comment suggesting that the proposed changes will make it safer for one or more groups of people
Focus on other things	Comment indicating WCC should focus on other projects or problems (such as fixing the pipes)
Lack of clear rationale or data to support changes	Comment suggesting there is a lack of data to support the proposed changes, also includes the belief that there are not enough people riding bikes to justify the proposed changes
Changes will increase congestion	Comment expressing concern that proposed changes will increase traffic and congestion
Criticism of WCC survey and/or communications	Comment containing criticism of the survey or WCC communications. For example words and images being unclear, or biased in favour of cycleways (particullary common for questions relating to Kilbirnie 'low traffic neighbourhoods')
Scope of changes could be greater	Comment suggests that the proposed changes could be improved by doing more, for example: remove more carparks, extend the proposed cycleway further
Use alternate route for cycleway	Comment suggesting that alternative streets or routes should be used for the bike lane
Encourages mode shift	Comment suggesting that the proposed changes will encourage people to shift from using vehicles to walking, using bikes or taking the bus

Wellington City Council

Theme name explanations

Theme name	Explanation
Changes will benefit children/inexperienced cyclists	Comment suggesting the changes will make things better for children and/or inexperienced cyclists
Concern about safety	Comment expressing general concern about the safety of proposed changes (not about safety of the current situation).
Concern about impact on residents in the area	Comment expressing concerns about the impact that the proposed changes will have on people living in the area
Leave it as it is	Comment suggesting that the Council make none of the proposed changes and leave the area as it is
Consider impact on people with mobility/accessibility issues	Comment expressing concern that the proposed changes might make it worse for people with physical mobility issues or disabilities
Support for speed changes	Comment expressing support for the lowering of speeds to 30km/h
Good for pedestrians	Comment suggesting that the proposed changes will be good for people walking
Will connect the city	Comment suggesting that the proposed changes will connect with other changes happening around the city
Comments about changes to bus stops	Comment about changes to bus stops (expressing either support, opposition or unknown)
Make cycleway protected	Comment suggesting Council install a protected bike lane and/or do more to separate people on bikes from vehicles
More enforcement needed	Comment suggesting that Council needs to do more to enforce the road rules. For example, ensure people don't park in the bike lane

Theme name explanations

Theme name	Explanation
Concern about vehicle/bike conflict	Comment contains specific concerns that the proposed changes will result in unsafe interaction between people on bikes and vehicles
Concern about impact on and/or access to businesses	Comment suggesting that the proposed changes will have a negative impact on business (including difficulty for people accessing businesses)
Good for the community	Comment suggesting that the proposed changes will be good for people who live in the area (for example making the community more vibrant and attractive to live in)
Only benefits cyclists	Comment specifically suggesting that only people on bikes will benefit from the proposed changes
Good for the environment	Comment suggesting that the proposed changes will have a positive impact on the environment
Concern about pedestrian/bike conflict	Comment contains specific concern that the proposed changes will result in unsafe interaction between people on bikes and pedestrians
Improve public transport	Comment suggesting that Council improve public transport (in addition or instead of proposed changes). This includes improving the reliability and coverage of the bus system

Appendix: Thorndon Community Group

Thorndon Community Group

The Thorndon Community Group developed a separate form for people to use to make submissions.

The form was made available at:

- Thorndon New World
- On the Thorndon Residents Association (TRA) website
- Wellington Residents Association Network (WRAN) mailing list

The form may have been distributed through other channels. That information has not been shared with Wellington City Council.

Wellington City Council has recorded answers to the questions in the form, as well as ‘theming’ all of the general comments.

Thorndon Community Group

Information on the Thorndon Cycleway Network March 2023

Thorndon's liveability is at risk because of Wellington City Council's plans to remove parking, dramatically change traffic flows, and other measures so that protected cycleway lanes can be installed.

Council plans include:

1. Molesworth, Murphy/Mulgrave and Aitken streets – removing more than 140 public car parks.
2. Molesworth Street - removing both bus stops north of the bus stop outside Parliament.
3. Murphy Street - removing right turn into Pipitea Street, and bus stops at the north end will be moved so cycleways can be built between the bus stops and footpath.
4. Kate Sheppard Place – removing right turn into Molesworth Street.
5. Molesworth, Murphy/Mulgrave, Aitken streets, and the northern end of Lambton Quay – installing protected bike lanes.
6. Tinakori Road & Hill Street - lowering the speed limit (we support this measure).


But the Council website omits these key facts:

- The 2021 WCC Cordon Count showed only 81 cyclists travelled down Murphy Street in the two-hour morning peak compared to hundreds of Wellingtonians who use public car parks throughout the day, and thousands of pedestrians.
- Since 2007 the NZTA Accident Database shows just seven reported bicycle accidents; none serious, and most were at intersections. No bicycle accident has occurred on the roads where the WCC plans to remove car parks to add protected cycleways. The design, however, means traffic will be forced to cross these cycleways at the very busy entrances to New World on Molesworth and Murphy streets - increasing the potential of dangerous vehicle/bicycle interactions.
- By contrast, there have been 30 pedestrian accidents on the same Thorndon roads over the same period, five of them serious. Removing car parks won't make our roads safer for pedestrians ... in fact removing them will force more people to park further away and cross these busy roads – with the potential to cause more pedestrian accidents.
- Many people need public car parks close to shops because they cannot walk far due to age, disability or having young children in tow. Without good parks, these residents will be forced to travel further to a retail centre that does provide safe parking close to shops, medical professionals, etc. There are five schools in the immediate area, and dropping-off and picking-up school children will be more difficult and dangerous with these changes.
- 'Floating' bus stops (with the cycleway between the bus and the footpath) present a significant risk to pedestrians using buses – cyclists are supposed to stop if a bus is at these stops, but frequently do not. Retaining the kerbside bus stop and requiring cyclists to stop behind a stopped bus is significantly safer for pedestrians using buses.

The Thorndon Community Group supports the proposed reduction in speed limit, but not the traffic flow and parking changes. We welcome your views on these changes which are to facilitate the construction of protected cycleway lanes.

For further information:
Thorndon Residents' Association website <https://www.thorndon.org.nz/>
Wellington City Council's Thorndon Connections webpage: <https://www.transportprojects.org.nz/current/thorndon-connections/>

Please complete a submission on this project.



The form included an introduction, which covered:

- Removal of carparking, bus stop removal, removal of right turns
- WCC Corden count data with concerns about low numbers of cyclist in the area
- 'NZTA accident database' information about accidents in the area, noting that there have been no bicycle accidents in the area and concerns about the number of pedestrian accidents
- Concerns about convenience of parking and increased walking distances.
- Concerns about parking for school drop offs and pick ups
- Concerns about 'floating' bus stop putting pedestrians at risk and non-compliance from people on bikes
- It notes support of the Thorndon Community Groups for speed limit changes in the area
- It has links to the Thorndon Residents Association website and transportprojects.org.nz
- Shows one map of the area with coloured lines on the routes (taken from WCC website)

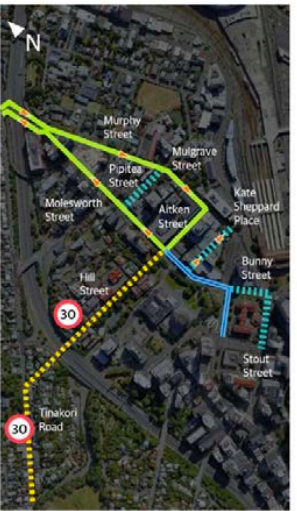
Thorndon Community Group

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1. Molesworth, Murphy/Mulgrave and Aitken streets – removing more than 140 public car parks.
2. Molesworth Street - removing both bus stops north of the bus stop outside Parliament.
3. Murphy Street - removing right turn into Pipitea Street, and bus stops at the north end will be moved so cycleways can be built between the bus stops and footpath.
4. Kate Sheppard Place – removing right turn into Molesworth Street.
5. Molesworth, Murphy/Mulgrave, Aitken streets, and the northern end of Lambton Quay – installing protected bike lanes.
6. Tinakori Road & Hill Street - lowering the speed limit (we support this measure).



But the Council website omits these key facts:

- The 2021 WCC Cordon Count showed only 81 cyclists travelled down Murphy Street in the two-hour morning peak compared to hundreds of Wellingtonians who use public car parks throughout the day, and thousands of pedestrians.
- Since 2007 the NZTA Accident Database shows just seven reported bicycle accidents; none serious, and most were at intersections. No bicycle accident has occurred on the roads where the WCC plans to remove car parks to add protected cycleways. The design, however, means traffic will be forced to cross these cycleways at the very busy entrances to New World on Molesworth and Murphy streets - increasing the potential of dangerous vehicle/bicycle interactions.
- By contrast, there have been 30 pedestrian accidents on the same Thorndon roads over the same period, five of them serious. Removing car parks won't make our roads safer for pedestrians ... in fact removing them will force more people to park further away and cross these busy roads – with the potential to cause more pedestrian accidents.
- Many people need public car parks close to shops because they cannot walk far due to age, disability or having young children in tow. Without good parks, these residents will be forced to travel further to a retail centre that does provide safe parking close to shops, medical professionals, etc. There are five schools in the immediate area, and dropping-off and picking-up school children will be more difficult and dangerous with these changes.
- 'Floating' bus stops (with the cycleway between the bus and the footpath) present a significant risk to pedestrians using buses – cyclists are supposed to stop if a bus is at these stops, but frequently do not. Retaining the kerbside bus stop and requiring cyclists to stop behind a stopped bus is significantly safer for pedestrians using buses.

The Thorndon Community Group supports the proposed reduction in speed limit, but not the traffic flow and parking changes. We welcome your views on these changes which are to facilitate the construction of protected cycleway lanes.

For further information:

Thorndon Residents' Association website <https://www.thorndon.org.nz/>

Wellington City Council's Thorndon Connections webpage: <https://www.transportprojects.org.nz/current/thorndon-connections/>

Please complete a submission on this project.

What the form does not cover:

- Although they used a map from the WCC they chose a version without a key or supporting text to explain the changes
- The bike network plan and connections to other projects in the area
- Any benefits of the proposed changes
- Managing a growing population
- Providing low carbon options for people
- Using an adaptable approach to realise benefits early and allow for changes after install
- Increasing the number people riding bikes
- Benefits to reliability and efficiency of the bus service
- Changes to mobility parking
- A direct link to the plans or the traffic resolution report (only via the transportprojects.org.nz link)

Wellington City Council

Thorndon Community Group

My Submission to the Thorndon Cycleway Network Project

Name: _____

Email Address: _____

Suburb: _____

Please tick the statements you support.

1) What do you think of the proposal to remove two bus stops and all the car parks on the right-hand side of Molesworth Street so a cycleway can be installed?

I support removing all the car parks on the right-hand side of Molesworth Street and two bus stops so a cycleway can be installed

I oppose removing all the car parking on the right-hand side of Molesworth Street and two bus stops so a cycleway can be installed

2) What do you think of the proposal to remove car parks on Murphy Street and Mulgrave Street so a cycleway can be installed?

I support removing these car parks so a cycleway can be installed

I oppose removing these car parks so a cycleway can be installed

3) What do you think of the proposal to remove car parks and change angled parking to parallel parking on Aitken Street so a cycleway can be installed?

I support removing these car parks so a cycleway can be installed

I oppose removing these car parks so a cycleway can be installed

4) What do you think of the proposal to remove the right turns from Murphy Street into Pipitea Street and from Kate Sheppard Place into Molesworth Street so a cycleway can be installed?

I support with removing the right turns so a cycleway can be installed

I oppose removing the right turns so a cycleway can be installed

General Comment:

(Page 1 of 2)

The form asked for name, email, suburb (open text), relationship to Thorndon, oral submission.

It asked five questions about the proposal:

1. What do you think of the proposal to remove all the carparking on the right-hand side of Molesworth Street and two bus stops so a cycleway can be installed?
(Answers: I support/I oppose)
2. What do you think of the proposal to remove car parks on Murphy Street and Mulgrave Street so a cycleway can be installed?
(Answers: I support/I oppose)
3. What do you think of the proposal to remove car parks and change angled parking to parallel parking on Aitken Street so a cycleway can be installed?
(Answers: I support/I oppose)
4. What do you think of the proposal to remove the right turns from Murphy Street into Pipitea Street and from Kate Sheppard Place into Molesworth Street so a cycleway can be installed?
(Answers: I support/I oppose)
5. General comments

52

Thorndon Community Group

My Submission to the Thorndon Cycleway Network Project

Name: _____

Email Address: _____

Suburb: _____

Please tick the statements you support.

1) What do you think of the proposal to remove two bus stops and all the car parks on the right-hand side of Molesworth Street so a cycleway can be installed?

I support removing all the car parks on the right-hand side of Molesworth Street and two bus stops so a cycleway can be installed

I oppose removing all the car parking on the right-hand side of Molesworth Street and two bus stops so a cycleway can be installed

2) What do you think of the proposal to remove car parks on Murphy Street and Mulgrave Street so a cycleway can be installed?

I support removing these car parks so a cycleway can be installed

I oppose removing these car parks so a cycleway can be installed

3) What do you think of the proposal to remove car parks and change angled parking to parallel parking on Aitken Street so a cycleway can be installed?

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4) What do you think of the proposal to remove the right turns from Murphy Street into Pipitea Street and from Kate Sheppard Place into Molesworth Street so a cycleway can be installed?

I support with removing the right turns so a cycleway can be installed

I oppose removing the right turns so a cycleway can be installed

General Comment:

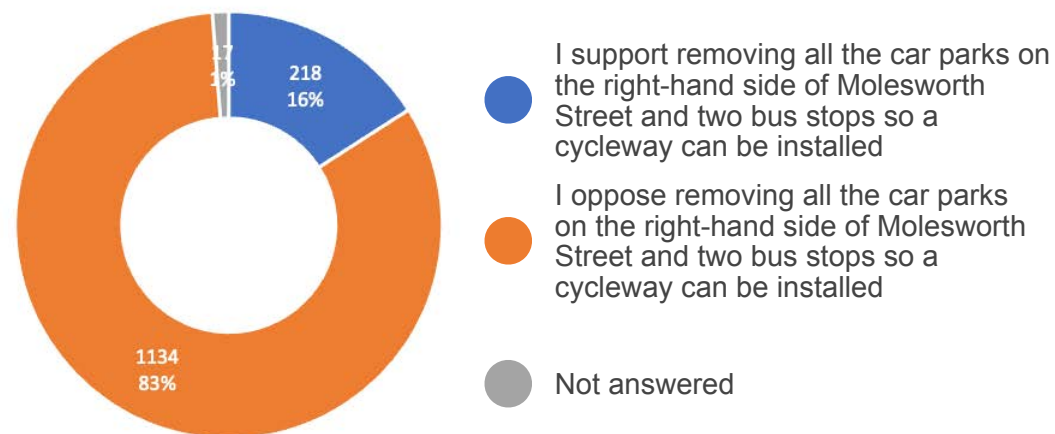
(Page 1 of 2)

Considerations about the questions

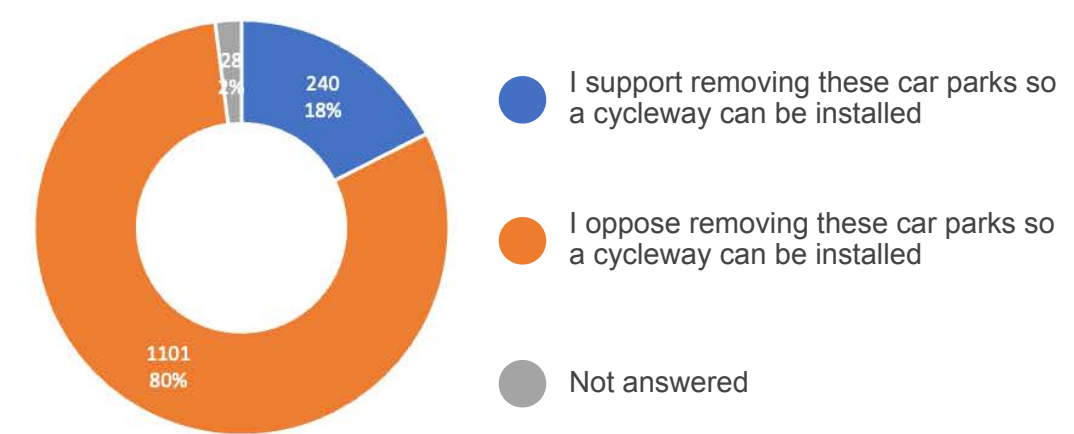
- Submitters were limited (by comparison to the WCC form) to support or oppose; there was no scale of response, opportunity to present a neutral stance, or answer ‘don’t know’ if submitters didn’t feel like they had enough information.
- The questions put car parking in opposition to a cycleway, and while reallocation of some on-street parking for a bike lane is what is proposed, the question doesn’t allow submitters to express they would like parking and space for people on bikes.
- The first question has combined parking removal and bus stop removal. Both are attributed to the installation of a cycleway. There seems to be some misunderstanding of the proposal, as the bus stops are being removed to improve bus stop spacing, increasing the efficiency and reliability of the bus as it will stop fewer times.
- There were no questions about changes to Tinakori Road, Hill Street, Lambton Quay, Bunny Street and Stout Street; questions only focused on part of the proposal.
- It would be hard to answer the fourth question about right turns independently of the previous questions; the right turn restrictions are a result of the installation of the bike lanes, not an item that would be considered separately to other changes in the area.

Thorndon Community Group Analysis

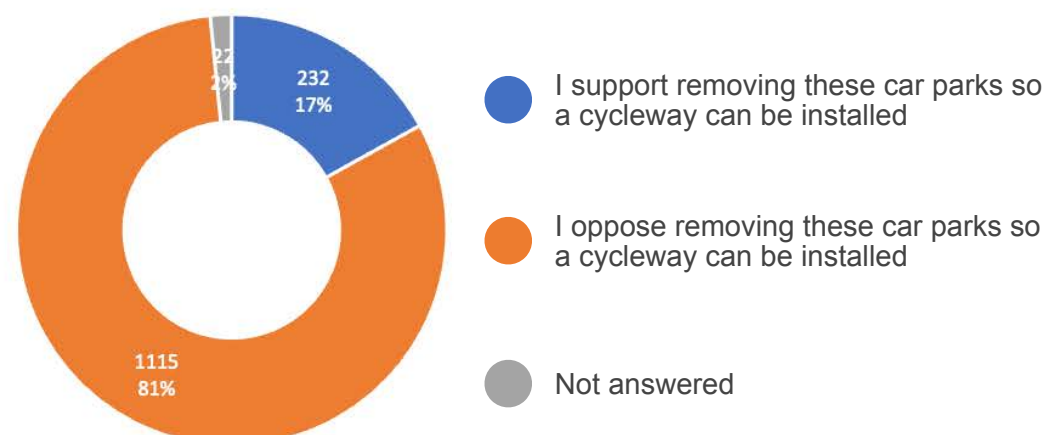
What do you think of the proposal to remove two bus stops and all the car parks on the right-hand side of Molesworth Street so a cycleway can be installed?



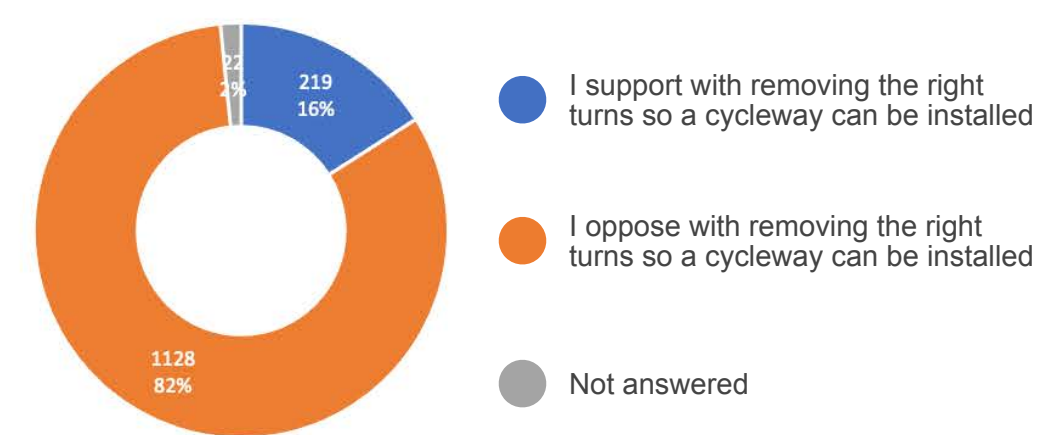
What do you think of the proposal to remove car parks and change angled parking to parallel parking on Aitken Street so a cycleway can be installed?



What do you think of the proposal to remove car parks on Murphy Street and Mulgrave Street so a cycleway can be installed?

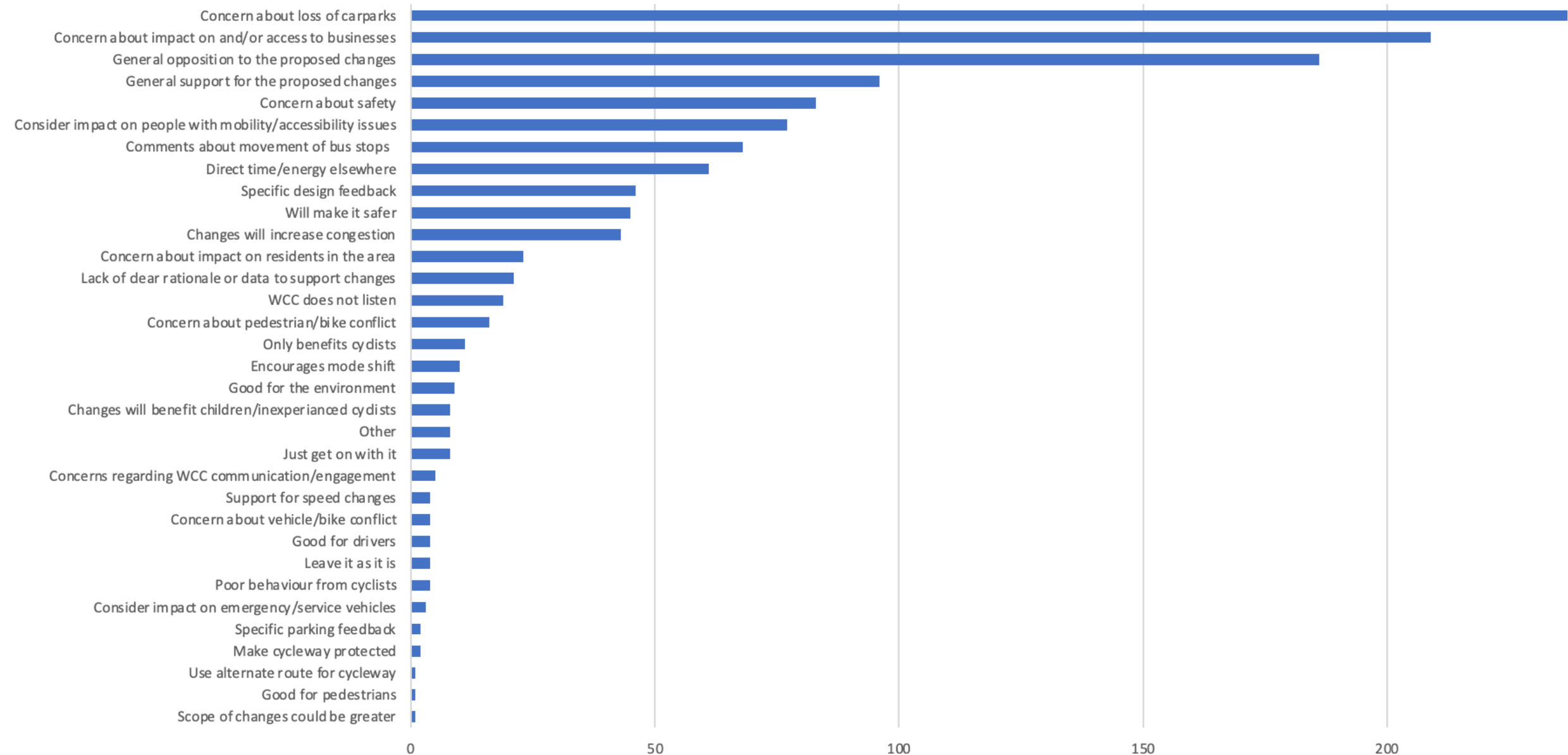


What do you think of the proposal to remove the right turns from Murphy Street into Pipitea Street and from Kate Sheppard Place into Molesworth Street so a cycleway can be installed?



Thorndon Community Group Themes

The 'General comment' section of the feedback form was analysed by the project team and 'themed'. The themes are listed below with a count of how frequently a theme appeared. One comment can contain multiple themes.



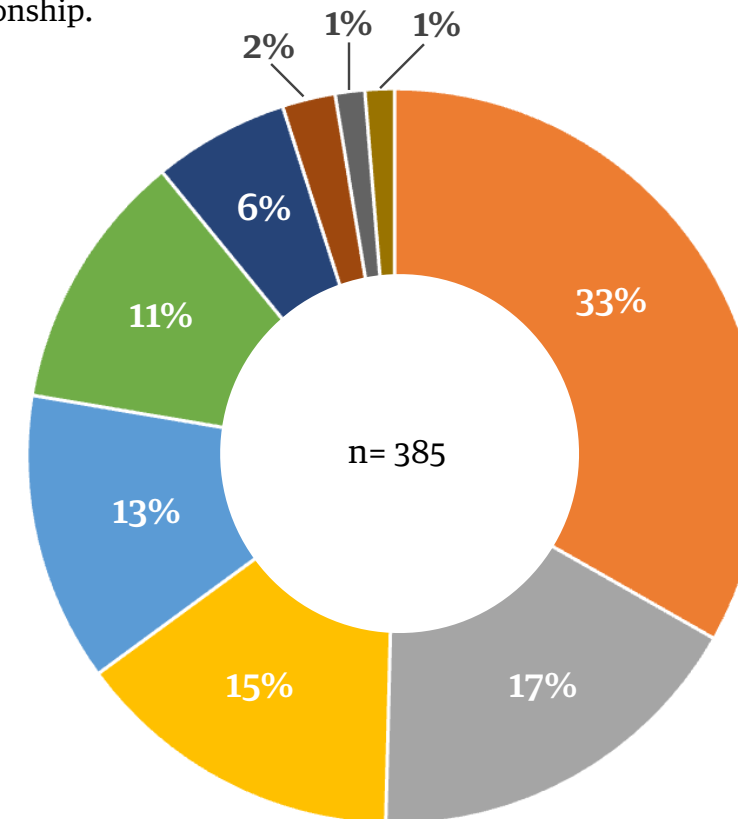
Thorndon Community Group Relationships

The Community Group also asked people to select their main relationship to Thorndon. We have captured that information, however, most people selected multiple answers. The graph below shows the relationship to the area of submitters that chose one main relationship.

My Submission to the Thorndon Cycleway Network *(continued)*

What is your main relationship to Thorndon?

- I live in this community
- I work in the area
- I own or manage a business in the area
- I go to school or education in the area
- I visit the area (e.g. to see friends or businesses)
- I do recreational activities in the area (e.g. running, walking etc.)
- I drop my kids at childcare, school or education in the area
- I travel through the area
- I live in Wellington
- I don't have a relationship to the area



- I work in the area
- I visit the area (e.g. to see friends or businesses)
- I live in the area
- I travel through the area
- I live in Wellington
- I own or manage a business in the area
- I do recreational activities in the area (e.g. running, walking etc.)
- I drop my kids at childcare, school or education in the area
- I don't have a relationship to the area

Officer responses to community feedback

Thorndon connections – general themes and detailed design feedback

GENERAL THEMES

Number	Feedback themes	Response
1	General support for the proposed changes	No response required
2	Will make it safer Concern about loss of carparks	No response required The parking removal in this project aligns with the principles and priorities of road space allocation set out in the Parking Policy in 2020. As a key transport route, space has been prioritised for the safe and efficient movement of people and goods. Effort has been made to prioritise short-stay and mobility parking on side streets, and the remaining parking on the affected streets. Based on feedback, officers are recommending changes to the design that will retain an additional 20 car parks along the route, so around 390 on-street car parks of various types will remain in and around the street changes. More than 10 privately operated off-road parking facilities are within 5-10 minutes' walk of the area and several key destinations have off-street parking for customers, such as Thorndon Pool and New World.
3		
4	Encourages mode shift General opposition to the proposed changes	No response required Wellington is growing and more people in the area will be needing to access the city in the future. To support this growth, improve safety and reduce the city's emissions, we need to change the way we live and move and provide more transport options. The Council is working on a number of other priorities at the same time as developing these transport improvements.
5	Scope of changes could be greater	This project is part of a rapid roll-out of the bike network and focuses on interim improvements that can be delivered quickly. If approved, the project will open for another round of feedback following installation, and further changes may be considered at that point.
6	Lack of clear rationale or data to support changes	Paneke Pōneke, the Wellington bike network plan was approved in 2022 and confirmed the streets that are part of a connected network. The plan acknowledges that the low levels of cycling in Wellington at the moment relates to the lack of a safe, connected network. The transitional programme is delivering sections of the network as quickly as possible so that more people have the option of making some trips by bike. Project designs are developed using a range of data sources, including traffic counts, crash data, baseline survey responses and in some instances, traffic modelling. Once installed, additional data will be collected to understand the impacts of the changes and inform future design decisions.
7		
8	Support for speed changes	No response required
9	Concern about impact on and/or access to businesses Changes will increase congestion	Officers have been in discussions with businesses in the area and have incorporated feedback into the design to mitigate the impact as much as possible. The objective of the project is to make it safer and easier to use low carbon modes of transport, to support a city-wide mode shift away from private vehicles into more space efficient modes. While some elements of the project such as in-lane bus stops or reducing vehicle lanes in some areas may result in some initial delays to vehicles, the overall aim of the project is to provide higher quality transport options. Without providing these options, the additional urban development under way in Wellington will result in more and more vehicle traffic and grind the transport network to a halt.
10	Comments about changes to bus stops	The proposed changes to bus stops were developed alongside Greater Wellington Regional Council, based on best practice guidance for bus stop spacing and design. Based on feedback, officers are recommending the bus stop outside the Wellington Cathedral of St Paul on Molesworth Street be retained.
11	Concern about safety	The projects have been designed to improve safety for all users. Road safety and accessibility audits have been undertaken for the proposed changes and the audits have been reviewed by a Council traffic safety engineer. Following the installation of the project there will be an opportunity to address any further safety issues that may arise.
12		
13	Good for pedestrians Make cycleway protected	No response required Separated bike lanes have been proposed on streets with higher volumes and higher speeds. Given the lower traffic volumes on Hill Street, and the existing 30km/h zone in Tinakori village, a slower, shared approach is proposed on these streets.
14	Concern about vehicle/bike conflict	The proposed changes will reduce the conflict between vehicles and bikes compared with the existing situation. Separated bike lanes are proposed on Molesworth Street and Mulgrave/Murphy streets, where vehicle volumes and speeds are higher to reduce vehicle/bike conflict. On other streets, slower speeds and traffic calming are proposed to reduce the conflict.
15	Consider impact on people with mobility/accessibility issues	The project has undergone two road safety/accessibility audits, and the project team has worked with disability groups through the design process to identify opportunities to improve accessibility. As a result, three additional mobility parks will be provided as part of this project. Improved access for disabled pedestrians will also result from upgrading pedestrian crossings and slowing traffic on Hill Street and Tinakori Road. Disabled people who cycle or ride scooters will benefit from the new separated bike lanes.
16		
17	Changes will benefit children/inexperienced cyclists	No response required
18	Good for the community	No response required

19	Only benefits cyclists	The proposed changes include improvements for bus users, pedestrians and people who cycle. New car share spaces also benefit businesses and residents in the area, new school drop-off parks benefit the local school community, and additional diplomatic parks benefit the significant diplomatic community in this area.
20	Improve public transport	Bus services are managed by Greater Wellington Regional Council who are working to improve network reliability. Street changes that provide greater bus priority, such as in-lane bus stops, bus priority lanes and better bus stop spacing, support bus network reliability and are included in transitional projects where possible. In Thorndon, a new in-lane bus stop and better bus stop spacing has been included.
21	Good for the environment	No response required
22	Criticism of WCC survey and/or communications	Project communications include the purpose of the project, including how the proposed street changes contribute to the city's mode-shift goals, and help prepare for the future so that more people can get around without the network grinding to a halt. Wellington City Council's support for a bike network was confirmed by the Council in March 2022 when it approved Paneke Pōneke, the Wellington bike network plan. Communications relating to transitional projects make reference to that plan.
23	Leave it as it is	Wellington is growing and more people in the area will be needing to access the city in the future. To support this growth, improve safety and reduce the city's emissions, we need to change the way we live and move and provide more transport options so Council is committed to delivering the approved Bike Network Plan. The Council is working on a number of other priorities at the same time as developing these transport improvements.
24	Concern about pedestrian/bike conflict	Separated bike lanes have been proposed on the key routes to provide a safe space on the street for people on bikes, reducing the desire for people to use the footpath. For this reason, the proposed designs are likely to reduce the conflict between pedestrians and people on bikes.
25	Use alternate route for cycleway	Paneke Pōneke, the Wellington bike network plan confirmed the streets where the bike network will be located in March 2022. The routes were developed to create a direct, connected bike network that would maximise uptake.
26	More enforcement needed	Physical separation is used for bike lanes as much as possible to restrict vehicles from entering them. If approved, the installation will be monitored after installation and if required, enforcement will be increased to address any issues that arise.
27	Focus on other things	Wellington is growing, and more people will be living in apartments or townhouses – in suburban areas on main transport routes as well as the central city. To support this growth, we're changing to a more sustainable transport system that will reduce harmful emissions, and give new residents better options for how they can get around. The Council is working on a number of other priorities at the same time as developing these transport improvements.
28	Will connect the city	No response required
29	Concern about impact on residents in the area	No resident parking has been impacted by these proposed street changes. A new car share space has been included in the design, which will make it easier for residents to consider car sharing as an option.

DETAILED DESIGN FEEDBACK

Number	Specific design feedback	Responses
30	Ensure New World exit/entry is safe for cyclists	We recognise this is an area of concern and a busy driveway, and are proposing to install a range of measures to improve safety and slow down the vehicle movements in and out of the New World car park. This will include green road marking treatment over the driveways to raise visibility of the bike lane. We will also install speed humps to slow down vehicles entering and exiting the driveways. We will continue to monitor the driveway conflict and investigate further safety measures if required.
31	Continue the cycle lane down Mulgrave Street and across the bus terminal (instead of two-way on Molesworth Street)	We have heard this feedback from a range of different users and are therefore looking to make an amendment to the design. We are proposing, as suggested, to continue the bike lane one way straight down Mulgrave street and connect onto Thorndon Quay. This would no longer require the proposed connection along Aitken Street and the two way section on Molesworth Street. Due to the many movements of large buses within the interchange, bikes are unable to safely travel through here and will need to go along Thorndon Quay and connect back up through Bunny Street. We will continue to have Lambton Quay between Whitmore Street and Molesworth Street two way in order to connect up to the rest of Lambton Quay and the Golden Mile.
32	Consider 40km/h for the area	The city-wide speed management programme is aiming to review and reduce speeds across Wellington City in the next few years. The wider Thorndon area will be incorporated into this project to ensure a consistent approach across the city, and adequate investigation into the appropriate speed limits can be done. The process we are using to lower speeds on Hill Street and Tinakori Road is only appropriate for short sections of roads that do not have significant impacts on the wider network.
33	Ensure enough loading zones	We have talked to key businesses and stakeholders along the route to identify operational needs and requirements. We have not received any request for additional loading zone facilities however can investigate any that come through. We are not removing any loading zones as part of this project.

34	Remove two-way cycleway to enable better traffic access to Kate Sheppard Place	Based on feedback we have altered our proposal to remove the two way bike lane on Molesworth Street, allowing Kate Sheppard place to remain with an entry and exit onto Molesworth Street.
35	Concern changes to accessing 'side streets' will cause congestion	The right-hand turn restriction from Murphy Street into Pipitea Street is not expected to cause significant delays to traffic, it will just re-route drivers through Aitken Street instead.
36	Add more mobility parks	As part of this project we have installed 3 additional mobility parks around Thorndon. We are happy to investigate additional locations to ensure accessibility to the area.
37	Block entrance to Little Pipitea Street from Molesworth Street	This was not considered necessary as part of the transitional project, however could be investigated following installation and public feedback on how the changes are operating
38	Changes on Aitken Street are unnecessary	We have heard this feedback and altered our proposal to keep the angled parks on Aitken Street by continuing the one-way route down Mulgrave Street to Thorndon Quay.
39	Extend the two way cycleway section all the way up Molesworth Street	This was investigated in our optioneering phase of the project and ruled out due to a number of reasons. The first was the concerns that side streets and the New World driveway exiting out through a two-way facility would create significant safety concerns with drivers looking to their left to find a gap in the traffic having a high chance of not seeing cyclists coming fast downhill in the opposite direction creating a high risk of collision. There was also insufficient road width for a two-way facility with additional space required to ensure people on bikes travelling at speed can safely pass people riding in the opposite direction.
40	Make Pipitea Street one-way only	This was not considered necessary as part of the transitional project, however could be investigated following installation and public feedback on how the changes are operating.
41	Add more pedestrian crossings to Molesworth Street	Molesworth Street is a high-volume road therefore signalised crossings are used to ensure the safety of pedestrians crossing this street. The signalised crossing currently located near Pipitea Street is being relocated to Hawkestone Street to better align with pedestrian desire lines. There is also a signalised crossing at the Hill Street Molesworth Street intersection and a pedestrian crossing at the top of Molesworth Street near the SH1 overbridge. An additional pedestrian crossing would require significant civil works and is outside the scope of this project, but could be investigated following feedback from the public after installation as part of the permanent work in the future.
42	Ensure physical design is not dangerous to bicycles (eg no sharp corners, gutters, protrusions etc).	We ensure two safety audits are carried out during the design phase to highlight any safety issues. We then have on-site audits carried out once the route is complete to ensure that the design is as intended and no safety concerns identified. We ensure all the grates are cycle friendly along the route. If approved, following installation, if there are issues with the design, the adaptable materials mean that we can adapt quickly to resolve the issues.
43	Concern about overall design complexity	The design aims to provide a connected bike network through Thorndon to access businesses, offices, and homes in the area as well as a connection towards Wadestown. The design also provides connections to three other major projects in the area; Thorndon Quay/Hutt Road bike lanes, the proposed Golden Mile bike facilities, and the Wadestown area route proposed in the bike network plan. The Thorndon area comprises two major one-way roads with motorway on and off ramps, which designs were required to respond to, and which added some complexity.
44	Can a connection be made between Hill Street and Museum Street?	Parliament is preparing to do an upgrade of the grounds, which should increase this connectivity.
45	Ensure changes are temporary so that we can amend design as needed	The approach of the transitional programme is to use adaptable materials so we can adjust the road layout based on data and feedback following installation.
46	Increase green phase on traffic lights to let vehicles travel more efficiently	The phasing of lights along the route will be managed by signal engineers to first minimize conflict then balance traffic flows in the most strategic and efficient manner.
47	Ensure all pedestrian crossings are raised	This project is looking to raise pedestrian crossings that will ensure the bike network can operate safely. Other raised crossings are out of scope of this work but will be on the list to be prioritised alongside others in the city.
48	Do not raise pedestrian crossings	Raised crossings are proposed to act as a physical calming measure to slow down traffic speeds ensuring a safer environment for all road users. Additionally the increased elevation improves visibility of pedestrians for drivers and can improve the experience of mobility users.
49	Make cycle lane bollards metal to ensure vehicles do not enter lane	The light-weight hit sticks serve to provide separation between people on bikes and cars but still can be easily removed to adjust the road layout and design. Bollards used in the road carriageway need to comply with national standards, and be frangible (able to break into fragments) if they are hit by vehicles so metal bollards cannot be used.
50	Make the traffic signals change more frequently to get through cycles faster	The phasing of lights along the route will be managed by signal engineers to first minimize conflict then balance traffic flows in the most strategic and efficient manner.
51	Reduce vehicle speeds rather than build cycleways	The city-wide speed management programme is aiming to review and reduce speeds across Wellington City in the next few years. However separated bike lanes are required on arterial streets like Molesworth and Murphy/Mulgrave Street due to the volumes of traffic and the road environment.
52	Ensure all pedestrian crossings are visible to motorists	Raising pedestrian crossings increases the visibility of people crossing. Lighting will also be upgraded where required.
53	Connect cycleways to waterfront	The proposed route provides options to reach the Waterfront via Bunny Street.
54	Make the New World entrance safer for pedestrians	The addition of a bike lane will improve the protection of pedestrians by slowing vehicles crossing the lane and the footpath.

55	Sharrows are ineffective	The transitional programme prioritises separated bike lanes where possible on main roads. In some locations, sharrows are used for varying reasons including constrained topography, gradients and on lower volume/lower speed streets. The transitional programme aims to deliver a connected bike network as quickly as possible using a 'quick-build' approach and will use public feedback and data to inform more permanent changes in the future. This may include road widening or kerb extensions.
56	Consider impact of other construction projects in the area	Council officers on this project have engaged with our network operations team and some of the large construction companies to coordinate the project around the developments in the area. While there will be disruption from the various works, installation will be phased to minimise overlap.
57	Add a bike 'fix it' stand to the area	We will investigate a location for an additional 'fix it' stand in the area.
58	People on e-bikes should not travel 'through' bus stops	E-bikes are legally allowed to travel in the same parts of the road as non e-bikes. However, the proposed design has taken steps to remove the conflict between bus passengers and cyclists by routing the bike lanes on the right-hand-side of the road.
59	Concern about congestion caused by raised bus stops (as experienced at Tinakori Road/Bowen Street intersection)	The design has been amended to merge cyclists into traffic before bus stop 4114 to avoid requiring an in-lane bus stop.
60	Do not include three diplomatic car parks	There are a large number of embassies in the area that we are trying to cater for. However, in response to the concerns around parking, the number of new diplomatic parking spaces is decreased to two.
61	Put Molesworth Street cycleway on other side of road to avoid New World entry/exit	The rationale for the right-hand-side of the road was based on the analysis of conflicting movements occurring on the left. These included the motorway on and off ramps, and the high speeds due to the angle of the ramps and volumes of traffic, creating a high safety risk that would require significant civil work to make safe. We recognise the right side of the road also has conflicting movements with people concerned mainly about the New World car park, however this is less of a safety risk with the angle of the driveway resulting in slower vehicle speeds making this movement, and also lower volumes. The left-hand-side of the road also has multiple bus stops, a construction loading zone for a new development at 61 Molesworth Street and indented parking for visitors to the area.
62	Retain the right turn from Molesworth Street around to Murphy Street	Vehicles will still be able to turn right into Murphy Street from Molesworth Street near the SH1 motorway overbridge.
63	Concern changes will cause congestion and make school drop offs harder	We have carried out modelling on Molesworth Street to investigate the impacts on traffic as a result in the reduction of two lanes down to one lane. The modelling indicates it is not expected to cause any significant impacts, and the level of service along this corridor will remain high. We will be gathering travel-time data, and monitoring the impacts of the changes. We have identified additional sites for school pick-up and drop-off parking along the route, and these are included in the proposed design.
64	Reduce all speeds in this area to 30km/h	The wider speed limit programme is aiming to review and reduce speeds across Wellington City in the next few years. The wider Thorndon area will be incorporated into this project to ensure a consistent approach across the city and adequate investigation into the appropriate speed limits can be done.
65	Use shared bus/bike lanes instead of dedicated cycleways	We are aiming to provide safe infrastructure to encourage mode shift. Many people including children do not feel confident in taking the lane and sharing with large buses therefore we are aiming to ensure there are separated bike lanes where possible. There are also no bus lanes proposed as part of this project.
66	Add more pedestrian crossings to Molesworth Street	The current pedestrian crossing at Pipitea Street is being moved up to Hawkestone Street. This will provide better access to the New World and Molesworth shops in that area.
67	Remove all parking from upper Molesworth Street (except mobility parks)	There is sufficient space for parking on the left-hand-side of Molesworth Street with the current proposal without conflicting with the bike lanes. The designs include three additional mobility parks.
68	Prevent cyclists from travelling in the 'wrong' direction on Little Pipitea Street	This was not considered necessary as part of the transitional project, however could be investigated following installation and public feedback on how the changes are operating
69	Enable traffic to turn right into Aitken Street from Mulgrave Street	Vehicles will still be able to turn right into Aitken Street from Mulgrave Street.
70	Use Pipitea Street instead of Aitken Street for cycle route	We have heard feedback coming through about the preferred route for bikes and are therefore looking to make an amendment to the design. We are proposing as suggested to continue the bike lane one way straight down Mulgrave Street, and connect on Thorndon Quay. This would therefore no longer require the proposed connection along Aitken Street and the two-way section on Molesworth Street.
71	Ensure raised pedestrian crossings are accessible (including TGS)	All pedestrian crossings will be installed to current standards. This includes the warning and directional tactiles and proper cambering.
72	Ensure bikes can leave cycleway safely	The spacing of the separators and hit sticks is designed to allow for this, while minimising the potential for cars to park in the cycleway.
73	Install more bicycle parking near New World	The Council would be open to discussions with Foodstuffs on how it could support additional bike parking nearby.
74	Do not remove motorcycle parking	With the proposed amendments, the total motorcycle parking in the area will not be affected.

75	More short-term parks for apartment blocks near New World	We are proposing to convert some of the coupon spaces on Hawkestone Street to P120 spaces to address better access to businesses in the area and will also assist access to the apartments.
76	More parking for trades people servicing apartments near New World	The current coupon spaces on Hawkestone Street have been proposed for reallocation to P120 spaces to help provide better access to businesses in the area and will also be useful for providing service access to the apartments. By reallocating these spaces, there will be more availability as they will not be used for commuter parking.
77	Add pedestrian crossing across Molesworth Street near New World entrance	The pedestrian crossing currently located at Pipitea Street is being moved to Hawkestone Street. This will provide better pedestrian access to Hawkestone Street.
78	Convert some of New World's parking to 'community car parks'	The New World Thorndon carpark is private property so we cannot determine how space in it is used.
79	Downhill cycle lane on Mulgrave Street is unnecessary	Mulgrave Street has high vehicle volumes and a 50km/h speed environment so separated bike lanes are required to provide a safe and attractive bike network connection.
80	Consider traffic lights for traffic turning right off Molesworth Street and into the New World car park	This is out of scope for the transitional programme but could be considered as part of future permanent works. We will continue to work with Foodstuffs to refine the detailed design of the driveways and monitor how the bike lane operates if installed.
81	Review pedestrian crossing at Hawkestone Street/Molesworth Street – limited visibility looking right results in cars frequently blocking the crossing	This project is out of scope for the transitional bike network project but will be passed on to the Council's minor works team to consider improvements.
82	The 'cross over' or merge at the top end of Murphy Street (approaching Tinakori Road) needs to be relooked at: confusing and may cause delays (left-turning lane will block right-turning and straight-through traffic)	The left-turning pocket length is designed to store sufficient vehicles for the traffic flows turning left into Tinakori Road to occur without backing up out of the lane and blocking traffic.
83	Change side streets of Murphy Street and Molesworth Street to metered parking	The current coupon spaces on Hawkestone Street have been proposed for reallocation to P120 spaces to help provide better access to businesses in the area particularly those in the Pipitea Street/Molesworth Street area.
84	Consider keeping right turn from Murphy Street into Pipitea Street	This movement was restricted to address the safety concerns raised during the road safety audit of high-speed downhill cyclists conflicting with left-turning traffic, which may not be prepared for these users. If approved, this will be an area that will be monitored post installation and based on data and evidence, further changes may be made in the future.
85	Need to allow cyclists to turn right from Murphy Street onto Tinakori Road (hook turns are not used)	Hook turn boxes provide the safest way to complete this manoeuvre, however more confident riders may choose to turn right using the vehicle traffic lane.
86	Make the Tinakori Road/Thorndon Road intersection safer to connect these changes to the wider network	Changes to Thorndon Quay, including the intersection with Tinakori Road, are being implemented by Let's Get Wellington Moving. We are working with their design teams to integrate the two projects.
87	Consider a bike lane on Hawkestone Street	As Hawkestone Street is not on the strategic bike network, a bike lane down this street was not considered at this time as part of this project.
88	Add a connection between Hill Street to Bowen Street	Parliament is preparing to do an upgrade of the grounds which should increase this connectivity.
89	Remove speed humps	Speed humps are proposed to act as a physical calming measure to slow down traffic speeds ensuring a safer environment for all road users.
90	Educate people on what sharrows mean	Our behaviour change and communications teams are working on updating the Council website with more information on sharrows and will be carrying out education campaigns on infrastructure elements.
91	Make Hill Street 40km/h	The 30km/h treatment of Hill Street and Tinakori Road is consistent with the speed management plan for their primary uses as local business hubs and neighbourhood roads.
92	Consider impacts on Thorndon Fair	The adaptive nature of the parklet designs would allow the structure to be removed temporarily if it was deemed necessary for activities during the Thorndon Fair.
93	Improve wheelchair and pedestrian accessibility on Tinakori/Hill/Aitken streets	The project is adding a mobility park on Tinakori Road and Aitken Street to increase disability access in the area. The added raised crossing serves to decrease vehicle speeds and improve visibility of pedestrians as they cross roads.
94	Consider alternative Ascott Street/Bowen Street route	The bike network was confirmed in March 2022 following city-wide consultation. While Ascott Street has a connection through to Bowen Street and Tinakori Road, the narrowness of the street and specifically the pedestrian section of the route make it unsafe for use as a major bike route. Additionally cycle users will tend to take the most direct route, which is Bowen Street, so a cycle facility on Ascott Street would likely be underutilized.
95	Ensure cyclists don't have to go over speed humps (consider a design that lets them go through/around)	While other variations of traffic-calming measures were considered, the traditional speed hump was best for the area. That noted, the speed hump profile will be the sinusoidal, which provides the smoothest possible transition for cyclists over the speed bump.
96	Extend pick-up/drop-off times	The current pick-up and drop-off times for the P5s on Hill Street are chosen around the hours of schools in the area.
97	Ensure enough mobility parks remain	As a whole we are adding three mobility parks to the Thorndon area.
98	Remove more car parks from Tinakori Road	As the section of Tinakori Road in this project is a local shopping centre with an existing speed limit of 30km/h, we have minimised parking reduction to limit impacts on businesses given the safer speed environment, which makes it more amendable for sharing.

99	Increase duration that people can park in this area	The majority of parking in the Tinakori village area is P60/P120. This form of parking best serves the businesses in the area, allowing their customers to visit while ensuring these spots are turned over and not monopolised by long-term users.
100	Extend treatment further north along Tinakori Road to Harriet Street Reduce speed on Tinakori Rd to 30kmph	This section of the bike network is part of a future project. The speed limit on Tinakori Road between Glenmore Street and Hill Street is proposed to be reduced to 30km/h. The remaining section of Tinakori Road will be evaluated by the city-wide speed management plan.
101	Add more traffic calming measures to Tinakori Road	The proposed raised pedestrian crossing on Tinakori Road will act as an additional traffic calming measure on this street.
102	Ensure buses fit in bus lanes	The proposed Thorndon connections project does not include any bus lanes, but in some cases the design widens the existing lane width to improve access for both heavy vehicles and buses.
103	Avoid locating speed humps outside people's houses (as they are noisy)	While speed humps do increase the noise of individual passing vehicles, they are designed to minimise the impacts as much as possible. The improved safety benefits from a reduction in speed along this route will provide benefits to all users.
104	Add more sharrows to Tinakori Road	The sharrows on Tinakori Road are spaced as per Waka Kotahi standards to ensure they are regularly seen by drivers as they pass.
105	Consider protected bike lane on uphill side of Hill Street	The proposed speed changes and traffic calming measures on Hill Street will improve the cycling experience on this section. Because of the nature of the street, and lower traffic volumes, an uphill bike lane has not been proposed at this time.
106	Consider just sharrows on Molesworth Street and Murphy Street	The disparity of vehicle vs. cyclist speeds on Molesworth and Murphy streets, and volume of traffic travelling on these streets, means that sharrows are not an appropriate or safe solution on these streets.
107	Two-way cycle lane on Moleworth Street needs to be wider to allow safe passing	We are no longer proposing a two-way bike lane on Molesworth Street.
108	Remove two-way cycleway to enable better traffic access to Kate Sheppard Place	We have heard this feedback come through alongside feedback from cyclists regarding their preferred route. Based on this feedback, we have altered our proposal to remove the two-way bike lane on Molesworth Street, allowing Kate Sheppard place to remain as it is with a two-way exit onto Molesworth Street.
109	Bunny Street changes should continue further to connect with waterfront	We initially investigated the connection all the way to the waterfront along Bunny Street. This area however currently has some cycle facilities and significant upgrades are required in this area, especially for the high volumes of pedestrians accessing the train station. This area is therefore being looked at by Let's Get Wellington Moving and currently out of scope for this transitional project.
110	Ensure light phasing at Lambton Quay intersection enables cyclists to get to lower Molesworth Street	We are working with the adjacent projects in the area to maximise the connectivity for the bike network, including through the signal phasing.
111	Remove angle parking on Stout Street	This is part of our current proposal, which changes this angle parking to parallel and dedicates it for buses 7am-9am and 3.30pm-6pm, Monday- Friday, and as paid parking at all other times.
112	Two-way cycleway meeting a one-way cycleway will encourage people to use the one-way portion to go down the hill to meet up with the two-way section (causing conflict)	We are no longer proposing a two-way bike lane on Molesworth Street.
113	Concern that turning right in a car across a two-way cycle lane will be dangerous and take time waiting for lane to be clear thus blocking traffic	We are no longer proposing a two-way bike lane where traffic will be crossing.
114	Remove more parking at the Stout Street/Bunny Street/Featherston Street intersection to allow room for bicycles to get past stationary cars	As these streets are not directly on the route, the project attempted to minimise impact. The Stout Street changes were safety-driven but this feedback will be passed on to the other projects to consider.
115	Concern about connecting to the Molesworth Street cycle lane from Bowen Street	There will be several options for cyclists travelling down Bowen Street to enter the cycle facility up Molesworth Street. Users can travel across the Bowen/Whitmore/Lambton intersection and join the bi-directional facility along Lambton Quay. If users decide to use the slip lane, they can take the lane along Molesworth Street and join the bike lane at the Lambton/Molesworth intersection.
116	Add more parking for bikes	We are investigating adding additional bike parking at Victoria University Pipitea campus, in Tinakori Village, at the top of Molesworth Street and also keen to work with other business such as the National Library and Cathedral to support more additional bike parking on their land.
117	Concern about bus/bike conflict around the bus station	The separated bike lanes will provide a safe facility for cyclists out of the bus lanes that access the interchange. The design also uses a signalised bike light at the Molesworth/Lambton intersection to ensure that people on bikes have a safe crossing into the Molesworth facility and don't impede bus travel.
118	Add centre barrier to two-way cycleway to prevent collisions	We are no longer proposing a two-way bike lane on Molesworth Street.
119	Keep angle parking on Aitken Street	The amended proposal will retain the angled parking on Aitken Street.
120	Put mobility parking on Hill Street	As part of this project, we have installed 3 additional mobility parks around Thorndon. We are happy to investigate additional locations to ensure accessibility to the area.
121	Put the downhill section of Molesworth Street cycleway on the Parliament side	We are no longer proposing a two-way bike lane on Molesworth Street.
122	Please stop creating shared paths	The amended proposal is not utilising any shared path segments beyond the three shared crossings. We recognise the issues with shared paths and try to avoid them but occasionally are left with no choice within the constraints of the space and project.
123		

124	Consider pedestrian crossing at bottom of Mulgrave Street to make it easier to access the train station	There is currently a signalised crossing at the bottom of Mulgrave Street to access the train station.
125	Connect cycleway on Mulgrave Street to Thorndon Quay	We have heard this feedback coming through as being the preferred route for bikes and are therefore looking to make an amendment to the design. We are proposing as suggested to continue the bike route one way straight down Mulgrave Street and connect to Thorndon Quay. This would therefore no longer require the proposed connection along Aitken Street and the two-way section on Molesworth Street. Due to the many movements of large buses within the interchange, bikes are unable to safely travel through here and will need to go along Thorndon Quay and connect back up through Bunny Street if they wish. We will continue to have Lambton Quay between Whitmore Street and Molesworth Street as two way to connect up to the rest of Lambton Quay and the Golden Mile.
126	Increase the length of the green phase for vehicles on Molesworth Street heading north	The phasing of lights along the route will be managed by signal engineers to first minimise conflict, then balance traffic flows in the most strategic and efficient manner.
127	Add cycle lane to Stout St	As Stout St. is not on the Bike Network Plan it was not considered in scope for bike lanes in this project.
128	Add shelter to bike racks to make them all-weather	The more substantial treatment of a covered bike rack is generally out of scope for the transitional programme but we will take into account feedback on heavy use and recommend it be included in further projects.
129	Ensure it is safe for cyclists to cross from Hill Street into the Molesworth Street two-way bike lane	We are no longer proposing a two-way bike lane on Molesworth Street.
130	Consider a physical separator for the middle of the two-way bike lane on Molesworth Street	We are no longer proposing a two-way bike lane on Molesworth Street.
131	Ensure northbound left turn from Bunny Street connects with cycle lane	There will be an opportunity for cyclists to join the Molesworth Street bike lane through a bike-specific phase in the Molesworth/Lambton intersection or through the Bunny Street phase.
132	Ensure cyclists are prioritised with light phases at all intersections	Cycle lights have been included at all intersections where the cycle motion may conflict with the general traffic flow, and also where a head start can benefit cycle users who may need to get ahead of cars.
133	Enable cyclists to cross directly from the southern end of Bunny Street to the train station	This section of road is being addressed by the Thorndon Quay LGWM project and this feedback will be passed on to their design team.
134	Consider making Bunny Street fully pedestrianised	The addition of road art to Bunny Street is designed to serve as a reminder that this space is more pedestrian. Bunny Street serves as a layover point for buses and access for services for the nearby buildings, however we aim to increase the walkability of this space.
135	Consider changing angled parking so that you 'reverse in'	Changing angle parking to reverse in has already been considered at several other locations in Wellington but was discounted due to the unfamiliarity of road users with reverse-in parking, and limited enforcement resources available meaning that compliance could be low and not achieve safety outcomes.
136	Add bike lane to Kate Sheppard Place	As Kate Sheppard Place is not on the strategic bike network, a bike lane on Kate Sheppard was not considered.
137	Close side streets where they intersect with two-way cycle lane	We are no longer proposing a two-way bike lane where traffic will be crossing.
138	Ensure cyclists can move from the right side of road in cycle lane to the left on Molesworth Street	The spacing of the separators and hit sticks is driven by balancing this need and the minimum width to ensure cars do not park in the bike lane.
139	Consider clearways at peak times instead of installing cycleways	A cycle clearway is not currently a legal mechanism in New Zealand, and this can only be changed nationally. However, a cycle clearway has several issues even if it was legally possible. One of the key factors to increase cycle uptake is the need for protection. Without clear separation between people on bikes and cars, the targeted users will not feel the safety they need to use the route. Additionally parking compliance on clearways is a constant issue in Wellington, and particularly in a trial format, would likely result in a low level of service or dangerous situations for cyclists manoeuvring around parked vehicles occupying the lane.
140	Concern for lighting in the area, will this be improved for better visibility to see cyclists and pedestrians.	All new and raised crossings will have improved lighting to meet current Waka Kotahi standards.

We are proposing a change in your area

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Kia ora,

Proposal:

Reference	TR63-23 Thorndon Connections transitional Bike, Bus, and Pedestrian Improvements. Proposed cycle lanes, parking changes, traffic calming and bus stop changes.
Location – where we propose to make the change	Tinakori Road, Hill Street, Molesworth Street, Murphy Street, Mulgrave Street, Bunny Street, Aitken Street, Stout Street, Pipitea Street, Lambton Quay – Thorndon.
Why we are proposing the change	<ul style="list-style-type: none"> • We are preparing our city for the future by rebalancing how we use our existing street space to create more opportunities to encourage mode shift. • This route is part of the Wellington Bike Network, which was approved by the Council in March 2022. • This route will support the strategic goals outlined in the Long-Term Plan, the Regional Land Transport Plan and Te Atakura by improving safety, improving travel options, supporting growth and enabling a reduction in transport-generated carbon emissions. • This section of the bike network connects the Golden Mile, Thorndon Quay and the central city to the suburbs of Thorndon and Wadestown. • The proposed changes will make it safer and more attractive for people to walk locally and bike/scoot between these suburbs and Wellington City. • New pedestrian crossings, raised crossings, traffic calming measures and safer speeds will make Thorndon a more attractive place to walk locally, particularly for children, seniors and people with disabilities. • There are approximately 2500 school students travelling in, out and around Thorndon and this proposal will make it safer for our rangatahi to get to school using active modes of transport.
What we'd like to do	<ul style="list-style-type: none"> • Implement the Thorndon Connections Bike, Bus and Pedestrian improvements. <p>Tinakori Road</p> <ul style="list-style-type: none"> • Remove two P60/P120 parking spaces outside no.277 Tinakori Road to convert this space into a community parklet. • Install a new mobility park outside no.320 Tinakori Road removing one P60/P120 parking space. • Remove one P120 parking space opposite no. 241 Tinakori Road replacing with 6 meters of broken yellow lines (No Stopping). <p>Hill Street</p> <ul style="list-style-type: none"> • Remove one residents parking space outside no.99 Hill Street replacing with 5 metres of broken yellow lines (No Stopping).

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- Alter the existing Bus Stop from 8am-4pm Monday – Friday to six P5 Pick up and drop space 8am-9am and 2pm-3pm Monday – Friday during school terms only, Bus Stop at other times.

Aitken Street

- Install 156 metres of separated cycleway along the southern side of Aitken Street.
- Change the existing angled parking spaces to parallel parking spaces on the southern side of Aitken Street and replace six P10s and 28 P\$ metered parking spaces with four P10s, 10 P\$ metered parking.
- Relocate the existing tour bus stop on the north side of Aitken Street outside the National Library 12 meters east, replacing two P\$ metered parking spaces.
- Install a new mobility parking space on the north side of Aitken Street near its intersection with Molesworth Street directly outside the National Library.
- Reduce the existing motorbike parking on the north side of Aitken Street from 18 metres to 12 metres creating one additional P\$ metered parking space.
- Resolute a 10-metre section of shared path at the southern corner of the Aitken/Molesworth Street intersection to allow cyclists to bypass the intersection onto Molesworth Street.

Pipitea Street

- Remove one P\$ metered parking spaces on the south side of Pipitea Street near the intersection with Molesworth Street replacing with 6 metres of broken yellow lines (No Stopping).
- Alter one P\$ metered parking space to a P\$ mobility parking space on the south side of Pipitea Street outside NZ Rugby Union Building.
- Remove one P\$ metered parking space on the north side of Pipitea Street near the intersection with Molesworth Street replacing with 5 metres of broken yellow lines (No Stopping).
- Install two new Diplomatic Corp parks outside the High Commission of India at no.72 Pipitea Street replacing two existing P\$ metered parking spaces.
- Install one Diplomatic Corp Park outside no.39 Pipitea Street replacing one existing metered parking space.

May Street

- Replace the existing Give way with a Stop control at the intersection of May Street at Murphy Street.

Kate Sheppard Place

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	<ul style="list-style-type: none"> • Install a one way only directional restriction allowing travel east only from Molesworth Street to Mulgrave Street. • Remove the existing give way control at the intersection of Kate Sheppard Place to Molesworth Street. <p>Molesworth Street</p> <ul style="list-style-type: none"> • Install a separated bi-directional cycleway for 182 meters on the eastern side between the intersections of Lambton Quay and Aitken Street replacing one general traffic lane and removing 19 P\$ metered parking spaces. • Install a separated uni-directional cycleway for 443 meters on the eastern side of Molesworth Street heading north from the intersection of Aitken Street to no.186 Molesworth Street removing 47 P\$ metered parking spaces, one mobility park and 11 metres of motorbike parking. • Install a separated uni-directional cycleway for 55 meters on the western side of Molesworth Street from no.186 Molesworth Street to the State Highway 1 overbridge. • Remove bus stop #5112 Molesworth Street at Wellington Cathedral of St Paul. • Remove bus stop #5114 Molesworth Street at SH1 Motorway overbridge • Remove one metered parking space outside no.127 Molesworth Street to extend the motorbike parking to 10 metres. • Replace two metered parking spaces outside no.83 Molesworth Street with car share spaces. • Install one new metered P120 mobility park outside Parliament on the west side of the road opposite no.42 Molesworth Street removing two angled P\$ metered parking spaces. • Install two new taxi stand spaces outside no.127 Molesworth Street removing two metered parking spaces. • Install a new cycle crossing next to the existing pedestrian crossing outside no.186 Molesworth Street. <p>Lambton Quay</p> <ul style="list-style-type: none"> • Install a separated bi-directional cycleway for 71 meters on the southern side of Lambton Quay between the intersections of Whitmore Street and Bunny Street. This removes a bus stop from 7:00am-9:00am and 12 P\$ metered parking spaces at other times. This bus stop will be relocated to Stout Street. <p>Bunny Street</p> <ul style="list-style-type: none"> • Remove the existing bus stop on the north-eastern side of Bunny Street replacing it with 15.5metres of broken yellow lines (No stopping).
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	<ul style="list-style-type: none"> Alter the existing full-time loading zone on the southwestern side of Bunny Street to Bus Stop 7:00am-9:00am and 3.30pm-6:00pm Monday – Friday and loading zone at all other times. Resolute an 8-metre section of shared path at the southern corner of the Bunny Street/Thorndon Quay intersection to allow cyclists to bypass the intersection from Bunny Street into Thorndon Quay. <p>Murphy Street</p> <ul style="list-style-type: none"> Install a separated uni- directional cycleway for 95 meters on the eastern side of Murphy Street heading south from the intersection of Tinakori road to the pedestrian crossing at the end of the State Highway 1 overbridge. Install a separated uni- directional cycleway for 271 meters on the western side of Murphy Street heading south from opposite no.68 Murphy Street to the intersection of Pipitea Street. Remove 10 P\$ metered parking spaces on the eastern side of Murphy Street between Halswell Street and Turnbull Street replacing with 57 metres of broken yellow lines (No Stopping). Remove three P\$ metered parking spaces on the eastern side of Murphy Street between Turnbull Street and the signalised crossing replacing with 16 metres of broken yellow lines (No Stopping). Install a give way control on Halswell Street at the intersection of Murphy Street. Install four new P10 pick up and drop parking spaces 8:30am-9:30am and 2:30pm-3:30pm Monday – Friday during the period when the Thorndon Pool is closed only. <p>Mulgrave Street</p> <ul style="list-style-type: none"> Install a separated uni- directional cycleway for 153 meters on the western side of Mulgrave Street heading south from the intersection of Pipitea Street to the intersection of Aitken Street. Removing seven P\$ metered parking spaces. Remove five P\$ metered parking spaces installing 36 meters of broken yellow lines (No Stopping) outside no.32 Mulgrave Street. Remove one metered parking space installing 6 meters of broken yellow lines (No Stopping) outside no.48 Mulgrave Street. <p>Stout Street</p> <ul style="list-style-type: none"> Change 22 angled parking spaces to parallel Bus Stop 7:00am-9:00am and 3.30pm-6:00pm Monday – Friday and then 12 P\$ metered parking spaces at other times.
Impact	<ul style="list-style-type: none"> Overall pedestrian impact is positive with improved safety and accessibility from the upgrade of five pedestrian zebra crossings and one new raised pedestrian platform being installed and safer speed limits.

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	<ul style="list-style-type: none"> • There is an isolated negative impact on pedestrians from these changes at the intersections of Molesworth/Aitken and Bunny/Thorndon Quay sites, where small sections of shared paths are proposed to minimise conflict between people on bikes and motor vehicles. • Business impact will be minimal. All carparks in the Tinakori Village shopping area will be retained, except for changing two carparks to a community parklet which is expected to attract more people to the area. Workplaces on Molesworth and Mulgrave will be largely unaffected as on street parking does not currently provide for commuters in the area. No loading zones will be altered. There will be capacity for those who need to drive to cafes and other business to continue to do so on the left side of Molesworth Street, Hill Street, Pipitea Street and private parking lots in the area. New World, the Cathedral and hotels in the area all have their own off-street parking facilities. • The impact on public transport users will be improved efficiency from the rationalisation of bus stops to improve the spacing along Molesworth Street and an improved walking journey to the area from the railway station. There is an isolated negative impact on bus passengers boarding or alighting at Bus Stop #4114 Murphy Street at SH1 Motorway overbridge where the cycle lane occupies part of the bus platform to minimise conflict between people on bikes and motor vehicles. Raised pedestrian crossings on Molesworth Street, Murphy Street and Hill Street may impact bus passenger comfort on this section of the route. • The impact on people cycling or wanting to cycle will be safer and more attractive routes through Thorndon and greater connectivity to the existing and planned bike network. • The impact on people choosing to reduce car ownership will be improved as two car share parking spaces will be installed. • Positive impact for people with disabilities with three additional mobility parking spaces, bike lanes to reduce the number of people biking or scooting on the footpath, safer vehicles speeds and more bike parking reducing clutter on the footpaths. • Net parking impact <ul style="list-style-type: none"> - Removal of 146 P\$ metered parking spaces - Removal of one residents parking space - Removal of three P60/ P120 time restricted - Removal of two P10s - Reduction of motorbike parking by 11 meters - Addition of two car share spaces - Addition of three Mobility Parks - Addition of three diplomatic parks - Addition of five P5 Pick up and Drop off parking spaces - Addition of four P10 Pick up and Drop off parking spaces - Addition of two Taxi stand spaces • These changes will have a negative impact on short stay visitors currently driving to destinations in the area where no off-street parking
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	<p>is available. However, they will be positive for mobility park users, parents picking up and dropping off students and those wanting to change how they travel to the area.</p> <ul style="list-style-type: none"> The impact on people driving will be improved safety. Safer speeds and restriction of turning movement on Pipitea Street and Kate Shepard Place may result in slightly longer vehicle travel times for a small number of trips. New raised platforms will reduce operating speeds at specific locations and may cause an inconvenience for general traffic, freight and buses.
<p>How this relates to the parking policy</p>	<ul style="list-style-type: none"> Supports a shift in type of transport used – facilitates a shift to using active (e.g., walking and cycling) and public transport through re-allocating street space and parking management, to move more people with fewer vehicles. Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles. A parking management plan was undertaken to inform the design of these changes and feedback from the community has subsequently been incorporated into the proposed parking changes. As outlined in the Parking Policy 2020, mobility parks and short-term parking has been prioritised over commuter parking which is the lowest priority for road space allocation.
<p>Additional Information</p>	<ul style="list-style-type: none"> This project is a key initiative to deliver on several strategic plans for the city, including the Long-Term Plan, Te Atakura (Climate Action Plan) and Paneke Pōneke (Wellington Bike Network Plan). The transitional bike and bus improvements will be made using lower cost, adaptable materials that can be adjusted based on public feedback, and information collated, once these initial installations are in place. Designs were developed by technical experts and with input from the community. A technical working group helped to ensure the project objectives were met without compromising road safety, within a constrained road corridor. In addition to the legal descriptions below, this proposal also includes pedestrian improvements that make it easier to cross streets throughout Thorndon by raising multiple existing pedestrian crossings and installing traffic calming measures on Hill Street. More information on these improvements can be found at Thorndon connections Projects - WCC Transport Projects. It is proposed that these changes will be complemented by an extension of the existing 30kph zone on Tinakori Road to the entrance of the Botanic Garden to just east of the intersection with Hill Street, down Hill Street including the adjacent side streets (Parliament Street, Selwyn Terrace, Guildford Terrace and Eccleston Hill). These speed changes are being consulted on alongside this Traffic Resolution process but will follow the alternative method for setting speed limits outlined in the Setting the Speed Limit Rule 2022. Submissions received on the speed limit change will be considered by

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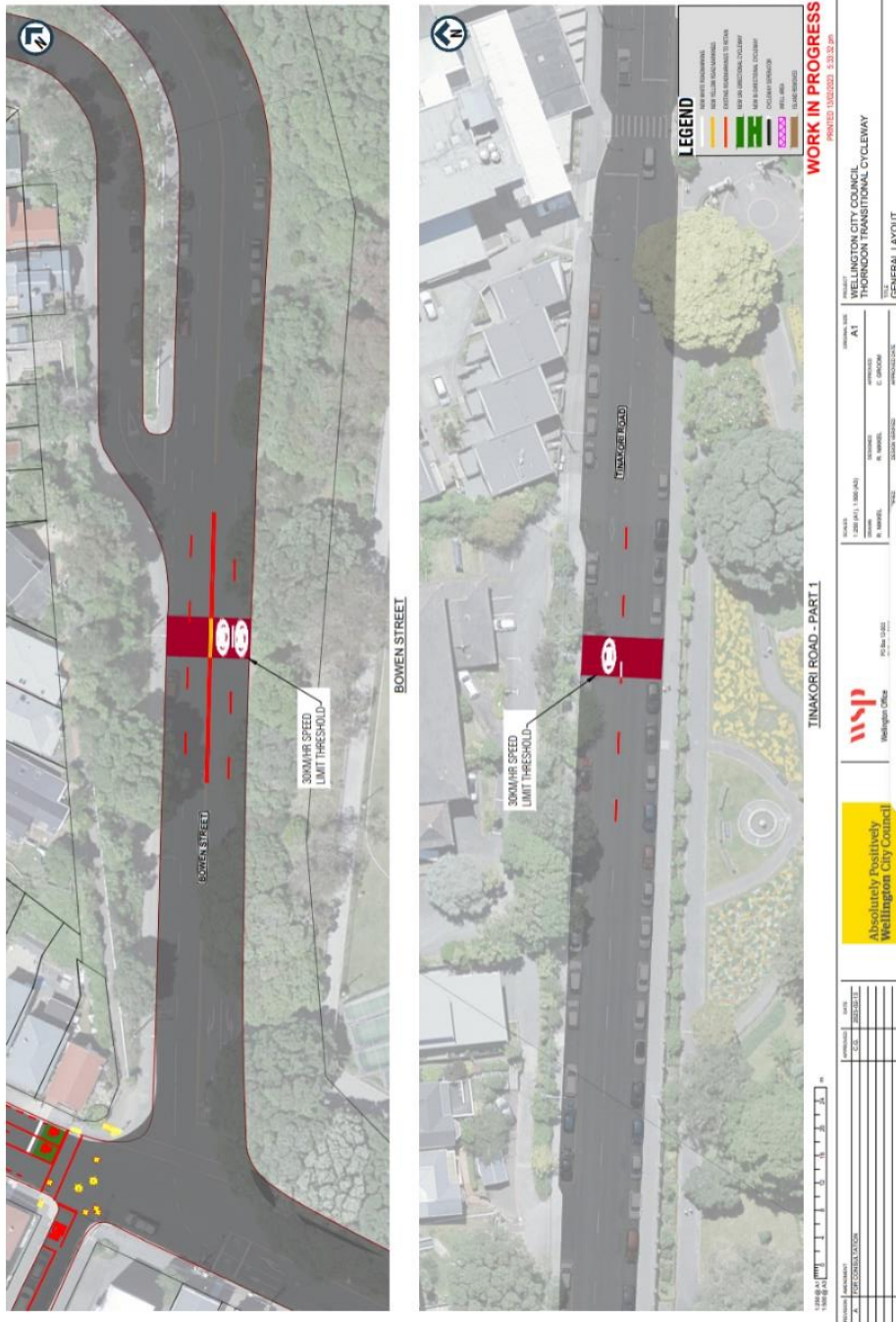
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	<p>the Council, before a final decision by the Director of Land Transport, Waka Kotahi is made on the proposed speed limit change.</p> <ul style="list-style-type: none"> • Average monthly bus passenger number – 132,143 passengers. • Average daily vehicle traffic count – Tinakori Road 12,841, Hill Street 2,677, Aitken Street 2,585, Pipitea Street 2,891, Molesworth Street 9,079, Murphy 8,582, Bunny Street 479, Lambton Quay 8,761. • Annual parking revenue impact – Annual loss of \$673,052. • To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Monday 20 February 2023 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> • If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at thorndonconnections@wcc.govt.nz . Please note if you are giving feedback the consultation period opens at 9.00 am Monday 6 March 2023 and finishes at 5.00 pm Monday 27 March 2023. • What we do with your personal information: • All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> 1. Feedback will be collated, and the proposal will be presented to the Koata Hātepe Regulatory Processes Committee on 11 May 2023. 2. If approved, the proposal will be installed from August 2023.

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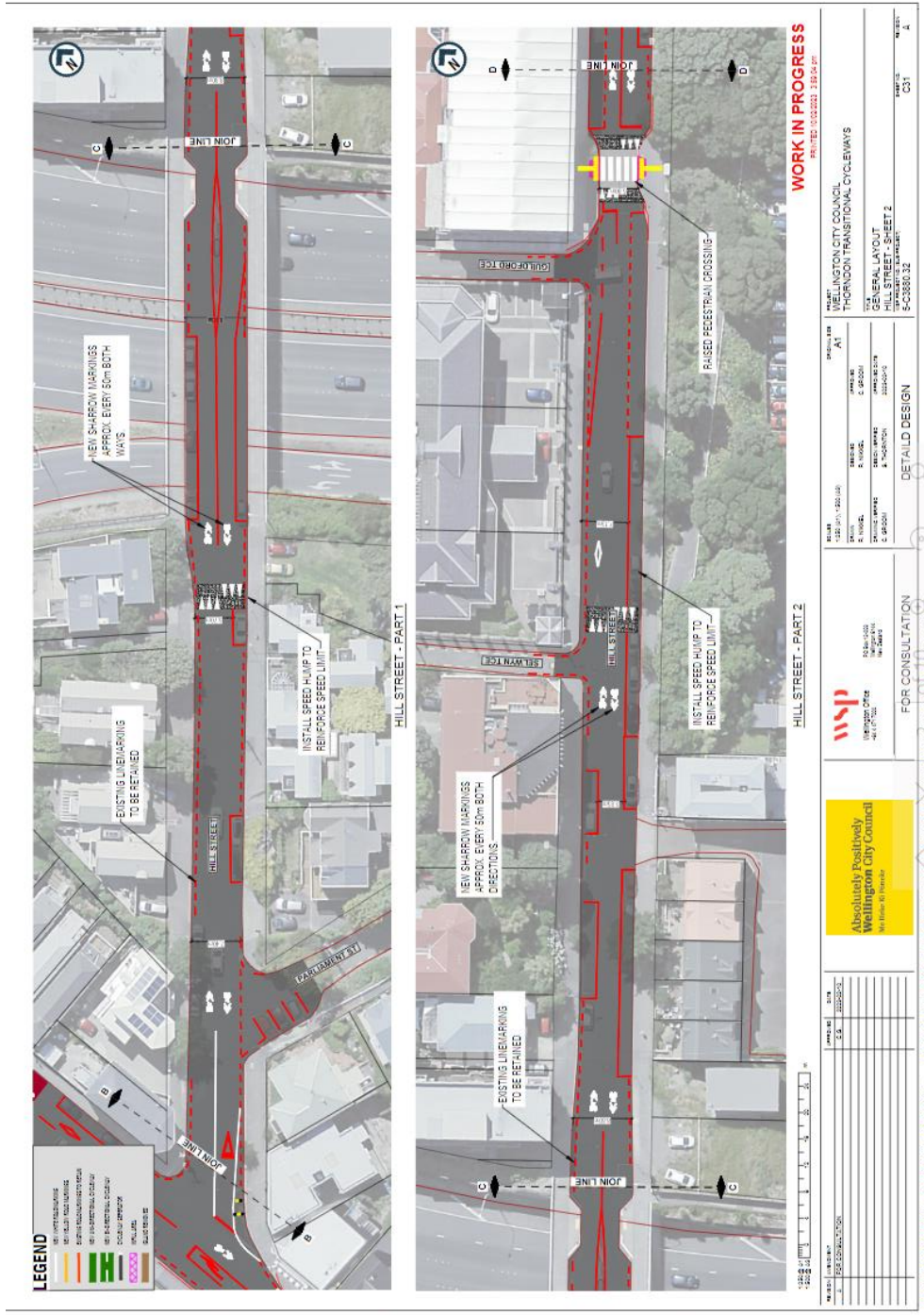
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Traffic Resolution Plan: TR63-23 Thorndon Connections – Bike, bus, and pedestrian improvements



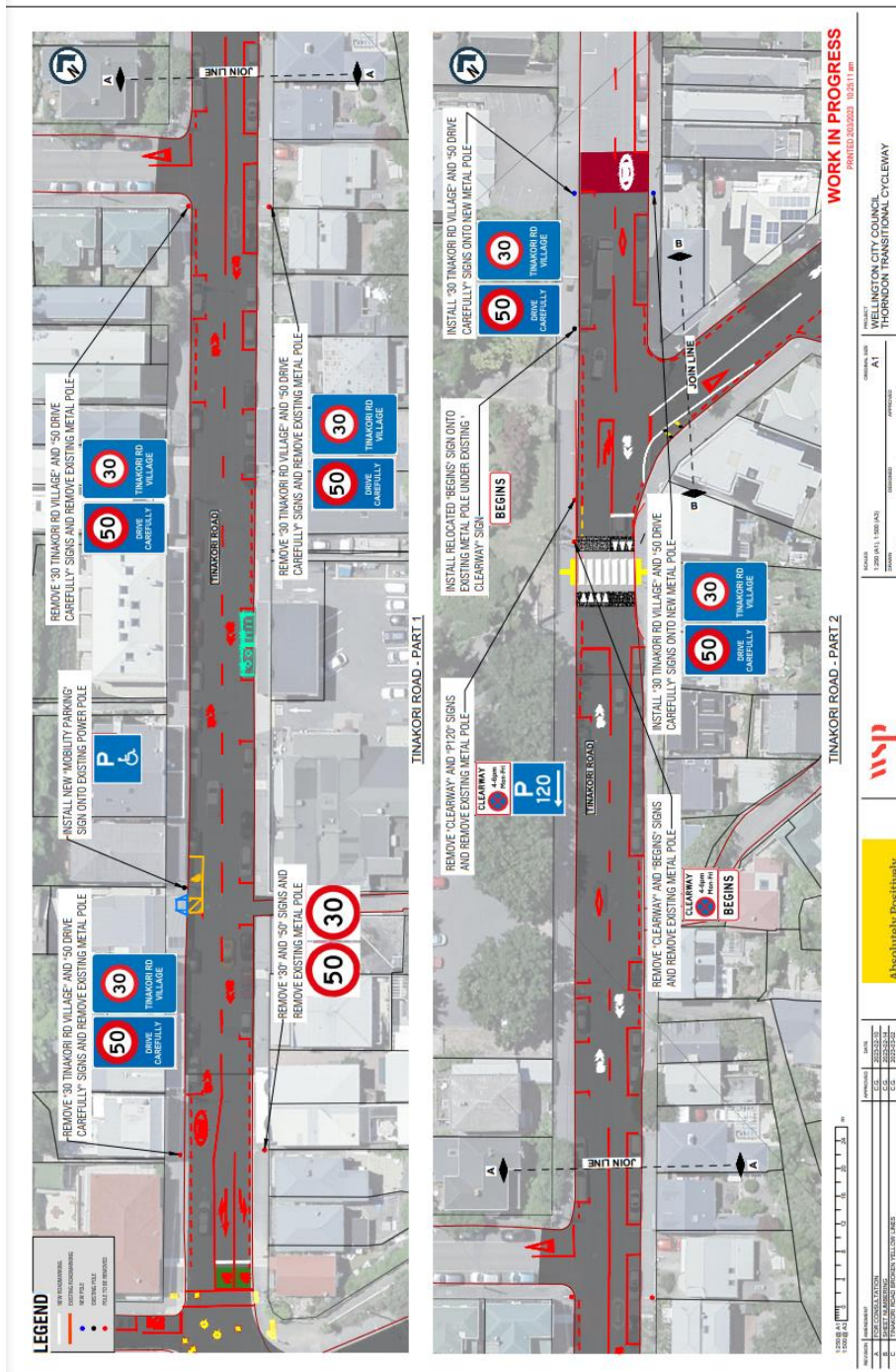
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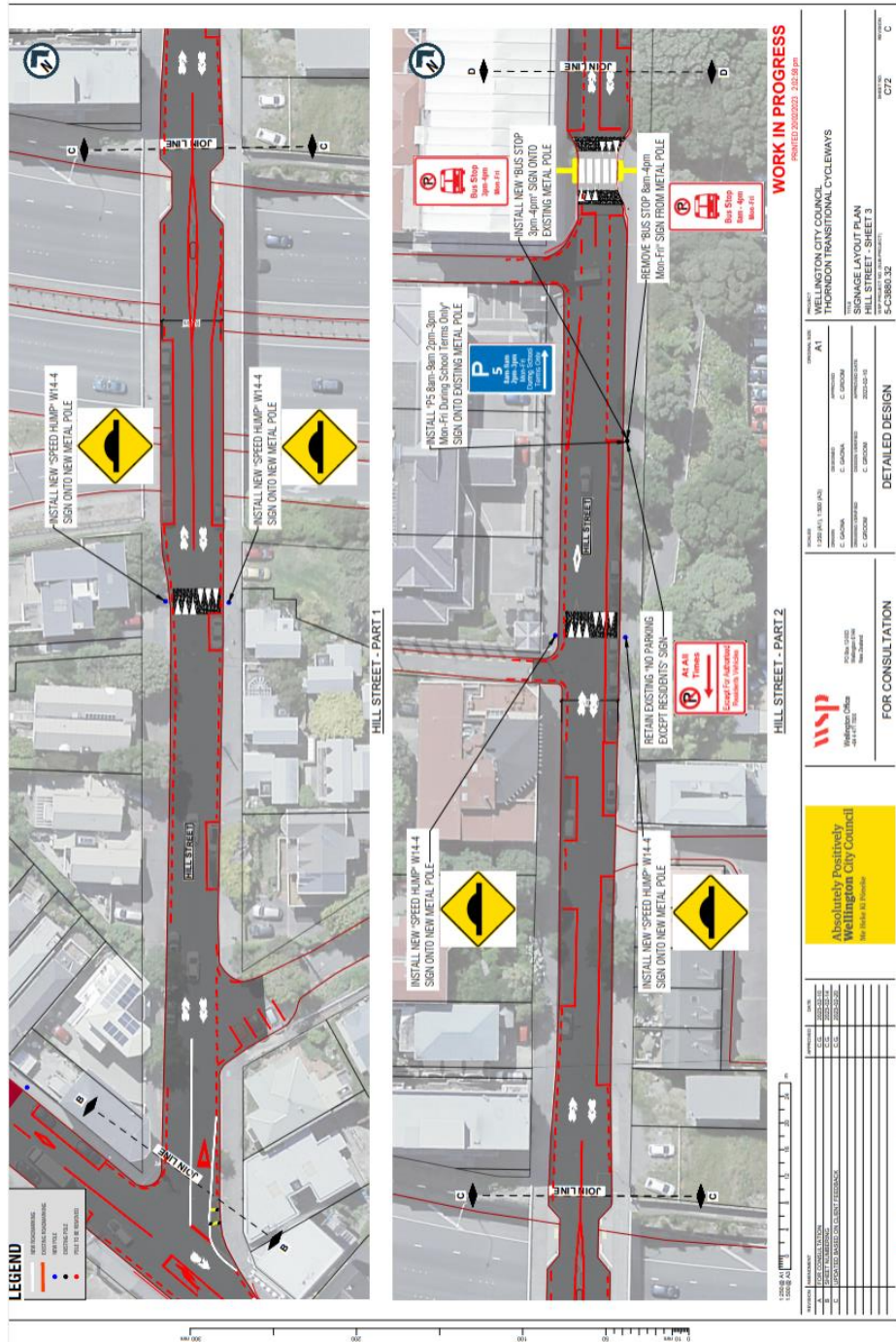
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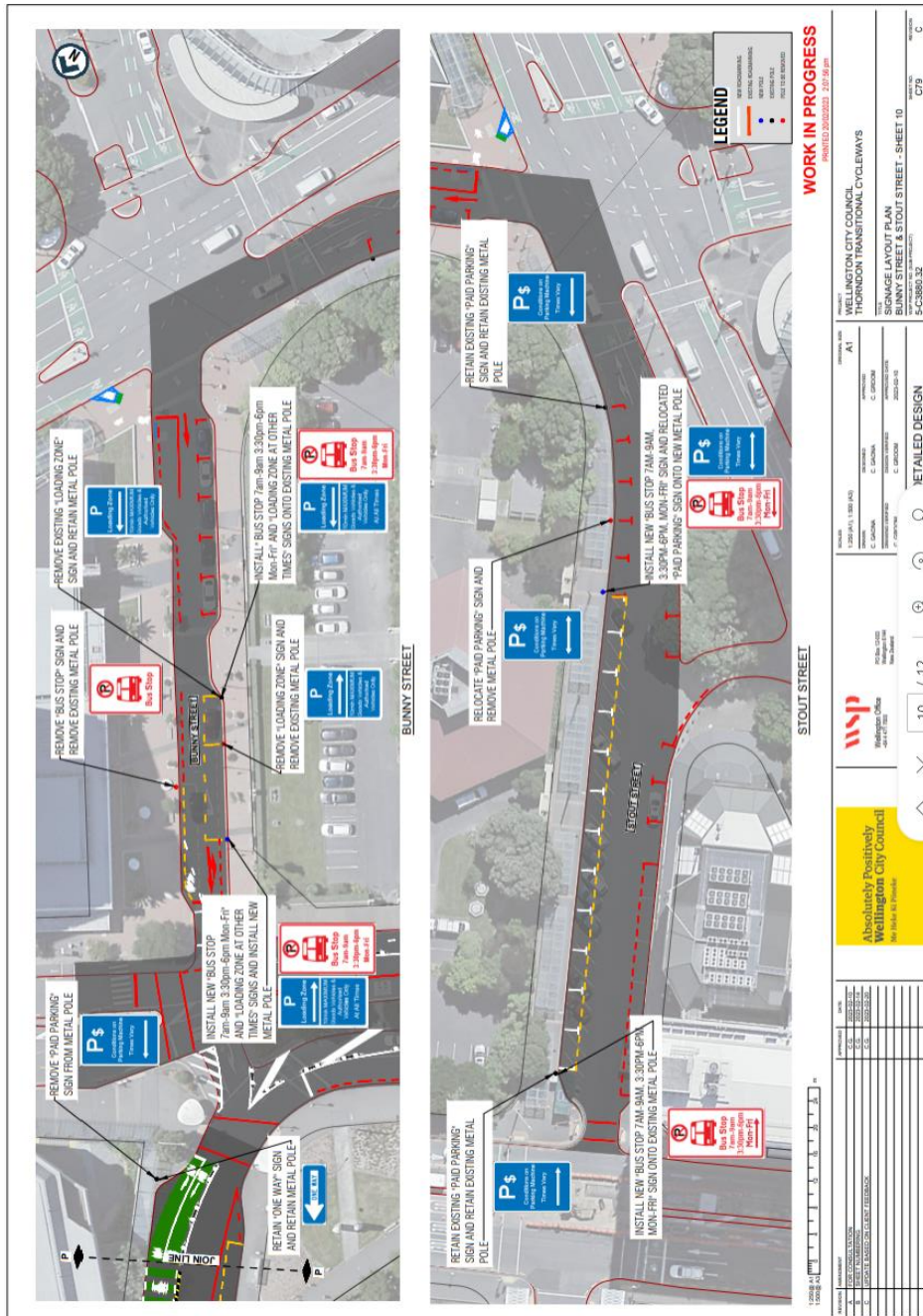
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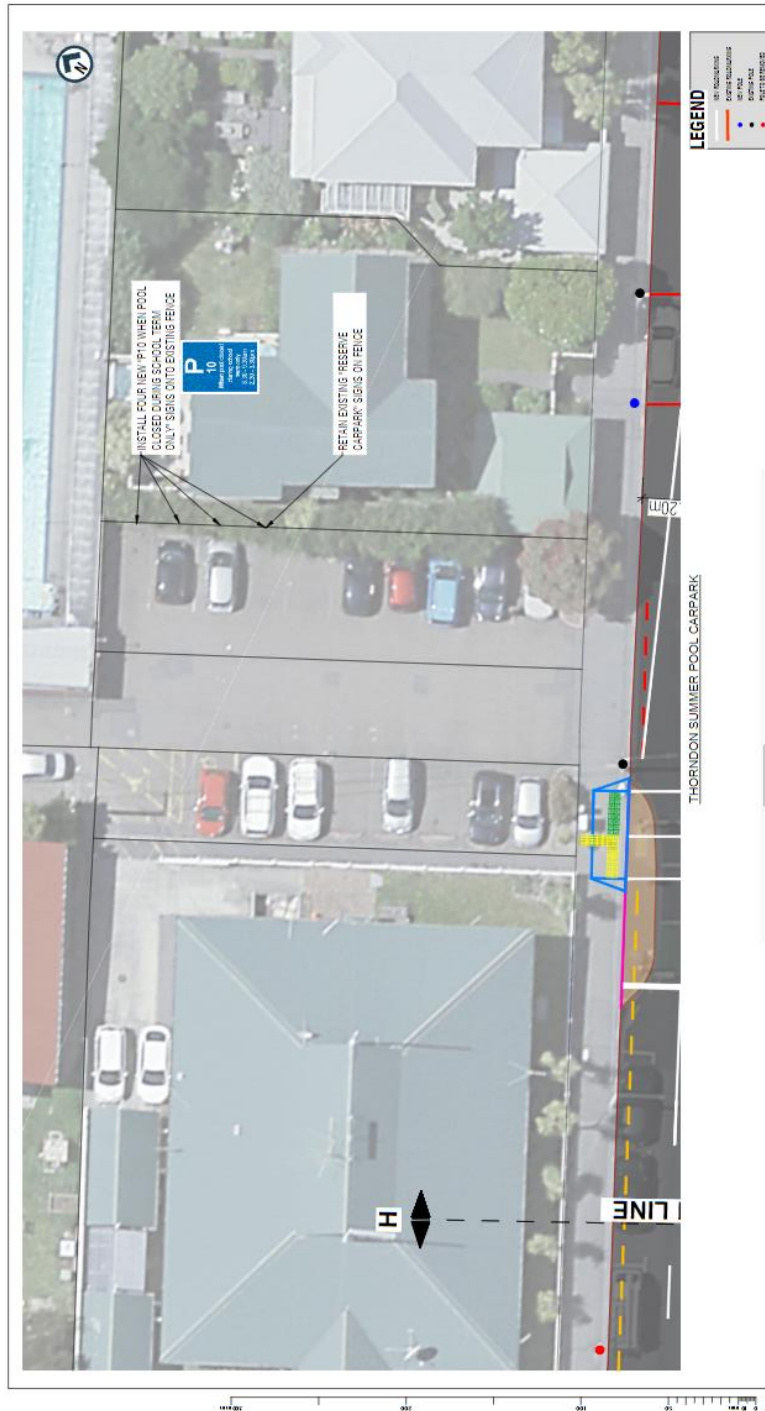
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Legal Description:

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

Column One	Column Two	Column Three
Hill Street	<i>P5, pick up and drop off 8am-9am and 2:00pm-3:00pm Monday – Friday during School term only.</i>	<i>South side, commencing 192 metres west of its intersection with Molesworth Street (Grid coordinates x= 1748879.3 m, y= 5428968.6 m), and extending in a westerly direction following the southern kerbline for 34 metres.</i>
Aitken Street	<i>P10, Monday to Sunday 8:00am - 8:00pm</i>	<i>South side, commencing at 35 metres west of its intersection with Mulgrave Street (Grid coordinates x= 1,749,059.88 m, y= 5,428,956.81 m), and extending in a westerly direction following the southern kerbline for 23 metres. (4 Parallel Parks)</i>
Thorndon Pool Carpark	<i>P10 pick up and drop off during school term only, 8:30am-9:30am and 2:30pm-3:30pm metered parking at other times</i>	<i>South side, commencing 19 metres east of its intersection with Murphy Street (Grid coordinates x= 1,749,019.78 m, y= 5,429,236.4 m), and extending in an easterly direction following the southern kerbline for 10 metres. (4 angled Parks)</i>
Tinakori Road	<i>P60, Monday – Saturday 8:00am-6:00pm</i>	<i>West side, commencing 31 metres north of its intersection with Lewisville Terrace (Grid Coordinates x= 1748176.1 m, y= 5428795.7 m), and extending in a northerly direction following the western kerbline for 60 metres.</i>
Tinakori Road	<i>P60, Monday – Saturday 8:00am-6:00pm</i>	<i>West side, commencing 97 metres north of its intersection with Lewisville Terrace (Grid Coordinates x= 1748176.1 m, y= 5428795.7 m), and extending in a northerly direction following the western kerbline for 30.8 metres.</i>

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

Column One	Column Two	Column Three
Hill Street	<i>Bus Stop, Monday to Friday, 9:00am - 2:00pm</i>	<i>South side, commencing 192 metres west of its intersection with Molesworth Street (Grid coordinates x= 1748879.3 m, y= 5428968.6 m), and</i>

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		<i>extending in a westerly direction following the southern kerbline for 34 metres.</i>
Aitken Street	<i>Tour Operation Bus Stop, Monday to Sunday 9:00am - 6:00pm</i>	<i>North side, commencing 21 metres east of its intersection with Molesworth Street (Grid coordinates x= 1748892.57 m, y= 5428977.36 m), and extending in an easterly direction following the kerbline for 12 metres.</i>
Aitken Street	<i>Motorcycle Parking, At All Times</i>	<i>North side, commencing 75 metres east of its intersection with Molesworth Street (Grid Coordinates X= 1748892.57 m, Y= 5428977.36 m) and extending in an easterly direction following the northern footpath for 11.5 metres.</i>
Pipitea Street	<i>Diplomatic Corps parking, At all times</i>	<i>North side, commencing 81.5 metres east of its intersection with Molesworth Street (Grid Coordinates X= 1,748,902.88 m, Y= 5,429,141.45 m) and extending in an easterly direction following the kerbline for 12 metres. (2 Parallel parks)</i>
Pipitea Street	<i>Diplomatic Corps parking, At all times</i>	<i>South side, commencing 54 metres west of its intersection with Murphy Street (Grid Coordinates X= 1749059.09 m, Y= 5429124.62 m) and extending in a westerly direction following the kerbline for 6 metres. (1 parallel carpark)</i>
Molesworth Street	<i>Taxi stand, At all times</i>	<i>West side, commencing 39 metres north of its intersection with SH1 (Grid Coordinates X= 1748904.2 m, Y= 5429337.31 m) and extending in a northerly direction following the western kerb line for 12 metres. (2 Parallel parks)</i>
Molesworth Street	<i>Motorcycle parking, At all times</i>	<i>West side, commencing 51 metres north of its intersection with SH1 (Grid Coordinates X= 1748904.2 m, Y= 5429337.31 m) and extending in a northerly direction following the western kerb line for 10 metres. (2 Parallel parks)</i>
Molesworth Street	<i>Carshare spaces, At all times</i>	<i>West side, commencing 13 metres north of its intersection with Hawkestone Street (Grid Coordinates X= 1,748,896.6 m, Y= 5,429,195.5 m) and extending in a northerly direction following the western kerbline for 10 metres. (2 parallel carparks)</i>

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Bunny Street	<i>Bus Stop, 7am –9am and 3:30pm-6:00pm Monday – Friday</i>	<i>Southwest side, commencing 54 metres northwest of its intersection with Stout Street (Grid Coordinates X= 1748990.1 m, Y= 5428684.4 m) and extending in a north-westerly direction following the kerbline for 12 metres.</i>
Bunny Street	<i>Loading Zone 9am-3:30pm and 6:00pm-7:00am Monday – Friday.</i>	<i>Southwest side, commencing 54 metres northwest of its intersection with Stout Street (Grid Coordinates X= 1748990.1 m, Y= 5428684.4 m) and extending in a north-westerly direction following the kerbline for 12 metres.</i>
Stout Street	<i>Bus stop 7:00am-9:00am and 3:30pm-6:00pm Monday - Friday</i>	<i>Northwest side, following the kerbline 12 metres northeast of its intersection with Whitmore Street (Grid coordinates x= 1748887.8 m, y= 5428591.3 m), and extending in a north-easterly direction for 72.5 metres. (12 parallel carparks)</i>

Add to Schedule C (Direction) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Kate Shepard Place	<i>One way restriction</i>	<i>Eastbound, from Molesworth Street to Mulgrave Street.</i>

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

Column One	Column Two	Column Three
Hill Street	<i>No Stopping, At All Times</i>	<i>South side, commencing 322.5 metres west of its intersection with Molesworth Street (Grid coordinates x= 1748879.3 m, y= 5428968.6 m), and extending in a westerly direction following the southern kerbline for 18.5 metres.</i>
Pipitea Street	<i>No Stopping, At All Times</i>	<i>South side, commencing 133.9 metres west of its intersection with Murphy Street (Grid Coordinates X= 1749059.09 m, Y= 5429124.62 m) and extending in a westerly direction following the southern kerbline for 22 metres.</i>

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Pipitea Street	<i>No Stopping, At All Times</i>	<i>North side, commencing 18.5 metres east of its intersection with Molesworth Street (Grid Coordinates X= 1,748,902.88 m, Y= 5,429,141.45 m) and extending in an easterly direction following the kerbline for 6 metres.</i>
Bunny Street	<i>No Stopping, At All Times</i>	<i>Northeast side, commencing 64 metres northwest of its intersection with Stout Street (Grid Coordinates X= 1,748,989.9 m, Y= 5,428,684.4m) and extending in a north-westerly direction following the kerb line for 15.5 metres.</i>
Murphy Street	<i>No Stopping, At All Times</i>	<i>East side, commencing 4.5 metres south of its intersection with Halswell Street (Grid Coordinates X= 1748970.3 m, Y= 5429354.9 m) and extending in a southerly direction following the eastern kerbline for 56.5 metres.</i>
Murphy Street	<i>No Stopping, At All Times</i>	<i>East side, commencing 6 metres south of its intersection with Turnbull Street (Grid Coordinates X= 1749001.3 m, Y= 5429280.8 m) and extending in a southerly direction following the eastern kerbline for 17.5 metres.</i>
Mulgrave Street	<i>No Stopping, At All Times</i>	<i>East side, commencing 5.5 metres south of its intersection with Pipitea Street (Grid Coordinates X= 1749073.5 m, Y= 5429116.8 m) and extending in a southerly direction following the kerbline for 32 metres.</i>
Mulgrave Street	<i>No Stopping, At All Times</i>	<i>East side, commencing 110.5 metres south of its intersection with Pipitea Street (Grid Coordinates X= 1749073.5 m, Y= 5429116.8 m) and extending in a southerly direction following the kerbline for 29 metres.</i>
Tinakori Road	<i>No Stopping, At All Times</i>	<i>West side, commencing 93.5 metres north of its intersection with Upton Terrace Street (Grid Coordinates X= 1748291.7m, Y= 5428920.7m) and extending in a northerly direction following the western kerbline for 6 metres</i>

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

Column One	Column Two	Column Three
Aitken Street	<i>Metered parking, time varies</i>	<i>South side, commencing 58 metres west of its intersection with Mulgrave Street (Grid coordinates x= 1,749,059.88 m, y= 5,428,956.81 m), and extending in a westerly direction following the southern kerbline for 18 metres. (3 Parallel Parks)</i>
Aitken Street	<i>Metered parking, time varies</i>	<i>South side, commencing 107 metres west of its intersection with Mulgrave Street (Grid coordinates x= 1,749,059.88 m, y= 5,428,956.81 m), and extending in a westerly direction following the southern kerbline for 42 metres. (7 Parallel Parks)</i>
Aitken Street	<i>Metered parking, time varies</i>	<i>North side, commencing 33 metres east of its intersection with Molesworth Street (Grid coordinates x= 1748891.7 m, y= 5428977.1 m), and extending in an easterly direction following the northern kerbline for 36 metres. (6 Parallel Parks)</i>
Pipitea Street	<i>Metered parking, time varies</i>	<i>South side, commencing 108.5 metres west of its intersection with Murphy Street (Grid Coordinates X= 1749059.09 m, Y= 5429124.62 m) and extending in a westerly direction following the southern kerbline for 24 metres. (4 parallel carparks)</i>
Pipitea Street	<i>Metered parking, time varies</i>	<i>North side, commencing 13.5 metres east of its intersection with Molesworth Street (Grid Coordinates X= 1,748,902.88 m, Y= 5,429,141.45 m) and extending in an easterly direction following the kerbline for 6 metres. (1 parallel carparks)</i>
Aitken Street	<i>Mobility Park, Vehicles displaying an Operation Mobility Permit only, Metered parking, time varies</i>	<i>South side, commencing 58 metres west of its intersection with Mulgrave Street (Grid coordinates x= 1,749,059.88 m, y= 5,428,956.81 m), and extending in a westerly direction following the southern kerbline for 9 metres. (1 Parallel Parks)</i>

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Aitken Street	Mobility Park, Vehicles displaying an Operation Mobility Permit only, metered parking, Metered parking, time varies	North side, commencing 14 metres east of its intersection with Molesworth Street (Grid coordinates x= 1748891.7 m, y= 5428977.1 m), and extending in an easterly direction following the northern kerbline for 7 metres.
Pipitea Street	Mobility Park, Vehicles displaying an Operation Mobility Permit only, metered parking, Metered parking, time varies	South side, commencing 126.9 metres west of its intersection with Murphy Street (Grid Coordinates X= 1749059.09 m, Y= 5429124.62 m) and extending in a westerly direction following the southern kerbline for 7 metres.
Molesworth Street	Mobility Park, Vehicles displaying an Operation Mobility Permit only, metered parking, Metered parking, time varies	West side, following the kerbline 124 metres north of its intersection with Lambton Quay (Grid Coordinates X= 1748918.73 m, Y= 5428777.21 m) and extending in a northerly direction for 9 metres.
Molesworth Street	Metered parking, time varies	West side, following the kerbline 39.5 metres north of its intersection with Lambton Quay (Grid Coordinates X= 1748918.73 m, Y= 5428777.21 m) and extending in a northerly direction for 84.5 metres. (21 angle and 1 parallel carparks)
Stout Street	P120 Maximum, Monday to Friday 9:00am-3:30pm – 6:00pm-8:00pm. Saturday and Sunday 8:00am-8:00pm	Northwest side, following the kerbline 12 metres northeast of its intersection with Whitmore Street (Grid coordinates x= 1748887.8 m, y= 5428591.3 m), and extending in a north-easterly direction for 72.5 metres. (12 parallel carparks)
Tinakori Road	Mobility Park, Vehicles displaying an Operation Mobility Permit only, metered parking, Metered parking, time varies	West side, commencing 90 metres north of its intersection with Lewisville Terrace (Grid Coordinates x= 1748176.1 m, y= 5428795.7 m), and extending in a northerly direction following the western kerbline for 7 metres.
Mulgrave Street	Metered parking, time varies	East side, commencing 38 metres south of its intersection with Pipitea Street (Grid Coordinates X= 1749073.5 m, Y= 5429116.8 m) and extending in a southerly direction following the kerbline for 6 metres. (1 parallel park)

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Mulgrave Street	<i>P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday 8:00am - 6:00pm</i>	<i>East side, commencing 105.5 metres south of its intersection with Pipitea Street (Grid Coordinates X= 1749073.5 m, Y= 5429116.8 m) and extending in a southerly direction following the kerbline for 5 metres. (1 parallel carparks)</i>
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Add to Schedule G (Give Way and Stop) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
May Street	<i>Stop Control</i>	<i>May Street at its intersection with Murphy Street (Grid coordinates X= 1,748,969.3 m Y= 5,429,330.9 m)</i>
Halswell Street	<i>Give Way</i>	<i>Halswell Street at its intersection with Murphy Street (Grid coordinates X= 1,748,970.3 m Y= 5,429,354.9 m)</i>

Add to Schedule H (Pedestrian Crossing) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Molesworth Street	<i>Dual Pedestrian and Cyclist Zebra Crossing (Toucan Zebra Crossing)</i>	<i>West side, commencing 98 metres north of its intersection with SH1 (Grid Coordinates X= 1748904.2 m, Y= 5429337.31 m) and extending in a northerly direction following the western kerb line for 8 metres.</i>

Add to Schedule I (Cycle Lane) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Aitken Street	<i>Cycle lane, at all times</i>	<i>South side, commencing at 6 metres west of its intersection with Mulgrave Street (Grid coordinates x= 1,749,059.88 m, y= 5,428,956.81 m), and extending in a westerly direction following the southern kerbline for 156 metres.</i>
Molesworth Street	<i>Bi- directional cycle lane, at all times</i>	<i>East side, commencing at its intersection with Lambton Quay (Grid coordinates x= 1,748,926.7 m, y= 5,428,786.70 m), and extending in a northly direction following the eastern kerbline for 182 metres.</i>

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Molesworth Street	Cycle lane, at all times	East side, commencing at its intersection with Aitken Street (Grid coordinates $x=1,748,892.2$ m, $y=5,428,976.7$ m), and extending in a northerly direction following the eastern kerbline for 443 metres.
Molesworth Street	Cycle lane, at all times	West side, commencing 60 meters south of its intersection with Tinakori Road (Grid coordinates $x=1,748,880.82$ m, $y=5,429,544.4$ m), and extending in a southerly direction following the western kerbline for 55 metres.
Lambton Quay	Bi- directional cycle lane, at all times	South side, commencing at 6 metres east of its intersection with Whitmore Street (Grid coordinates $x=1,748,834.9$ m, $y=5,428,685.2$ m), and extending in an easterly direction following the southern kerbline for 71 metres.
Murphy Street	Cycle lane, at all times	East side, commencing at its intersection with Tinakori Road (Grid coordinates $x=1,748,894.8$ m, $y=5,429,559.0$ m), and extending in a southerly direction following the eastern kerbline for 95 metres.
Murphy Street	Cycle lane, at all times	West side, commencing 178 meters south of its intersection with Tinakori Road (Grid coordinates $x=1,749,059.0$ m, $y=5,429,124.6$ m), and extending in a southerly direction following the western kerbline for 153 metres.
Mulgrave Street	Cycle lane, at all times	West side, commencing at its intersection with Pipitea Street (Grid coordinates $x=1,748,894.8$ m, $y=5,429,559.0$ m), and extending in a southerly direction following the western kerbline for 271 metres.
Bunny Street	Shared path	East side, commencing at its intersection with Thorndon Quay (Grid Coordinates $X=1,748,995.0$ m, $Y=5,428,691.5$ m) and extending in an easterly direction following the footpath for 8 meters.
Aitken Street	Shared path	South Side commencing at its intersection with Molesworth Street (Grid Coordinates $X=1,748,892.772$ m, $Y=5,428,966.59$ m) and extending in a southerly direction following the footpath for 10 metres.

Items to delete:

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

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Column One	Column Two	Column Three
Tinakori Road	<i>P120 Except for Authorised Vehicles, Monday to Saturday, 6:00pm - 9:00pm, Sunday, 8:00am - 9:00pm</i>	<i>East side, commencing 178.5 metres south of its intersection with Hill Street, (Grid Coordinates $x= 1748372.0$ m $y= 5428996.0$ m) and extending in a southerly direction following the eastern kerbline for 9 metres.</i>
Aitken Street	<i>P10, Monday to Saturday 8:00am - 6:00pm</i>	<i>South side, commencing 16.5 metres west of its intersection with Mulgrave Street (Grid Coordinates $X=2659081.642092$ m, $Y=5990668.297371$ m) and extending in a westerly direction following the kerbline for 10 metres. (2 parallel carparks)</i>
Aitken Street	<i>P10, Monday to Saturday 8:00am - 6:00pm</i>	<i>South side, commencing 38.5 metres west of its intersection with Mulgrave Street (Grid Coordinates $X=2659081.642092$ m, $Y=5990668.297371$ m) and extending in a westerly direction following the kerbline for 12.5 metres. (4 angle carparks)</i>
Tinakori Road	<i>P60, Monday – Saturday 8:00am-6:00pm</i>	<i>West side, commencing 31 metres north of its intersection with Lewisville Terrace (Grid Coordinates $x= 1748176.1$ m, $y= 5428795.7$ m), and extending in a northerly direction following the western kerbline for 100 metres.</i>
Tinakori Road	<i>P120, Except for Authorised Vehicles, Monday to Saturday, 6:00pm - 9:00pm, Sunday, 8:00am - 9:00pm</i>	<i>West side, commencing 93.5 metres north of its intersection with Upton Terrace and extending in a northerly direction following the western kerbline for 13 metres</i>

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

Column One	Column Two	Column Three
Hill Street	<i>Bus Stop, Monday to Friday, 8:00am - 4:00pm</i>	<i>South side, commencing 192 metres west of its intersection with Molesworth Street (Grid coordinates $x= 1748879.3$ m, $y= 5428968.6$ m), and extending in a westerly direction following the southern kerbline for 34 metres.</i>

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Aitken Street	<i>Tour bus stop, Monday to Sunday 9:00am - 6:00pm</i>	<i>North side, commencing 14 metres east of its intersection with Molesworth Street (Grid coordinates x= 1748891.7 m, y= 5428977.1 m), and extending in an easterly direction following the kerbline for 12 metres.</i>
Aitken Street	<i>Vehicles displaying an Operation Mobility Permit only, metered parking, P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>South side, commencing 87 metres west of its intersection with Mulgrave Street (Grid coordinates x= 1,749,060.05 m, y= 5,428,956.16 m) and extending in a westerly direction following the kerbline for 6 metres (1 angle park).</i>
Aitken Street	<i>Motorcycle Parking, At All Times</i>	<i>North side, commencing 69 metres east of its intersection with Molesworth Street (Grid Coordinates X=2658913.372992 m, Y=5990689.297532 m) and extending in an easterly direction following the kerbline for 17.5 metres.</i>
Molesworth Street	<i>Bus Stop, At all times</i>	<i>West side, following the kerbline 113.5 metres north of its intersection with SH1 (Grid Coordinates X=2658926.808965 m, Y=5991048.671395 m) and extending in a northerly direction for 16.5 metres.</i>
Molesworth Street	<i>Bus Stop, At all times</i>	<i>West side, commencing 86 metres north of its intersection with Hill Street (Grid Coordinates X=2658905.789104 m, Y=5990690.019631 m) and extending in a northerly direction following the kerbline for 33.5 metres.</i>
Lambton Quay	<i>Bus Stop, Monday to Friday 7:00am - 9:00am.</i>	<i>Southeast side, commencing 28 metres southwest of its intersection with Bunny Street (Grid Coordinates X=2658960.574322 m, Y=5990471.518501 m) and extending in a south-westerly direction following the kerbline for 71 metres.</i>
Bunny Street	<i>Bus Stop, At all times</i>	<i>Northeast side, commencing 64 metres northwest of its intersection with Featherston Street (Grid Coordinates X=2659016.939652 m, Y=5990403.341289 m) and extending in a north-westerly direction following the kerb line for 15.5 metres.</i>

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Bunny Street	<i>P10, Monday to Saturday 8:00am - 6:00pm, Goods Vehicles And Authorised Vehicles Only</i>	<i>Southwest side, commencing 54 metres northwest of its intersection with Stout Street (Grid Coordinates X=2659012.191081 m, Y=5990398.008715 m) and extending in a north-westerly direction following the kerbline for 6.5 metres.</i>
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Delete from Schedule C (Direction) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Kate Shepard Place	<i>One way restriction</i>	<i>East end, commencing 140 metres east of its intersection with Molesworth Street and extending in an easterly direction to its intersection with Mulgrave Street for 29 metres.</i>

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

Column One	Column Two	Column Three
Hill Street	<i>No Stopping, At All Times</i>	<i>South side, commencing 322.5 metres west of its intersection with Molesworth Street (Grid coordinates x= 1748879.3 m, y= 5428968.6 m), and extending in a westerly direction following the southern kerbline for 13.5 metres.</i>
Pipitea Street	<i>No Stopping, At All Times</i>	<i>South side, commencing 148 metres west of its intersection with Murphy Street (Grid Coordinates X=2659080.236352 m, Y=5990835.772603 m) and extending in a westerly direction following the kerbline to its intersection with Molesworth Street for 12 metres.</i>
Pipitea Street	<i>No Stopping, At All Times</i>	<i>North side, commencing from its intersection with Molesworth Street (Grid Coordinates X=2658923.708789 m, Y=5990853.835219 m) and extending in an easterly direction following the kerbline for 13.5.</i>

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

Column One	Column Two	Column Three
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Hill Street	Resident Parking, Monday to Friday 8:00am - 6:00pm.	South side, commencing 336 metres west of its intersection with Molesworth Street (Grid coordinates x= 1748879.3 m, y= 5428968.6 m), and extending in a westerly direction following the southern kerbline for 5 metres.
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Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Aitken Street	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm	South side, commencing 51 metres west of its intersection with Mulgrave Street (Grid coordinates, x= 1,749,060.05 m, y= 5,428,956.16 m) and extending in a westerly direction following the kerbline for 36 metres (12 angle parking spaces).
Aitken Street	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm	South side, commencing 106 metres west of its intersection with Mulgrave Street (Grid Coordinates X=2659081.642092 m, Y=5990668.297371 m) and extending in a westerly direction following the kerbline for 48 metres. (16 angle carparks)
Aitken Street	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm	North side, commencing 26 metres east of its intersection with Molesworth Street (Grid coordinates x= 1748891.7 m, y= 5428977.1 m), and extending in an easterly direction following the kerbline for 43 metres.
Pipitea Street	P120 Maximum, Monday to Sunday 8:00am - 8:00pm	South side, commencing 108.5 metres west of its intersection with Murphy Street (Grid Coordinates X=2659080.236352 m, Y=5990835.772603 m) and extending in a westerly direction following the southern kerbline for 34.5 metres. (6 parallel carparks)
Pipitea Street	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm	North side, commencing 13.5 metres east of its intersection with Molesworth Street (Grid Coordinates X=2658923.708789 m, Y=5990853.835219 m) and extending in an easterly direction following the kerbline for 23.5 metres. (4 parallel carparks)

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Pipitea Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm</i>	<i>North side, commencing 81 metres east of its intersection with Molesworth Street (Grid Coordinates X=2658923.708789 m, Y=5990853.835219 m) and extending in an easterly direction following the kerbline for 8 metres. (1 parallel carpark)</i>
Pipitea Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm</i>	<i>South side, commencing 54 metres west of its intersection with Murphy Street (Grid Coordinates X=2659080.236352 m, Y=5990835.772603 m) and extending in a westerly direction following the kerbline for 6 metres. (1 parallel carpark)</i>
Molesworth Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm</i>	<i>East side, commencing 82.5 metres south of its intersection with Kate Sheppard Place (Grid Coordinates X=2658911.120144 m, Y=5990592.657958 m) and extending in a southerly direction following the kerbline for 14 metres. (2 parallel carparks)</i>
Molesworth Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm</i>	<i>East side, commencing 14.5 metres south of its intersection with Kate Sheppard Place (Grid Coordinates X=2658911.120144 m, Y=5990592.657958 m) and extending in a southerly direction following the kerbline for 54.5 metres. (9 parallel carparks)</i>
Molesworth Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm</i>	<i>East side, commencing 12.5 metres north of its intersection with Kate Sheppard Place (Grid Coordinates X=2658910.800465 m, Y=5990601.578477 m) and extending in a northerly direction following the kerbline for 50 metres. (8 parallel carparks)</i>
Molesworth Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm</i>	<i>East side, commencing 18 metres north of its intersection with Aitken Street (Grid Coordinates X=2658913.372992 m, Y=5990689.297532 m) and extending in a northerly direction following the kerbline for 58.5 metres. (10 parallel carparks)</i>
Molesworth Street	<i>At All Times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm, Displaying an Operation Mobility Permit Only</i>	<i>East side, commencing 70.5 metres north of its intersection with Aitken Street (Grid coordinates x= 1748891.7 m, y= 5428977.1 m). and extending in a northerly direction following the kerbline for 8.5 metres.</i>

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Molesworth Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm</i>	<i>East side, commencing 79 metres north of its intersection with Aitken Street (Grid Coordinates X=2658913.372992 m, Y=5990689.297532 m) and extending in a northerly direction following the kerbline for 64.5 metres. (11 parallel carparks)</i>
Molesworth Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm</i>	<i>East side, commencing 10 metres north of its intersection with Pipitea Street (Grid Coordinates X=2658923.708789 m, Y=5990853.835219 m) and extending in a northerly direction following the kerbline for 33.5 metres. (6 parallel carparks)</i>
Molesworth Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm</i>	<i>East side, commencing 110 metres north of its intersection with Pipitea Street (Grid Coordinates X=2658923.708789 m, Y=5990853.835219 m) and extending in a northerly direction following the kerbline for 29.5 metres. (5 parallel carparks)</i>
Molesworth Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm</i>	<i>East side, commencing 150.5 metres north of its intersection with Pipitea Street (Grid Coordinates X=2658923.708789 m, Y=5990853.835219 m) and extending in a northerly direction following the kerbline for 36 metres. (6 parallel carparks)</i>
Molesworth Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm</i>	<i>East side, commencing 6.5 metres north of its intersection with May Street (Grid Coordinates X=2658934.887738 m, Y=5991054.700109 m) and extending in a northerly direction following the kerbline for 33.5 metres.</i>
Molesworth Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm</i>	<i>East side, commencing 73.5 metres north of its intersection with May Street (Grid Coordinates X=2658934.887738 m, Y=5991054.700109 m) and extending in a northerly direction following the kerbline for 11 metres. (2 parallel carparks)</i>
Molesworth Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm</i>	<i>West side, following the kerbline 40 metres north of its intersection with SH1 (Grid Coordinates X=2658926.808965 m, Y=5991048.671395 m) and extending in a northerly direction for 21 metres. (4 parallel carparks)</i>
Molesworth Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>West side, commencing 13 metres north of its intersection with Hawkestone Street (Grid Coordinates X=2658917.001976 m, Y=5990906.929244 m) and extending in a northerly direction following the kerbline for 10 metres. (2 parallel carparks)</i>

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Molesworth Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>West side, following the kerbline 39.5 metres north of its intersection with Lambton Quay (Grid Coordinates X=2658945.861378 m, Y=5990486.755069 m) and extending in a northerly direction for 91.5 metres. (23 angle and 1 parallel carparks)</i>
Lambton Quay	<i>P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>Southeast side, commencing 28 metres southwest of its intersection with Bunny Street (Grid coordinates x= 1748938.9 m, y= 5428759.3 m), and extending in a south-westerly direction following the kerbline for 71 metres. (12 parallel carparks)</i>
Murphy Street	<i>P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>East side, commencing 4.5 metres south of its intersection with Halswell Street (Grid Coordinates X=2658992.279578 m, Y=5991067.249367 m) and extending in a southerly direction following the kerbline for 56.5 metres. (10 parallel carparks)</i>
Murphy Street	<i>P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>East side, commencing 6 metres south of its intersection with Turnbull Street (Grid Coordinates X=2659023.198672 m, Y=5990993.606174 m) and extending in a southerly direction following the kerbline for 17.5 metres. (3 parallel carparks)</i>
Mulgrave Street	<i>P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>West side, commencing 32.5 metres south of its intersection with Pipitea Street (Grid Coordinates X=2659080.236352 m, Y=5990835.772603 m) and extending in a southerly direction following the kerbline for 41 metres. (7 parallel carparks)</i>
Stout Street	<i>P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>Northwest side, following the kerbline 12 metres northeast of its intersection with Whitmore Street (Grid coordinates x= 1748887.8 m, y= 5428591.3 m), and extending in a north-easterly direction for 72.5 metres. (21 angle carparks)</i>
Mulgrave Street	<i>P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday 8:00am - 6:00pm</i>	<i>East side, commencing 32 metres south of its intersection with Pipitea Street (Grid Coordinates X=2659095.414311 m, Y=5990834.717116 m) and extending in a southerly direction following the kerbline for 10.5 metres. (2 parallel carparks)</i>

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Mulgrave Street	<i>P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday 8:00am - 6:00pm</i>	<i>East side, commencing 105.5 metres south of its intersection with Pipitea Street (Grid Coordinates X=2659095.414311 m, Y=5990834.717116 m) and extending in a southerly direction following the kerbline for 38.5 metres. (6 parallel carparks)</i>
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Delete from Schedule G (Give Way) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
May Street	<i>Give Way</i>	<i>East bound traffic, at its intersection with Murphy Street.</i>
Kate Shepard Place	<i>Give Way</i>	<i>West bound traffic, at its intersection with Molesworth Street.</i>

Delete from Schedule H (Pedestrian Crossing) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Molesworth Street	<i>Pedestrian Crossing</i>	<i>West side, following the kerbline 98 metres north of its intersection with SH1 (Grid Coordinates X=2658926.808965 m, Y=5991048.671395 m).</i>

Prepared By: Renee Corlett (Project lead – Transitional programme)
Approved By: Brad Singh
Date: 22/02/2023

Summary of oral submissions – Kilbirnie and Thorndon connections

When	Community Hearings Panel – 20/21/24 April 2023
Where	16.9 Council chambers and online via Zoom
Who	112 submitters – 14 representing organisations and 98 individuals

General comments about both projects

- Needs to be a network to increase the numbers of people riding. This can support mode shift, particularly for short journeys. These are all steps in creating a connected and comfortable network; let's not get too caught up in the niggly things.
- Other countries have great examples of implementing a bike network and an increase in the number of people riding bikes.
- Bike trips can be for a range of reasons, including shopping and supporting businesses.
- Cycling significantly reduces the risks of 'all-cause' mortality and diseases.
- Recognising the difficulty of making these types of changes, the costs of street changes are minuscule when compared to health costs and adaptation to the impact of climate change.
 - A shift to 20-40 percent of the population riding bikes would make a significant difference to health outcomes. Commuting trips would make the biggest difference. E-bikes are just as good as manual bikes; both are exercise.
- We have been talking about these changes for a long time, the Council has adopted Paneke Pōneke, and now is about how this happens, not if it happens. Please don't downgrade solutions or sections of the network.
- Thanks to Council staff for their work in these proposals.
- Good to see the Council's action around climate change.
- Appreciation for the approach to making changes, see how they are working then making more changes as a result.
- Concerns about conflict between pedestrians and bikes at bus stops.
- The Council should be more supportive of residents who are aiming to introduce off-street parking.
- Concern over statistics informing design and decisions.
- Support for a blanket 30 to 40km/h across suburbs.
- Proposal supports equity and agency.
- Improved travel time reliability from a connected network.
- Concern that these proposals advantage the fit and young over elderly people and people with disabilities.
- Feels like I'm putting my life and my children's lives in danger when I try to bike. The proposed changes are necessary. Our roads are unsafe, vehicles are bigger and more dangerous than ever. Our children can't enjoy our streets.
- Safety needs to be put first.
- Concern that driver hostility in Wellington is worse than in many other cities. The more bike lanes the better and some education pieces to complement the changes for drivers too. The places in Wellington where there aren't separated bike lanes are scary.

- The hook turns have been helpful to cross the roads safely as a cyclist.
- Some projects are leaning too heavily on speed reductions that will be occurring citywide.
- Concern that the consultation format is creating undue tension in the way it is framed, and the questions asked, such as how much you support this project. Evokes more tension than it needs to. Feedback about making the consultation information better and more readable for the visually impaired.
- Car-congested areas are less desirable to spend time. The proposal will encourage people to spend time at shops, cafes, and public areas.
- Cars go beyond the speed limit, and this doesn't make it feel safe as a cyclist or pedestrian.
- A view from a visually impaired person – supporting cycleways because space for cyclists makes it safer for visually impaired people on the footpath. Also support lower speeds, '30 is less hurty'.
- More could be done to increase pedestrian accessibility, particularly around crossing roads.
- Invest this money into the pipes and infrastructure.
- When buses can't pull into the kerb, a wheelchair can't get on or off the bus. Sometimes have had to stay on the bus for longer until it can get in close enough to reach the kerb. Cars often beep when waiting to get on or off. Causes anxiousness.
- Trees and the median island are taking up valuable space that could help reallocate space for cyclists.
- The city has everything we need, but there aren't any safe and convenient options. The bike programme is changing that. It's making walking and cycling viable transport options, it isn't revolutionary, and it's been proven to work.
- Biking allows us to connect with people and places around us. Much prefer separated pathways especially when biking uphill.
- Concern/belief that crime increases where cycleways are installed and abuse by cyclists increases.
- Concern/belief that businesses move away from areas where cycleways are installed or proposed.
- Belief that positive climate impact will be minimal.
- Concern about materials used in construction of the bike lanes creating waste and pollution.
- Suggestion for improved signage to help people find their way around the city.
- Paint is not protection, especially for younger users. Suggestion to keep high-quality network throughout to better indicate to future projects what to expect as the network grows.
- Suggested that safer cycling should be achieved by using outer areas of Wellington, rather than trying to create bike lanes through the busiest streets.
- Concern/belief that there is a lack of alternative options for private vehicles and these need to be developed first before spending money on cycle lanes.
- E-scooters are dangerous, it's not the cycleways that are the problem. E-scooters being parked on the footpath are hindering pedestrian safety.
- Expert designers need to be trusted to design safe streets in a way that caters for a range of needs.

Kilbirnie connections

Kilbirnie - Opposing

- General opposition to the proposed changes, such as “I strongly oppose this proposal”.
- Concerns about the removal of parking. Concerns that it restricts access to businesses, residential properties, and schools.
- Parking needs to be close to schools and the day-care centre on Coutts Street for safety reasons regarding high amounts of traffic and trucks in the area. Concerns about elderly people and people with mobility issues not being about to park outside their houses.
- Concerns about pedestrians and people getting out of cars crossing the bike lanes.
- Concerns about narrowing traffic lanes as it will impact traffic, particularly bigger vehicles.
- Cyclists have other options like Leonie Gill Pathway, Rongotai Road or the painted lanes on Coutts Street.
- People don’t currently cycle on Onepu Road because it is so busy; alternative routes could be used. Onepu Road is also very exposed to weather.
- Freyberg Street is a better option for the bike lane, so it doesn’t have to go down Onepu Road. With less traffic this option is even more viable.
- Concerns the bike lanes won’t be used and are a waste of money.
- Concerns about developments in the area with no off-street parking; people should be able to park on the street.
- Electric cars – concern there is a lack of consideration about how or where to park and charge them.
- There are currently lots of cars in the area and they need to be accommodated with off-street parking.
- The lack of analysis or clear evidence of the need to change turning movements on Onepu Road in and out of the Pak n Save car park.
- Lack of cost benefit analysis.
- People use Freyberg Street slip lane faster than the 15km/h speed limit.
- Concerns about the statistics in the parking management plan and doubt about the claim that displaced parking can be accommodated in side streets. And follow-on concerns about the potential of increasing distances people might have to walk home in the dark.
- Concern about the behaviour of cycle advocate groups. Would like to see some standards of behaviour.
- Concern about the communications and engagement material.
- Concern about blocking Ross, Yule, and Freyberg streets.
- Freyberg Street low traffic neighbourhood trial – safety issues for cars turning. Concern about tsunami evacuation route. Traffic on Freyberg will be diverted to Queens Drive. Rubbish/recycling trucks will be unable to navigate the slip lane with the closure.
- Changes to Freyberg Street won’t achieve the active transport numbers and won’t make it safer. Proposal doesn’t address the most dangerous part of walking to and from school.
- Suggestion that the median area on Onepu Road should be used for cycleway instead of removing parking.
- Concern about repeating the Island Bay cycleway.
- Concern about parking for tradespeople, young families, elderly people, Uber Eats, delivery vehicles. Costs are increasing for services.

- Concerns about garages on Onepu Road where cars back directly onto the footpath, which creates conflict with the bike lane and/or footpath.
- Onepu Road residents and businesses are bearing the brunt of changes and traffic. Traffic load and cost should be more widely spread.
- Significant impact for Salvation Army Church and Family Store. Car movements are essential for members of congregation to be part of the community. Delivery truck access to Family Store. Concern foot traffic will drop and there would be a loss of revenue.
- Concern that the routes do not connect destinations in the area.
- Concern of number of turning movements on northern Onepu Road, even with proposed restrictions.
- Congestion would be exacerbated if streets are turned into cul-de-sacs. Also due to amount of traffic to Ākau Tangi Sports Centre.
- General opposition to in-lane bus stop on Onepu Road.
- Primary concern is safety through mixing traffic modes in busy areas. Where cyclists are expected to merge with traffic is dangerous. Poor design choices could lead to increasing frustration and anger.
- Concern for the look of the suburb, with people already pulling down their fences to park on their lawns.
- Concern that it wouldn't feel safe putting children on Onepu Road to bike to school, particularly with all the accident-prone intersections. Children are more likely to stick to the footpaths.
- Concern over removal of parking on northern side of Coutts Street.
- Opposing the current plan because of where the bike lanes are, it doesn't serve the community or the children living in the community. An alternative option is to develop the Leonie Gill Pathway. Critical to this plan is providing alternatives, including better public transport. Currently Kilbirnie has one of the highest cancellation rates due to cancelled buses. If we want people to embrace alternatives, we need public transport to work.

Kilbirnie – Neutral

- The amount of people using off-street parking on Onepu Road is limited by the size of old garages that don't fit modern cars. Should consider a shared path on Onepu Road as an alternative like Oriental Bay.
- Suggestion to better connect the Leonie Gill Pathway at the Childers Terrace end.
- Suggestion to add an additional pedestrian crossing near Kingsford Smith Street as the number of retailers increases in the area and people are trying to cross from the beach to the shops.
- Suggestion to extend the 30km/h zone on Lyall Bay Parade.
- Concerns about cycle behaviour, and conflict with pedestrians.
- More bike parking needed in the Kilbirnie shopping area.
- The drop-in sessions during the consultation period were well run.
- More pedestrianisation needed. Particularly on Bay Road.
- More cycle infrastructure needed, particularly to allow access to shops.
- Concern about impact on house prices (up and down due to cul de sacs).
- Suggestion for speed reduction across the entire suburb.
- Kilbirnie has a lot of destination locations but needs more community spaces for locals.
- Suggestion to change the Countdown carpark into a public multistorey carpark.

- Proposal is missing alternative shared service solutions for people in Kilbirnie, such as ride share.
- Parking is an absolute premium for those living in Lyall Bay right now. Concerns for people doing shift work or those who need to be close to their homes (elderly people, mobility issues).
- Suggestion to install more pedestrian crossings around the school areas in Kilbirnie/Lyall Bay.
- Cycleways could cause more congestion in the adjacent streets.
- Concerns about access to driveways of resident properties, wanting to clarify this won't be impacted.
- Suggestion to install more traffic calming across Kilbirnie.
- Suggestion for upgrades to Leonie Gill Pathway, especially lighting and raised crossings.
- Recommendation to extend Rongotai Road bike lanes further up Rongotai to the pedestrian crossing.
- Suggestion to make Salek Street left in/left out for vehicles.
- Some in Kilbirnie would like to see increased walking, biking, and active transport alongside big transport changes in the city (mass rapid transport and new tunnel).
- Suggestion to have more trees as part of the planning.

Kilbirnie - Supporting

- General supportive comments about the proposal such as "I strongly support this proposal".
- Support for safer cycling option on Onepu Road.
- Support for the proposed changes to the turns in and out of Pak n Save car park, and these should be done sooner rather later.
- Support reduction of speed limits and removing some bus stops to improve bus service.
- Support for improvements and connections across the Kilbirnie area as this will improve safety and provide greater connectivity to schools.
- Concern about the amount of heavy traffic in Kilbirnie and how it is creating physical barriers within the community.
- Support for low traffic neighbourhood trials on Ross Street.
- Cycleway provides safety buffer for cars exiting onto busy roads.
- Support for pedestrian improvements in the proposal.
- Cycleway infrastructure has a positive impact for elderly people and people with disabilities.
- Support for low traffic neighbourhood trials on Freyberg Street, particularly alongside the school. Opportunity to improve design and reduce speed and traffic. Increased safety for those using active modes to get to Lyall Bay School.
- Support for connecting existing Kilbirnie cycling infrastructure.
- Support for raised pedestrian crossings for use by prams, wheelchairs, bikes, etc.
- Big differences are made even with some green paint, it makes people think before opening their car doors.
- Concern about the suggestion of switching the bike lane design halfway down Onepu Road, need better protection and separation all the way along the road.
- Separated cycleways enhance a sense of safety and reduce the general risk of commuting or travelling by bike.
- Bike network supports international tourists who visit and hire bikes.

- Critical link towards Evans Bay and the CBD. Making this route safe makes it safer for parents heading to pick their children up from school.
- Request for Salek Street to be made left turn in/left turn out. Would make intersections safer as we encourage active modes throughout Wellington.

Thorndon connections

Thorndon - Opposing

- Concern about one-way proposal and restrictions to right-turn on Kate Sheppard Place. The turn from the bottom of Kate Sheppard Place is awkward and dangerous. The construction project in the area is going to make it worse. Concerns about longer journeys, perceived increased in carbon emissions.
- Concerns with the communications and engagement around the consultation – people not being made aware of the proposal.
- Concerns for those people with accessibility issues who aren't eligible for mobility parking permits, particularly for those with short-term issues.
- Concern about the removal of bus stops as there is a perceived restriction of access to health care services.
- Perception that there has been no proper traffic analysis around the Thorndon New World and lack of proper consideration of alternative options.
- Concerns about the public using supermarket parking if there is no on-street parking.
- Concern about current congestion in the area.
- Concern about access to businesses who need to have a car, especially for elderly people, people with accessibility issues or young families.
- Concern about access to the New World as it is so busy, on both sides (Mulgrave/Murphy).
- Concern that the proposal for Tinakori Road is too extreme.
- Suggestion that on secondary routes, people on bikes should be accommodated by speed reduction and traffic light phases.
- Concern over loss of revenue from parking.
- Safety concerns with the New World section and that the proposal puts cyclists in this conflict.
- Concern that cyclists break road rules which makes everyone more unsafe.
- Concern that the proposal will place a barrier on people visiting the area.
- Concern for business and business owners in the area. Concern for heritage buildings becoming underutilised and reducing economic worth in the area. The question, has economic analysis been done?
- Concern with the proposals to limit access to Pipitea Street from Murphy Street.
- Concern that the proposal is unsafe for pedestrians, no pedestrian accidents in the last 10 years for Molesworth Street so it doesn't need changing.
- Proposed one-way on Kate Sheppard Place forces cars back into CBD which will cause further congestion.
- Concern about reduced access or exclusion of people wanting to visit national sites of significance, Parliament, Archives, etc.
- Opposition to bus stop removals on Molesworth Street due to difficulties for people walking in the area.

Thorndon - Neutral

- Suggestion to reduce speed limits on Molesworth/Mulgrave/Murphy streets as the area is a community space, not just a thoroughfare to the motorway.
- Desire for short-term metered parking instead of coupon parking as that allows greater access to businesses.

- Suggestion to have the bike lane moved to the left side of Molesworth Street. If this is not done, then there may be legal action from Foodstuffs.
- Desire to remove commuter parking from Tinakori Road.
- Concerns about the raised bus stop platform on Murphy Street and cyclist movements.
- Concern about the two-way bike lane on Molesworth Street, suggestion to make the downhill lane wider than the uphill lane to make it safer.
- Concern that the parked cars on Molesworth Street are dangerous.
- Observation that the traffic flow is quite intense, and speeds are very high on Molesworth Street.
- Desire to have better pedestrian access in multiple places.
- A reminder that the buses are for the people, and the desire to have them positioned where the people want them.
- Preference for one-directional bike lanes on the left-hand side of Molesworth Street.
- Desire to slow the traffic down on Molesworth Street and the police to enforce speed limits.
- In the situation where people on bikes ride next to parked cars, would prefer it to not be parallel to avoid car doors swinging out.
- Cost of proposal too high given loss of parking revenue and minimal upside.
- A question about speed bumps, are they a necessary expenditure on Hill Street? Concern that speed bumps are not fun for cyclists. Don't see a need for 30km/h and speed bumps, one is treatment is enough.
- Concern that the proposal will disadvantage pedestrians, particularly around the bus stops. Already dangerous with cyclists and scooterists on pavements. Pedestrians having to contend with more devices on footpaths and the roads. Everybody is a pedestrian.
- Concern of having bus stops where pedestrians must cross a bike lane.
- Concern that the proposed option is unnecessary and expensive. Consider a clearway instead of a 24/7 bike lane.
- More should be done for cyclists to take responsibility for their own safety.
- Proposal disregards those people who rely heavily on the bus stops that could be taken away.
- Concern for the patronage of businesses in the area.
- Concern for lighting in the area, will this be improved for better visibility to see cyclists and pedestrians.
- Suggestion that it is better to keep angled parking than change it to parallel parking. More time and cost-effective for people.
- Concern that the changes can result in more dangerous driving, the Bowen/Tinakori intersection is an example of this. Drivers are so impatient.
- Suggestion that angle parking should be tail first (like in the marine industry) to make it safer when people are exiting the parks.
- Question regarding how many accidents have there been on these routes that suggest a need for raised pedestrian crossings?
- Suggestion to put bike lane on the left-hand side of Molesworth Street.

Thorndon - Supporting

- General support for the proposed changes such as 'I strongly support this proposal'.
- Support for the changes as it will make it safer for people on bikes to move through this area with narrow roads.

- The current street layout is not working, and things need to change.
- For the best network the bike lanes need to link up and connect to the waterfront route.
- The proposal will enhance the Thorndon area and contribute to a thriving, safer, low-carbon, economically sustainable city. Thorndon is a stagnant area, and the changes are needed. To be a dynamic city, change needs to happen.
- Desire to see micro parks, fairs, events to enhance the area
- Concern that there are people waiting for more connected routes before using bikes to commute.
- Low numbers of cyclists are the reason why we need these changes to happen. It's too scary right now.
- The proposal highlights the opportunity to do more placemaking and promote the shopping areas like Tinakori Road.
- Huge concentration of people working in this area, more than 10,000. It will be a well-used bike lane.
- The project would mean people could make the most of recreational facilities in the area by getting there by bike and not having to contend with as much traffic. This would increase the number of times these recreational journeys are made.
- Changes connecting to Hill Street mean it would be possible to safely bike up Molesworth Street to drop children off at the childcare centre.
- The proposal is a step in the right direction. Desire to look at more place-based planning. The schools, railway station, Parliament and the port are all locations of interest.
- Changes are going to enable reductions in congestion. Changes made from a transport and safety perspective will be better for those who drive, walk, and go to businesses in the area.
- Perception that it's easier to stay longer in an area when you are not time-restricted by your parking time.
- Lots of girls from Wellington Girls' College take the bus and feel they aren't affected by the changes. Perception that the girls that get dropped off are happy to walk another couple of hundred metres if it means others can bike safely.
- Support for planning transport changes in accordance with what is most beneficial for health and climate response.
- Transport planning needs to be done in accordance with the Council's transport hierarchy.
- Perception that the Thorndon Residents Association resists change and doesn't represent the needs of the whole community.
- Cycleways benefit cyclists and motorists because it keeps them separate.

KILBIRNIE CONNECTIONS WALK, BIKE AND BUS IMPROVEMENTS - TRAFFIC RESOLUTION APPROVAL

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Koata Hātepe | Regulatory Processes Committee recommends the adoption of a traffic resolution to enable the installation of the Kilbirnie Connections walk, bike and bus improvements, as part of the accelerated delivery of Paneke Pōneke, the Wellington Bike Network Plan, which was adopted by the Council in March 2022. A resolution changing speed limits is also recommended using the alternate method under the new speed management rule.

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

The Long-term Plan 2021-2023 identified a key issue of changing network usage, given increasing demand and constrained corridors and concluded that “limited road space must be shared between transport modes.”

As part of the Long-term Plan 2021-2023, the Council provided \$226 million over 10 years for the delivery of a connected bike network. This included \$52 million brought forward to accelerate a rapid roll-out of the network in years 1-3.

In March 2022, the Council adopted Paneke Pōneke, alongside a strategic traffic resolution that confirmed the streets that make up the bike network. This included the streets within the Kilbirnie Connections project.

Council also approved the Parking Policy in August 2020, which set out principles and priorities used to inform these proposed changes.

Significance

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

The Significance and Engagement Policy specifically identifies that

work on main roads is considered of 'medium' significance, as opposed to new roads or citywide changes, which are considered 'high' significance.

Financial considerations

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

- 2. Funding for these projects has been approved as part of the Long-Term Plan.
- 3. 90% funding for this project has also been approved from the national Climate Emergency Response Fund if the project can be delivered by June 2024.

Risk

Low Medium High Extreme

- 4. This project includes the re-allocation of street space to increase network capacity and provide safer and easier low-carbon transport options. The project is designed to improve safety on these streets but changes to car parking availability is likely to cause concern for some people. However, such changes are envisaged and enabled by the Parking Policy.

Authors	Claire Pascoe, Transitional Programme Manager Nicola Mitchell, Project Lead
Authoriser	Vida Christeller, Manager City Design Liam Hodgetts, Chief Planning Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That the Koata Hātepe | Regulatory Processes Committee:

1. Receives the information.
2. Notes the submissions.
3. Notes the summary of submissions, and responses to themes and design feedback shown in Attachments 1 and 2.
4. Agrees to make the following changes to the Kilbirnie Connections traffic resolution:
 - a) Alter the proposed separated bike lanes to painted buffered cycle lanes on Onepu Rd between Wha St and Lyall Parade, retaining over 50 carparks along this section.
 - b) Retain bus stop 6327 in its existing location near the Onepu Rd/Coutts St intersection, minorly altered to improve accessibility, rather than moving it to the proposed location outside the Salvation Army.
 - c) Amend the P30 Loading Zone outside 46 Onepu Rd to a P60 Loading Zone in response to feedback from the nearby business.
5. Agrees to set a permanent speed limit of 30 km/h on Tacy street, Kemp Street and Lyall Parade between Tirangi Road and the Queens Drive roundabout, coming into force when design changes are installed in late 2023, pending Waka Kotahi approval.
6. Notes that officers will continue to progress a short-term low traffic neighbourhood trial on Freyberg Street but will not be progressing trials on Ross or Yule St based on community feedback.
7. Notes that based on feedback a new approach to the installation of bus stop platforms will be taken to enable design and construction improvements.
8. Adopt the Traffic Resolution set out in Attachment 3, incorporating the changes set out in recommendation 4.

Whakarāpopoto | Executive Summary

5. This report recommends the adoption of a traffic resolution to enable the installation of the Kilbirnie Connections walk, bike and bus improvements. These improvements are part of the accelerated delivery of Paneke Pōneke, the Wellington Bike Network Plan, adopted by the Council in March 2022.
6. If the traffic resolution is approved, following installation of the improvements, a feedback and evaluation phase will be undertaken, which may result in adaptations if deemed necessary.
7. In addition to the community and business engagement that has taken place since July 2022, public consultation on the traffic resolution was undertaken from 6 to 27 March. The submissions are published on the Council's website.
8. 1316 submissions were received during the consultation period, including 19 from organisations. Submissions were also made from students and/or staff at Lyall Bay School, Evans Bay Intermediate School, Rongotai College and Wellington Girls High School.

9. 59% of submissions supported or strongly supported the proposed changes, and 37% opposed or strongly opposed the changes.
10. Oral submissions were heard by the Committee on 20, 21 and 24 April 2022 and a summary report of oral submissions is set out in Attachment 4.
11. There was a range of views on the proposal with a focus on the improved safety and mode shift benefits of the designs, the removal of residential on-street car parks, support for lower speeds in the area, suggestions for alternative routes and additional changes off the route.
12. 68% of submissions supported or strongly supported the proposed speed changes, and 24% opposed or strongly opposed them.
13. Officers have considered all matters raised in submissions and have recommended the adoption of the traffic resolution with some amendments.

Takenga mai | Background

14. This project is part of the Council's decision to deliver a rapid-roll-out of the bike network as part of the Long-Term Plan, and as foreshadowed in the adoption of Paneke Pōneke, the Wellington Bike Network Plan in March 2022. Delivering a connected bike network is a critical part of Wellington City Council's climate action plan which has a strong focus on urgently reducing transport emissions, the largest contributor to the city's carbon footprint.
15. Kilbirnie, Rongotai and Lyall Bay are predominantly flat, residential suburbs with several key destinations that attract visitors from around the city and region. The area is well served by public transport (although experiencing delays and cancellations recently due to the bus driver shortage) and within 20 minutes cycling to Wellington CBD. Kilbirnie has seen an increase in medium density developments with more people moving into the area and is the through route to Wellington city from the Eastern suburbs of Strathmore, Seatoun, and Miramar South.
16. Kilbirnie is one of two Metropolitan Centres identified in the district plan. Metropolitan Centres are a focal point for mixed use development for living and working and important areas for bike network connectivity. They will play a critical role in accommodating forecast population growth, jobs, and have significant development and redevelopment potential.
17. There are approximately 2000 children attending the 6 schools in the area, coming from within the suburb and travelling from other suburbs. Given this density of schools, this project also considered how it could deliver on key actions in the Children and Young People Strategy (2021) such as making it easier for young people to have a say on Council decisions, and prioritising road safety so more kids can walk, scoot and ride independently to schools.
18. Some transport improvements have already been made in the Kilbirnie area. These proposed improvements will fill gaps in the network, complementing and better connecting the Tahitai harbourside bike and walking route and Cobham Drive crossing with key local destinations and the residential area, improve safety

and allow more people to visit and get around the area on foot and by bike or scooter.

19. As part of an earlier project consulted on from 2016– 2018, the Council made the following cycling improvements in the area: Crawford Road separated uphill bike lane, Rongotai Road separated bike lanes, Evans Bay Parade (section opposite Kilbirnie Park) separate walking and bike paths and buffered bike lanes on Te Whiti Street.
20. Separated bike lanes proposed on parts of Coutts Street and Tirangi Road to connect the local network were approved by Council in 2017 but not delivered because of funding constraints and the higher than anticipated cost of moving kerbs and power poles.
21. In 2020 a COVID response project proposed separated bike lanes on Onepu Road between Rongotai Road and the Leonie Gill Pathway. However, before this proposal could be considered by Council, the country came out of lockdown and the project did not continue.
22. The Cobham Drive crossing was delivered in late 2022 through the Let's Get Wellington Moving (LGWM) programme and created heated debate in the area.
23. There have been 81 crashes along the streets within this proposal in the last 10 years, including 10 involving people on bikes and 4 involving pedestrians. This data is from the national Crash Analysis System, which the industry accepts generally underreports crashes involving cyclists and pedestrians.
24. In April 2022, an iterative design process commenced with a technical working group to develop a preferred option for the Kilbirnie Connections section of the Wellington bike network. A long list of options was shortened early on, discounting options that were out of scope for a transitional, quick-build approach (eg, extensive kerb relocations) or did not meet minimum design standards. Several design options were assessed through a multi-criteria analysis, including uni-directional separated bike lanes and bi-directional separated bike lanes, cycle lanes, buffered bike lanes, shared paths and neighbourhood greenways including traffic calming.
25. The preferred outcomes were separated bike lanes on Coutts Street (from Te Whiti Street to the Tirangi Road roundabout), on Tirangi Road (from Leonie Gill Pathway to the roundabout) and on Onepu Road, buffered bike lanes on Coutts Street from the roundabout to the tunnel, 30km/h shared spaces on Tacy Street and a shared bike and walking path through the Ākau Tangi Sports Centre car park.
26. An off-road path through Ākau Tangi was preferred over the use of Tacy Street as the primary connection from the Cobham Drive crossing, given the extremely high parking occupancy throughout the week on Tacy Street. Rather than take out most or all of the parking to create bike lanes, officers have coordinated with Let's Get Wellington Moving to deliver an off-road path through Ākau Tangi and create a slow speed environment on Tacy Street instead.
27. Throughout the design process, and because of engagement with residents and schools, pedestrian and bus improvements were also identified and added to the design to enable safer walking around the proposed streets and better bus accessibility. These included speed reductions on Tacy Street, Kemp Street and Lyall Parade, bus stop rationalisation on Onepu Road, the addition of bus stop

platforms to improve access to the kerb and improve efficiency, and seven pedestrian crossing upgrades.

28. Business, community, and stakeholder engagement for this project started in July 2022 and has been ongoing since then. It has included engagement with schools, businesses, emergency services, disability groups, retirement villages and community groups including a community meeting in late November. Formal public consultation on the proposed traffic resolution took place from 6 to 27 March. See Attachment 1 for the consultation summary.
29. Officers have liaised with Greater Wellington Regional Council, Let's Get Wellington Moving and other Council departments to take a coordinated approach to the design, consultation, and delivery of the proposed improvements in this area to ensure a more streamlined process for the public.
30. In response to community feedback about traffic volumes and speeds in some parts of Kilbirnie, short-term low traffic neighbourhood trials were proposed in several locations and targeted engagement with residents and the local school was undertaken, alongside wider public consultation. The Lyall Bay school and parent community has indicated support for progressing a trial later in the year on Freyberg Street.
31. If approved, the bike network improvements will be delivered in an agile way, using materials that can be adapted if required. A second phase of public engagement will be undertaken after any changes have been installed and, alongside empirical data, will be considered as part of the consideration of more permanent changes in 5-10 years' time.

Kōrerorero | Discussion

32. The proposed designs were developed by technical experts with input from public engagement. Following consultation, additional design changes have been incorporated and while not providing a perfect solution, the updated proposal is considered a significant improvement on the existing situation, aligning with Council strategic objectives, and can be delivered in a short timeframe.
33. 59% of submitters strongly supported or supported the overall proposed street changes and 37% either opposed or strongly opposed. The dominant supportive themes are around the improved safety, particularly for young people, support for managing speeds down and the potential for more people to bike because of a more connected network. Submitters opposed to the proposal were mostly concerned about the impact of carpark removal in the area, potential congestion impacts and whether there are alternative streets that could be changed.
34. In and around the streets where changes are planned, there are approximately 1150 on-street carparks. The proposed improvements remove around 250 of these, leaving 900 on street carparks available. For people using the Onepu Road commercial area, where the two large supermarkets are, over 400 off-street carparks are available for customers of the businesses.
35. Through consultation, concerns were raised about the removal of parking to provide separated bike lanes on Coutts Street and Onepu Road. It is industry best practice to seek separated bike lanes on streets that have high traffic volumes and

50kph speed environments. There are around 120 houses on Onepu Road, and 55 houses on the section of Coutts Street with separated bike lanes. Whilst recognising the residents' concerns, officers note that 97% of properties on Coutts Street, and 89% of properties on Onepu Road have off-street parking available to them. Based on parking surveys, and experience of carparking removal elsewhere in residential areas, we expect there will be sufficient capacity to cater for parking demand in the area, particularly when new transport options are provided.

36. The parking survey data, which did not account for any off-street parking displacement, indicated that the displaced residential demand from Coutts Street and Onepu Rd can be accommodated in the wider area, including side streets, and would be within a 3–5 minute walk from original locations in the worst case. For short-stay parking spaces (P10 and P30), alternative spaces can be found less than a 1-minute walk from the original parking location.
37. Furthermore, in response to feedback about parking removal on Onepu Road, particularly south of Wha Street where people park to access the beach, officers are recommending an option to transition from separated bike lanes to painted and buffered bike lanes from the Wha Street crossing, where vehicle volumes drop, south to the beach. This will provide a safe connection to Wha St from the Leonie Gill pathway, so children can more safely access Lyall Bay School, and a connected network to the beach, but retain over 50 more carparks on Onepu Rd.
38. If approved, the impacts of the changes on parking in the area will be monitored and an extension to the existing Kilbirnie residents parking zone could be considered on and around Coutts Street and Onepu Road to mitigate any remaining impacts.
39. Feedback was received about alternative routes that could be used to access Lyall Bay, instead of Onepu Rd. While Onepu Rd is the most direct connection from the commercial centre and Leonie Gill Pathway, officers have heard this feedback and are proposing a short-term low traffic neighbourhood trial on Freyberg Street later in the year. This will provide an option to test that street as an alternative quiet route, for those residents wanting to avoid the southern section of Onepu Road.
40. Concerns were raised about moving the bus stop in the commercial centre from the current position near the Onepu Road/Coutts Street corner to the proposed position outside the Salvation Army, to avoid driveways and improve accessibility. Based on feedback, and further advice from Metlink, we are proposing to retain the stop in its current position to ensure a shelter is provided for customers with the exact location moved a few metres to improve accessibility.
41. Through consultation, the community raised other safety concerns and connections they believe are missing in the current designs. Not all of these can be addressed within the scope of this project, but several may be able to be progressed by the Council through maintenance, our minor works programme, the city-wide speed management plan or future Council or LGWM projects. These opportunities are identified in our design responses, in Attachment 2.

Kowhiringa | Options

42. The preferred option is to approve the traffic resolution as designed, with amendments as outlined in this report. Specifically, altering the proposal on Onepu Road south of Wha Street from separated bike lanes to painted buffered bike lanes

and retaining bus stop 6327 in its current position. The compromises included in this option are considered appropriate for the interim nature of the transitional programme.

43. There is an option to progress the traffic resolution with no changes to the bike lanes on Onepu Rd, retaining physical separation all the way to the beach. This option would improve the project's alignment with Council strategies and policies but was considered to not sufficiently consider the need for the local community to adapt to changes over time.
44. Lastly, there is an option to not install this section of bike network as part of the transitional programme and postpone delivery for 5-10 years. This option is not recommended given the Council's desire to take urgent action on climate change by allowing people to access more low-carbon transport options easily and safely.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

45. These improvements increase the transport network's capacity by making it safer, easier and a more appealing option to make some trips by bike and on foot, and by enhancing public transport levels of service, and therefore delivering on the Long-Term Plan's preferred approach to increased demand on a constrained transport network. These improvements are part of delivering on Paneke Pōneke, and are consistent with the Council's Parking Policy, the Spatial Plan, Te Atakura and the Regional Land Transport Plan.

Engagement and Consultation

46. Consultation on Paneke Pōneke was conducted from 2 November to 14 December 2021. Paneke Pōneke was adopted in 2022, incorporating feedback from the public and confirming which streets are included in Wellington's strategic bike network.
47. In October 2021, once approval was given to start the first two transitional projects, a technical working group was established to review and provide feedback on all transitional project designs. This group includes Let's Get Wellington Moving, Waka Kotahi, Greater Wellington/Metlink, Cycle Wellington, Living Streets Aotearoa, and the co-chair of the Accessibility Advisory Group.
48. Public engagement on designs for this section of the bike network began in July 2022 with targeted stakeholder meetings. Stakeholders included businesses along the route, the Kilbirnie Business Improvement District (BID), a group of community representatives, local community organisations such as the mosque, NZ Bus, the large supermarkets, and schools in the area. Wider public engagement took place in October 2022 with a baseline survey, asking the community how they experience the current routes.
49. Officers attended a number of Kilbirnie BID meetings between July 2022 and February 2023 and hosted a community workshop in November 2022 at the request of two people involved with the former Kilbirnie, Lyall Bay, Rongotai residents association.

50. Public consultation on this traffic resolution was open from 6 to 27 March. Feedback was collected via email, printed forms and online. The consultation was promoted through various channels including social media, direct mail, radio, print, and digital promotion. A public webinar on the project was hosted on 14 March and three public drop-in sessions were held during the consultation period. Officers also presented to the Lyall Bay school board of trustees on March 20.
51. Officers note that a higher-than-normal theme of mistrust in the Council emerged through the public consultation period and this appeared to be exacerbated by a small vocal group.
52. An unusually high level of duplicate submissions was received during consultation from a small group of submitters making multiple submissions using false names or impersonating others in the community (over 150 submissions). While feedback was open for the whole consultation period, comments were not displayed on our website for the last week of consultation for this reason. Our regular processes picked up these anomalies and a duplicate management process sifted out the false submissions. An overview of this process can be found on page 4 of Attachment 1.

Implications for Māori

53. Officers have been developing a partnership with mana whenua through the Let's Get Wellington Moving mana whenua steering group.
54. Mana whenua have gifted the guiding narrative of Tupua-horo-nuku, Tupua-horo-rangi and developed a cultural overlay for Paneke Pōneke. Mana whenua are developing a whārariki – a woven mat of story panels or markers, tied together by the network. Officers have been working with mana whenua artists to identify and mark sites of significance and interest along the bike network routes.
55. The mana whenua artists have gifted patterns and design advice that will be incorporated into storytelling opportunities along the route, in print and online. An example of this is the two points in Leonie Gill Pathway where we will represent the previous shorelines of Te Awa a Taia.
56. If adopted by the Council, mana whenua has expressed interest in tikanga around blessing and opening the routes when they are installed.

Financial implications

57. The Long-Term Plan 2021-2030 has provided \$226 million CAPEX over 10 years for the development and delivery of the strategic bike network, including \$52 million that was brought forward into years 1-3 to accelerate delivery.
58. The budget for the Kilbirnie Connections project is approximately \$2.9 million.
59. There is sufficient CAPEX budgeted in the current Long-Term Plan to enable this project to be delivered.
60. Funding up to 90% was secured from the Climate Emergency Response Fund for the seven raised pedestrian crossings early in the design process as part of the Waka Kotahi Transport Choices Fund focussed around creating walkable neighbourhoods and green and healthy school travel. Funding up to 90% of total project costs was also secured from this fund for the whole Kilbirnie Connections transitional project. The Transport Choices programme is part of the Government's Climate Emergency Response Fund, formed out of the Emissions Reduction Plan

and Budget 2022 to make it easier for people across Aotearoa New Zealand to participate in a low carbon transport system.

61. Some parts of the project that were included in the most recent consultation are being funded by the LGWM targeted improvements programme – these include the Ākau Tangi shared path, the raised pedestrian and cycle crossing on Kemp Street and the raised pedestrian crossing at the Rongotai Road end of Salek Street. The cost of these improvements have previously been approved by Council's Planning and Environment Committee May 12th 2022

Legal considerations

62. The Committee is able to determine the traffic resolution under the Land Transport Act 1998, and the Traffic and Parking Bylaw 2021. The proposal has been engaged on with the community in accordance with its medium significance.
63. The Director of Land Transport, Waka Kotahi, has authorised WCC to follow the alternative method for setting speed limits outlined in the Setting the Speed Limit Rule 2022. Following a decision by this Committee, Waka Kotahi will be advised, and they will update the speed register.

Risks and mitigations

64. There is likely to be opposition from those that currently use the on-street parking on Onepu Rd and Coutts St. Officers have worked with businesses and residents to mitigate the impact of reducing on-street car parking as much as possible while ensuring the project still meets its objectives.
65. Mitigation includes reallocation of parking spaces where required e.g., for loading, short- term parking for businesses and for funeral vehicles. An amendment has also been recommended that retains over 50 parks on Onepu Road. Additional bike parking will also be provided as part of this project, and the option to extend the existing residents parking scheme may be progressed if deemed necessary from the monitoring and evaluation following the initial installation. For people with disabilities who do not have off-street parking, ACC and MoH offer funding to help people adapt their property to improve accessibility, including building storage for private vehicles.
66. Given the level of mistrust of Council that was seen through consultation on this project, there is a risk that engagement in this community becomes difficult. In partnership with the WCC community services team, officers will continue to work closely with local community run and governed organisations to build trust in and with Council processes and future engagement on projects in the area. This could include support via WCC grants for the reestablishment of a local resident's association in the area.
67. Helping to raise the voice of children and youth in the area may also play a role in improving community engagement outcomes in the area. To provide more of a youth focus and increase their participation, we have secured funding from the Climate Emergency Response Fund for a full-time school-related position. This person will continue the work officers have started with schools in the area.

Disability and accessibility impact

68. The Kilbirnie Connections project will improve access for disabled people in the following ways:
- It will improve access for disabled pedestrians by upgrading pedestrian crossings and slowing traffic on Tacy Street, Coutts Street, Onepu Road and Tirangi Road. The LGWM improvements to crossings on Salek Street and Kemp Street will make crossing these streets safer and easier. Raised table crossings have no gutter so are easy to access on each side.
 - It will improve access for disabled cyclists with bike lanes in Onepu Road, Coutts Street and Tirangi Road connecting with the Leonie Gill Pathway.
 - It will improve access for disabled bus users by installing platform bus stops, particularly on Onepu Road near Wha Street where buses are currently unable to pull into the kerb due to the shop veranda.
 - Separated bike lanes and paths also remove people on bikes and scooters from footpaths, improving safety on the footpath.
69. The removal of parking on Onepu Road and Coutts Street may have a negative impact on some residents and visitors with disabilities who drive private vehicles to the area. Most households have access to off-street parking and no mobility parks will be impacted by the proposed changes, but officers can address these concerns on a case-by-case basis.
70. Based on discussions with the disability community, Waka Kotahi and Metlink, a new approach to the installation of bus stop platforms will be taken for this project, with asphalt and concrete materials being used, as opposed to the recycled plastic platforms installed on the first two projects. This is to enable accessibility design improvements based on experience to date.

Climate Change impact and considerations

71. Transport is the largest contributor to climate emissions in Wellington.
72. The delivery of these safer bike routes and improvements to public transport and pedestrian crossings, represents a significant step in the Council's response to the climate emergency. Our road transport network accounts for 34% of Wellington's carbon emissions. The Council has set a target of reducing emissions by 57% by 2030 and Paneke Pōneke is an important part of delivering on this target.

Communications Plan

73. The decision made by the Committee will be communicated through a media release, stakeholder e-newsletter, on the website, and via social media, and our news channel. If approved, further letter drops to directly affected residents, businesses and property owners will be made in advance of work starting near them.

Health and Safety Impact considered

74. The development of a connected citywide bike network is designed and expected to have a very positive impact on the health (mental and physical), safety and well-being of Wellingtonians now and in the future.

75. Independent road safety and accessibility audits have been undertaken at the 30% and 90% design stages. Significant safety risks have been identified and eliminated or mitigated.
76. Contractors delivering the improvements will be operating under a traffic management plan, designed to keep them and the public safe during installation.

Ngā mahinga e whai ake nei | Next actions

77. Should the Committee adopt the traffic resolution, officers will proceed with delivering the improvements, working with contractors, key stakeholders, and mana whenua partners. Delivery would begin in late August 2023.
78. Officers will write a paper on speed reduction changes to be sent to Waka Kotahi to update the speed register.
79. Following installation, officers will be opening an additional round of consultation to gather public feedback on the changes after they have had a chance to experience them on the street. Feedback will be used to make minor amendments quickly and help inform future permanent changes.

Attachments

Attachment 1.	Kilbirnie Connections consultation summary ↓ 	Page 243
Attachment 2.	Kilbirnie Connections design feedback and responses ↓ 	Page 289
Attachment 3.	TR62-23 Kilbirnie Connections Traffic Resolution ↓ 	Page 299
Attachment 4.	Oral submissions summary - Kilbirnie and Thorndon Connections ↓ 	Page 362



Kilbirnie Connections Proposal

Consultation summary

6 March to 27 March 2023

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Consultation summary

The purpose of this document is to summarise community feedback received about the Kilbirnie Connections proposal. The large amounts of information from the community have been presented in themes and graphs to give councillors, officers, stakeholders, and the community a sense of the feedback. We've summarised all data and information provided to us during the consultation period. Unlike research, no representative adjustments or sampling has been done based on demographics; instead, we present all information and provide transparency about who provided feedback.

As part of decisions made in June 2021 on the Long-term Plan 2021-2031, Councillors agreed to invest \$226 million in a safe, connected bike network for the city. Paneke Pōneke is the new plan for how the network will be developed and changes made quickly - to make things safer and easier for more people of all ages and abilities to bike (or scoot), and to reduce transport carbon emissions as part of Te Atakura, the city's climate action plan.

This consultation is the latest phase of ongoing work with stakeholders and the community. Over 300 pieces of feedback informed the design proposals that went out for consultation. The community have had opportunities to engage with the project through community workshops, webinars, meetings, and drop-in sessions.

The community was consulted on the traffic resolution between 6 March to 27 March 2023. We sought feedback about the specific walking, bike and bus changes proposed for the area. We had 1316 submissions from individuals and organisations provide feedback on the proposal.

The feedback on Kilbirnie Connections was mixed. 59% of submitters strongly supported or supported the overall proposed street changes and 37% either opposed or strongly opposed. 64% believed that it is very important or important to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport.

The submitters who commented on changing the speed limits showed clear support, with 68% strongly supporting or supporting the safer speeds proposed in Kilbirnie.

We received a lot of detailed information about the specific routes and connections described in the plan. They have been summarised in this report.

How many responses did we get?

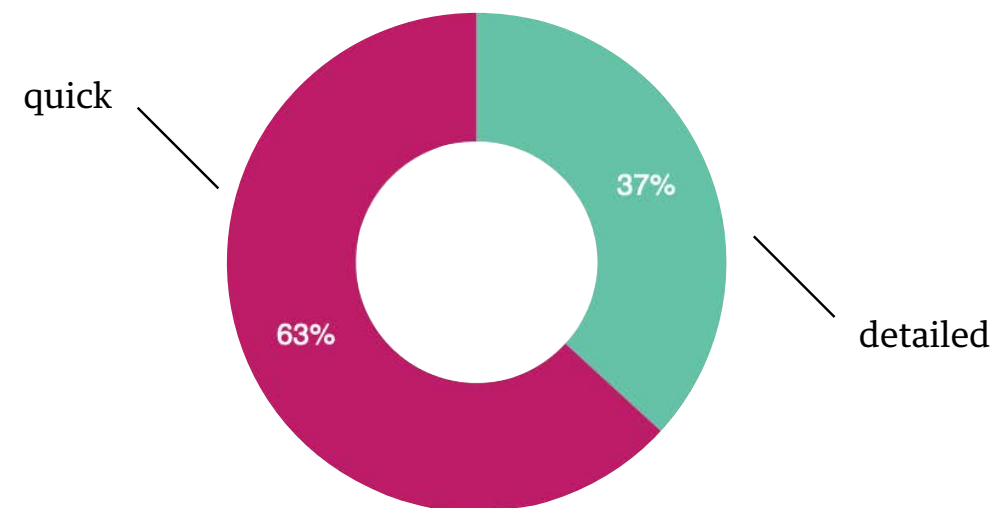
1316

Submissions were made by individuals, schools, or organisations

This report predominately summarises answers to the questions in the feedback form. Submissions received by email are considered by the project team, themed, and presented to Council, however we do not infer the level of support or opposition to avoid any risk of misinterpretation.

There were a small number of late submissions (received after 5pm on 3 April). These were considered by the project team and presented to Council; however, they are not included in this consultation summary.

Detailed or quick feedback?



Submitters could choose whether they wanted to provide quick (63%) or detailed (37%) feedback.

Duplicate submissions

Every submission we receive is considered genuine in the first instance. If someone has submitted more than once, we may:

- **Combine submissions** when the reason for submitting more than once is to add information to a previous submission.
- **Keep the last submission submitted**, removing the first. This is done when information in the submission has changed or is different from one submission to the next.
- **Remove a submission** where submissions are obviously in bad faith, such as multiple submissions under false names and/or malformed email addresses

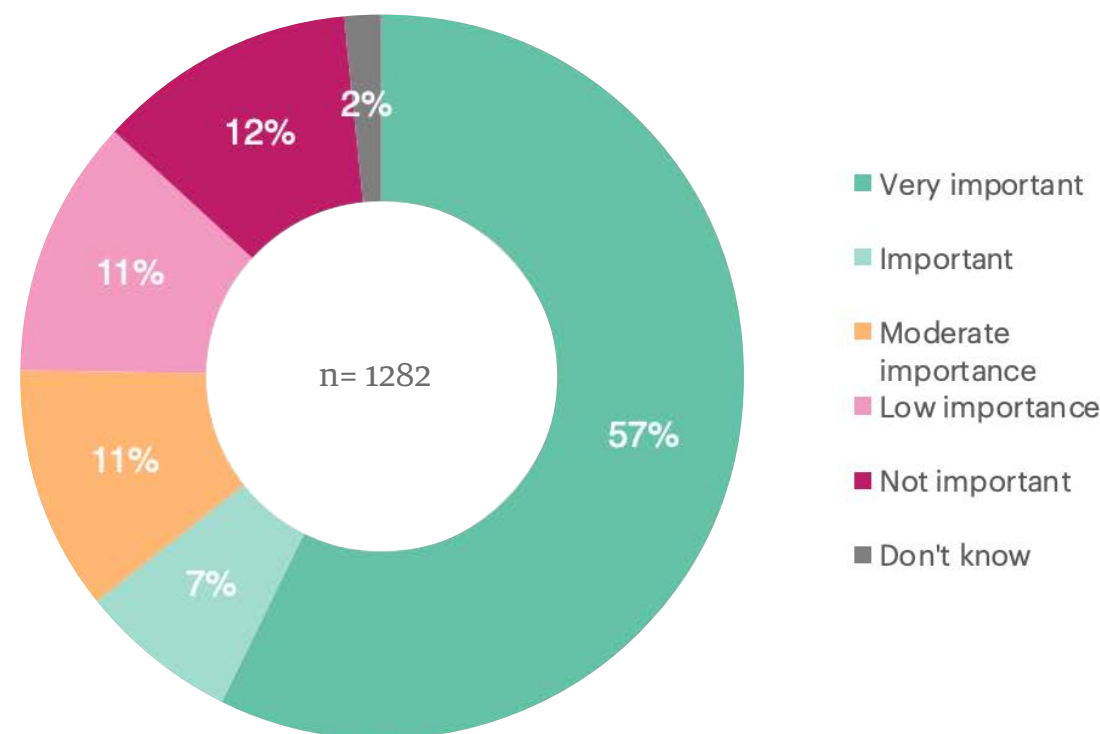
No matter how a submission is received during the consultation period (online, email or paper form), once duplicates have been removed, submissions are considered by the project team, analysed for the consultation summary report, and presented to Council.

188 duplicate submissions were identified, combined or removed.

During the consultation period a higher-than-normal number of duplicate submissions were received. As a result, the information in this report supersedes live preliminary reporting information shown on the Council's website.

What submitters thought

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

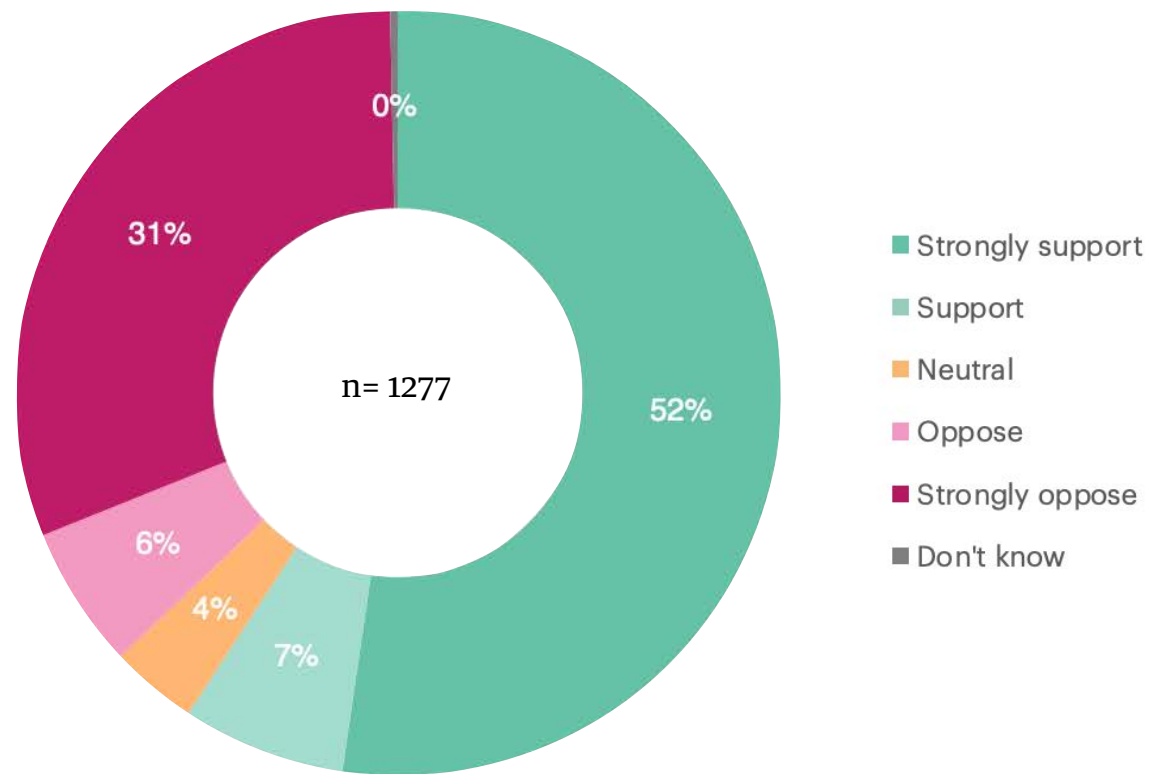


64% of respondents believe it is important or very important to make streets safer and easier for people using active or public transport.

23% believe it is of low importance or not important.

Do you support the overall proposed changes to the Kilbirnie Connections area?

[These include traffic resolution TR62-23]

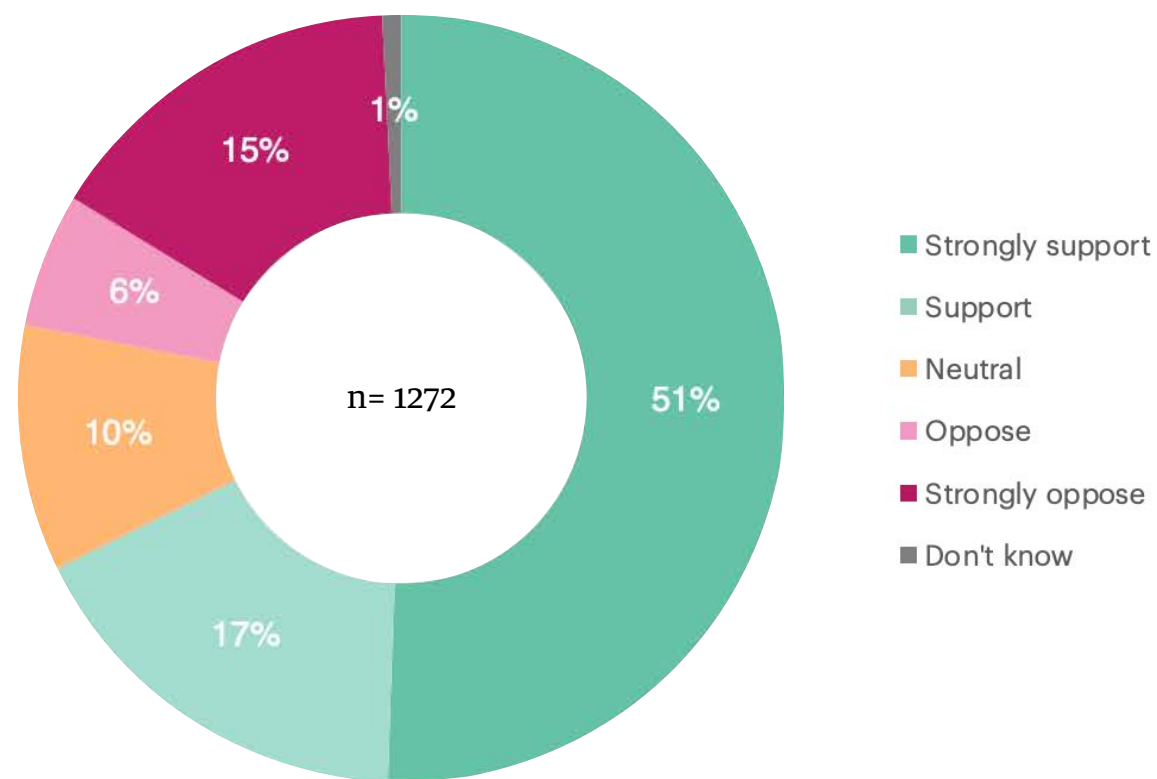


59% of respondents support or strongly support the proposed changes.

37% oppose or strongly oppose the changes.

Do you support the proposed speed changes in the Kilbirnie Connections area?

Includes 30km/h on Tacy Street, Kemp Street, and on Lyall Parade between Queens Drive and Tirangi Road.



68% of respondents support or strongly support the proposed speed changes.

21% oppose or strongly oppose the changes.

Kilbirnie themes

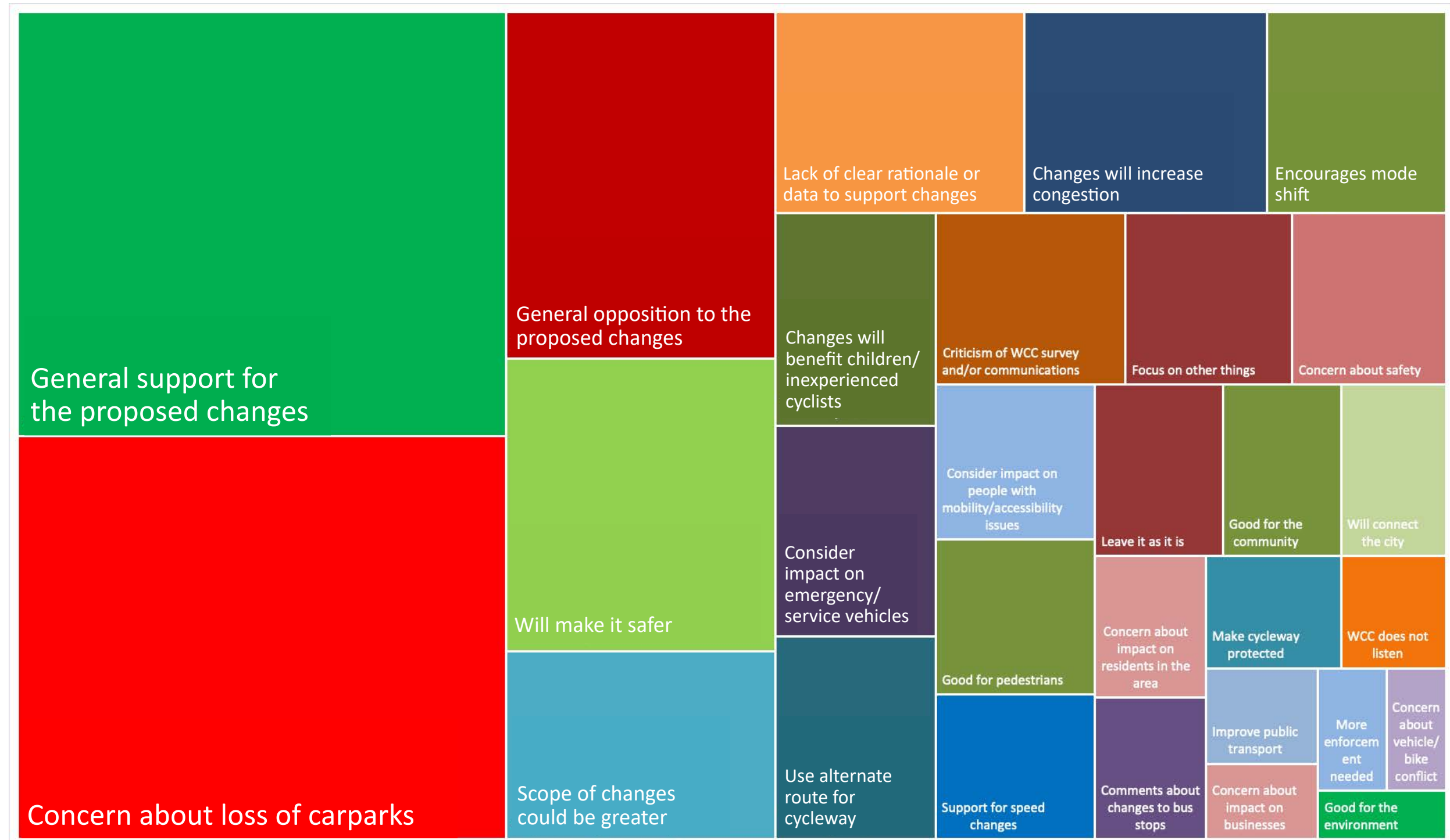
The themes below were extracted from reading all of the comments people made in the Kilbirnie Connections survey. Further explanations of each theme can be found in the appendix.

- General support for the proposed changes
- Concern about loss of carparks
- General opposition to the proposed changes
- Will make it safer
- Scope of changes could be greater
- Lack of clear rationale or data to support changes
- Changes will increase congestion
- Encourages mode shift
- Changes will benefit children/inexperienced cyclists
- Consider impact on emergency/service vehicles
- Use alternate route for cycleway
- Criticism of WCC survey and/or communications
- Focus on other things
- Concern about safety
- Consider impact on people with mobility/accessibility issues
- Good for pedestrians
- Support for speed changes
- Leave it as it is
- Good for the community
- Will connect the city
- Concern about impact on residents in the area
- Comments about changes to bus stops
- Make cycleway protected
- WCC does not listen
- Improve public transport
- Concern about impact on and/or access to businesses
- More enforcement needed
- Concern about vehicle/bike conflict
- Good for the environment

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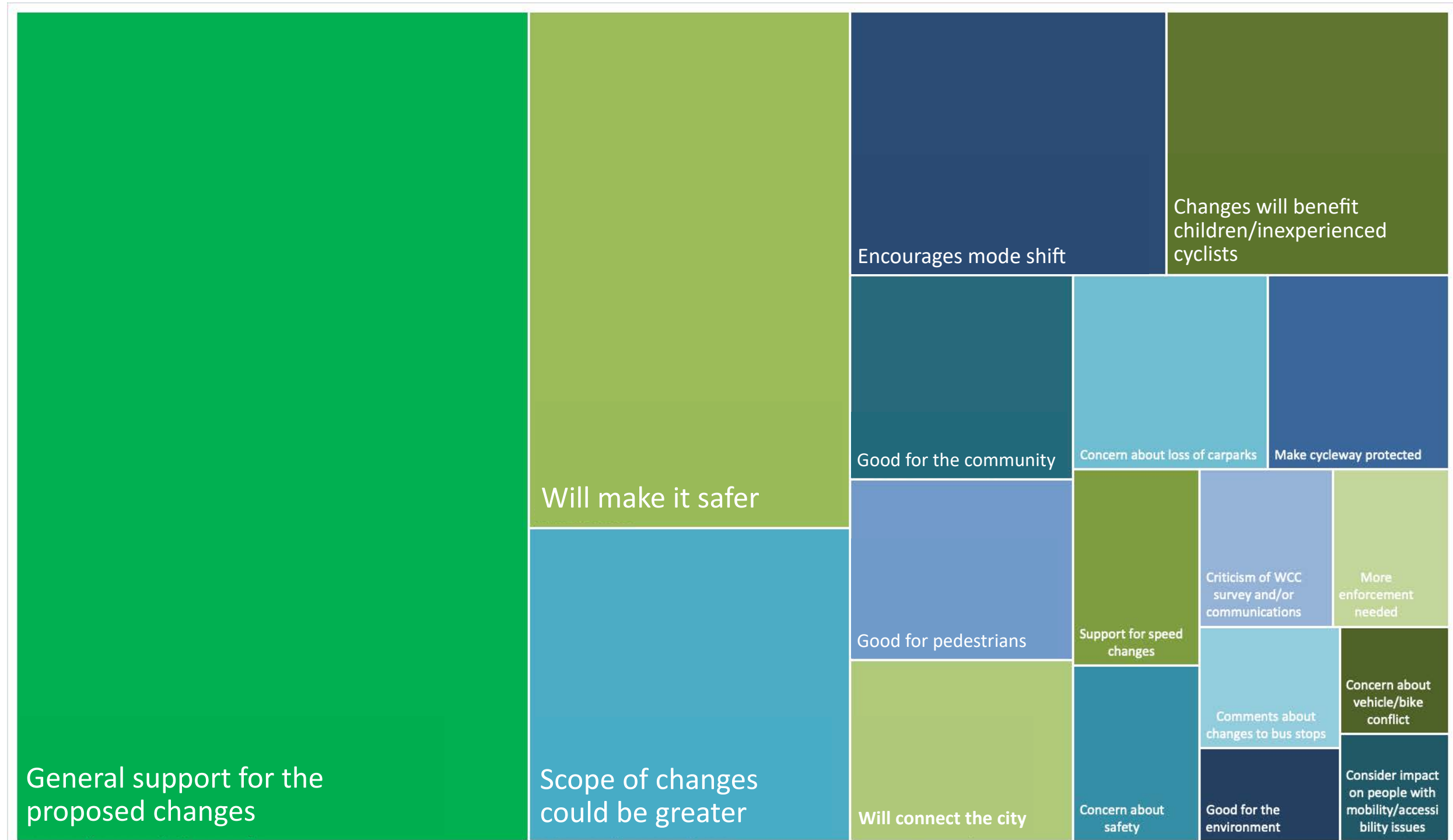
All themes

The Kilbirnie Connections themes are proportionally represented below. The larger the box, the more frequently the theme appeared. Themes that were mentioned fewer than 10 times are not shown.



Support themes

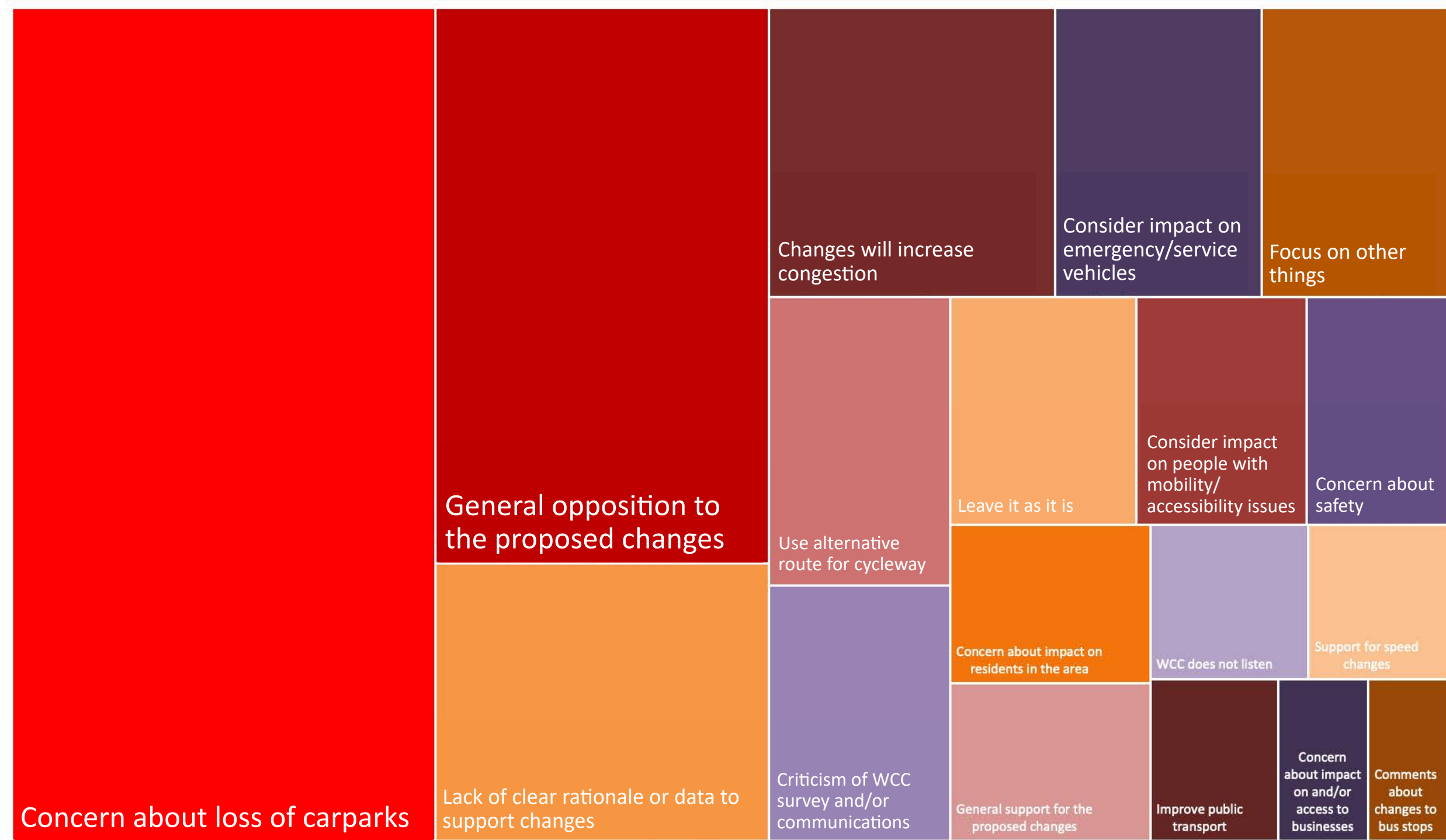
Themes from people who ‘support’ or ‘strongly support’ the Kilbirnie Connections proposal are proportionally represented below. The larger the box, the more frequently the theme appeared. Themes that were mentioned fewer than 10 times are not shown.



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Oppose themes

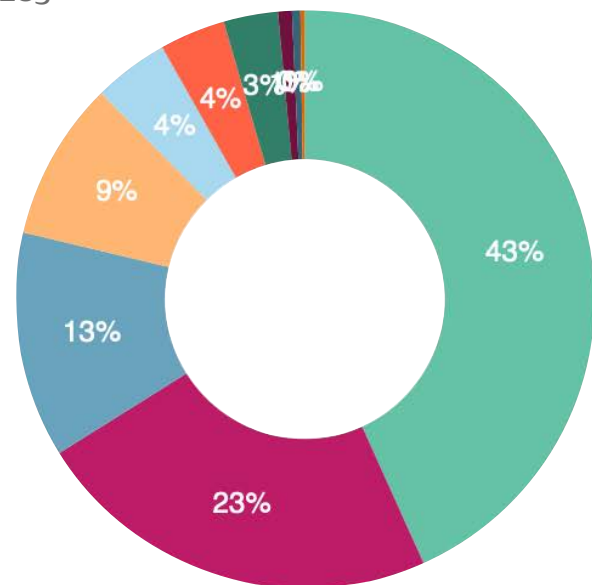
Themes from people who ‘oppose’ or ‘strongly oppose’ the Kilbirnie Connections proposal are proportionally represented below. The larger the box, the more frequently the theme appeared. Themes that were mentioned fewer than 10 times are not shown.



Relationship to the Kilbirnie Connections area

What is your main relationship to the Kilbirnie Connections area?

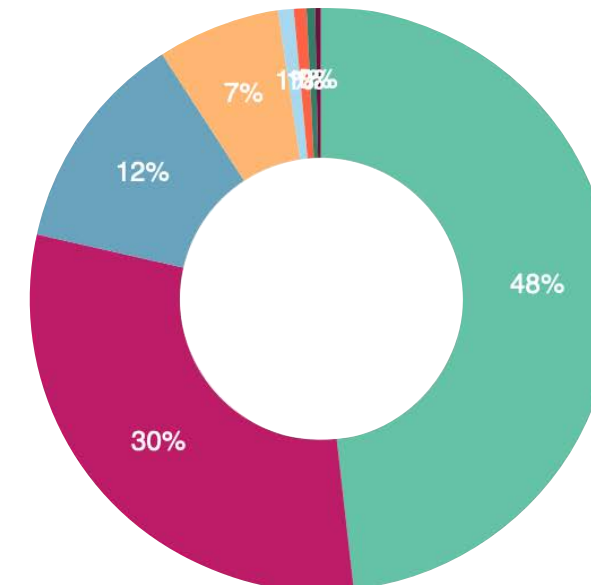
n= 1283



- I live in the area
- I visit the area (e.g. to see friends or businesses)
- I travel through the area
- I do recreational activities in the area (e.g. running, walking etc.)
- I live in Wellington
- I work in the area
- I go to school or education in the area
- I own or manage a business in the area
- I drop my kids at childcare, school or education in the area
- I don't have a relationship to the area

How do you normally travel around the Kilbirnie Connections area?

n= 1278



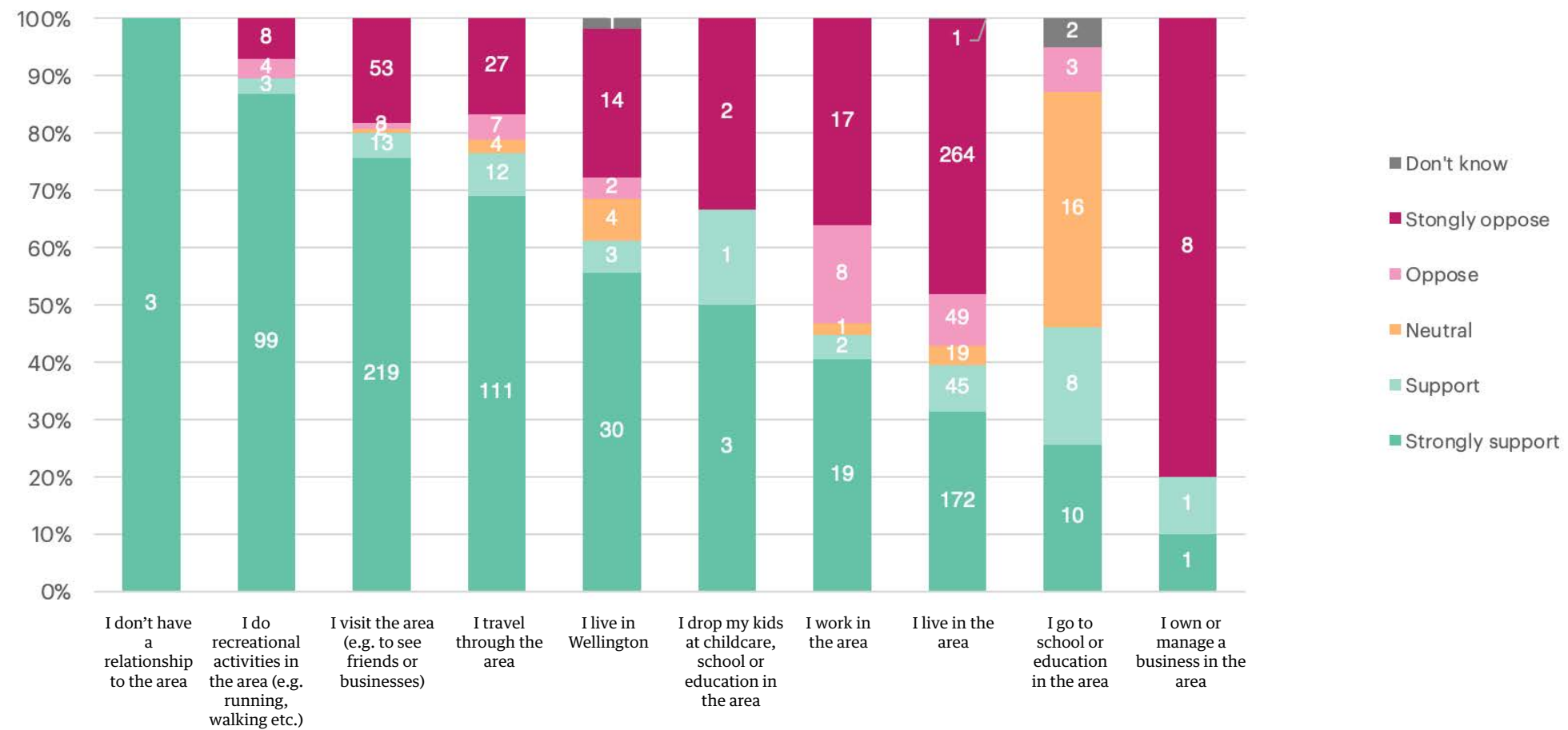
- Car/Van
- Bicycle
- Walk/run
- Bus
- E-scooter, skateboard etc
- Commercial vehicle (e.g. van or truck)
- Wheelchair or mobility scooter
- Motorcycle or motor scooter

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Level of support for Kilbirnie Connections based on 'main relationship' to the area

Based on the answer to the question: "Do you support the overall proposed changes to the Kilbirnie Connections area? These include traffic resolution TR62-23"

n= 1274



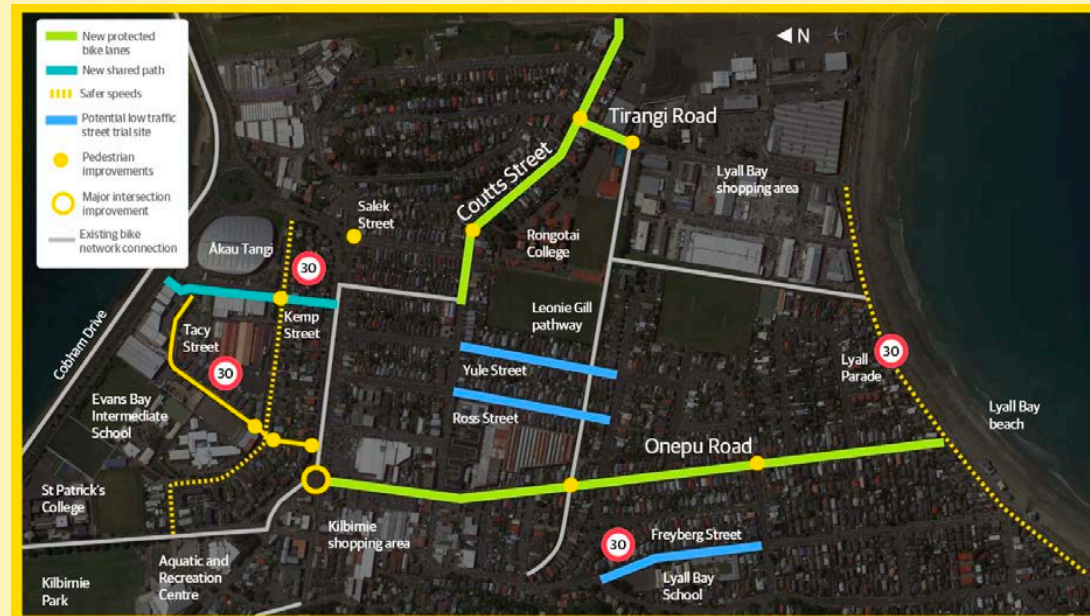
Level of support for Kilbirnie Connections based on how people normally travel around the area

Based on the answer to the question: “How do you normally travel around the Kilbirnie Connections area? We understand you may use a number of different ways to travel around this area, we would like to know what mode you use most of the time.”

n= 1269



Detailed feedback about Kilbirnie Connections

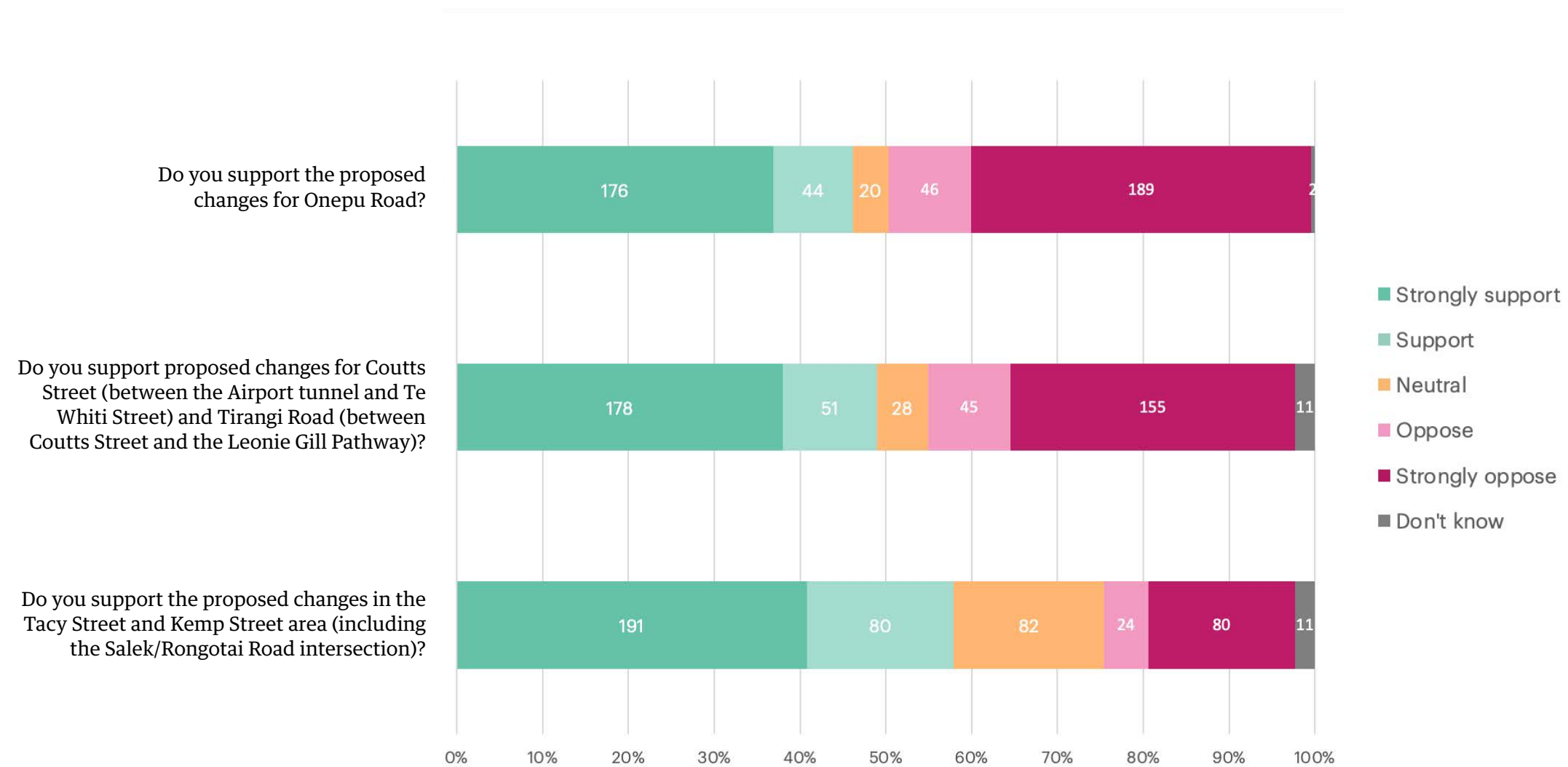


We asked for detailed feedback about five aspects of the Kilbirnie Connections proposal:

1. Do you support the proposed changes for Onepu Road?
2. Do you support proposed changes for Coutts Street (between the Airport tunnel and Te Whiti Street) and Tirangi Road (between Coutts Street and the Leonie Gill Pathway)?
3. Do you support the proposed changes in the Tacy Street and Kemp Street area (including the Salek/Rongotai Road intersection)?
4. How do you feel about trialling low traffic changes on Ross, Yule and/or Freyberg streets?
5. Do you agree or disagree with the goals and impacts of this project?

Note:
37% of respondents chose to provide detailed feedback

Summary of support for aspects of Kilbirnie Connections

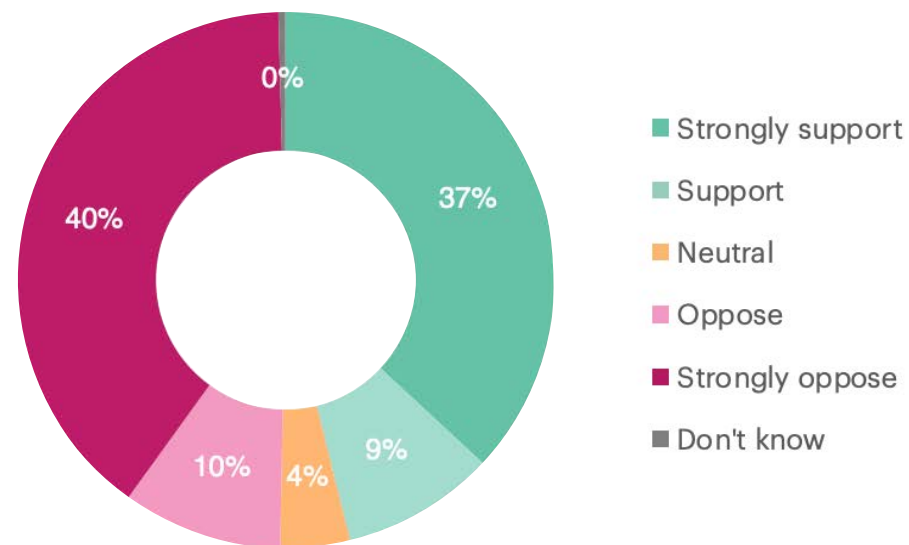


Detailed feedback: Onepu Road



Do you support the proposed changes for Onepu Road?

n= 477



I strongly support both the route and the choice of a separated cycle path design. Onepu Road is the most straightforward link between the Kilbirnie Shops/Evans Bay and the Lyall Bay foreshore. This cycleway will enable more people, including locals and visitors to the area, to easily and safely reach important recreational and practical destinations.

Just another ideological idea to stop and hinder regular everyday commuters and small business owners from making a living. As if it's not hard enough already. Cyclists are a very small group to cater for 'nice to haves' rather than common sense infrastructure

Specific design feedback: Onepu Road (1 of 2)

- Do not remove car parks
- Consider widening and making footpaths shared paths for pedestrians and cyclists on Onepu Rd
- Consider putting the cycleway on different street rather than Onepu Rd
- Reduce speed on Onepu Rd (consider adding speed humps)
- Move the location of the cycleway to the 'outside' of parked cars
- Concern about width of main road (ensure that buses and emergency services can pass through)
- Do not remove bus stop on corner of Onepu Rd and Endeavour St
- Consider a two-way protected cyclelane on one side of road instead
- Do not remove bus stops
- Create a separated cycleway on Lyall Parade to connect with Onepu Rd
- Ensure physical design is not dangerous to bicycles (eg no sharp corners, gutters, protrusions etc)
- Ensure design makes it clear where people on bikes are merging with traffic
- Concern about the width of remaining car parks
- Improve the safety of the crossing on Wha St
- Consider retaining more parking near shops by Wha St
- Ensure barriers prevent cars from parking or driving in cyclelane
- Do not use physical barriers so cars can use cyclelane when needed
- Concern that changes on Onepu may result in more traffic using alternative or side streets (eg Cockburn St)
- Ensure proposed changes are monitored after installation to ensure they work as intended
- Do not put bus stops in the cyclelane
- The proposed P60 and P10 parks near Wha St will make it harder for residents to find a park
- Consider making Cruikshank St a cul-de-sac or low traffic street
- Make sure donations can still be dropped off at Salvation Army
- Ensure buses can stop without holding up vehicle traffic
- Move the Wha St pedestrian crossing away from the intersection (further East)
- Ensure cycle lanes are fully painted to make them more visible
- Only add cycleway to area around Wha St - leave the rest of Onepu Rd as it is
- Consider making all speeds in the area 40km/h
- Ensure bus stop locations are consistently opposite each on both sides of the road
- Add pedestrian crossings to the roundabout intersection at Onepu Rd and Lyall Parade
- Consider only doing the section of Onepu Rd south of Leonie Gill pathway
- Retain bus stops near the Leonie Gill pathway
- Ensure the cycleways are smooth (not chipseal)
- Ensure the proposed access controls at the supermarkets work safely for people on bicycles
- Ensure ramp proposed at 73 Onepu Rd is safe to bike over
- Ensure cycle lanes are wide enough for people on bikes to pass slower riders
- Add a pedestrian island to Mahora St near Pak'n'Save to make it easier to cross the road
- Extend the 30km/h limit further along Lyall Parade to cover the whole beach area



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Specific design feedback: Onepu Road (2 of 2)

- Install bike counters on Onepu Rd and make data freely available
- Ensure TGSI (ramp tactile indicators) are added to pedestrian crossings
- Ensure right turning traffic from Onepu Rd into Wha St does not hold up traffic
- Consider additional bus stops at the beach
- Consider security needs of Armourguard officers that need to park near Westpac
- Install more bike parks at the beach
- Ensure there is physical infrastructure to slow cars down
- Consider using median strip more efficiently (perhaps using the space for additional parking)
- Partner with Countdown to create multi-storey carpark
- Close some side streets to prevent access to Onepu Rd
- Ensure good visibility for vehicles entering Onepu Rd from side streets
- Introduce residents parking scheme on all Onepu Rd side streets
- Reduce width of Onepu Rd side streets to slow traffic down
- Ensure the gaps in the cycleway separators are not too large to deter vehicles from entering cycle lane
- Ensure Wha St intersection is not blocked by cars waiting for pedestrians to cross
- Consider making bus platforms wider to allow for wheelchair users
- Ensure cars do not try to overtake bus when stopped to pick up/drop off passengers
- Consider pedestrian crossing to join Onepu Rd with Lyall Parade
- Consider more e-charge car parks
- Install a bike traffic light phase at intersection outside Pak'n'Save
- Ensure enough mobility parks remain
- Increase width of proposed cyclelanes
- Consider more residents only parking on side streets (eg Cockburn St)

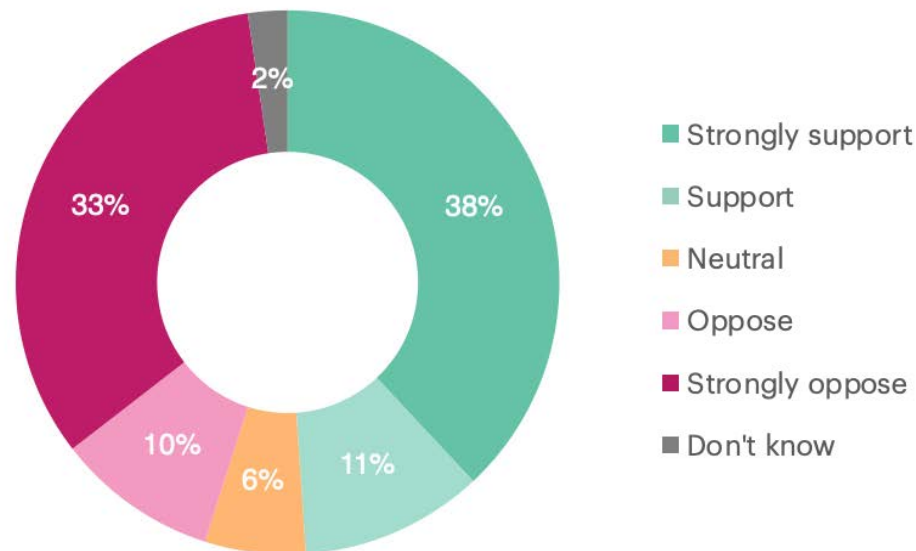


Detailed feedback: Coutts Street and Tirangi Road



Do you support proposed changes for Coutts Street (between the Airport tunnel and Te Whiti Street) and Tirangi Road (between Coutts Street and the Leonie Gill Pathway)?

n= 468



My son rides to school at Rongotai so this will make it so much safer for him and his friends. Really support the connection with Leonie Gill and a crossing there. Please consider extending the cycle lanes all the way down Tirangi road past the Lyall Bay shopping area. There are many off street parks by the warehouse etc and it is a wide road so plenty of space for bike lanes. I often bike to that shopping area and I'm not sure why you are ending the bike lanes at Leonie Gill entrance

Removing the car parking between Coutts Street and Tirangi Road will be extremely disruptive to residents. Car parking around this area is already tight as people park and leave their cars there for the airport and walk through the tunnel. The eastern end of Coutts Street is generally quiet with traffic. A cycle way in this area is not required.

Specific design feedback: Coutts Street and Tirangi Road



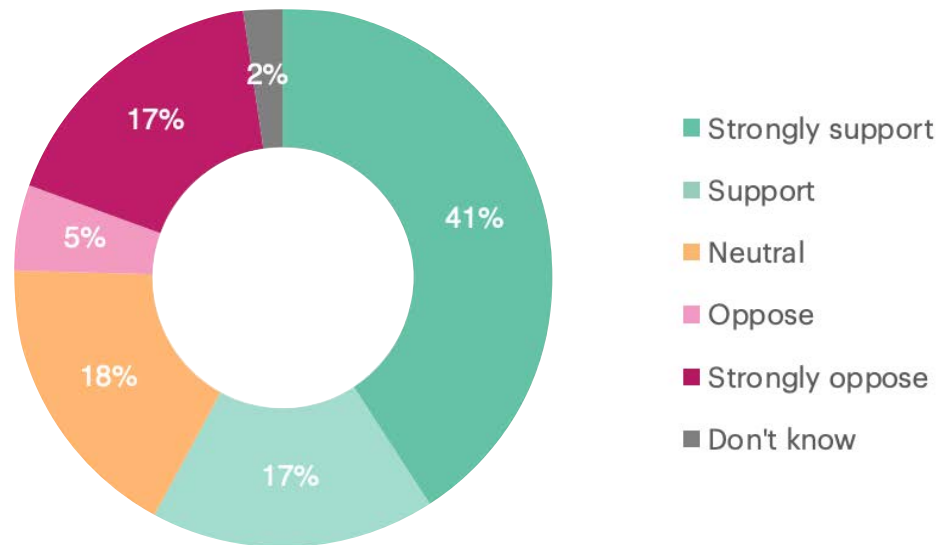
- Create a two-way bike path that connects the end of Leonie Gill with the airport tunnel to avoid the roundabout
- Use Leonie Gill pathway instead of Coutts St
- Do not remove car parks
- Make the tunnel underpass safer, well-lit and cleaner
- Prevent traffic from turning right from Salek St into Coutts St (blocks traffic that wants to turn left)
- Continue Tirangi Rd cycleway all the way to Lyall Parade
- Consider a two-way protected cyclelane on one side of road instead
- Consider widening and making footpaths shared paths for people waling and riding
- Use bus stop bypasses, so stopped buses don't block the cycleway
- Extend cycleway all the way along Coutts St to connect with Onepu Rd
- Consider using Bridge St for a cycleway
- Concern that cyclists are allowed to turn left onto Coutts St from Te Whiti St but motorists aren't
- Ensure cycleway is protected from cars with barriers
- Ensure service/trade vehicles are considered in the design
- Slow down traffic at the Salek and Coutts street intersection
- Ensure Kilbirnie Motors doesn't use the road to store serviced vehicles
- Ensure there is a drop-off zone on Coutts St for Rongotai College
- Use Salek St for cycleway instead of Coutts St (connect with Rongotai Rd)
- Ensure raised pedestrian crossings are easy to ride on
- Move the location of the cycleway to the 'outside' of parked cars
- Continue a protected cycleway on the Seatoun side of the airport underpass
- Concern about width of road (can two buses pass?)
- Ensure cycle lanes are fully painted to make them more visible
- Ensure mopeds do not ride through airport tunnel
- Ensure pedestrian crossings include TGSI and an easy camber for wheelchair users
- Ensure vehicles crossing the cycleway (eg pulling out of driveways) are aware they are entering cycleway
- Install traffic lights at the Coutts/Salek intersection (or remove ability to turn right from Coutts St into Salek St)
- Consider a pedestrian crossing halfway down Tirangi St
- Remove the pedestrian crossing outside fish and chip shop
- Ensure signage/road markings make it clear how to navigate the changes
- Improve cycling signage for the area
- Ensure enforcement exists to prevent people from parking in cycleway
- Ensure signage makes it clear where you can/can't turn from Te Whiti Street
- Introduce residents parking permit for the area
- Ensure there is enough mobility parking
- Reduce speed on Coutts St
- Ensure buses can get around Coutts/Tirangi roundabout
- Consider more lighting on pedestrian crossings

Detailed feedback: Tacy Street and Kemp Street



Do you support the proposed changes in the Tacy Street and Kemp Street area (including the Salek/Rongotai Road intersection)?

n= 468



I cycle along here most days and there are sections that are fine and sections that throw you suddenly into the traffic and that i find really off putting, so would really welcome any changes that make a more protected experience for cycling right along Coutts St and through to Evans Bay.

Once again, I'm not sure what problem you are trying to solve. I walk around Tacy street with my dog almost every day. There is such a tiny amount of traffic, such a tiny amount of bikes, that I don't know why you're even considering this. What's the worst that would happen if you leave it as it is? Prioritise something else.

Specific design feedback: Tacy Street and Kemp Street



- Address the dangerous crossings on Kemp St/ Evans Bay Parade shared path where cyclists have to give way to vehicles coming from behind them
- Connect the protected cycleways to EBIS
- Add raised pedestrian crossings to make it safer to cross Rongotai Rd
- Move pedestrian crossings further away from busy roads
- Add more traffic calming to slow traffic
- Add more cycle markings to Kemp St to make it obviously a shared route
- Add artwork from local students into the design
- Increase enforcement on new Cobham Drive crossing to deter people driving through red lights
- Do more to make Salek/Troy/Rongotai intersection safer
- Remove heavy trucks from Salek Street
- Add raised pedestrian crossings to make it safer to cross Evans Bay Parade
- Increase the width of the shared pathway
- Make the Tacy St/Kemp St intersection safer by reducing vehicle speeds
- Improve connection for people on bikes between the two sections of Tacy St (over Kemp St)
- Improve connection from south end of Tacy Street to Kilbirnie shopping area
- Ensure enforcement at pedestrian crossings (eg cars must yield to pedestrians)
- Make sure the footpath extends all the way along Tacy St to connect to new shared path
- Add more secure bike parking
- Use legally enforced zebra crossings instead of 'courtesy' crossings
- Consider pedestrian crossing at netball courts on Kemp St
- Consider more pedestrian crossings on Rongotai Rd
- Ensure 'courtesy crossings' are understood by road users
- Address Childers Terrace - key connection to Crawford Rd
- Improve connections to Rongotai Rd cycleway at Pak'N'Save intersection
- Ensure cycleway is 'block coloured' green and obvious
- Improve pedestrian crossings on Onepu/ Rongotai Rd (Pak'n'Save) intersection
- Ensure signs help people understand the cycling route
- Ensure pedestrians can cross safely from Resene side of Tacy St to Kemp St to get to Rongotai (this is a wide intersection)
- Ensure any remaining angled car parks are safe for people on bikes
- Consider a two-way cycleway from intersection of Rongotai/Tacy to connect with Evans Bay Rd shared path
- Consider raised crossings on Salek St
- Remove park benches from Leonie Gill path (encourages 'hanging around' which can make people feel unsafe)
- Consider traffic lights at Salek St intersection
- Improve cycleway connections to Kilbirnie village
- Add 'give way' signs to crossings so motorists know to give way
- Add traffic calming prior to pedestrian crossings
- Add shelter to bicycle parking spaces to make them all-weather

Overall Kilbirnie design feedback: Extracted from 'overall' comments (1 of 2)

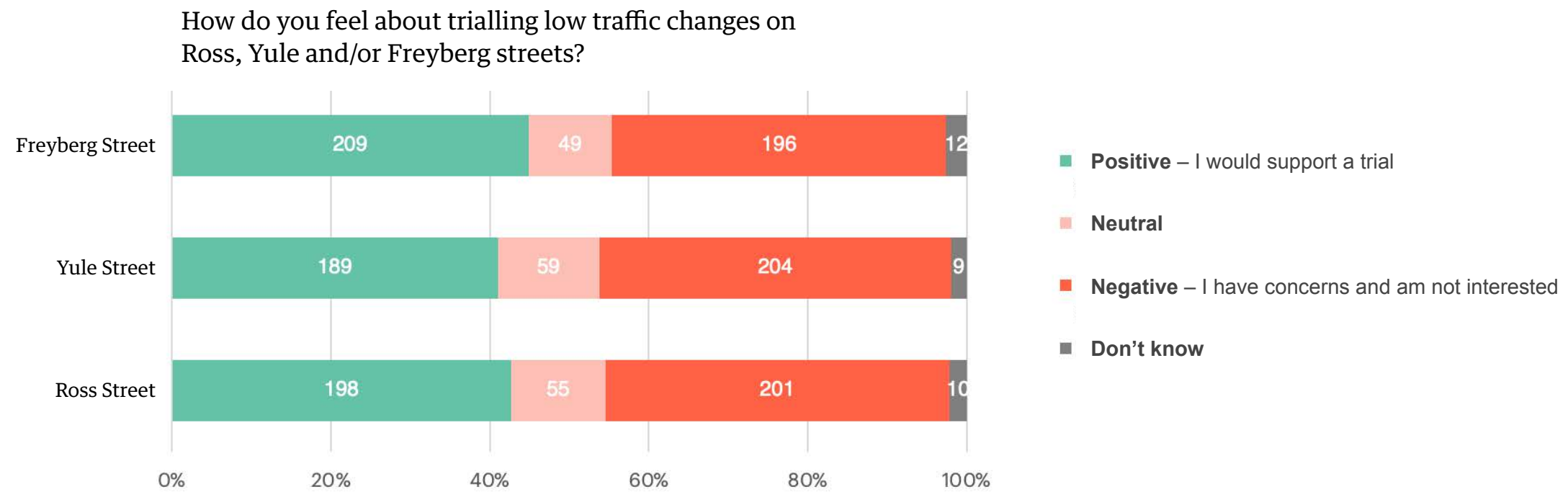
- Consider widening and making footpaths shared paths for people walking and riding on Onepu Rd
- Extend Coutts Street cycleway from the airport underpass all the way to the shops
- Reduce speeds and use speed humps instead of building cycleways
- Prevent traffic from turning right from Salek St into Coutts St (blocks traffic that wants to turn left)
- Lower the speed limit on Onepu Rd
- Reduce speeds and use speed humps instead of 'blocking' Freyberg Street
- Move the location of the cycleway to the 'outside' of parked cars
- Make the Wha/Onepu intersection safer
- Add pedestrian crossing on Salek St at Rongotai Rd end
- Do not remove bus stops
- Consider a raised pedestrian crossing at the Salek/Coutts St intersection
- Link Crawford Road with the rest of the network
- Consider making Freyberg St one way and the other way on Onepu Rd
- Ensure traffic waiting to turn right from Onepu Rd into Rongotai Rd does not hold up traffic
- Prioritise Leonie Gill pedestrian crossings at Onepu, Ross, Yule and Tirangi roads
- Put a pedestrian crossing outside Rebel Sports
- Improve pedestrian pathways and crossings to EBIS
- Lower the speed to 30km/h on Yule St and Ross St
- Do not block Yule and Ross St as this will cause congestion elsewhere
- Consider a two-way protected cyclelane on one side of road instead
- Use Bridge St instead of Coutt St
- Consider electric scooters in the design
- Improve pedestrian and cyclist safety around the Tirangi Rd shopping precinct
- Reduce speed on all roads to 30km/h
- Add a pedestrian crossing to Evans Bay Parade (near Kemp St intersection)
- Do not put bus stops in the cyclelane
- Connect Crawford Rd cycleway to Onepu Rd
- Only the section of Onepu Rd near the supermarkets needs safety improvements
- Consider including Cruickshank St in the low traffic trial
- Add separated cycle lanes to Lyall Parade
- Allow people to ride bikes on footpaths so we don't need cycle lanes on the road
- Reduce speed on Yule St to 30km/h
- Please use more robust materials (not cheap plastic)
- Consider only making safety improvements to part of Onepu Rd
- Make all streets 40km/h
- Consider shared bus/bike lanes
- Do not use chipseal
- Concern about the changes causing an increase in traffic and congestion on other roads (eg Onepu Rd)
- Ensure bus drivers still have a place to park their cars while at work
- Ensure physical design is not dangerous to bicycles (eg no sharp corners, gutters, protrusions etc)

Overall Kilbirnie design feedback: Extracted from 'overall' comments (2 of 2)

- Add speed bumps and 30km/h limit to Yule St
- Improve visibility and make Yule/Coutts St intersection safer
- Add more secure bike parking (eg locky docks)
- Finish Evans Bay cycleway before starting new ones
- Introduce all direction pedestrian crossing at Rongotai/Onepu intersection
- Connect cycleways with Crawford Rd
- Ensure Salek St intersection changes are enforced
- Prevent e-scooters from using footpaths
- Change 'give way' signs to stop signs on roads connecting to Rongotai Rd
- Add a bicycle 'fix it up' stand to the area
- Make it easy to get off bike lanes and stop and shop at local businesses
- Ensure bike lanes on Onepu Rd do not make flooding in the area worse (particularly at the Lyall Parade end)
- Support (with discounts/funding) residents to build off-street parking
- Ensure it's clear when construction is due to start

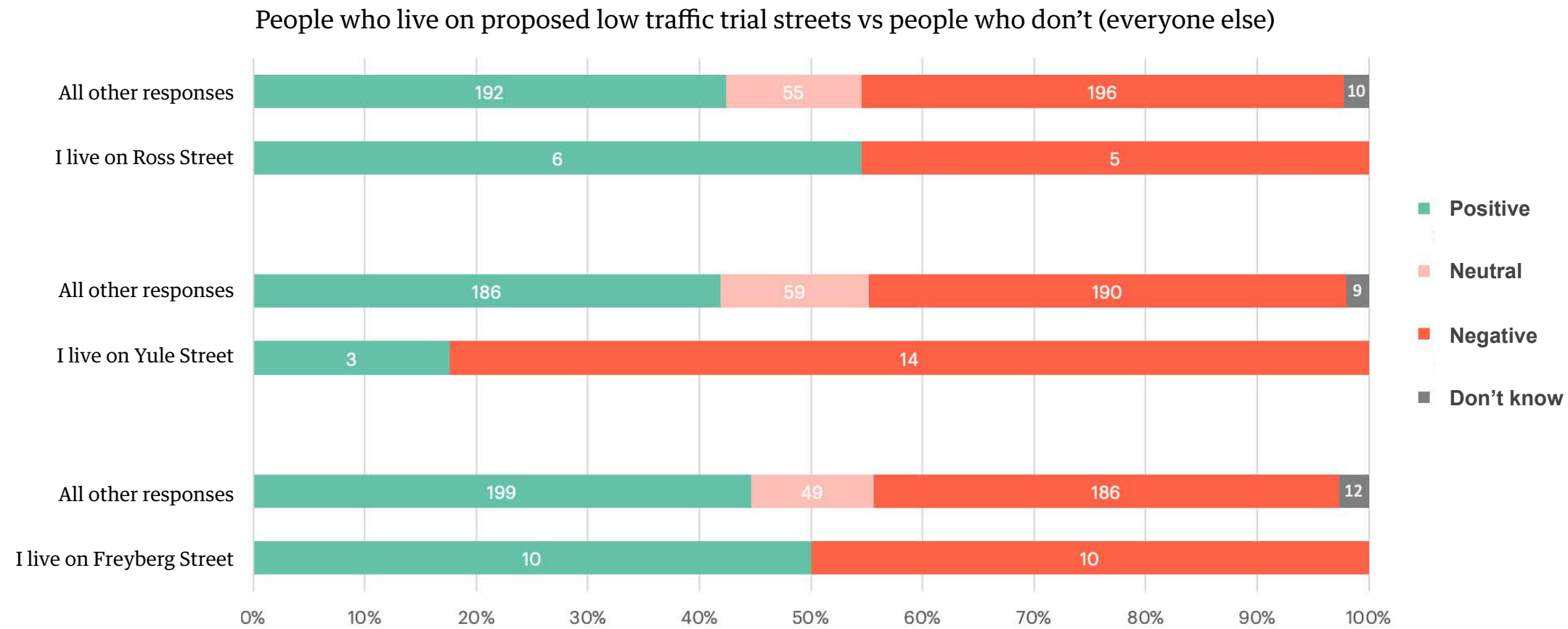
Detailed feedback: Low traffic neighbourhood trial

Although not part of the traffic resolution, we asked respondents about their thoughts regarding trialling low traffic neighbourhoods



Detailed feedback: Low traffic neighbourhood trial

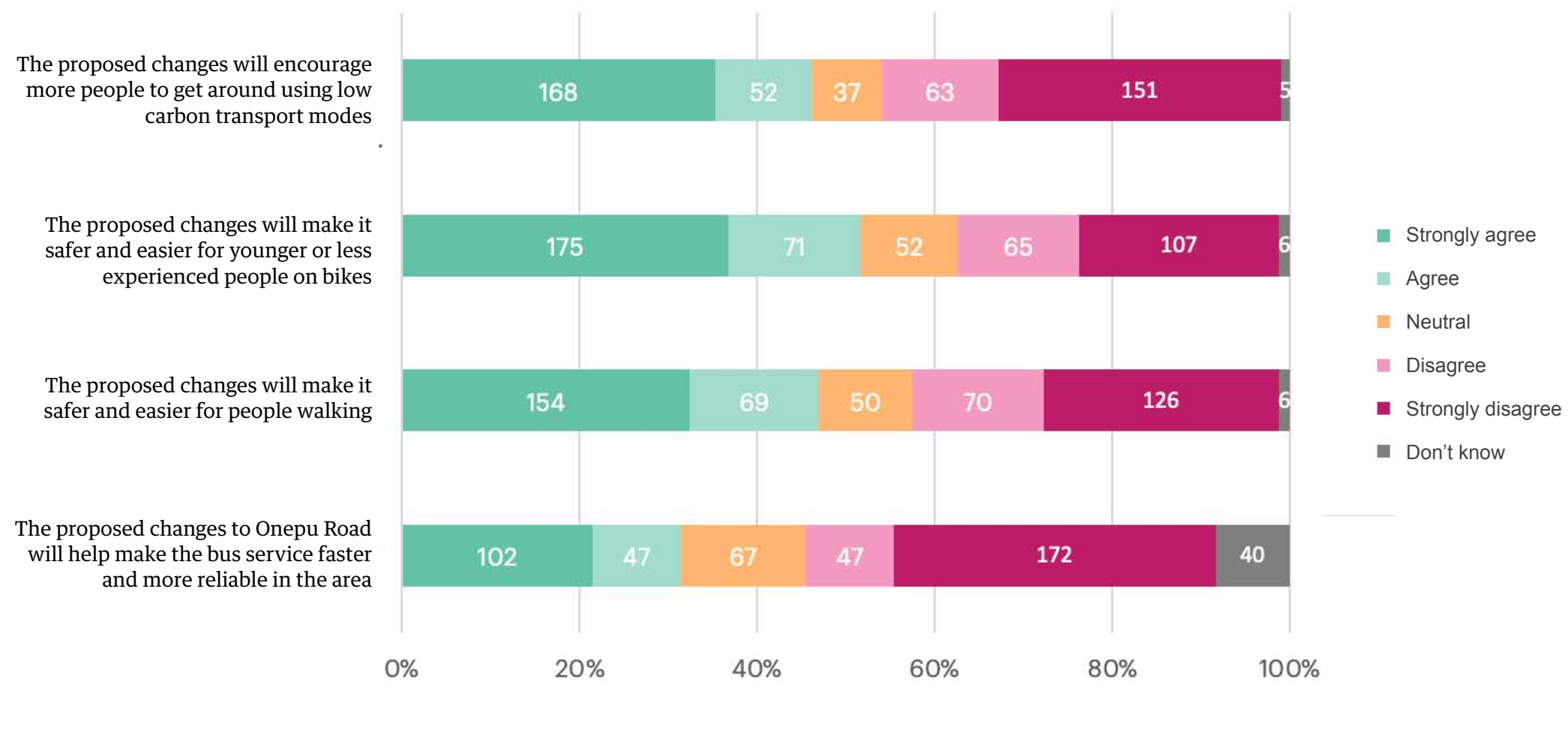
Although not part of the traffic resolution, we asked respondents about their thoughts regarding trialling low traffic neighbourhoods



Specific design feedback: Low traffic neighbourhoods

- Concern about the changes causing an increase in traffic and congestion on other roads (eg Onepu Rd)
- Use speed humps to lower speeds instead of blocking roads
- Concern about emergency services being able to travel along the road
- Suggest placing the "barrier" at the middle point of the roads
- Ensure clear road markings to stop people parking over driveways and garages
- Reduce all speeds to 30km/h
- Concern that Yule St in particular is used by fire services
- Concern that "blocking" Freyberg will make it harder to access Lyall Bay school
- Ensure mobility car parks are retained
- Consider trialling low traffic neighbourhoods on Ferry Street in Seatoun
- Concern these changes will make it harder for residents to find on-street parking
- Consider using speed humps to lower speeds on Freyberg Street instead
- Consider trialling this on other streets
- Include Queens Drive and Childers Terrace in trial
- Include Salek St in trial
- Use traffic-light controlled pedestrian crossings on Freyburg instead of blocking the street.
- Add pedestrian crossings to Yule and Ross Streets
- Improve safety at Wha St intersection pedestrian crossing
- Ensure pedestrian crossings are safe and accessible (including the use of TGSIs)
- Plant trees on low traffic streets as well
- Remove right turn from Freyberg St to Queens Drive
- Consider Yule or Ross Street (not both)
- Consider making Freyberg one way (instead of closing it)
- Consider needs of bus drivers on Ross St

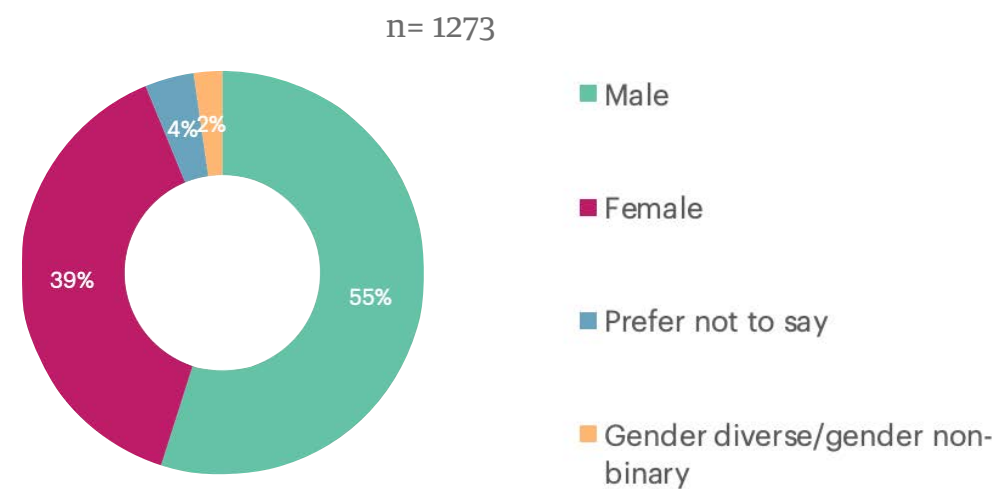
Do you agree or disagree with the following statements about the goals and impacts of this project?



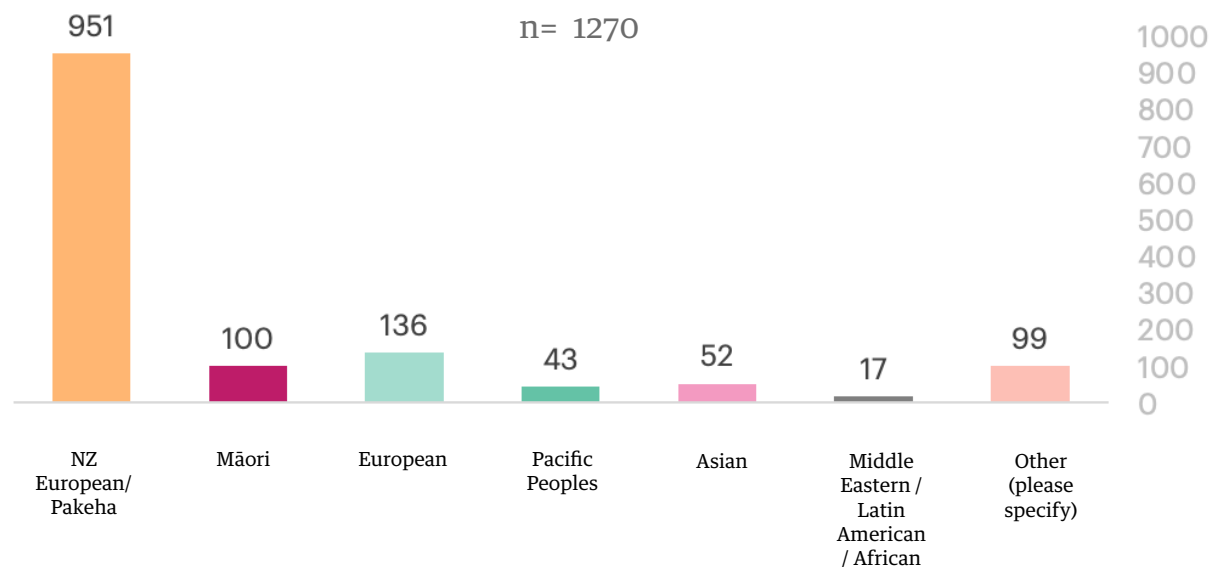
Who we heard from

Demographics

Please choose the gender that best identifies you:



Please choose the ethnicity group/s you identify with:
(You can select more than one)



Total does not add up to 100% as people can select more than one ethnicity.

75% of respondents identified as NZ European/Pakeha

8% identified as Māori

11% identified as European

3% identified as Pacific Peoples

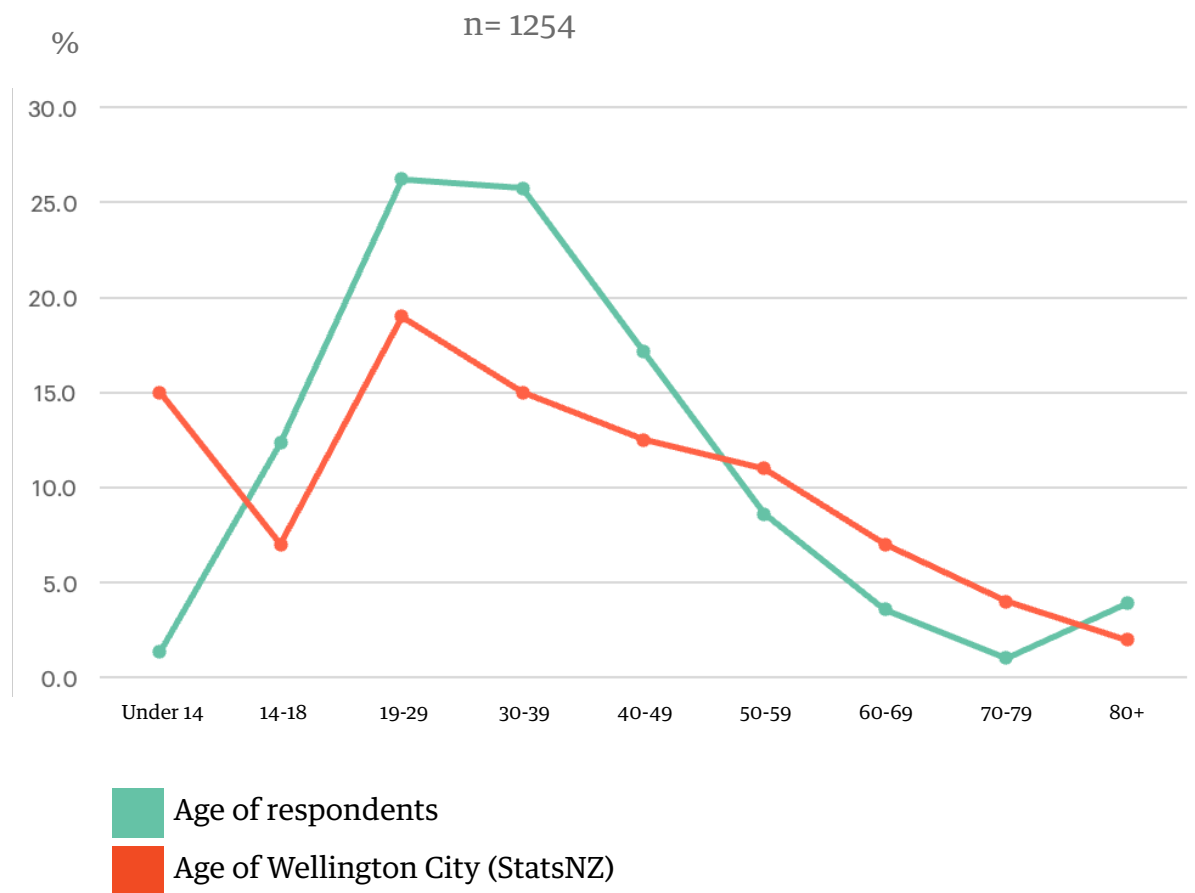
4% identified as Asian

1% identified as Middle Eastern / Latin American / African

8% specified another ethnicity

Age group

Please choose the age group you belong to:

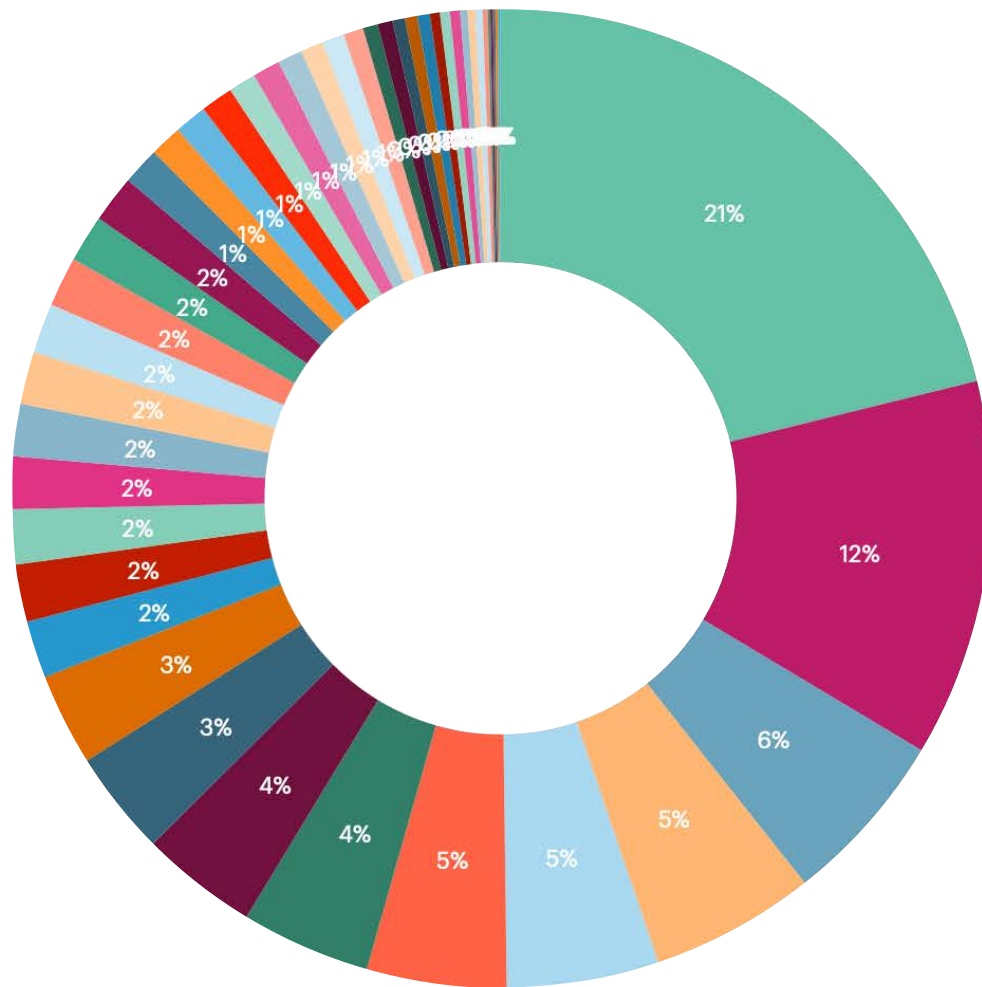


Wellington City Council

Which suburb do you live in?

If you live outside Wellington City, please select 'other'

n= 1215



257	Lyall Bay	21	Thorndon	10	Tata	3	Pipitea
151	Kilbirnie	21	Te Aro	9	Houghton Bay	3	Mornington
70	Miramar	21	Melrose	9	Roseneath	2	Karaka Bays
66	Island Bay	20	Seatoun	8	Wilton	1	Makara
61	Rongotai	20	Strathmore Park	6	Kelburn	1	Churton Park
56	Newtown	19	Ngaio	6	Owhiro Bay	1	Grenada North
52	Hataitai	19	Mount Cook	5	Crofton Downs	1	Kaiwharawhara
47	Other	15	Khandallah	5	Newlands	1	Happy Valley
42	Karori	13	Wadestown	5	Southgate		
23	Brooklyn	13	Aro Valley	4	Kingston		
23	Berhampore	13	Johnsonville	4	Breaker Bay		
23	Mount Victoria	11	Vogeltown	4	Oriental Bay		
22	Northland	11	Maupuia	3	Wellington Central		

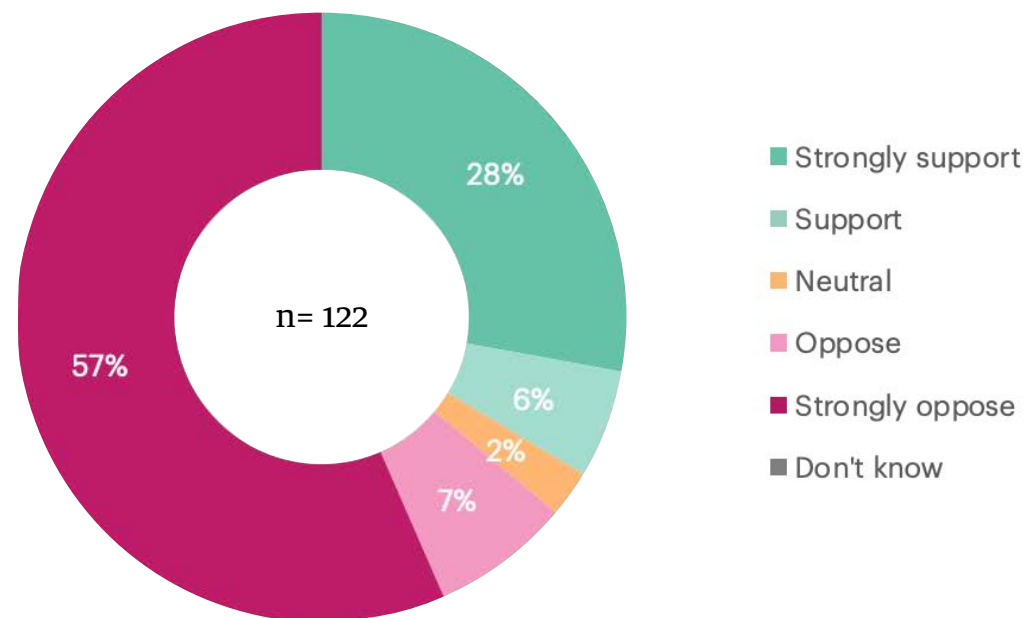
Organisations and schools we heard from

Cycling Action Network	Ted and Bitty
Spacecraft Architects Ltd	Harbour City Funeral Home
Doctors for Active, Safe Transport	Free Ride
Westpac Bank	Johnsonville Community Association
OraTaiao NZ Climate and Health Council	Safe Routes to Lyall Bay School
Waka Kotahi	The Salvation Army
Cycle Wellington	The Salvation Army, Kilbirnie Corps (church) & Family Store
Foodstuffs North Island	Dsport Incorporated
VUW Climate Clinic	Women in Urbanism Aotearoa
Parents for Climate Aotearoa	Greater Wellington Regional Council
Evans Bay Intermediate School (EBIS)	Countdown
Rongotai College	Lyall Bay School
Wellington Girls College	Destination KRL

Level of support from people who live with a disability or accessibility issue

Do you support the overall proposed changes to the Kilbirnie Connections area?

[These include traffic resolution TR62-23]

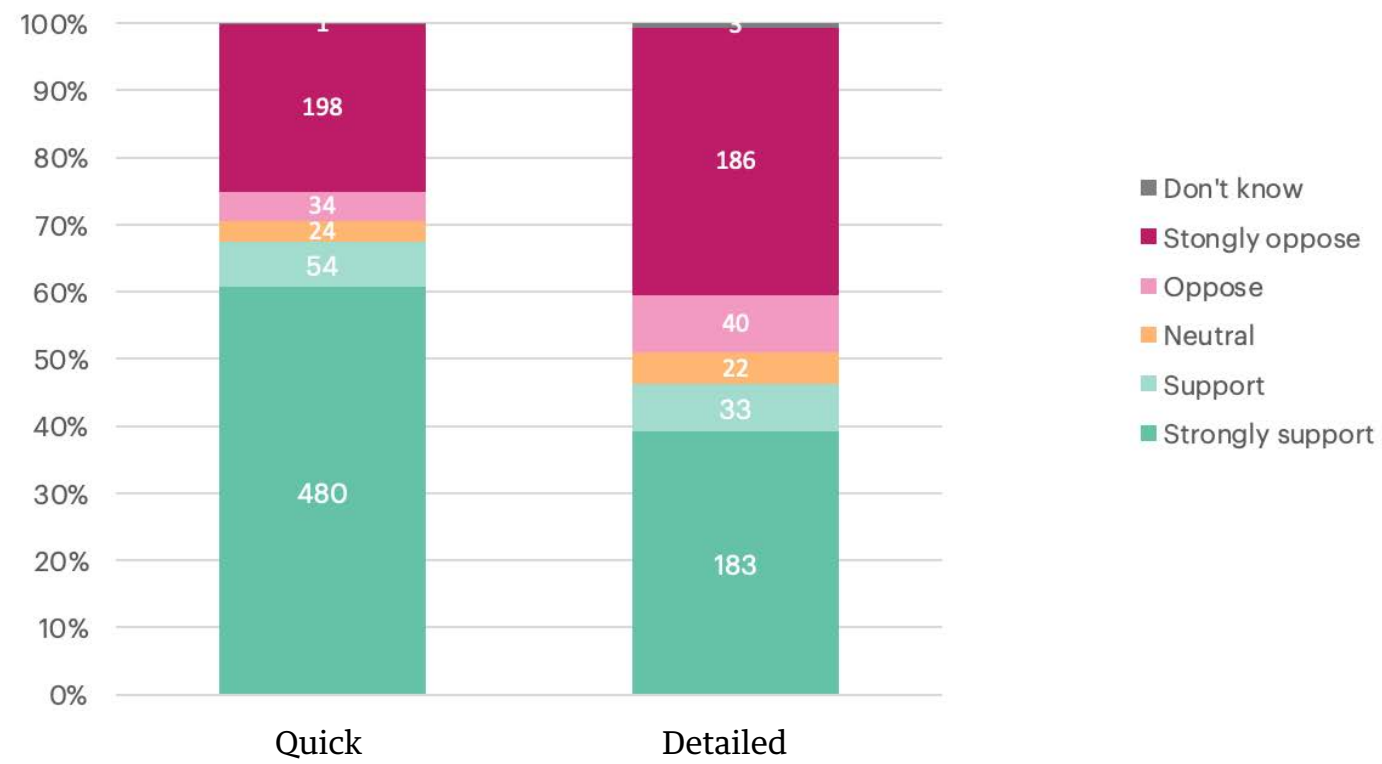


123 respondents

Answered 'yes' to living with a disability or accessibility issue

Overall support based on type of feedback

What did we hear?





Other engagement activities

Community drop-ins, events and school engagement

We hosted six drop-in sessions and events along the route during this consultation period. We engaged with approximately 600 - 700 members of the public during this time. Community members could pop in, get the information they were interested in, ask questions of staff, and find out how to have their say during the formal consultation period. It was also an opportunity for people to find out about the proposed improvements to biking, busing, and walking happening across the city.

Drop-in sessions usually ran later than the indicated time. Our team would take time chat with people who arrived late and make sure they were given the information they required (Akau Tangi and Cobham Drive).

Community drop-in events were held at:

- March 9 - Cobham Drive, Evans Bay: 7am - 9am
- March 15 - Akau Tangi Sport Centre, Kilbirnie: 4pm - 6.30pm
- March 19 - Weetbix Triathlon, Kilbirnie Park: 8am - 12pm

School drop-in events were held at:

- March 8 - Evans Bay Intermediate - School Leaders Lunch
- March 21 - Rongotai College - Two Year 9 science classes

We also had a stand at the Go By Bike Day Breakfast on 14 March, which included a table for our consultation on Kilbirnie Connections and Thorndon Connections, as well as a table for the Botanic Gardens to the City Feedback.

We dropped flyers at multiple community venues including:

- Kilbirnie Library
- Kilbirnie Lyall Bay Community Centre
- Kilbirnie School
- St Patrick's Primary School
- St Catherine's College
- St Patrick's College
- Local churches, cafes, and local events throughout March such as Cupa Dupa.

Flyers were also given to an Elizabeth from the "Residents Association".

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Community drop-ins, events and school engagement

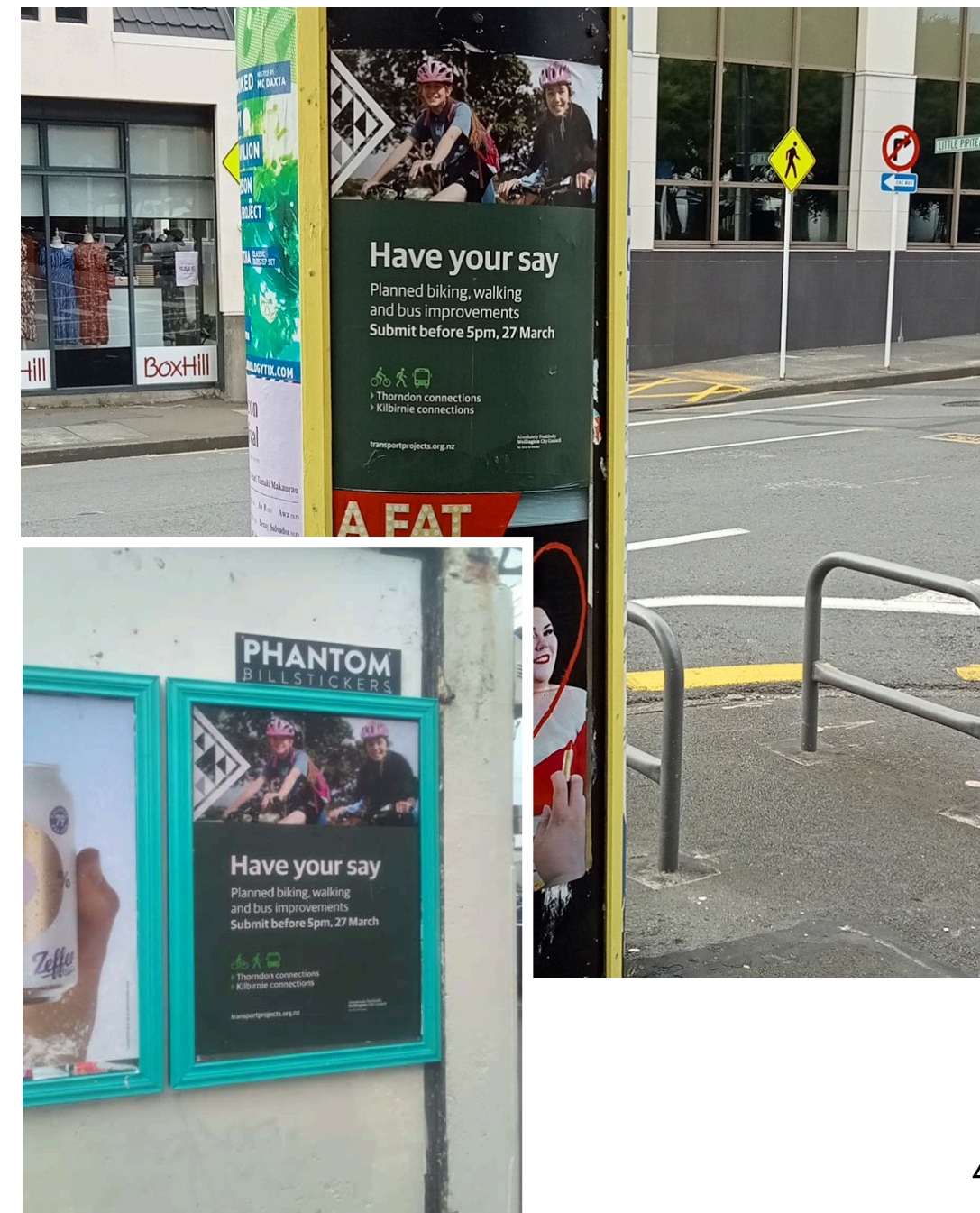


Promotion and advertising

The consultation was promoted through media, email, radio advertising, Dominion Post ad, billstickering, Adshels, and a variety of digital channels, including Stuff, Google Display Network, Google Search, and Metservice. Promotion activities performed higher than industry average across the board.

As well as a media release and news stories, Council's social media channels were used to promote consultation, including Facebook, LinkedIn, Twitter, and Instagram. The campaign performed well above or at average across all channels. We also used our official WCC social media accounts to share the consultation to relevant community social pages.

Community social pages also made their own posts about the consultation. At times, debate would become heated between community members. Wellington City Council is not always included in these discussions so there was limited opportunity to easily counter misinformation or moderate responses.



Appendix: theme definitions

Theme name explanations

Theme name	Explanation
Concern about loss of carparks	Comment expressing concern or opposition to the reduction in the number or availability of carparks (including when 'normal' parks are replaced with restricted parks such as for Mevo)
General support for the proposed changes	Comment showing general support for the proposed changes
General opposition to the proposed changes	Comment showing general opposition to the proposed changes (this includes generally negative comments and comments about the proposal being a waste of money)
Will make it safer	Comment suggesting that the proposed changes will make it safer for one or more groups of people
Focus on other things	Comment indicating WCC should focus on other projects or problems (such as fixing the pipes)
Lack of clear rationale or data to support changes	Comment suggesting there is a lack of data to support the proposed changes, also includes the belief that there are not enough people riding bikes to justify the proposed changes
Changes will increase congestion	Comment expressing concern that proposed changes will increase traffic and congestion
Criticism of WCC survey and/or communications	Comment containing criticism of the survey or WCC communications. For example words and images being unclear, or biased in favour of bike lanes (particularly common for questions relating to Kilbirnie 'low traffic neighbourhoods')
Scope of changes could be greater	Comment suggests that the proposed changes could be improved by doing more, for example: remove more carparks, extend the proposed bike lane further
Use alternate route for cycleway	Comment suggesting that alternative streets or routes should be used for the bike lane
Encourages mode shift	Comment suggesting that the proposed changes will encourage people to shift from using vehicles to walking, using bikes or taking the bus
Consider impact on emergency/service vehicles	Comment expressing concern about the movement and parking needs of emergency and service vehicles

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Theme name explanations

Theme name	Explanation
Changes will benefit children/inexperienced cyclists	Comment suggesting the changes will make things better for children and/or inexperienced cyclists
WCC does not listen	Comment suggesting that Council does not listen or does not genuinely seek feedback in an unbiased way
Concern about safety	Comment expressing general concern about the safety of proposed changes (not about safety of the current situation).
Concern about impact on residents in the area	Comment expressing concerns about the impact that the proposed changes will have on people living in the area
Leave it as it is	Comment suggesting that the Council make none of the proposed changes and leave the area as it is
Consider impact on people with mobility/accessibility issues	Comment expressing concern that the proposed changes might make it worse for people with physical mobility issues or disabilities
Support for speed changes	Comment expressing support for the lowering of speeds to 30km/h
Good for pedestrians	Comment suggesting that the proposed changes will be good for people walking
Will connect the city	Comment suggesting that the proposed changes will connect with other changes happening around the city
Comments about changes to bus stops	Comment about changes to bus stops (expressing either support, opposition or unknown)
Make cycleway protected	Comment suggesting Council install a protected bike lane and/or do more to separate people on bikes from vehicles
More enforcement needed	Comment suggesting that Council needs to do more to enforce the road rules. For example, ensure people don't park in the bike lane

Theme name explanations

Theme name	Explanation
Concern about vehicle/bike conflict	Comment contains specific concerns that the proposed changes will result in unsafe interaction between people on bikes and vehicles
Concern about impact on and/or access to businesses	Comment suggesting that the proposed changes will have a negative impact on business (including difficulty for people accessing businesses)
Good for the community	Comment suggesting that the proposed changes will be good for people who live in the area (for example making the community more vibrant and attractive to live in)
Good for the environment	Comment suggesting that the proposed changes will have a positive impact on the environment
Improve public transport	Comment suggesting that Council improve public transport (in addition or instead of proposed changes). This includes improving the reliability and coverage of the bus system

Officer responses to community feedback

Kilbirnie connections – general themes and detailed design feedback

GENERAL THEMES

Number	Theme	Response
1	General support for the proposed changes	No response required
2	Concern about loss of car parks	The parking removal in this project aligns with the principles and priorities of road space allocation set out in the Parking Policy in 2020. On key transport routes, space has been prioritised for the safe and efficient movement of people and goods. Effort has been made to prioritise short-stay parking on side streets or within the remaining car parking on the affected streets. Almost 1900 on-street parks will remain for residents and visitors in and around the streets where changes are planned. A high percentage of properties along the affected streets have off-street parking, and there are large off-street parking facilities available for people using the Onepu Road commercial area and the Ākau Tangi Sports Centre. Note that on residential Onepu Road and on Coutts Street there is some retention of parking on one side of the road.
3	General opposition to the proposed changes	Wellington is growing and more people in the area will be needing to access the city in the future. To support this growth, improve safety and reduce the city's emissions, we need to change the way we live and move, and provide more transport options. The Council is working on a number of other priorities at the same time as developing these transport improvements.
4	Will make it safer	No response required
5	Scope of changes could be greater	This project is part of a rapid roll-out of the bike network and focuses on interim improvements that can be delivered quickly. If approved, the project will open for another round of feedback following installation, and further changes may be considered at that point. Some additional changes that were proposed through consultation, such as opportunities to slow speed on Queens Drive, are being investigated separately to this project.
6	Lack of clear rationale or data to support changes	Paneke Pōneke, the Wellington bike network plan was approved in 2022 and confirmed the streets that are part of a connected network. The plan acknowledges that the low levels of cycling in Wellington at the moment relate to the lack of a safe, connected network. The transitional programme is delivering sections of the network as quickly as possible so that more people have the option of cycling. Projects designs are developed using a range of data sources, including traffic counts, crash data, baseline survey responses, and in some instances, traffic modelling. Once installed, additional data will be collected to understand the impacts of the changes and inform future design decisions.
7	Changes will increase congestion	The objective of the project is to make it safer and easier to use low carbon modes of transport, to support a city-wide mode shift away from private vehicles into more space efficient modes. While some elements of the project such as in-lane bus stops may result in some minor delays to vehicles, the overall aim of the project is to provide higher quality transport options. Without providing these options, the additional urban development underway in Wellington will result in more and more vehicle traffic and grind the transport network to a halt.
8	Encourages mode shift	No response required
9	Changes will benefit children/inexperienced cyclists	No response required
10	Consider impact on emergency/service vehicles	The project team has spoken with emergency services and businesses along the route about their operational requirements.
11	Use alternate route for cycleway	The Wellington Bike Network Plan confirmed the streets where the bike network will be located in March 2022. The routes were developed to create a direct, connected bike network that would maximise uptake. A short term trial of a low traffic neighbourhood on Freyberg Street later in the year will provide an opportunity to test a low traffic alternative to the southern end of Onepu Road.
12	Criticism of WCC survey and/or communications	Project communications include the purpose of the project, including how the proposed street changes contribute to the city's mode shift goals, and help prepare for the future so that more people can get around without the network grinding to a halt. Wellington City Council's support for a bike network was confirmed by the Council in March 2022 when it approved the Wellington bike network plan. Communications relating to transitional projects make reference to that plan.
13	Focus on other things	Wellington is growing, and more people will be living in apartments or townhouses – in suburban areas on main transport routes as well as the central city. To support this growth, we're changing to a more sustainable transport system that will reduce harmful emissions and give new residents better options for how they can get around. The Council is working on a number of other priorities at the same time as developing these transport improvements.
14	Concern about safety	The projects have been designed to improve safety for all users. Road safety and accessibility audits have been undertaken for the proposed changes and the audits have been reviewed by a Council traffic safety engineer. Following the installation of the project there will be an opportunity to address any further safety issues that may arise.

15	Consider impact on people with mobility/accessibility issues	The project has undergone two road safety/accessibility audits and the project team has worked with disability groups through the design process to identify opportunities to improve accessibility, including a new accessible bus stop platform at the Wha Street/Onepu Road intersection. Improved access for disabled pedestrians will also result from upgrading pedestrian crossings and slowing traffic on Tacy and Kemp streets. Disabled people who cycle or ride scooters will benefit from the new separated bike lanes. Officers can work with individual residents with mobility issues on affected streets to understand their specific requirements and mitigate parking removal as much as possible.
16	Good for pedestrians	No response required
17	Support for speed changes	No response required
18	Leave it as it is	Wellington is growing and more people in the area will be needing to access the city in the future. To support this growth, improve safety and reduce the city's emissions, we need to change the way we live and move and provide more transport options so the Council is committed to delivering the approved bike network plan. The Council is working on a number of other priorities at the same time as developing these transport improvements.
19	Good for the community	No response required
20	Will connect the city	No response required
21	Concern about impact on residents in the area	Over 90% of residents on the affected streets have off-street parking. There will be some remaining on-street parking on the affected sections of Coutts Street and Onepu Road for those that do not, and large numbers of off-street parks available in nearby side streets. Once installed, the impact on resident parking will be monitored, and extensions to the residents parking scheme in Kilbirnie to include Coutts Street and Onepu Road may be considered if required.
22	Comments about changes to bus stops	The proposed changes to bus stops were developed alongside Greater Wellington Regional Council, based on best practice guidance for bus stop spacing and design. Based on feedback, officers are recommending the bus stop outside the Salvation Army on Onepu Road remain in its current location.
23	Make cycleway protected	Separated bike lanes are proposed on Onepu Road and Coutts Street, where vehicle volumes and speeds are higher. Based on feedback, slightly lower vehicle volumes and the potential to trial a low-traffic alternative, officers are recommending the use of painted buffered lanes on the southern end of Onepu Road to help the area transition to reduced parking on the street.
24	WCC does not listen	The Council has worked with key partners, businesses, schools and members of the community throughout both projects to determine the operational needs and concerns of the areas. Through this engagement we have made various changes to the designs. We will continue to review feedback and make adjustments as required.
25	Improve public transport	Bus services are managed by Greater Wellington Regional Council who are working to improve network reliability. Street changes that provide greater bus priority, such as in-lane bus stops, bus priority lanes and better bus stop spacing, support bus network reliability and are included in transitional projects where possible. In Kilbirnie, new in-lane bus stops and better bus stop spacing has been included.
26	Concern about impact on and/or access to businesses	Officers have been in discussions with businesses in the area and have incorporated feedback into the design to mitigate the impact as much as possible.
27	More enforcement needed	Physical separation is used for bike lanes as much as possible to restrict vehicles from entering them. If approved, the installation will be monitored after installation, and if required, enforcement will be increased to address any issues that arise.
28	Concern about vehicle/bike conflict	The proposed changes will reduce the conflict between vehicles and bikes compared with the existing situation. Separated bike lanes are proposed on Onepu Road and Coutts Street, where vehicle volumes and speeds are higher to reduce vehicle/bike conflict. On other streets, slower speeds and traffic calming are proposed to reduce the conflict.
29	Good for the environment	No response required

DETAIL DESIGN FEEDBACK

Number	Design feedback	Response
30	Consider widening and making footpaths shared paths for pedestrians and cyclists on Onepu Road	Extended sections of shared paths were discounted early in the optioneering process as they provide a low level of service for both people cycling and walking, particularly vulnerable pedestrians. Widening footpaths also involves extensive civil work that is outside the scope of the rapid bike network roll-out.
31	Extend Coutts Street cycleway from the airport underpass all the way to the shops	The section of Coutts Street between Te Whiti Street and the shops does not form part of the strategic bike network. The route goes via Rongotai Road. Future speed reductions, if approved as part of the city-wide speed management plan, will make this section of the street safer for biking.

32	Reduce speeds and use speed humps instead of building cycleways	We are doing a combination in Kilbirnie as we recognise that the community has concerns about the speeds people drive in this suburb. We are using raised pedestrian crossings in 9 places around the suburb to help improve safety at crossing points and slow traffic down. We propose to install speed humps in Tacy Street, at the Coutts Street roundabout and the Lyall Parade/Onepu Road roundabout. We are also proposing to reduce speeds to 30km/h in Tacy Street and Kemp Street. Dedicated cycling facilities are the preferred option for Coutts Street and Onepu Road due to traffic volumes.
33	Prevent traffic from turning right from Salek Street into Coutts Street (blocks traffic that wants to turn left)	Salek Street is the preferred route for vehicles in this area, while Te Whiti Street has been identified as part of the bike network. Given this, vehicle turning restrictions in and out of Salek Street were not considered as part of this project.
34	Lower the speed limit on Onepu Road	As part of the city wide speed changes coming in 2024, speeds on Onepu Road will be considered.
35	Reduce speeds and use speed humps instead of 'blocking' Freyberg Street	A low-traffic neighbourhood trial aims to both reduce speeds in an area, and significantly reduce traffic volumes. Speed humps do not dramatically reduce traffic volumes.
36	Move the location of the cycleway to the 'outside' of parked cars	Painted bike lanes do not provide the same level of protection or comfort as separated bike lanes and would reduce uptake, particularly from our rangatahi travelling to and from schools in Kilbirnie. However, based on feedback, we are proposing painted buffered bike lanes on the outside of parked cars on the southern section of Onepu Road where traffic volumes are lower, and where we can trial Freyberg Street as a low-traffic alternative connection to the beach and Lyall Bay school.
37	Make the Wha Street/Onepu Road intersection safer	The raised pedestrian crossing at this point will slow traffic speeds around this intersection and at the crossing itself. The installation of bike lanes will also assist with visibility at this intersection. The bus platform will improve accessibility for those with mobility issues.
38	Add pedestrian crossing on Salek Street at Rongotai Road end	This is included in the changes already – a raised platform crossing is proposed by LGWM as part of its targetted improvements programme and was consulted on as part of this process.
39	Do not remove bus stops	Together, WCC and Metlink are working towards better bus stop spacing that optimises the bus services, while retaining accessibility. We have incorporated Metlink's existing plans to improve efficiency of buses (less stopping) on Onepu Road and be consistent with their city-wide strategy of a bus stop every 400m and paired with one on the other side of the road. They chose to do this at the same time as we are making street changes rather than require further changes at a later date. There were 6 on one side of Onepu Road and 4 on the other side. Metlink chose to remove the 2 extra stops on the eastern side of the road that were not paired to one on the other side of the road and were within a short distance of another stop. The only place where pairing is not close is at the Coutts Street/Onepu Road junction area where stops are on opposite sides of the junction but the bus barns prevent us from changing this. Tapers into and out of bus stops are also being improved.
40	Consider a raised pedestrian crossing at the Salek Street/Coutts Street intersection	Salek Street is the main vehicle route. We have funding from the national Climate Emergency Response Fund (CERF) programme for the other raised pedestrian crossings in Kilbirnie but not for this point. This is something that we can pass on to the Council's transformational team to look at in planning more permanent designs for the suburb and may be considered in future CERF funding rounds.
41	Link Crawford Road with the rest of the network	The link on Rongotai Road through the shopping centre will be addressed in the permanent project which will follow the transitional one. Due to the existing 30 km/h speed limit and town centre nature of this area, a more urban design-led process is required.
42	Consider making Freyberg Street one way and the other way on Onepu Road	This would be unlikely to reduce speeds as wider lanes tend to increase speed. This would need to be traffic modelled and include significant street changes to narrow the street. All of these are outside the scope of this project. Instead we are looking into trialling a low-traffic neighbourhood on Freyberg Street.
43	Ensure traffic waiting to turn right from Onepu Road into Rongotai Road does not hold up traffic	This is something that the new intersection upgrade will address and is outside the scope of this project. However we recognise the impact of exiting Pak 'n Save traffic on this movement and have proposed limiting the right turn out of the Pak 'n Save car park into the right turning lane as part of Kilbirnie connections.
44	Prioritise Leonie Gill pedestrian crossings at Onepu Road, Ross Street, Yule Street and Tirangi Road	We are improving the crossings at Onepu Road and Tirangi Road significantly as part of this project. Future improvements to the Ross Street and Yule Street crossings are being investigated as part of a future project by the Council's transformational team.
45	Put a pedestrian crossing outside Rebel Sports on Tirangi Road	Unfortunately this is out of the scope of this project as it is not located on the strategic bike network, but this has been passed on to the Council's transport and infrastructure team to consider as part of the city's minor improvements programme.
46	Improve walking and cycling access to EBIS.	This project improves access to Evans Bay Intermediate School (EBIS) from the east and south. The raised pedestrian crossings at the Tacy Street/Kemp Street junction provide a safe crossing point for those using the Kemp Street shared path, and accessing the schools from Rongotai Road. The Ākau Tangi path and raised crossing on Kemp Street improve access for children coming from Miramar via the Cobham crossing to these schools. We are aware of a missing link from the schools and the Evans Bay path across to Kilbirnie Park and have highlighted this to the Council's parks, sport and recreation team undertaking the Kilbirnie Park master plan work, and raised it as a project with our transport and infrastructure team.

47	Lower the speed to 30km/h on Yule and Ross streets	Speeds on Ross and Yule streets will be considered as part of the city-wide speed management plan.
48	Do not block Yule and Ross streets as this will cause congestion elsewhere	We heard from the community through our engagement that there were significant concerns about trialling a low-traffic neighbourhood at these sites. Based on this feedback, we are not proposing to go ahead with either of these two locations at this time.
49	Consider a two-way protected cycle lane on one side of road instead	In both Onepu Road and Coutts Street there are a lot of driveways crossing the proposed bike lanes, which means a two-way solution does not meet best-practice design guidance in this location and would create safety risks. The disadvantage of a two-way bike lane is that drivers are often not in the habit of looking both ways, and this can lead to a reduction in safety. We would also need to address how to transition people on bikes back on to the correct side of the road at the end of the two-way facility.
50	Use Bridge Street instead of Coutt Street	Coutts Street is the most direct route for people riding through the suburb to Crawford Road, the shops, via Te Whiti Street to Ākau Tangi, schools and Cobham Drive. For this reason, it was not identified as a primary or secondary route in the bike network plan. When we surveyed in this area most people on bikes head into Coutts Street and Tirangi Road and not down Bridge Street.
51	Consider electric scooters in the design and prevent scooters using footpath	All of the bike lanes and paths are intended for use by people on bikes, scooters, e-scooters and e-bikes and other micromobility devices. We see a great advantage in being able to get scooters and bikes off the footpath and into their own facility.
52	Improve pedestrian and cyclist safety around the Tirangi Road shopping precinct	This section of road falls outside the scope of this project as it is not part of the strategic bike network.
53	Reduce speed on all roads to 30km/h	Wider network speed changes will be considered as part of the city-wide speed management planning process.
54	Do not put bus stops in the cycle lane	Bus stop platforms are proposed at higher volume bus stops on routes with separated bike lanes on the left-hand-side of the road. This is the standard recommended design on routes where bike lanes and bus routes intersect.
55	Only the section of Onepu Road near the supermarkets needs safety improvements	The volumes on the rest of Onepu Road also indicate that separation would be preferable. We especially would like to link the Leonie Gill Pathway into the shopping centre. We have also heard from the Lyall Bay School community that they value having it link down to Wha Street to enable active transport options for their kids. We see value in linking it to the beach but recognise there are some trade-offs with respect to parking.
56	Consider including Cruickshank Street in the low-traffic trial	At the moment what we are proposing on Cruickshank Street should have a similar effect - no turning in and only left turn out - this should help slow traffic on this street.
57	Add separated cycle lanes to Lyall Parade	Whilst we recognise that this would improve safety in this section, this is not within the scope of this project and is in the scope of a future project.
58	Please use more robust materials (not cheap plastic)	The transitional approach allows us to get these projects on the ground quickly and adapt them quickly too - the future more permanent transformational project will take the lessons learned from these designs and use more permanent materials.
59	Consider only making safety improvements to part of Onepu Road	The volumes on the rest of Onepu Road also indicate that separation would be preferable. We especially would like to link the Leonie Gill Pathway into the shopping centre. We have also heard from the Lyall Bay School community that they value having it link down to Wha Street to enable active transport options for their kids. We see value in linking it to the beach but recognise there are some trade-offs with respect to parking. We have looked at options in this section.
60	Make all streets 40km/h	As part of the city-wide speed changes coming in 2024, speeds on all streets will be considered.
61	Consider shared bus/bike lanes	There is a short section of shared bus/bike lane outside the NZ Bus bus barns but this facility would not be appropriate for the remainder of the routes as there are no other bus lanes proposed.
62	Do not use chipseal	With the transitional approach, we are bound by the surface that is on the ground at the time of installation unless there is resurfacing already planned. Where that is the case, we work in with the resurfacing team to identify options.
63	Concern about the changes causing an increase in traffic and congestion on other roads (eg Onepu Road)	In-lane bus stops may result in minor delays to vehicles waiting behind buses, but provide time travel savings to bus passengers. Any change to something like Freyberg Street will involve baseline monitoring and in-trial monitoring to understand the impacts on that street and the surrounding streets (particularly Onepu Road and Queens Drive).
64	Ensure bus drivers still have a place to park their cars while at work	Bus driver parking at the Onepu Road depot will need to be addressed by NZ Bus. The depot is tagged to move to Tirangi Road and as part of the resource consent they have committed to lease the building over the road from the proposed depot for bus driver parking. Officers are also looking into a workplace travel plan for NZ Bus.
65	Ensure physical design is not dangerous to bicycles (eg no sharp corners, gutters, protrusions etc).	We ensure two safety audits are carried out during the design phase to highlight any safety issues. We then have onsite audits carried out once the route is complete to ensure the design is as intended and not safety concerns identified with the material and designs onsite. We ensure all the grates are cycle friendly along the route. If approved, following installation, if there are issues with the design, the adaptable materials mean that we can adapt quickly to resolve the issues.
66	Add more secure bike parking (eg locky docks)	We will look into the availability and potential placement of Locky Docks. We are installing bike parking at the beach and the netball courts, and looking into other areas in the shops where we might be able to add it.
67	Finish Evans Bay cycleway before starting new ones	This work is under way.

68	Introduce all direction pedestrian crossing at Rongotai Road/Onepu Road intersection	This intersection is undergoing a major upgrade which will put pedestrian and bike crossings on all legs. It wont operate as a Barnes Dance all-directional crossing.
69	Change 'give way' signs to stop signs on roads connecting to Rongotai Road	Out of the scope of this project but we will pass on to the Council's transport and infrastructure team
70	Add a bicycle 'fix it up' stand to the area	There is already one by the airport tunnel at the end of Coutts Street, at Parrot Dog Brewery and one in Balaena Bay. We will look into other appropriate locations such as Lyall Parade.
71	Make it easy to get off bike lanes and stop and shop at local businesses	Kerb-side protected bike lanes make it easier for bikes to stop and access shops. Additional bike parking is proposed in Kilbirnie which will further support people accessing the shops by bike.
72	Ensure bike lanes on Onepu Road do not make flooding in the area worse (particularly at the Lyall Parade end)	We are not making any changes to sumps in this area so no impacts on flooding are expected.
73	Support (with discounts/funding) residents to build off-street parking	This is not within Wellington City Council policy and there is currently no funding allocated within Council budgets for this.
74	Ensure it's clear when construction is due to start	We will notify the community and our stakeholder list via our newsletter channels, our social media and web channels and letter drops when the intersection construction is due to start as well as the transitional project construction. We will provide directly affected stakeholders at least 2 weeks notice as well as a 2 day notice prior to construction.
75	Cyclists have other options like Leonie Gill Pathway, Rongotai Road or the painted lanes on Coutts Street.	Unfortunately these options do not all link up and provide a safe, convenient and connected network. This project seeks to link up all of these pieces of infrastructure to make it safer to get around Kilbirnie and access key destinations like shops, the sports centres and the schools.
76	Concerns about the elderly and people with mobility issues not being about to park outside their houses.	The majority of properties have off-street parking in these streets and some parking will be retained on both Coutts Street and Onepu Road. However, officers are happy to work through any individual needs on a case-by-case basis. People with specific accessibility needs are also able to apply for funding to accomodate vehicles on-site through their funding provider (ACC or MoH).
77	Remove trees to add cycleways	This approach is not consistent with the transitional approach and does not help deliver the approved strategic bike network, which travels along Onepu Road and Coutts Street.
78	The lack of analysis or clear evidence of the need to change turning movements on Onepu Road in and out of Pak 'n Save	Recommendations regarding turning were based on a road safety audit which highlighted the large number of conflict movements in this area, particularly after the changes at Rongotai Road/Onepu Road bring the intersection limit line back and reduce the space in the right turning lane, impacting movements out of the supermarket car park.
79	Suggestion to extend the 30km/h zone on Lyall Parade.	Speeds on Lyall Parade will be considered as part of the city-wide speed management plan.
80	Suggestion for upgrades needed for Leonie Gill Pathway especially lighting and raised crossing.	This has been passed on to the Council's transformational team to consider as a separate project around lighting.
ONEPU ROAD		
81	Do not remove car parks	Note that car parking is being retained on one side of the road, although with the increase in setbacks from driveways for improved safety, this is still a reduction on this side of the road. We note that over 90% of properties still have access to private off-street parking. We are proposing a change to the design following feedback that will retain parking on the southern section of Onepu Road.
82	Consider putting the cycleway on different street rather than Onepu Road	Onepu Road is the most central and direct route through Kilbirnie, likely to attract the highest uptake. Freyberg Street has been suggested, however it has difficult intersections at each end for cyclists to navigate and does not provide a direct route nor a connection with Leonie Gill Pathway. However, given the volume of feedback around route selection to the beach, we are proposing trialling a southern connection using the low-traffic neighbourhood and traffic calming on Freyberg Street.
83	Reduce speed on Onepu Road (consider adding speed humps)	The two raised pedestrian crossings will help support safer speeds on Onepu Road. Speed humps are also going in at the roundabout at the Lyall Bay end of Onepu Road. The traffic lanes on Onepu Road will be narrower than their current width to fit in parking and bike lanes, which will also help to lower speeds. We will monitor speeds down here after installation and see if we think any further measures need to be taken. Further speed limit changes will be considered as part of the city-wide speed management plan.
84	Concerns about garages on Onepu Road back directly onto footpath which poses conflict with bike lane and or footpath.	Drivers are expected to look carefully when they are entering or exiting a main road into a driveway and crossing bike lanes and the footpath.
85	Concern of number of turning movements on northern Onepu Road, even with proposed restrictions.	We will monitor the impacts of car park entries after installation, seek feedback and make adaptations if necessary.
86	Perception that it wouldn't feel safe allowing children on Onepu Road to bike to school, particularly with all of the accident-prone intersections. Children more likely to stick to the footpaths.	The purpose of the separated bike lanes is to improve the safety, and perception of safety, for people of all ages and abilities riding on Onepu Road. Intersections will have improved visibility with the new bike lanes and intersection markings will help increase the visibility of people on bikes as they cross side roads.
87	Concern about width of main road (ensure that buses and emergency services can pass through)	Traffic lanes remain between 3.0 and 3.5 m along Onepu Road, providing sufficient space for buses and emergency services to move along here.
88	Do not remove bus stop on corner of Onepu Road and Endeavour Street	The bus stop at Onepu Road and Endeavour Street is only being slightly relocated, 10-15m away from its current location to improve visibility and bus spacing.

89	Do not remove bus stops	The proposed bus stop removals were developed in conjunction with Metlink who were looking to rationalise stops down Onepu Road to improve efficiency of buses and be consistent with their city-wide strategy of a bus stop every 400m and paired with one on the other side of the road. They chose to do this at the same time as we are making street changes rather than require further changes to the street at a later date. There were 6 on one side of Onepu Road and 4 on the other side – Metlink chose to remove the 2 extra stops on the eastern side of the road that were not paired to one on the other side of the road and were within a short distance of another stop.
90	Ensure design makes it clear where cyclists are merging with traffic	We follow Waka Kotahi NZTA guidelines for merging areas on the road.
91	Concern about the width of remaining car parks.	Parking lanes are all 2.0 metres – this is a standard car park width.
92	Improve the safety of the crossing on Wha Street	This crossing is not in scope for our project however we have let the Council's transport and infrastructure team know that the community has concerns with it and will keep it in mind for any future CERF funding applications.
93	Consider retaining more parking near shops by Wha Street	We have worked with the shops here to retain all of their P10s although in a slightly different location and to add a couple of P60s that weren't already there to prevent long-term parking in the area outside Elements Cafe. We note that there is plenty of parking on Wha Street and Apu Crescent for these shops.
94	Ensure barriers prevent cars from parking or driving in cycle lane	Where possible we have vertical separation markers on the separated bike lanes. At driveways, it is not possible to restrict access altogether. We will work with the parking enforcement team to manage any issues that arise with vehicles parking in the bike lane.
95	Concern that changes on Onepu Road may result in more traffic using alternative or side streets (eg Cockburn Street)	This is something we will monitor and seek feedback from the community on once we have installed the changes.
96	Ensure proposed changes are monitored after installation to ensure they work as intended	We will commence gathering data and public feedback on how the street changes operate as soon as installation has been completed.
97	The proposed P60 and P10 parks near Wha Street will make it harder for residents to find a park	Two of the P10 parks already exist and the other two are replacements for parks that were outside the dairy on Onepu Road. The P60s are to ensure that Elements café also has some parking for customers. This is only a total of 3 extra restricted parks on Wha Street, where most properties have off-street parking available.
98	Make sure donations can still be dropped off at Salvation Army	We have met with the Salvation Army and recognise that this will be a limitation of the current designs. The team will enquire with neighbouring businesses to see whether parking may be available off-street for drop-offs at the Salvation Army at certain times.
99	Ensure buses can stop without holding up vehicle traffic	The in-lane bus stops are designed to be more efficient for the bus service and more accessible for patrons to get on and off. The bus does not lose time having to pull into and out of stops and wait for traffic to let them back in. There are only two proposed in lane bus stops – one at Wha Street on southern Onepu Road and one outside the Salvation Army on central Onepu Road. The other platform outside the funeral home allows for the traffic lane to pass while a bus is at the stop.
100	Move the Wha Street pedestrian crossing away from the intersection (further east)	Moving the pedestrian crossing away from the intersection would remove it from the crossing desire line and could potentially result in people still crossing at the current site. Where it is now, it provides school children coming from east of Onepu Road a direct line into Wha Street and along to Lyall Bay shops.
101	Consider more residents only parking on side streets (eg Cockburn Street)	We plan to monitor the effects of the street changes when they are implemented and have discussed with the Council's parking services team a potential extension to the current residents parking zone or converting more spaces in the existing zone to residents parking. Both are possible under the current scheme.
102	Ensure cycle lanes are fully painted to make them more visible	We follow Waka Kotahi guidance on the painting of bike lanes so that it is a consistent approach across the region and the country for all road users.
103	Only add cycleway to area around Wha Street – leave the rest of Onepu Road as it is	One of the main goals of the Kilbirnie connections project is to link up current infrastructure and roll out this section of the wider bike network. Only adding bike lanes to the area around Wha Street would add another isolated section and limit uptake.
104	Ensure bus stop locations are consistently opposite each other on both sides of the road.	This is what the proposed bus stop rationalisation as part of this project is aiming to achieve. The only place where this has not been achieved is in the Coutts Street/Onepu Road block where it is difficult to change this due to street layout in this busy area.
105	Add pedestrian crossings to the roundabout intersection at Onepu Road and Lyall Parade	We are adding speed humps here to slow traffic and improving the crossing point however Lyall Parade is outside of our project scope. We can pass this on to Transport & Infrastructure, transformation project team and keep it in mind for future CERF funding
106	Consider only doing the section of Onepu Road south of Leonie Gill Pathway	One of the main goals of the Kilbirnie connections project is to link up current infrastructure and roll out this section of the wider bike network. Only adding bike lanes south of Leonie Gill Pathway would add another isolated section and limit uptake.
107	Retain bus stops near the Leonie Gill Pathway	The outbound bus stop nearest Leonie Gill Pathway is the Endeavour Street stop 6328 and this is only being slightly relocated by a few metres south. The bus stop nearest Leonie Gill inbound is stop 7327 and this is being relocated closer to the Leonie Gill Pathway by a few metres south.
108	Ensure the proposed access controls at the supermarkets work safely for people on bicycles	We will be monitoring and evaluating this upon installation and opening for public feedback and making changes for safety if required.
109	Ensure ramp proposed at 73 Onepu Road is safe to cycle over	We will ensure this in the 100% designs

110	Ensure cycle lanes are wide enough for cyclists to pass slower riders	We endeavour to follow national Cycle Network Guidance and provide lanes as wide as we can within the constraints of the road corridor. Within the transitional programme, we cannot move kerbs and add road width so cannot always provide sufficient width for cyclists to pass one another.
111	Add a pedestrian island to Mahora Street near Pak 'n Save to make it easier to cross the road	Unfortunately this is out of scope but we can pass this on for investigation.
112	Extend the 30km/h limit further along Lyall Parade to cover the whole beach area	Wider network speed changes will be considered as part of the city-wide speed management planning process.
113	Install cycle counters on Onepu Road and make data freely available	We will be installing counters on Onepu Road. We have been waiting for confirmation of the Council's preferred provider for counters. Once installed, information will go up on the main counter web page.
114	Ensure TGSi (ramp tactile indicators) are added to pedestrian crossings	These are included on all the drawings.
115	Ensure right-turning traffic from Onepu Road into Wha Street does not hold up traffic	There will still be a right-turn bay available to turning traffic.
116	Consider additional bus stops at the beach	This is out of the scope of this project.
117	Consider security needs of Amourguard officers that need to park near Westpac	There are no changes to the parking directly outside Westpac.
118	Install more bike parks at the beach	This is proposed in the plans.
119	Ensure there is physical infrastructure to slow cars down	The raised pedestrian crossings will have this effect as will the speed humps proposed at the Lyall Parade/Onepu Road roundabout and the Coutts Street/Tirangi Road roundabout and in Tacy Street.
120	Consider using median strip more efficiently (perhaps using the space for additional parking)	In most places on Onepu Road the median strip is being removed and the lanes are being moved so the space can be reallocated to a parking lane. In the commercial centre this is not possible due to the large number of turning movements and the need for large vehicles to wait for short periods of time to enter the supermarket loading zone.
121	Partner with Countdown to create multi-storey car park	This is not in the scope of this project and there is no funding allocated to build off-street parking facilities.
122	Close some side streets to prevent access to Onepu Road	We have restricted access at Cruickshank Street. Further restrictions are not in the scope of this project.
123	Ensure good visibility for vehicles entering Onepu Road from side streets	There will be significantly improved visibility for any vehicles entering Onepu Road from any eastern approach as all parking will be removed. Parking setbacks from side streets will be increased on the western side of Onepu Road as well which will improve visibility.
124	Introduce residents parking scheme on Onepu Road side streets	We will monitor the impacts of parking changes on installation and consider increasing the residents parking zone where necessary.
125	Reduce width of Onepu Road side streets to slow traffic down	This is outside the scope of this project however we are looking at improvements on Wha Street as part of the low-traffic neighbourhood trial to facilitate school children crossing to Lyall Bay School.
126	Ensure the gaps in the cycleway separators are not too large to deter vehicles from entering cycle lane	Separators are placed to prevent this, however there will be gaps in the separators for driveways, and at these points there will be speed humps on the ground.
127	Ensure Wha Street intersection is not blocked by cars waiting for pedestrians to cross	Cars are expected to give way to pedestrians crossing a pedestrian crossing at all times.
128	Consider making bus platforms wider to allow for wheelchair users	We make the platforms as wide as we can to allow for wheelchair users. Unfortunately we are constrained by road width in many places in Wellington.
129	Ensure cars do not try to overtake bus when stopped to pick up/drop off passengers	We design to try and prevent dangerous overtaking manoeuvres however we cannot ensure good driver behaviour. At Wha Street it will be difficult to overtake stopped buses due to the median island at the rear of the bus stop. At the platform opposite the bus barns there is a vehicle lane as well as the platform bus stop to allow traffic to continue when the bus is stopped.
130	Consider pedestrian crossing to join Onepu Road with Lyall Parade	We have looked to improve the crossing point by adding tactiles, tap rails in the middle and speed humps to slow traffic down however any further work on pedestrian crossings is outside the scope of this project.
131	Consider more e-charge car parks	This is outside the scope of this project.
132	Install a cyclist phase at intersection outside Pak 'n Save	People on bikes will have bike crossings on all legs of the intersection as part of the planned upgrade scheduled to happen later this year.
133	Ensure enough mobility parks remain	The project is not removing any mobility parks.
134	Increase width of proposed cycle lanes	We aim to achieve bike lane widths that align with best practice design guidance where possible. In some parts of the network, where the road is constrained, we cannot always meet best practice bike lane widths.
135	Do not use physical barriers so cars can use cycle lane when needed	The purpose of barriers is to provide separation from cars to make the bike network as safe and attractive as possible, and maximise potential uptake.
COUTTS STREET		
136	Create a two-way bike path that connects the end of Leonie Gill Pathway with the airport tunnel to avoid the roundabout.	We have looked into this but believe that the raised crossings here will assist with avoiding the roundabout and avoid confusion on a short section. Following installation, and feedback from the public, this may be a future design option that could be considered.
137	Use Leonie Gill Pathway instead of Coutts Street	The Leonie Gill Pathway is fantastic but it is not the most direct and convenient route to all locations in Kilbirnie.

138	Do not remove car parks	With the transitional approach, the only way to share the road space and provide separation is to remove car parking down one side of the road. Separation is important in the section from Te Whiti Street to Tirangi Road as it gets busier and busier serving the Airport Retail Centre, and heavy traffic increases. 14 parks remain on the south side of the road and 4 on the north side in this section. In the section from Tirangi Road to the airport tunnel 2 parks are removed but some is changed from angle to parallel and restriction times are lowered at the request of the businesses.
139	Make the tunnel underpass safer, well-lit and cleaner	We have noted the requests for upgrade that we have heard during consultation - unfortunately that is out of the scope of this project and we will hand on to the Council's transport and infrastructure team.
140	Prevent traffic from turning right from Salek Street into Coutts Street (blocks traffic that wants to turn left)	Salek Street is the preferred route for vehicles in this area, while Te Whiti Street has been identified as part of the bike network. Given this, vehicle turning restrictions in and out of Salek Street were not considered as part of this project.
141	Continue Tirangi Road cycleway all the way to Lyall Parade	Unfortunately this is out of the scope of this project as this section of Tirangi Road is not part of the strategic bike network.
142	Use the bus stop bypass for bus stops (as used on Riddiford Street) so stop on Coutts Street does not block cycle lane	We understand from Rongotai College that the one bus stop on Coutts Street is only used after school by double decker school buses waiting to pick up pupils.
143	Extend cycleway all the way along Coutts Street to connect with Onepu Road	The section of Coutts Street between Te Whiti Street and the shops does not form part of the strategic bike network. The route goes via Rongotai Road. Future speed reductions, if approved as part of the city-wide speed management plan, will make this section of the street safer for biking.
144	Concern that cyclists are allowed to turn left onto Coutts Street from Te Whiti Street but motorists aren't	Motorists are allowed to turn left onto Coutts Street from Te Whiti Street – it is the right turn that we propose restricting.
145	Ensure cycleway is protected from cars with barriers	This is what we are proposing for the majority of Coutts Street. At the tunnel end of Coutts Street, traffic volumes are greatly reduced which is why we are proposing buffered bike lanes instead.
146	Slow down traffic at the intersection of Salek and Coutts streets	Traffic speeds will be reviewed as part of the city-wide speed management plan.
147	Ensure Kilbirnie Motors doesn't use the road to store serviced vehicles	We have limited ability to enforce this with private businesses.
148	Ensure there is a drop off-zone on Coutt Street for Rongotai College	We are looking into the demand for this, the different options available for a drop-off zone, and will address if required.
149	Use Salek Street for cycleway instead of Coutts Street (connect with Rongotai Road)	Salek Street would not replace Coutts Street. Te Whiti Street is the traffic-calmed street that connects with the bike lanes on Rongotai Road.
150	Parking needs to be close to the daycare centre on Coutts Street for safety reasons regarding high amounts of traffic and trucks in the area.	We are talking to the Kohanga Reo about their needs, however we note they have good off-street parking, including a turning and drop-off area.
151	Ensure raised pedestrian crossings are easy to ride on	The raised crossings should be easy to ride on as they do not involve a gutter and the transition is much smoother for riders.
152	Continue a protected cycleway on the Seatoun side of the airport underpass	This is part of a future transitional bike network project.
153	Concern about width of road (can two buses pass?)	Yes – 3.5 metre traffic lanes provide plenty of room for buses to pass each other.
154	Ensure mopeds do not ride through airport tunnel	We are aiming to add bollards and planter boxes to try and further limit access to the airport tunnel.
155	Ensure pedestrian crossings include TGSi and an easy camber for wheelchair users	All crossings will include TGSi and raised crossings provide an easier transition to the footpath than traditional crossings as they bridge the gutter.
156	Ensure vehicles crossing the cycleway (eg pulling out of driveways) are aware they are entering cycleway	We know that this can take some time to adapt to however at high use driveways we will look into speed humps where necessary.
157	Install traffic lights at the Coutts Street/Salek Street intersection (or remove ability to turn right from Coutts Street into Salek Street)	Signalising intersections is out of the scope of this project. Salek Street is the main through vehicle route in the area and removing the right turn would require traffic modelling beyond the scope of this project.
158	Consider a pedestrian crossing halfway down Tirangi Street	This is out of the scope of this project but has been noted to the Council's transport and infrastructure team.
159	Remove the pedestrian crossing outside fish and chip shop	This would reduce the safety and accessibility for pedestrians directly outside a school and does not align with Council objectives or policies.
160	Ensure signage/road markings make it clear how to navigate the changes	We will do our best to ensure signage helps people navigate the area by bike and adapt it as necessary when we receive feedback.
161	Ensure signage makes it clear where you can/can't turn from Te Whiti Street	Signage will be included and median island redesign will reinforce the changes.
162	Introduce residents parking permit for the area	We will monitor the impacts of parking changes on installation and increase the residents parking zone where necessary.
163	Ensure there is enough mobility parking	We are not removing any mobility parking. Where we are removing parking and are made aware of mobility needs, we will address this on a case by case basis.
164	Reduce speed on Coutts Street	Traffic speeds on Coutts Street will be reviewed as part of the city-wide speed management plan.
165	Ensure buses can get around Coutts Street/Tirangi Road roundabout	There is no change to the Coutts Street/Tirangi Road roundabout vehicle tracking – only the entrances to the roundabout will be speed calmed.
166	Consider more lighting on pedestrian crossings	This is being assessed across the city and will be checked by a separate project team and addressed if necessary.

KEMP STREET/TACY STREET		
167	Address the dangerous crossings on Kemp Street/Evans Bay Parade cycleway where cyclists have to try to give way to vehicles behind them	This section is unfortunately out of scope of the current project, however we have passed these concerns over to the Council's minor works team.
168	Add raised pedestrian crossings to make it safer to cross Rongotai Road	The crossing outside Pak 'n Save is being moved to make it safer from left-turning traffic. We can pass on that people would also like these crossings on Rongotai Road to be raised for safety.
169	Move pedestrian crossings further away from busy roads	A traffic resolution for the crossing on Rongotai Road outside Pak 'n Save (which we understand has seen many accidents due to left-turning drivers out of Tacy Street looking at traffic and not the crossing) has already been consulted on. This will move one block to the east.
170	Add more traffic calming to slow traffic	We are introducing a lot of traffic calming measures within the scope of this project including 7 raised pedestrian crossings and speed humps on Tacy Street, Coutts Street, Tirangi Road, Onepu Road and Lyall Parade. We note that people would like more on these wide flat roads.
171	Add more cycle markings to Kemp Street to make it obviously a shared route	We note this and there will be more signage in Kemp Street by the end of this year included as part of a wayfinding project through LGWM's targeted improvements programme.
172	Add artwork from local students into the design	We are looking into this as part of the proposed Freyberg Street low-traffic neighbourhood design. There is also potential in Tacy Street to work with students from EBIS if budget allows.
173	Increase enforcement on Cobham Drive crossing to deter people driving through red lights	Outside the scope of this project – and Police/Waka Kotahi would do this rather than the Council.
174	Do more to make Salek Street/Troy Street/Rongotai road intersection safer	Raised crossing being introduced at the Salek Street threshold to help to slow traffic down and improve safety for pedestrians.
175	Remove heavy trucks from Salek Street	Salek Street is the heavy traffic route – we have instead tried to calm Te Whiti Street further to make this street a neighbourhood street suitable for shared use by people on bikes.
176	Add raised pedestrian crossings to make it safer to cross Evans Bay Parade	Evans Bay Parade is out of the scope of this project however we are aware of the gap here in providing connectivity from the schools to the park and recreation facilities. We have highlighted this to the Council's Kilbirnie Park masterplan and transport and infrastructure teams. We recognise it would provide an important connection for children walking and riding to school and going to after school activities, as well as for those coming to the rec facilities from outside the area via Tahitai, the harbourside paths around Evans Bay.
177	Increase the width of the shared pathway	This is outside the scope of this project.
178	Make the Tacy Street/Kemp Street intersection safer by reducing vehicle speeds	We are proposing this as part of this project – 30km/h on Tacy Street and Kemp Street, plus traffic calming and tightening up the intersection to prevent fast swinging around corners. Making this a slower zone should assist with this move and we are tightening up this intersection. An alternative route will also be provided via the Ākau Tangi shared path and the raised pedestrian crossing across Kemp Street at that point.
179	Improve connection for people on bicycles between the two sections of Tacy Street (over Kemp Street)	This will be improved with calming of Tacy Street, raised pedestrian crossings and the intersection improvements with walking and cycling crossings on every leg.
180	Improve the connection from the south end of Tacy Street to Kilbirnie shopping area	
181	Make sure the footpath extends all the way along Tacy Street to connect to the new shared path	This is not in the scope of this project as it is permanent works.
182	Add more secure bike parking	Bike parking will be added at the netball courts and Lyall Parade.
183	Use legally-enforced zebra crossings instead of 'courtesy' crossings	All 7 raised crossings in the Kilbirnie connections project will be legally-enforceable zebra crossings. There is one courtesy crossing that LGWM is installing at the Troy Street/Salek Street intersection. The other LGWM crossing on Kemp Street will be a zebra.
184	Consider pedestrian crossing at netball courts on Kemp Street	Tacy Street will have speed control measures introduced including speed humps, and tightening up the intersection and the speed limit will be reduced to 30kmh. This should make Tacy Street a lower and slower zone and easier to cross safely.
185	Address Childers Terrace – key connection to Crawford Road	This is out of the scope of the current project but will be considered as part of a future project.
186	Improve connections to Rongotai Road cycleway at Pak 'n Save intersection	This intersection will be addressed as part of the project about to commence construction.
187	Ensure any remaining angled car parks are safe for cyclists	There will be a buffer painted behind angle parked cars to encourage people on bikes to take the lane. There will also be sharrows on the road to reinforce this.
188	Consider a two-way cycleway from intersection of Rongotai Road/Tacy Street to connect with Evans Bay Road shared path	This is out of the scope of the current project. However the intersection project is putting a two-way bike lane in between Tacy Street/Rongotai Road and the Onepu Road/ Rongotai Road intersection to link these up.
189	Consider raised crossings on Salek Street	Salek Street is out of the scope of the current project
190	Remove park benches from Leonie Gill Pathway (encourages 'hanging around' which can make people feel unsafe)	This is out of the scope of this project and would require further community consultation.
191	Consider traffic lights at Selak Street intersection	These are considered permanent works and are outside the scope of a transitional project.
192	Add 'give way' signs to crossings so motorists know to give way	These are considered permanent works and are outside the scope of a transitional project.
193	Add traffic calming prior to pedestrian crossings	These are considered permanent works and are outside the scope of a transitional project.
194	Add shelter to bicycle parking spaces to make them all-weather	These are considered permanent works and are outside the scope of a transitional project.

LOW-TRAFFIC NEIGHBOURHOODS		
195	Concern about the changes causing an increase in traffic and congestion on other roads (eg Onepu Road)	We are addressing concerns around a short-term trial on Freyberg Street causing more traffic on Queens Drive by looking at improving safety on Queens Drive. We will be doing tube counts prior to this trial and after these changes to monitor any change in volumes and speeds on both roads.
196	Suggest placing the "barrier" at the middle point of the roads	We are looking to place them at pedestrian crossing points to improve safety for pedestrians and other users.
197	Ensure clear road markings to stop people parking over driveways and garages	Setbacks from driveways will be improved and road markings.
198	Concern that Yule Street in particular is used by the Fire Service	We have spoken to emergency services and their main concern was with any changes on Yule Street as they use this to access areas west of Kilbirnie. Consequently we will not be progressing a short term trial on Yule Street.
199	Concern that "blocking" Freyberg Street will make it harder to access Lyall Bay School	We are working with the school and the community to develop the details of a short-term trial later in the year. Currently cars speed down here and there have been reports of them crashing into parked cars, parents are not comfortable letting their kids go out into the street, and driveways are parked over at drop-off times. We are looking into how the changes can help improve all of these safety and accessibility concerns while still allowing access to Lyall Bay School.
200	Ensure mobility car parks are kept	No mobility car parks are being removed in Kilbirnie as part of this work. If we find that any residents on the route have particular mobility needs, we will consider this on a case- by-case basis.
201	Consider trialling low-traffic neighbourhoods on Ferry Street in Seatoun	Noted
202	Consider using speed humps to lower speeds on Freyberg Street instead	We will look at all options if the school and the residents are not keen on the cul de sac idea.
203	Consider trialling this on other streets	Once we have trialled it in one street there is a chance that we may be able to apply this more widely depending on community support.
204	Include Queens Drive and Childers Terrace in trial	Once we have trialled it in one street there is a chance that we may be able to apply this more widely depending on community support
205	Include Salek Street in trial	Once we have trialled it in one street there is a chance that we may be able to apply this more widely depending on community support. However we recognise Salek Street is a main thoroughfare and the heavy traffic route so is unlikely to be suited as a low traffic neighbourhood street.
206	Use traffic-light controlled pedestrian crossings on Freyberg Street instead of blocking the street.	Traffic lights are not appropriate for the nature of Freyberg Street.
207	Plant trees on low-traffic streets as well	We hope to use planter boxes in the trial which will add to the amenity of the street.
208	Improve visibility and make Yule Street/Coutts Street intersection safer	This is out of the scope of this project but has been highlighted to the Council's transport team.
209	Remove right turn from Freyberg Street to Queens Drive	This is outside the scope of this project, however the volume of traffic expected to make this turn is likely to significantly reduce during the short-term low-traffic neighbourhood trial on Freyberg Street planned for later in the year.
210	Consider Yule or Ross Street (not both)	Both are considered out of the scope of this project following feedback from the community.
211	Consider needs of bus drivers on Ross Street	This street is considered out of the scope of this project following feedback from the community. However we understand from NZ Bus that drivers are not meant to drive south on Ross Street currently so proposed changes would have helped residents with enforcing this.

We are proposing a change in your area

Kia ora,

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

Proposal:

Reference	<ul style="list-style-type: none"> TR62-23 Kilbirnie Connections transitional bike and pedestrian improvements. Proposed separated cycle lanes, new raised pedestrian and dual crossings, safer speeds and parking changes
Location – where we propose to make the change	<ul style="list-style-type: none"> Onepu Road, Coutts Street, Tacy Street, Ākau Tangi Sports Centre, Kemp Street, Tirangi Road, Salek St, Te Whiti Street, Cruickshank St, Mamari Street, Apu Crescent
Why we are proposing the change	<ul style="list-style-type: none"> This proposal will support more people to get to and from the community facilities, shops, schools and recreational destinations in Kilbirnie by providing more transport options and a safer, more walkable local environment. These streets are part of the Paneke Pōneke Wellington Bike Network, which was approved by council in March 2022. Several of the crossings and intersection improvements are part of the Let's Get Wellington Moving - Targeted Improvements package that was approved by council in May 2022. Implementing these street changes will support the strategic goals outlined in the Long-Term Plan, the Regional Land Transport Plan and Te Atakura by improving safety, improving travel options, supporting growth and enabling a reduction in transport generated carbon emissions. This proposal connects the tunnel under the Airport runway to the Evans Bay cycleway via existing and proposed connections on Te Whiti Street, Rongotai Road, the Kemp Street shared path, the Ākau Tangi shared path, and the Cobham crossing. The proposal will also connect existing cycleways to the Leonie Gill Pathway, Kilbirnie shops, Onepu Road shops and cafes, local schools and Lyall Bay beach. These changes will make it easier and safer for more people to bike/scoot between Miramar, Kilbirnie, Lyall Bay and Wellington City and to walk, scoot or cycle locally. Kilbirnie is approximately 20 minutes by bike from central Wellington. New pedestrian crossings, raised crossings, traffic calming measures and safer speeds will make Kilbirnie and Lyall Bay more attractive places to walk locally, particularly for children, seniors and people with disabilities. There are approximately 2000 school students travelling in, out and around Kilbirnie and this proposal will make it safer for our rangatahi to get to school using active modes of transport.
What we'd like to do	<ul style="list-style-type: none"> Implement the Kilbirnie Connections transitional bike and pedestrian improvements. <p>ONEPU ROAD AND ASSOCIATED STREETS</p>

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Onepu Road – between Rongotai Road and Coutts Street

- Install separated cycleways down both sides of the road. This will replace 31 P60 on street carparks.
- Relocate Bus Stop #6327 (Onepu Road at Coutts Street) approximately 30m north to a section of full height kerb to assist boarding and alighting.
- Restrict right turn movement out of the Pak N Save entrance at no.5 Onepu Road
- Restrict the Countdown entrances from no.14 to no.38 Onepu Road to have entry only at the southern access and exit only at the northern access (currently both access permit entry and exit). The turning bay on Onepu Road at the southern access will be replaced with a flush median

Onepu Road – between Coutts Street and Lyall Parade

- Replace approximately 66 parking spaces on the eastern side of Onepu Road between Cruickshank Street and Lyall Parade with a separated cycleway. No on-street parking spaces will remain
- Replace approximately 32 parking spaces on the western side of Onepu Road between Lyall Parade and Coutts Street with a separated cycleway. 39 parking spaces will remain, which includes a new P30 Loading Zone parking space at 46 Onepu Road and replacing the single existing P10 parking space outside 142 Onepu Road with two P10 parking spaces outside 134 to 136 Onepu Road (approximately 30m to the north).
- Relocate Bus Stop #7327 (Onepu Road at Cruickshank Street) approximately 3m south to accommodate the new separated cycleway
- Relocate Bus Stop #6328 (Onepu Road at Endeavour Street, near 95) approximately 10m south to improve separation and visibility from Endeavour Street
- Relocate Bus Stop #7328 (Onepu Road at Endeavour Street, near 96) to the north side of Endeavour Street to improve visibility between turning vehicles and cyclists
- Relocate Bus Stop #7330 (Onepu Road at Lyall Bay Shops) approximately 3m south to accommodate the new separated cycleway
- Remove Bus Stops #6331 (181 Onepu Road) and 6329 (115 Onepu Road) which are currently unpaired (no bus stop on the other side of the road) to better balance stop spacing.
- Reduce the footpath on the east side of Onepu Road south of Coutts Street (outside Rita Angus) to approximately 3.1m wide and utilise the remaining width to create a cycle path.
- Create a shared bus/ bike lane (approximately 100m long) in front of 45 to 59 Onepu Road.
- Install a raised dual pedestrian and cycle crossing across Onepu Road at the Leonie Gill Pathway

Cruickshank Street

- Restrict all turning into Cruickshank Street from Onepu Road and restrict right turns out of Cruickshank Street into Onepu Road

Apu Crescent

- Replace three unrestricted parking spaces with three P10 car parks outside no.155 Onepu Rd (Lyll Bay Minimart)

Wha St

- Extend the P10 parking outside 142 Onepu Road (Onepu Road Dairy) from two to three parking spaces
- Replace two unrestricted parking spaces with two P60 carparks outside no.144 Onepu Road (Elements Café)

TACY STREET AND ASSOCIATED STREETS

Tacy Street - Rongotai Road to Kemp Street

- Install a raised dual pedestrian and cyclist crossing across Tacy Street on the south side of Kemp Street along the Kemp Street shared path
- Remove one parallel parking space adjacent to the new raised crossing to achieve separation from the crossing

Tacy Street - Between Kemp Street and cul de sac at northern end

- Move no stopping parking restrictions to align with kerb realignment on the north side of the Tacy Street /Kemp Street intersection
- Replace two 90-degree parking spaces at the netball courts with five cycle racks (parking for 10 bicycles)
- No stopping parking restrictions adjacent to the two driveway entrances to no.50 Tacy Street
- No-stopping parking restrictions formalised around the cul-de-sac head replacing seven parking spaces

Ākau Tangi Sports Centre

- Designate the new path from Tacy Street cul-de-sac to Kemp Street as a shared pedestrian and cyclist path

Kemp Street

- Install a raised dual pedestrian and cyclist crossing across Kemp Street from the Ākau Tangi Sports Centre side of Kemp Street to the Kemp Street shared path
- No stopping parking restrictions on two unrestricted parallel parking spaces outside no.69 to no.71 Kemp Street

COUTTS STREET AND ASSOCIATED STREETS

Coutts Street – Te Whiti St to Tirangi Rd

- Replace approximately 39 parking spaces on the northern side of Coutts Street between Te Whiti Street and Tirangi Road with a separated cycleway. Three parking spaces will remain between Te Whiti Street and Salek Street
- Replace approximately 23 parking spaces on the southern side of Coutts Street between Tirangi Road and Te Whiti Street with a separated

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	<p>cycleway. Thirteen parking spaces will remain between Tirangi Road and Mamari Street</p> <ul style="list-style-type: none"> Remove the currently unmarked bus stop on the north side of Rongotai Road between Salek Street and Mamari Street Change the footpath at the corner with Tirangi Road to a shared path to permit cycle access to the dual pedestrian and cycle crossing across Tirangi Road (approximately 25 metres) <p>Te Whiti Street</p> <ul style="list-style-type: none"> Restrict right turns into and out of Te Whiti Street. Cyclists and emergency vehicles will still be permitted to make this turn <p>Salek Street</p> <ul style="list-style-type: none"> 68 metres of no stopping parking restrictions installed at the intersections of Salek Street, Rongotai Road, and Troy Street to improve intersection safety Give way control installed on north end of Salek Street at intersection with Rongotai Road Stop control installed at south side of Rongotai Road at intersection with Salek Street in westbound direction <p>Mamari Street</p> <ul style="list-style-type: none"> Add two P10 parking spaces to this street for use by customers of the adjacent shop on Coutts Street <p>Coutts St - Tirangi Rd to the airport tunnel</p> <ul style="list-style-type: none"> Install a buffered cycle lane on both sides of the road from Tirangi Road to the airport tunnel (approximately 200 metres) Change the footpath at the corner with Tirangi Road to a shared path to permit cycle access to the dual pedestrian and cycle crossing across Tirangi Road (approximately 25 metres) Change two unrestricted and 6 P10hr angle parking spaces outside no.261 to no.267 Coutts Street to six P240 parallel parking spaces <p>Tirangi Road</p> <ul style="list-style-type: none"> Replace approximately six parking spaces on the western side of Tirangi Road between the Leonie Gill Pathway and Coutts Street with a separated cycleway. No on-street parking spaces will remain. Replace approximately nine parking spaces on the eastern side of Tirangi Road between Coutts Street and the Leonie Gill Pathway with a separated cycleway. No on-street parking spaces will remain. Install a raised dual pedestrian and cyclist crossing across Tirangi Road on the south side of Coutts Street Install a raised dual pedestrian and cyclist crossing across Tirangi Road at the Leonie Gill Pathway
Impact	<ul style="list-style-type: none"> The overall impact on pedestrians and people with disabilities is positive with improved safety and accessibility due to nine new raised crossings and safer speeds. New bike lanes will reduce the number of people cycling or scooting on the footpath.

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	<ul style="list-style-type: none"> • There is an isolated impact on pedestrians at one intersection with short sections of new shared path to minimise the conflict between people on bikes and motor vehicles • The impact on people driving will be improved safety. Safer speeds and some turning restrictions may result in slightly longer vehicle travel times for a small number of trips, but this is expected to be minor. New raised platforms will reduce operating speeds at specific locations and may cause an inconvenience for general traffic and freight. • The impact on people cycling or wanting to cycle will be safer and more attractive routes through Kilbirnie and greater connectivity between existing infrastructure. There will also be safer crossing points for less confident people using the Leonie Gill pathway • The general impact on public transport users will be improved access to bus stops and improved efficiency for buses, which currently have difficulty accessing some stops and stop too frequently along Onepu Rd. • There are isolated negative impacts on bus passengers boarding or alighting at three bus stops where the cycle lane occupies part of the bus platform to minimise conflict between people on bikes and motor vehicles. Two raised crossings on Onepu Road may impact bus passenger comfort on this section of the route. • Net parking impact: <ul style="list-style-type: none"> Removal of 240 unrestricted parking spaces Removal of two P120s Removal of 31 P60 spaces Addition of two P60 spaces Moving four P10s Addition of two P10s Replacing seven P600 spaces with seven P240 spaces Addition of a P30 loading zone Addition of bike parking on Tacy Street and Lyall Parade <p>A significant number of off-street carparks remain for both private and public use in the area. 1859 on-street parks will remain in the area surveyed which included affected streets and their side streets. A draft parking management plan has been developed to mitigate the impacts of the carpark removal. Parking will be monitored after implementation and residents parking schemes may be looked at if required.</p> • The impact on parking revenue will be none as no paid parking currently exists in Kilbirnie • The impact on businesses on Coutts and Onepu Road will be a reduction in on-street car parking directly outside premises in some locations, parking re-allocated to side streets in some areas and improved access by foot, bus and bike for customers. Time restricted parking has been added in several locations to improve access to businesses.
<p>How this relates to the parking policy</p>	<ul style="list-style-type: none"> • Supports mode shift to using active modes (e.g., walking and cycling) and public transport through improved street design and parking management, which will help the city to achieve lower carbon emissions.

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	<ul style="list-style-type: none"> • Supports safe movement – facilitates 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. • A parking management plan was undertaken to inform the design of these changes and feedback from the community has subsequently been incorporated into the proposed parking changes. • As outlined in the Parking Policy 2020, short term and residents parking has been prioritised over commuter parking which is the lowest priority for road space allocation.
<p>Additional Information</p>	<ul style="list-style-type: none"> • This Kilbirnie Connections project is a key initiative to deliver on several strategic plans for the city, including the Long-Term Plan, Te Atakura (Climate Action Plan) and Paneke Pōneke (Wellington Bike Network Plan) • The bike network improvements are being made using lower cost, adaptable materials that can be tweaked based on public feedback, and data, once these initial installations are in place. • Designs were developed by technical experts and with input from the community. A technical working group helped to ensure project objectives were met without compromising road safety, within constrained road corridors. • Average daily traffic count: <ul style="list-style-type: none"> – 8,000 ADT on Onepu Rd between Rongotai Road and Coutts Street (9% heavy) – 7,500 ADT on Onepu Road south of Coutts St (5% heavy) (reducing to 6,100 AADT by the time it reaches Lyall Bay), – 2,100 ADT on Tacy Street (1.5% heavy) – 11,300 ADT on Coutts Street west of Tirangi Road (6% heavy), – 1,000 ADT on Coutts Street east of Tirangi Road (8% heavy), – 10,200 ADT on Tirangi Road (7% heavy), – 8,600 ADT on Lyall Parade (6% heavy), – 2,269 AADT on Kemp Street (4% heavy), – 6,387 AADT on Salek Street (5% heavy). • It is proposed that these changes will be complemented by decreasing the speed limit from 50kmh to 30kmh on Lyall Parade between Tirangi Road and Queens Drive (approximately 900 metres) in response to community feedback. We also propose reducing the speed limit from 50kmh to 30kmh on all of Kemp St, and all of Tacy Street. We are gauging community interest in reducing the speed limit on Freyberg Street outside Lyall Bay school. These speed changes are being consulted on at the same time as this Traffic Resolution, but will follow the alternative method for setting speed limits outlined in the Setting the Speed Limit Rule 2022. Submissions received on the speed limit change will be considered by Council before a final decision by the Director of Land Transport, Waka Kotahi is made on the proposed speed limit change.

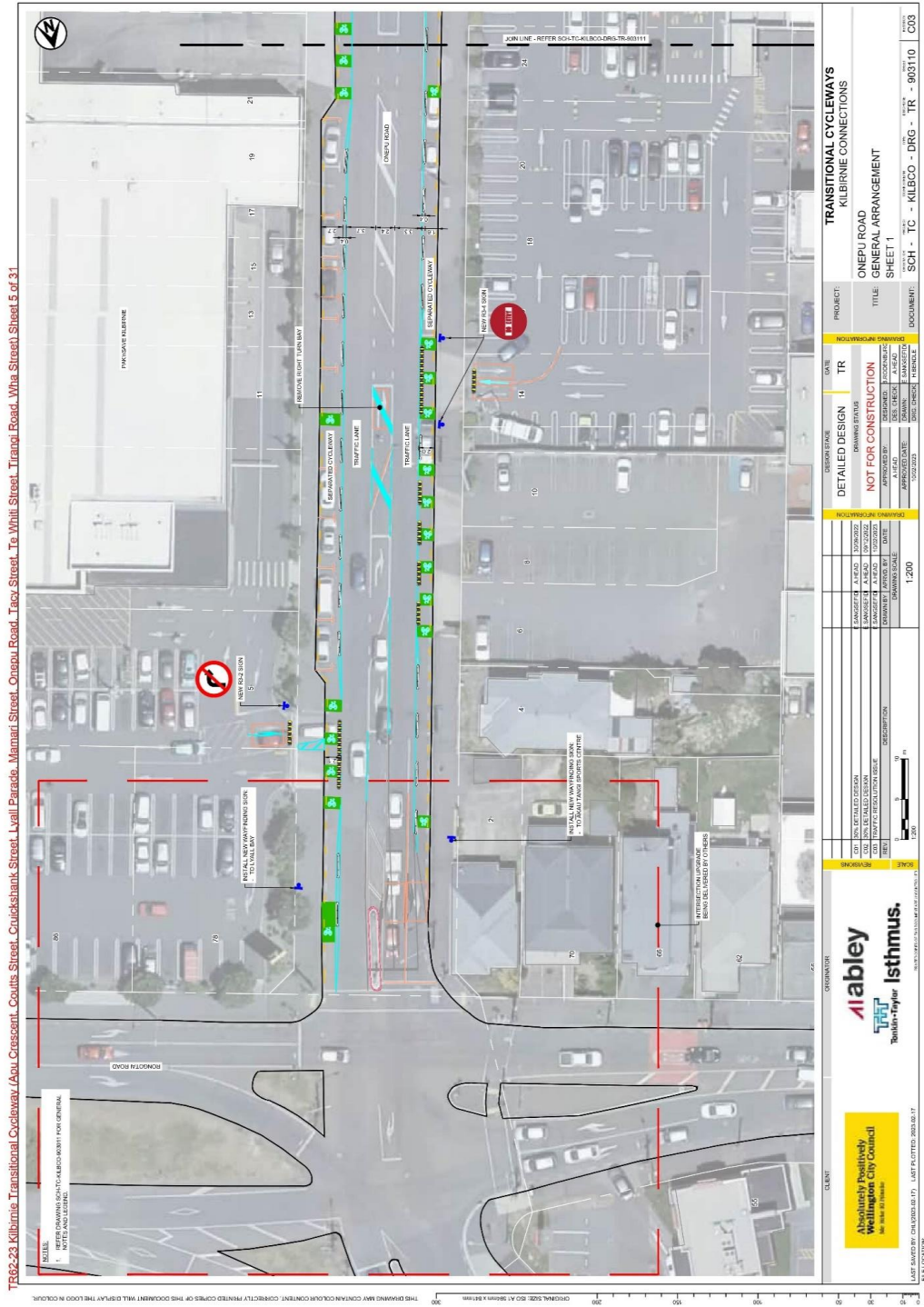
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	<ul style="list-style-type: none"> In addition to the changes outlined above, this proposal also includes pedestrian improvements that make it easier to cross streets throughout Kilbirnie by raising multiple existing pedestrian crossings on Onepu Road, Tirangi Road, Coutts Street, Tacy Street and Te Whiti Street. We also propose installing other traffic calming measures, including raised platforms and speed humps, to support safer speeds and improved walkability on Tacy Street, Kemp Street, Coutts Street, at the Coutts Street/Tirangi Road roundabout, at the Onepu Road / Lyall parade roundabout and on Salek Street. More information on these improvements can be found at: https://www.transportprojects.org.nz/current/kilbirnieconnections/ To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Monday 6 March 2023 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you. The improvements proposed in this Traffic Resolution are the result of an options analysis and community engagement. The options analysis report, along with other supporting material such as a parking management plan, safety audits, etc, can be found here: https://www.transportprojects.org.nz/current/kilbirnieconnections/
<p>Feedback</p>	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at kilbirnieconnections@wcc.govt.nz Please note if you are giving feedback the consultation period opens at 9.00 am Monday 6 March 2023 and finishes at 5.00 pm Monday 27 March 2023. What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information
<p>Next Steps</p>	<ol style="list-style-type: none"> Feedback will be collated, and the proposal will be presented to the Koata Hātepe Regulatory Processes Committee on 11 May 2023. If approved, the proposal will be installed within the following 18 months.

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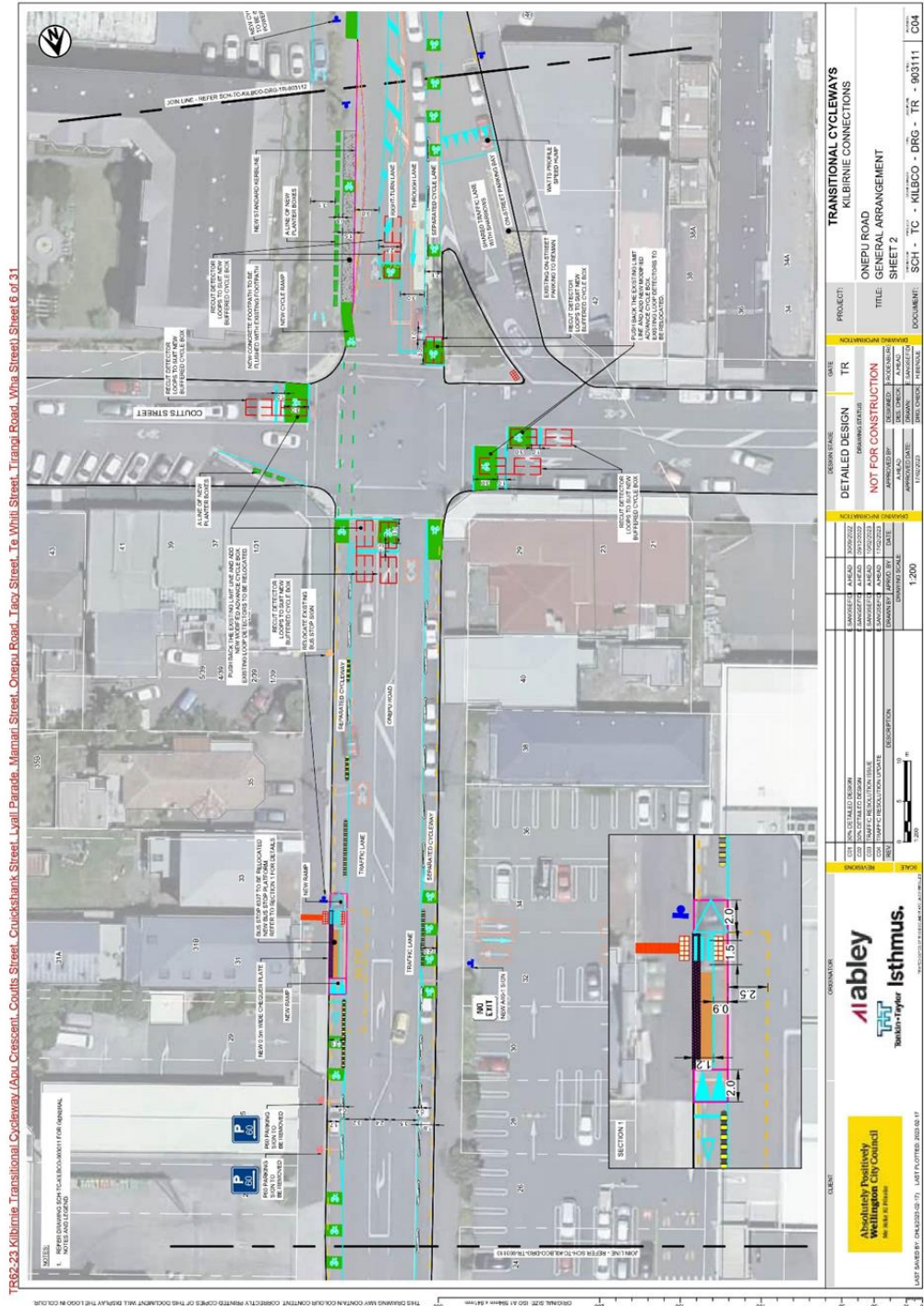
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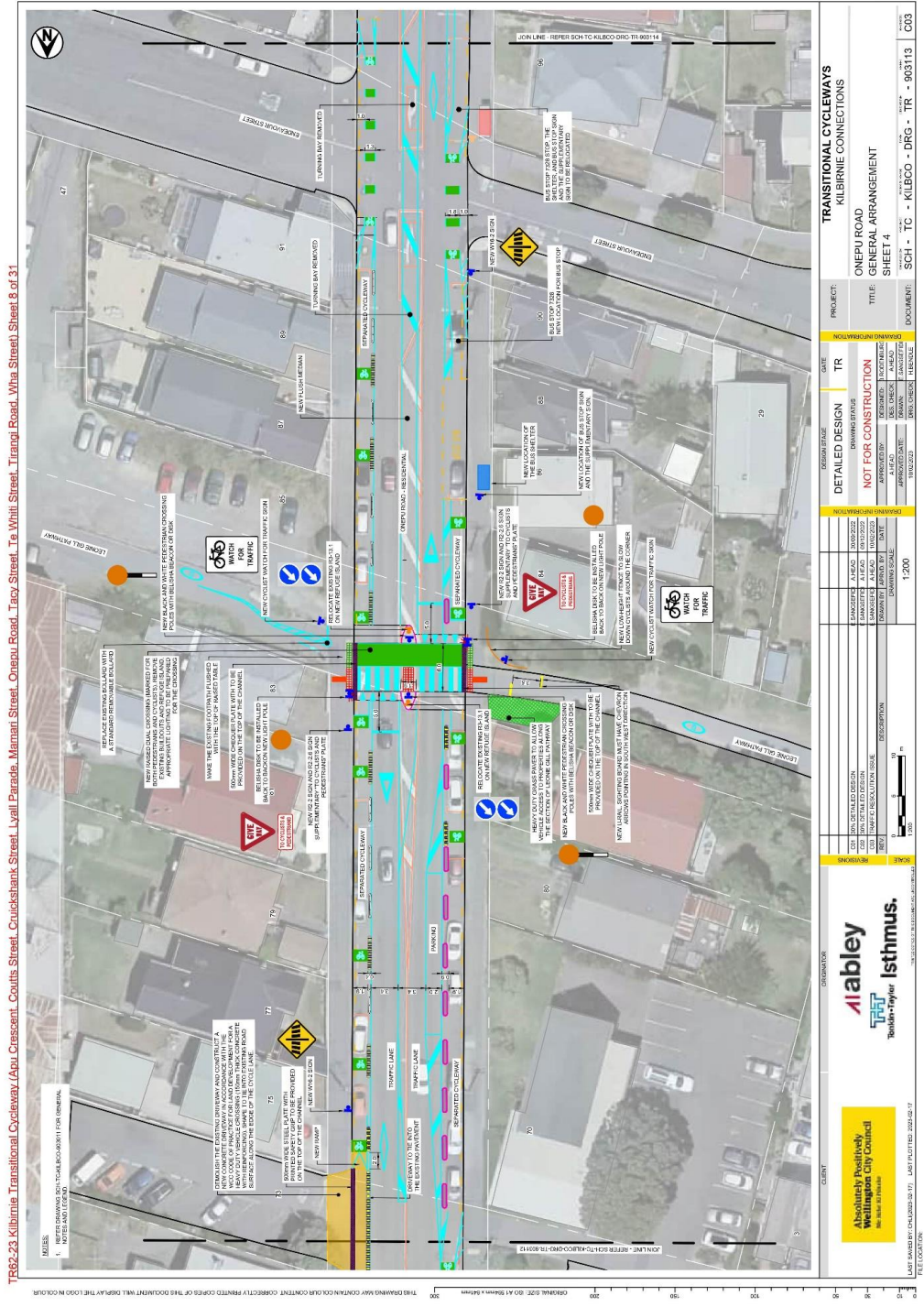


TR62-23 Kilbirnie Transitional Cycleway / Aou Crescent, Coultis Street, Cluckshank Street, Lyall Parade, Mamari Street, Onapu Road, Tacy Street, Te Whiti Street, Trangi Road, Wina Street, Sheet 6 of 31

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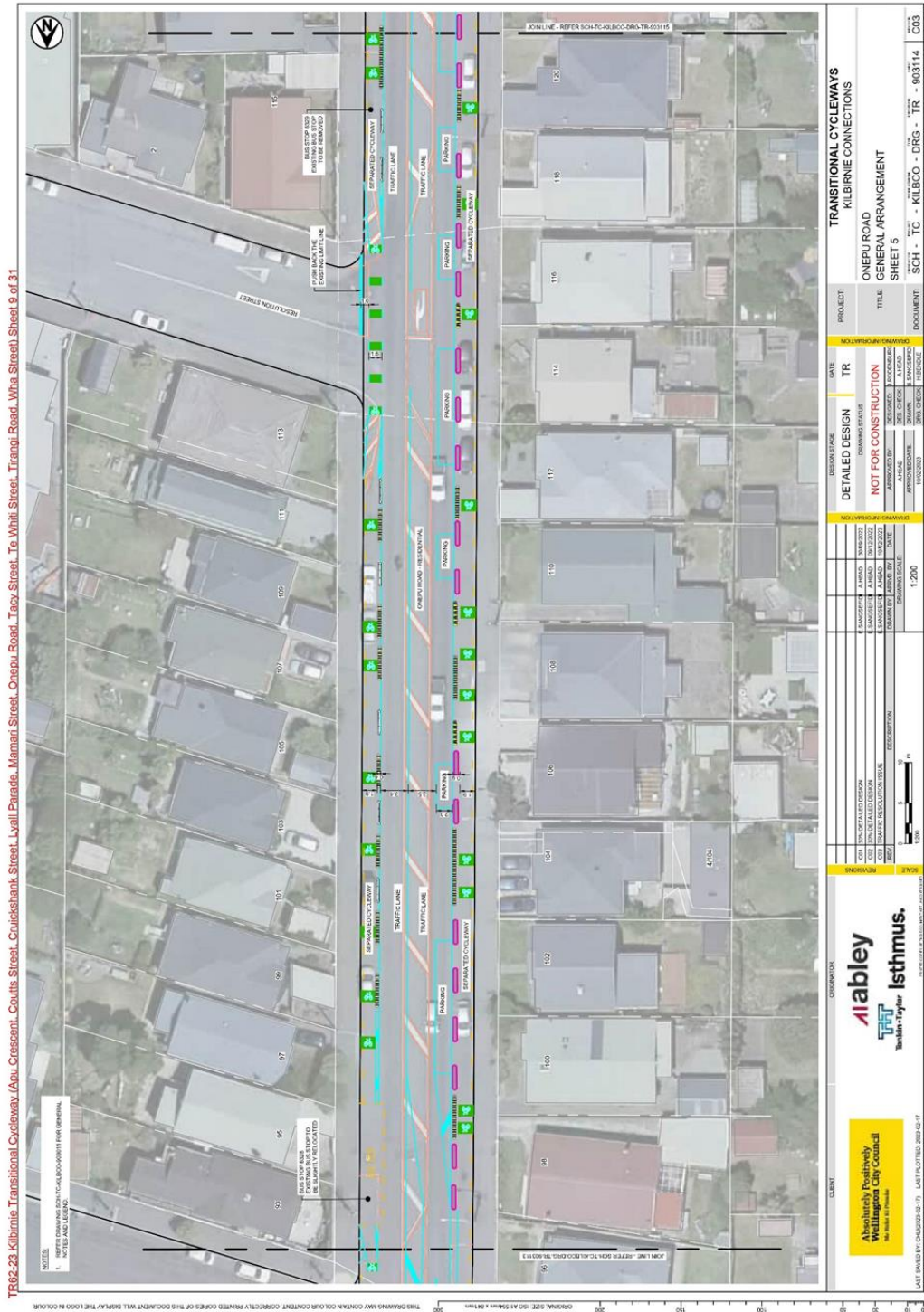
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TR62-23 Kilbirnie Transitional Cycleway / Apu Crescent, Courts Street, Cruickshank Street, Lyall Parade, Mamari Street, Onepu Road, Tapu Street, Te Whiti Street, Tirangi Road, Wha Street) Sheet 8 of 31

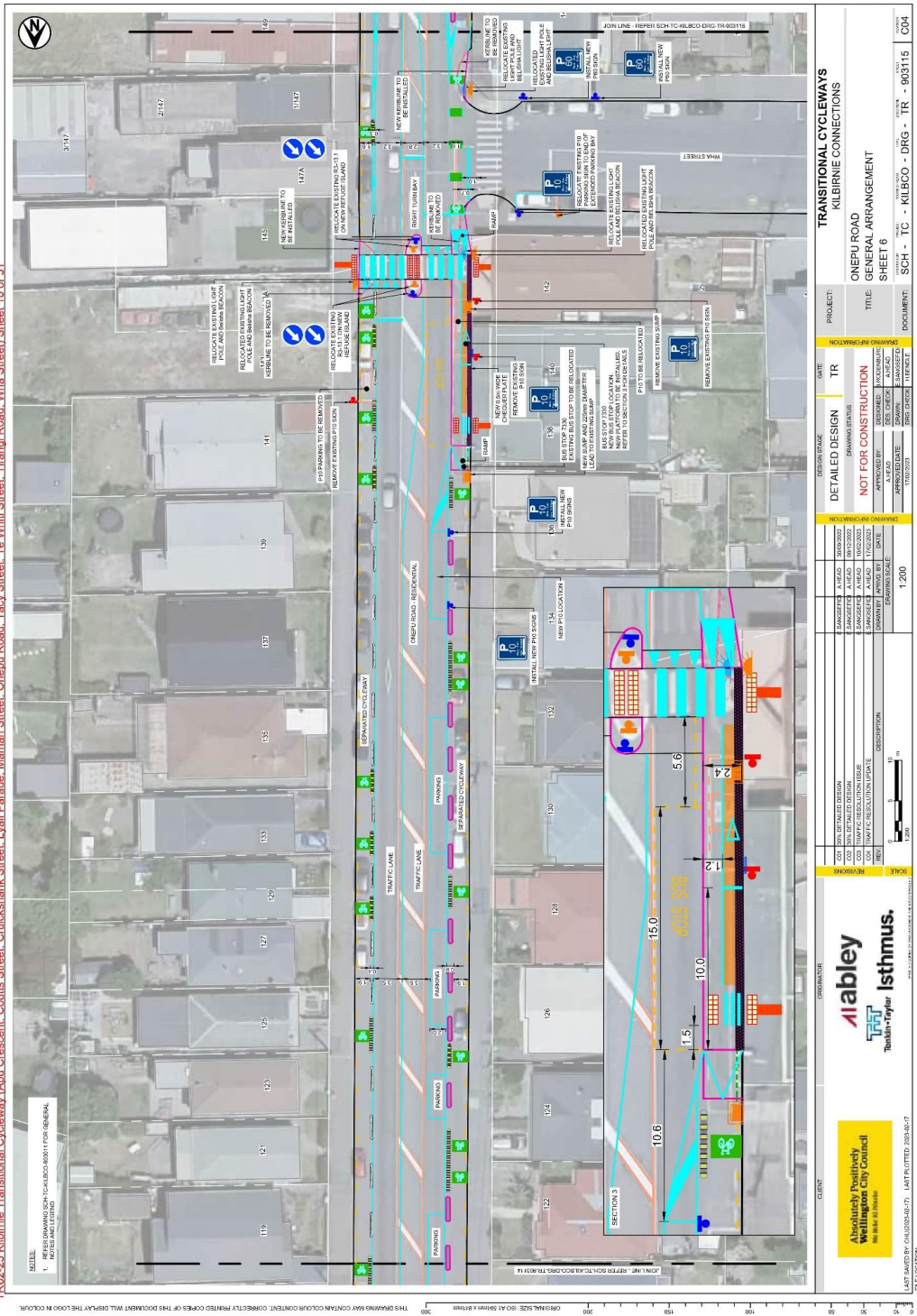
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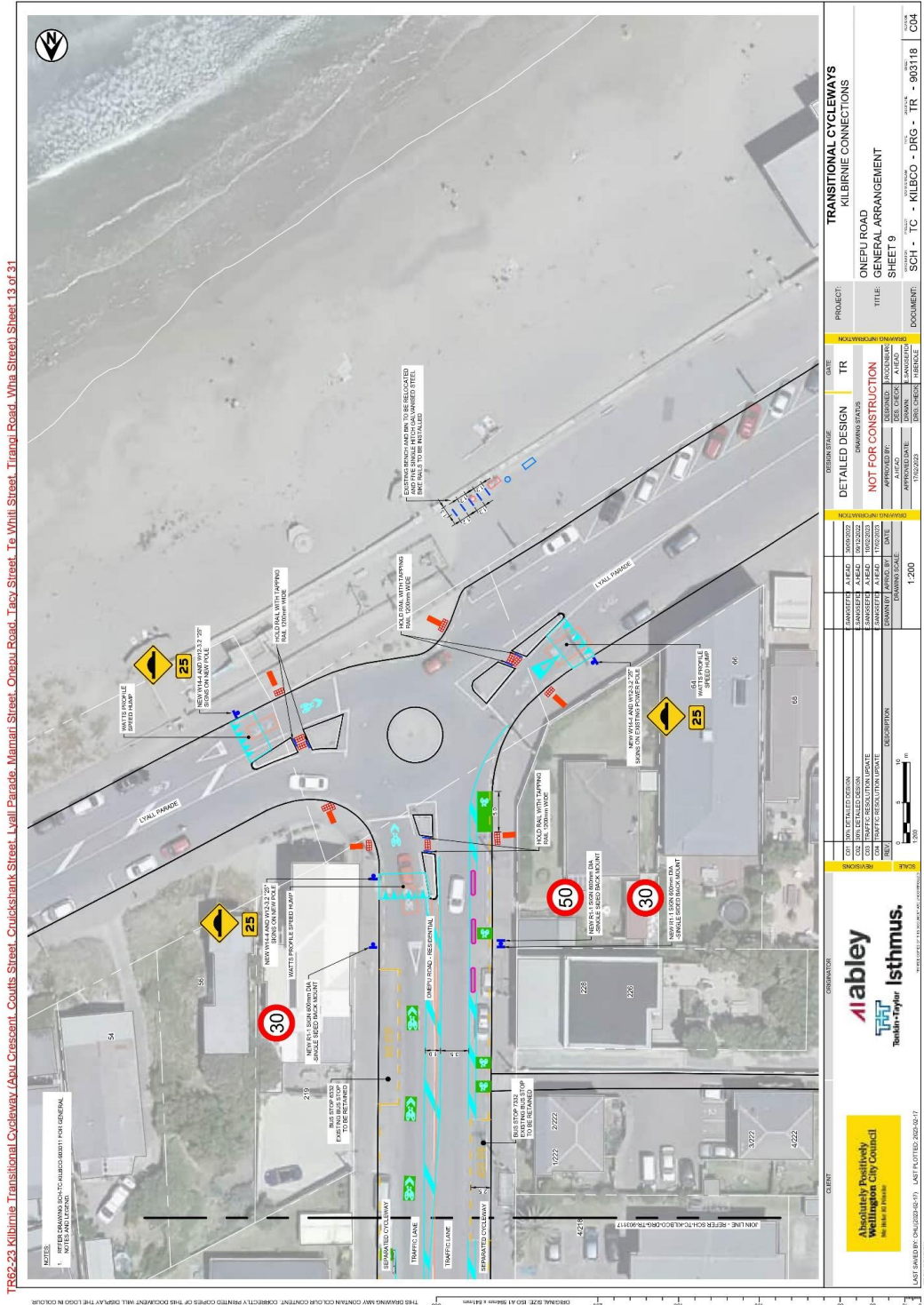
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TR62-23 Kilbirnie Transitional Cycleways / Aou Crescent, Courts Street, Cruickshank Street, Lyall Parade, Mamaru Street, Onepu Road, Tacy Street, Te Whiti Street, Tirangi Road, Wha Street) Street 1.0 of 3.1

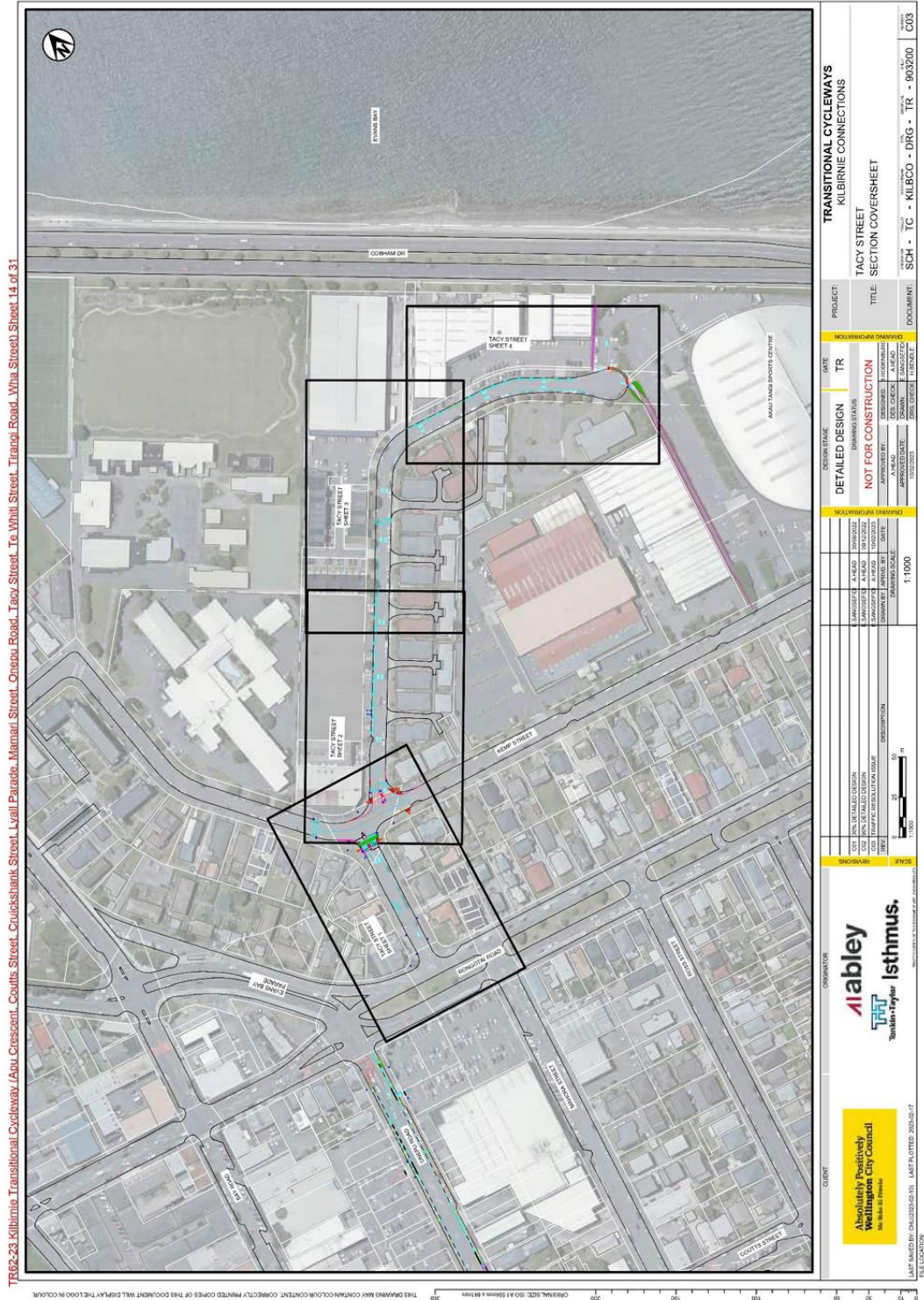


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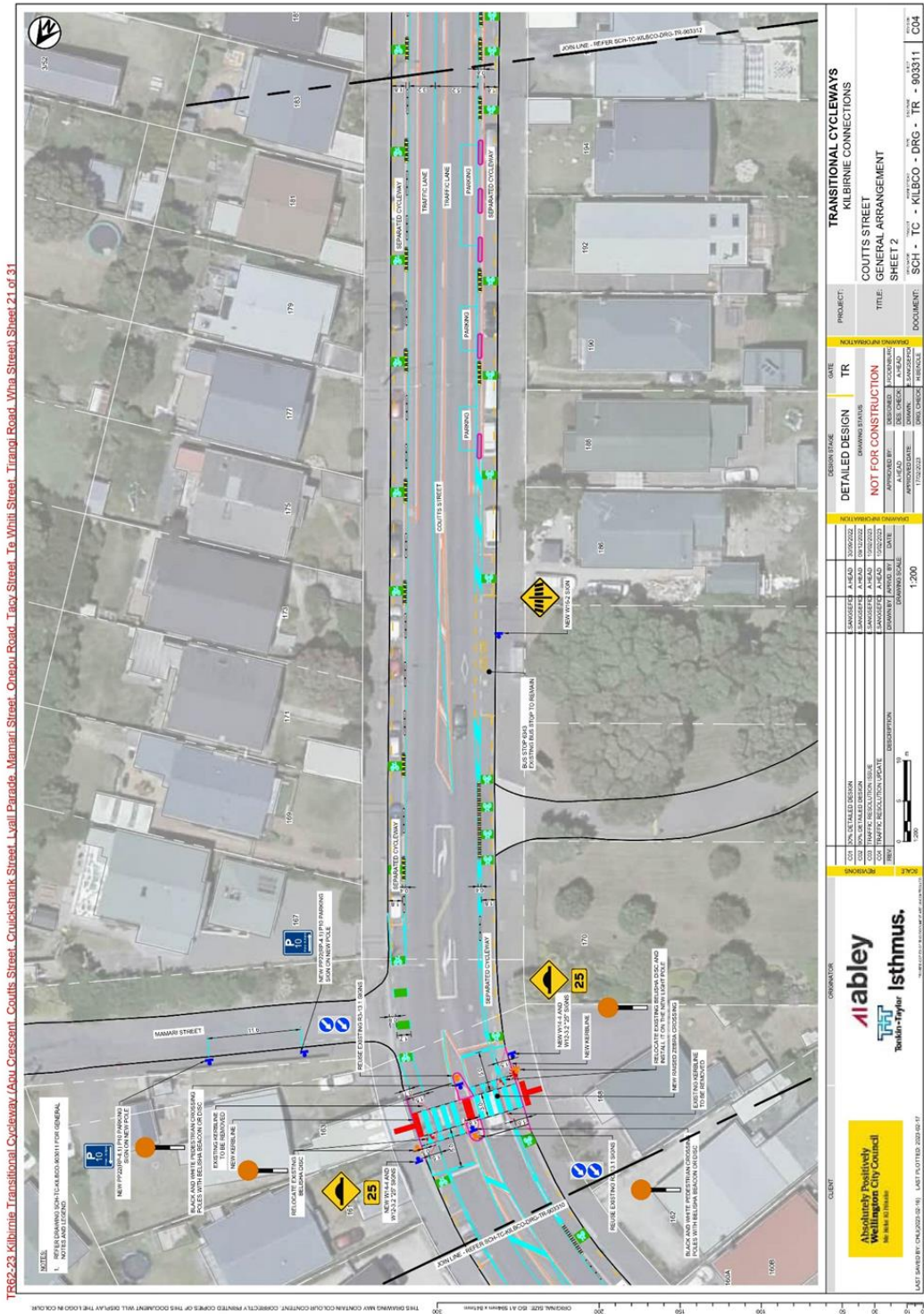


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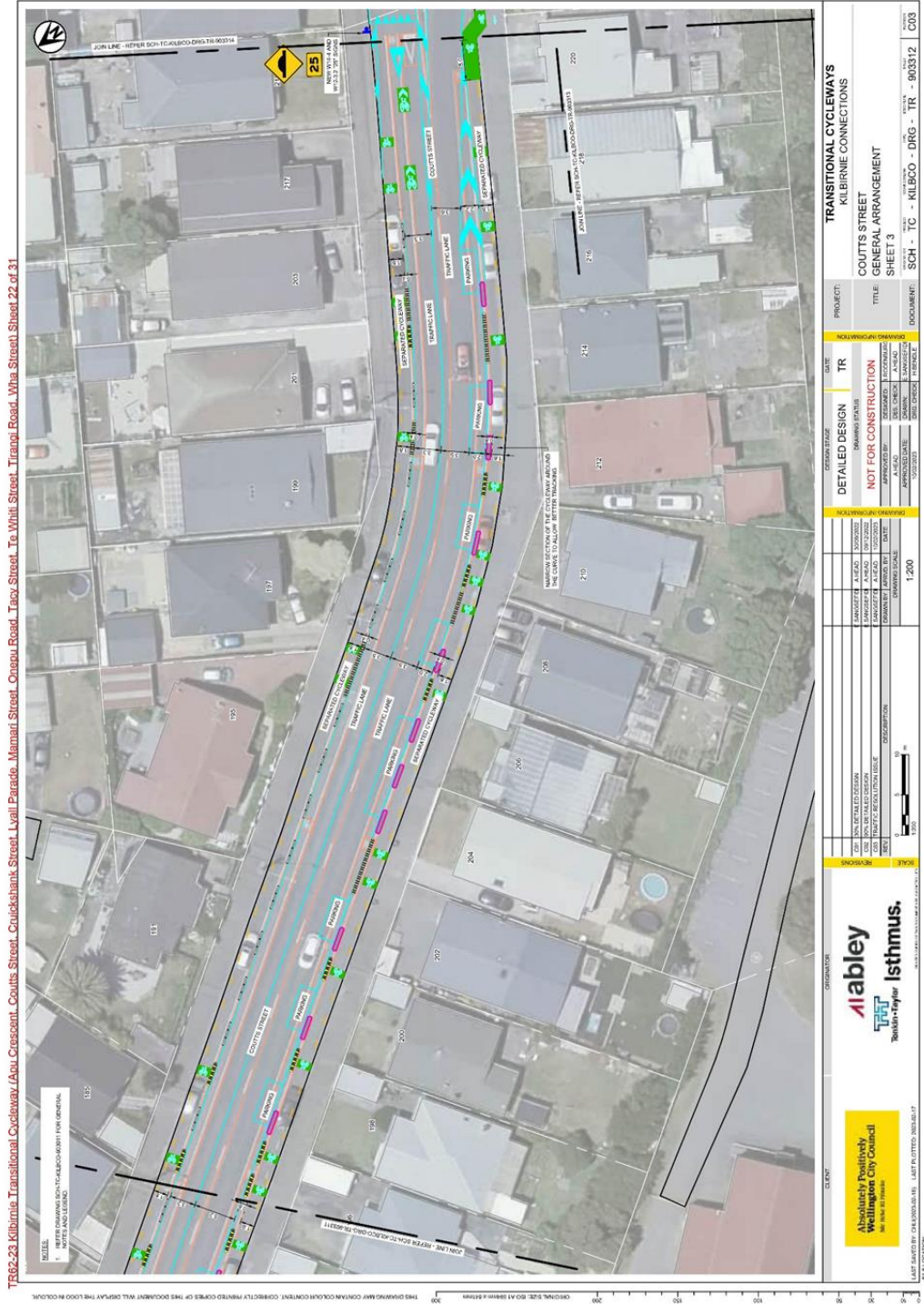
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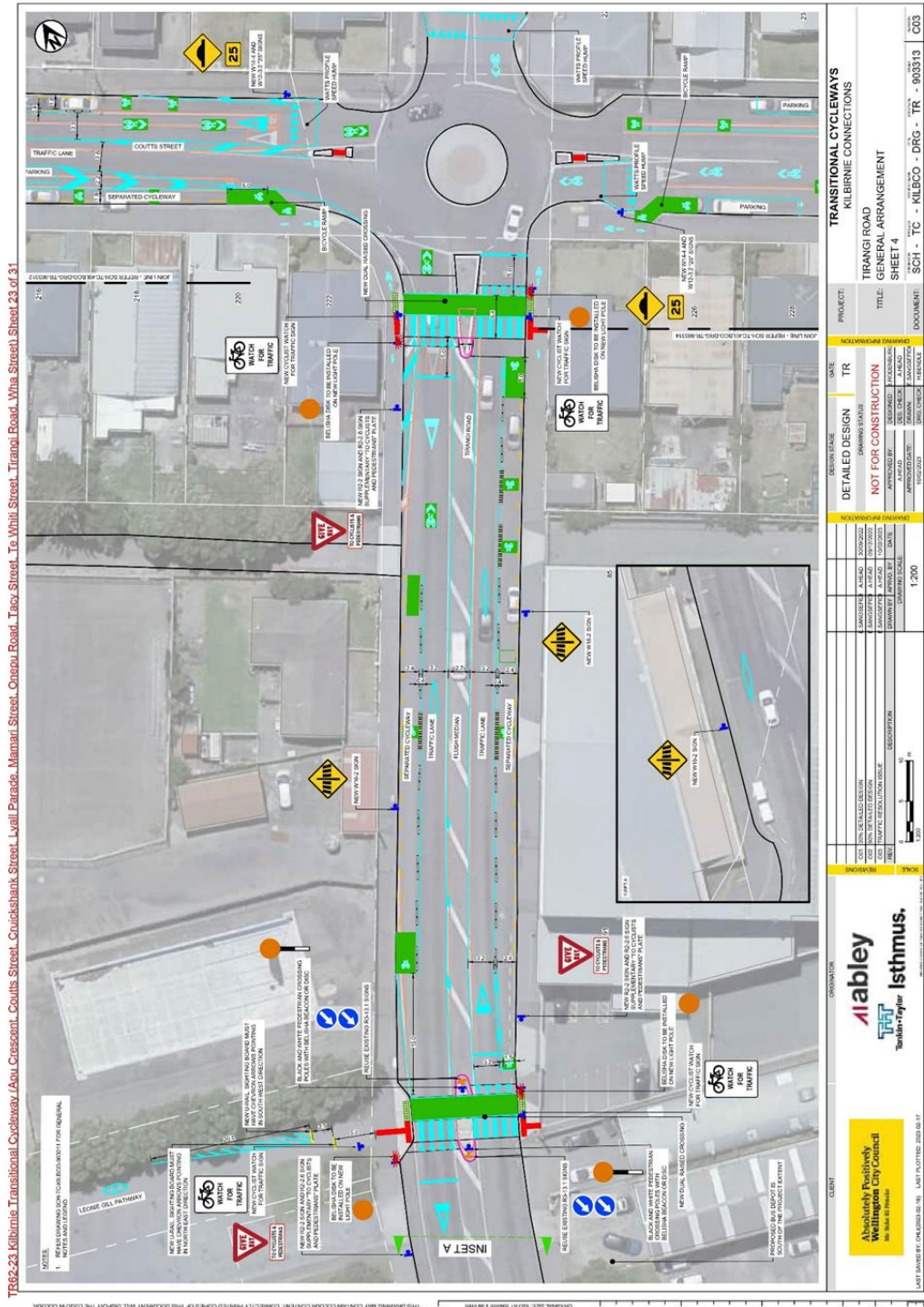
TR62-23 Kilbirnie Transitional Cycleway (Aou Crescent, Courty Street, Cruickshank Street, Lyall Parade, Mamari Street, Onapu Road, Tracy Street, To Whiti Street, Triangi Road, Whia Street) Sheet 21 of 31

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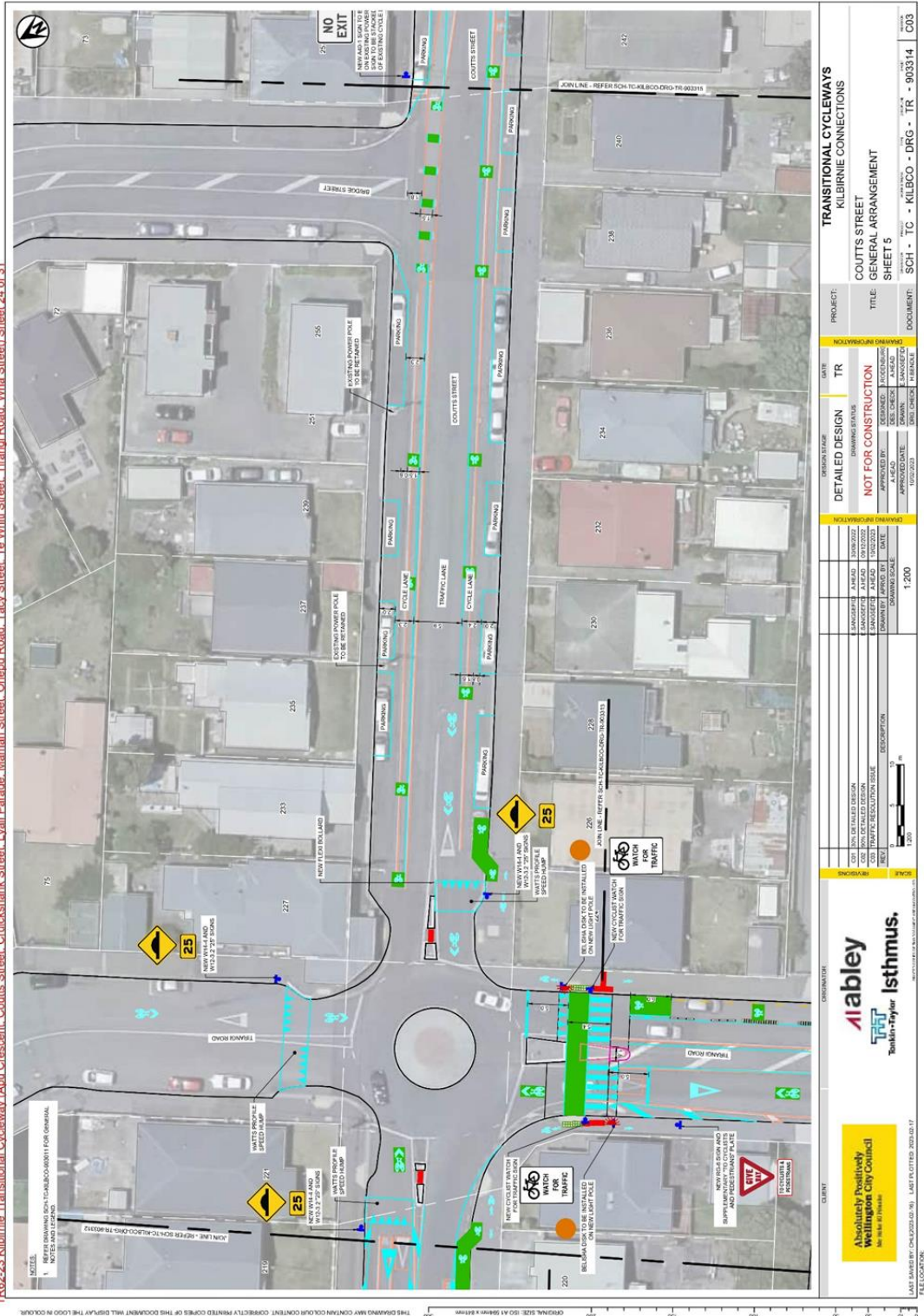
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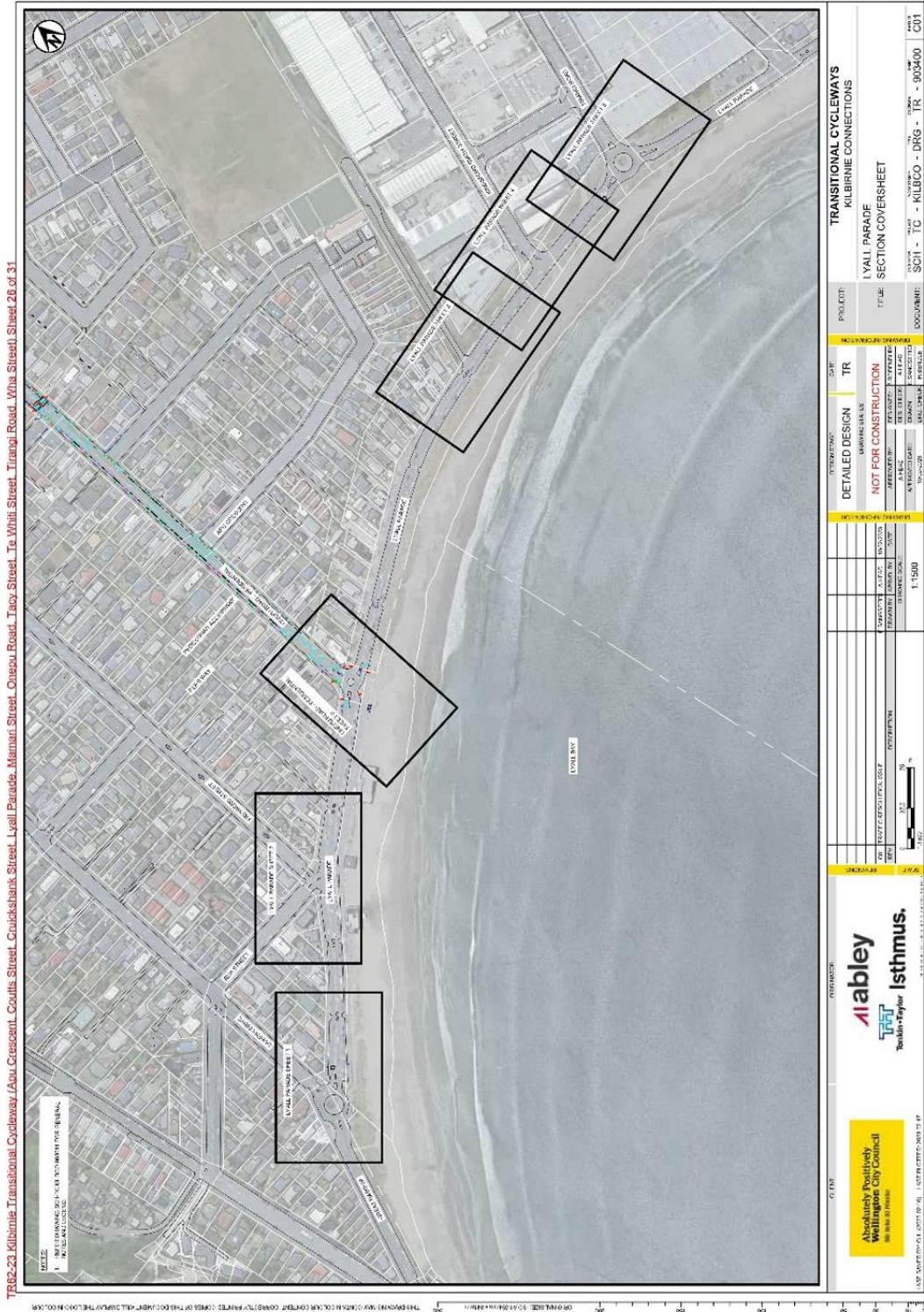
TR62-23 Kilbirnie Transitional Cycleway (Aou Crescent, Courts Street, Cruickshank Street, Lyall Parade, Mamari Street, Onepu Road, Tracy Street, Toi Whiti Street, Trangi Road, Wha Street) Street 24 of 31



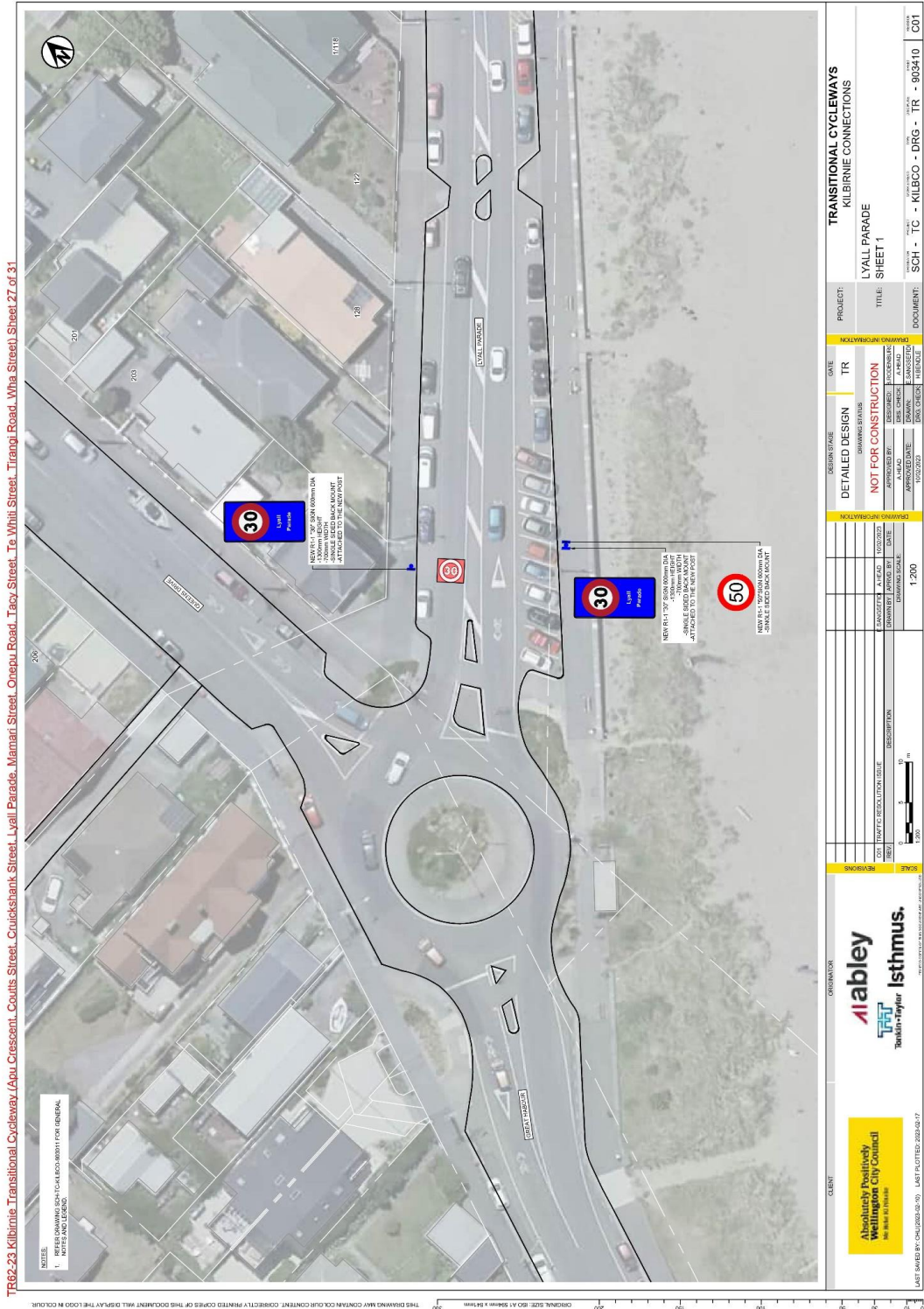
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Absolutely Positively Wellington City Council No. 141 St. Helens		Abley TPT Toulton-Taylor Isthmus		1:200		10/01/2023		TRANSITIONAL CYCLEWAYS KILBIRNIE CONNECTIONS	
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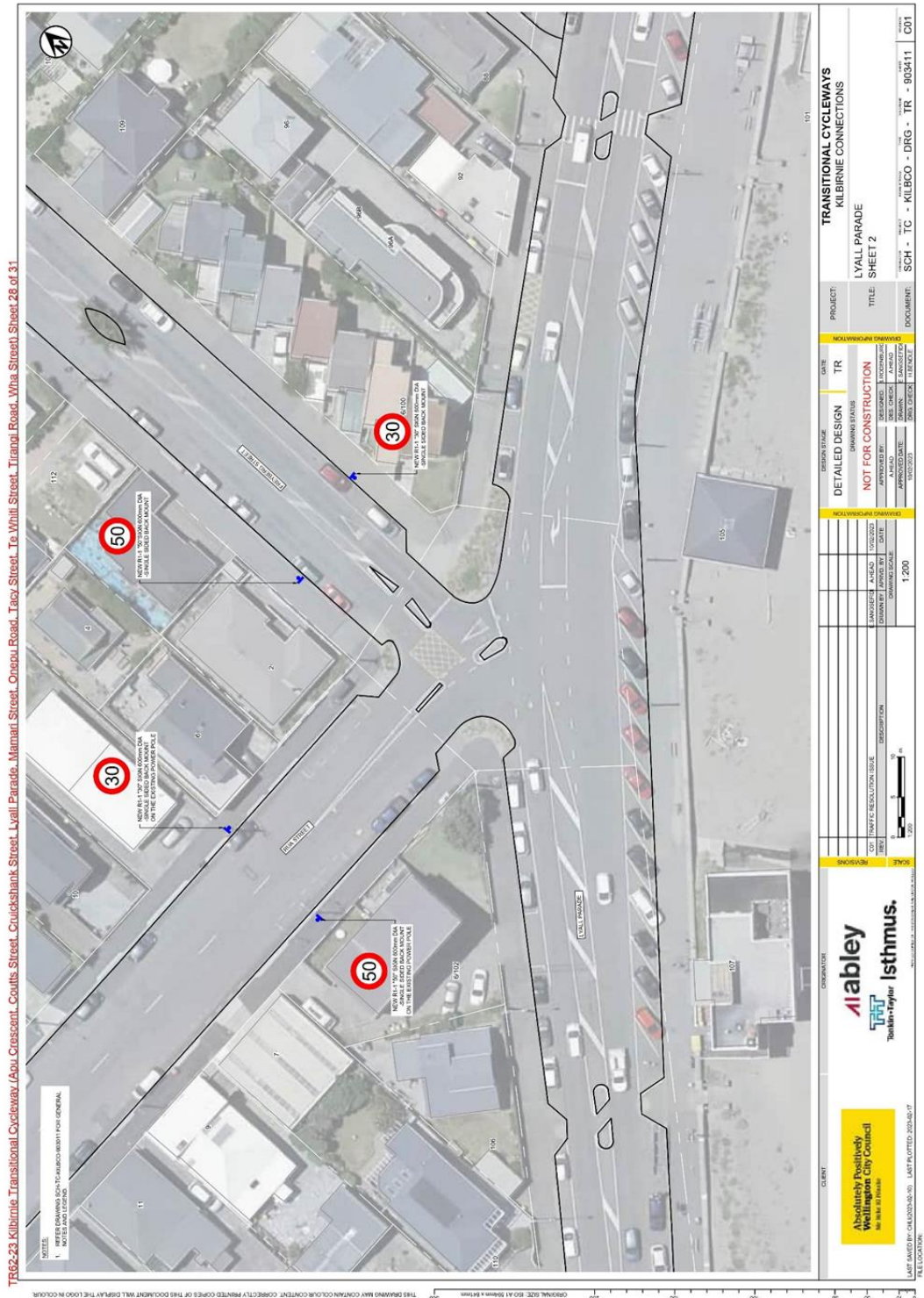
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TR62-23 Kilbirnie Transitional Cycleways (Apur Crescent, Courts Street, Cruickshank Street, Lyall Parade, Mamaru Street, Oneapu Road, Tracy Street, Te Whiti Street, Tirangi Road, Wira Street) Sheet 27 of 31

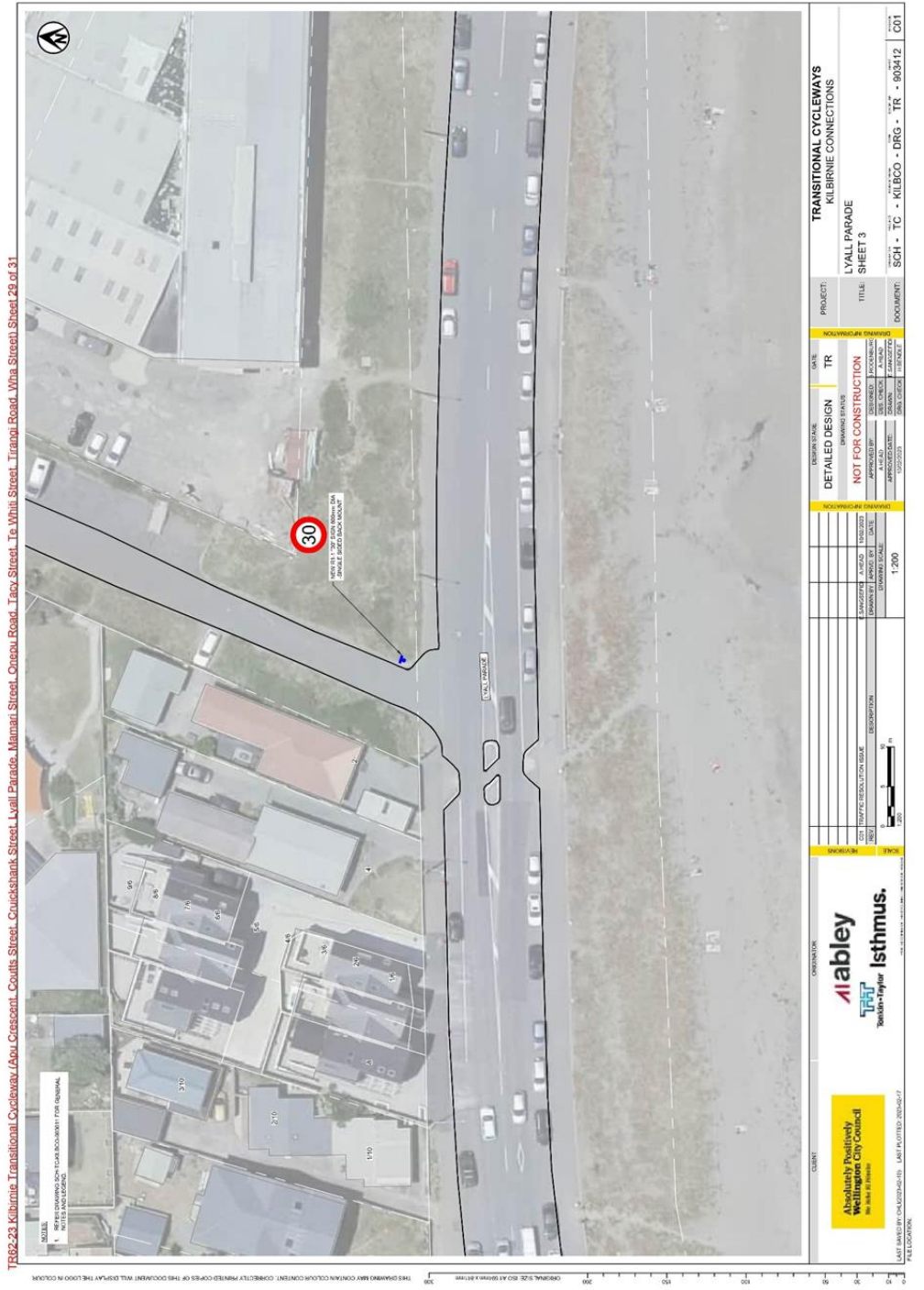
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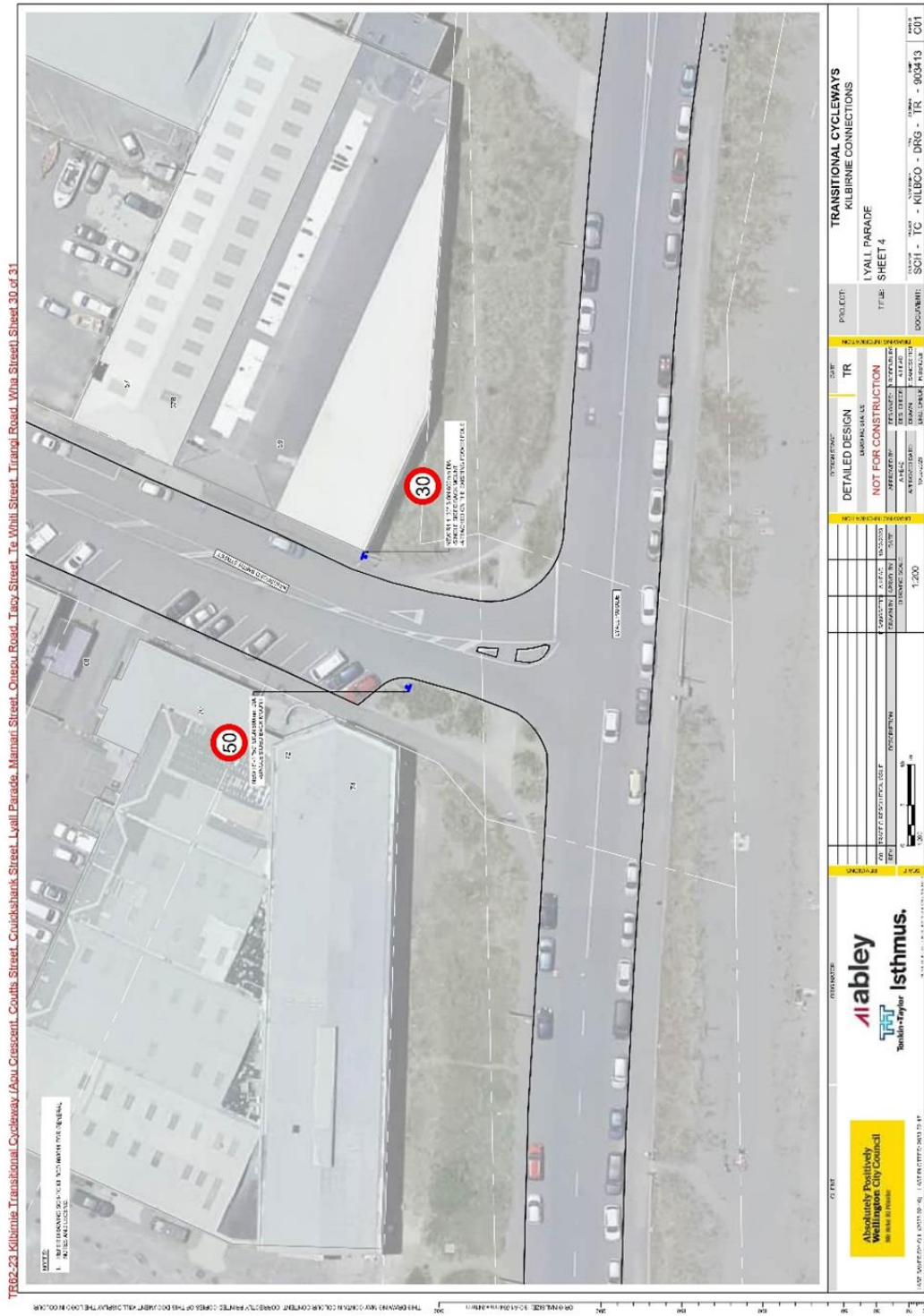
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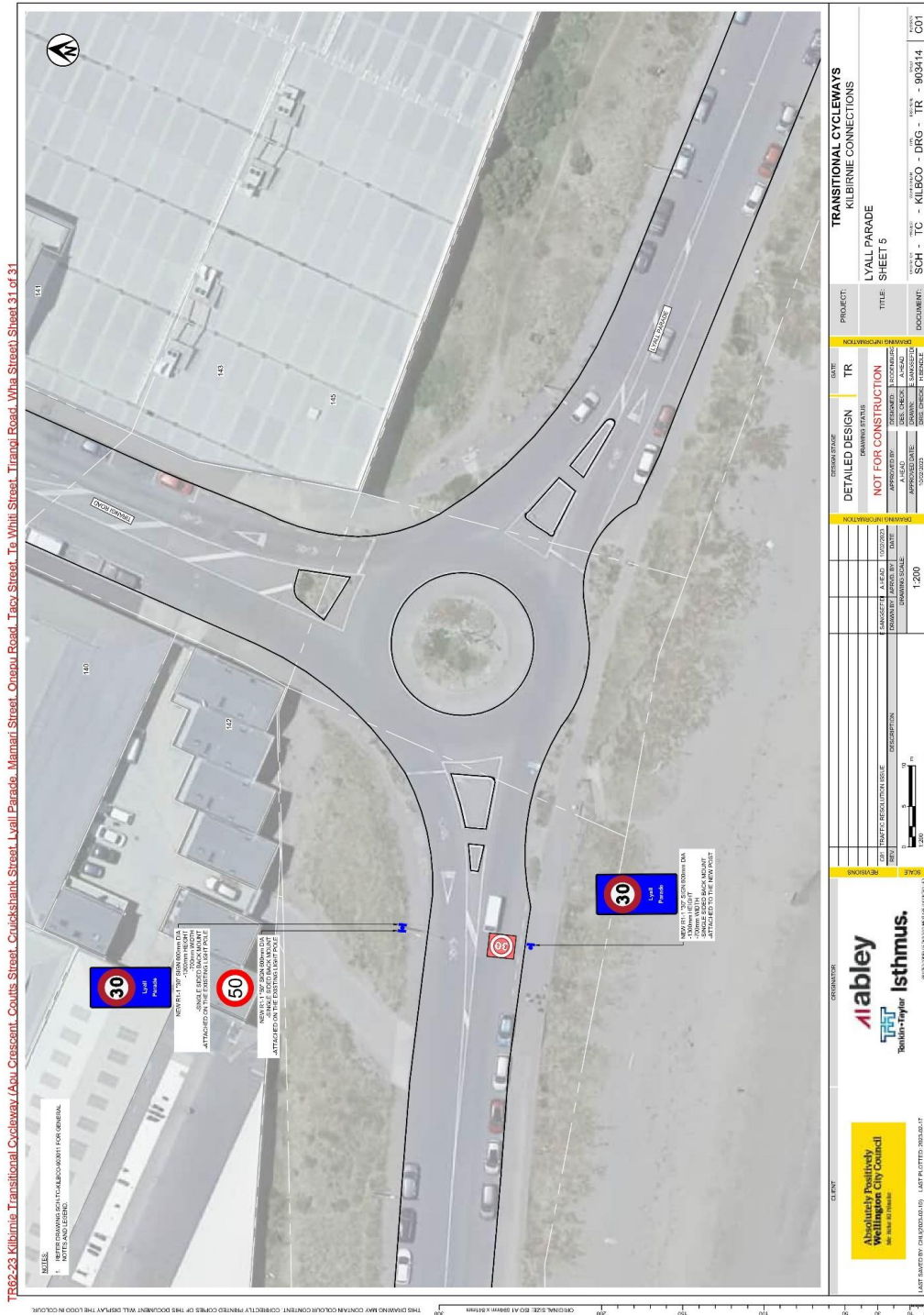


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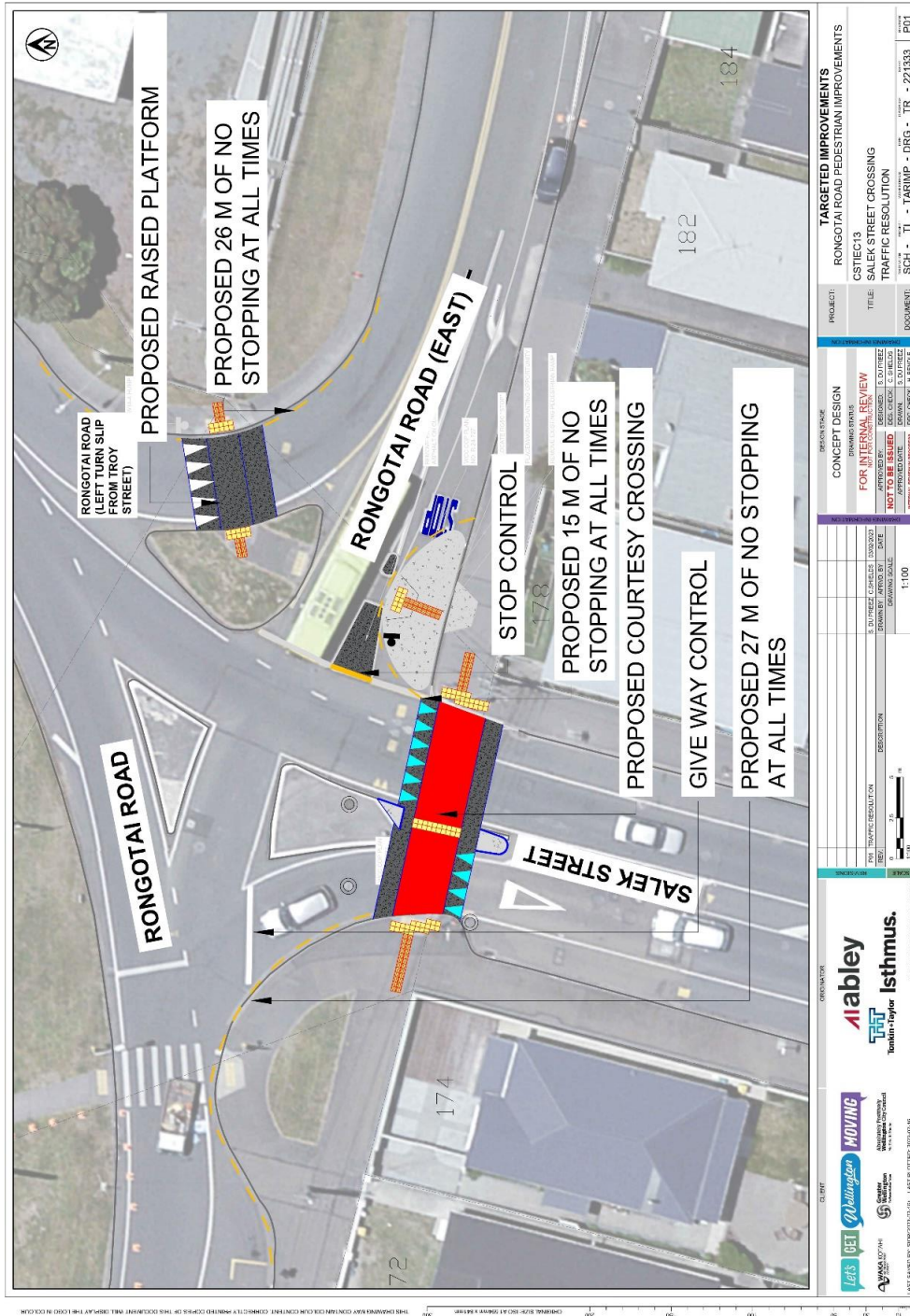


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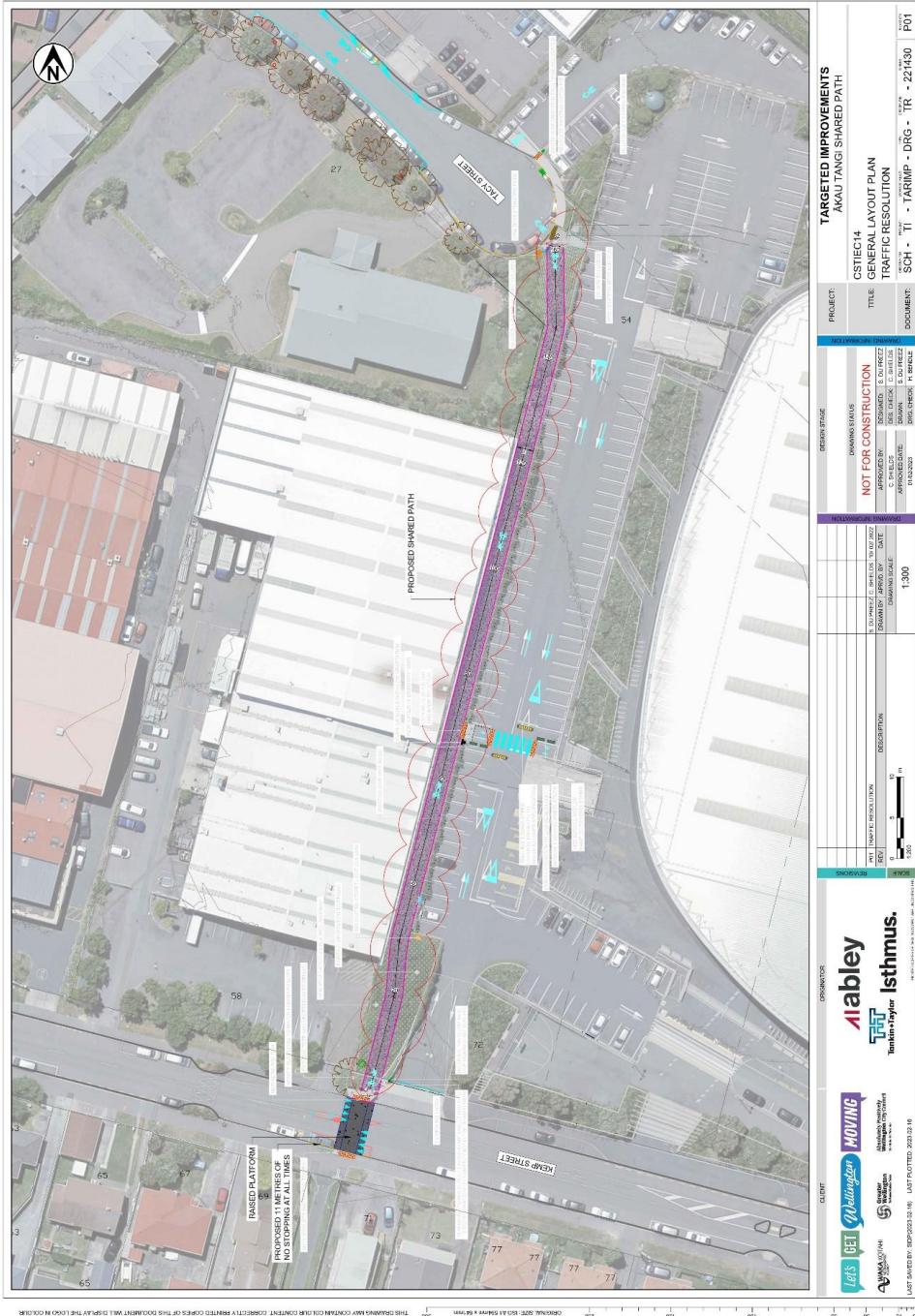


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Legal Description:

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

Coutts Street	P15 – At All Other Times	South side, commencing 38.5 metres from its intersection with Mamari Street, (Grid Coordinates X= 1,750,801,14m, y= 5,423,993,01m), and extending in a southerly direction for 10 metres.
Onepu Road	P10, Monday to Sunday, 7:00am - 8:30pm	West Side, commencing 9.5 metres west of its intersection with Wha Street (Grid coordinates x= 1,750245.3 m, y= 5,423540.4 m), and extending in a northerly direction following the western kerbline for 7.5 metres
Onepu Road	P10, At All Times	East side, commencing 3.5 metres north of its intersection with Apu Crescent and extending in a northerly direction following the eastern kerbline for 12 metres.
Onepu Road	P60, At All Times	East side, commencing 140.5 metres south of its intersection with Rongatai Road and extending in a southerly direction following the eastern kerbline for 26 metres
Onepu Road	P10, Monday to Saturday, 8:00am - 6:00pm	West side, commencing 7.5 metres south of its intersection with Wha Street and extending in a southerly direction following the western kerbline for 12.5 metres.
Onepu Road	P30, Monday to Saturday, 8:00am - 6:00pm	West side, commencing 12.5 metres north of its intersection with Coutts Street and extending in a southerly direction for 27.5 metres.
Onepu Road	P60, Monday to Saturday, 8:00am - 6:00pm	West side, commencing 15.5 metres north of its intersection with Coutts Street and extending in a northerly direction following the western kerbline for 34.5 metres.
Onepu Road	P60, Monday to Saturday, 8:00am - 6:00pm	West side, commencing 61 metres north of its intersection with Coutts Street and extending in a northerly direction following the western kerbline for 69.5 metres.

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Onepu Road	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 141 metres north of its intersection with Coutts Street and extending in a northerly direction following the western kerbline for 27.5 metres.</i>
Onepu Road	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 168.5 metres north of its intersection with Coutts Street and extending in a northerly direction following the western kerbline for 14 metres.</i>
Onepu Road	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 191 metres north of its intersection with Coutts Street and extending in a northerly direction following the western kerbline for 8.5 metres.</i>
Onepu Road	<i>P10, Monday to Sunday, 7:30am - 8:30pm</i>	<i>East side, commencing 88.5 metres north of its northern intersection with Apu Cres and extending in a northerly direction following the eastern kerbline for 5.5 metres.</i>
Onepu Road	<i>P10, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 13 metres north of its intersection with Endeavour Street and extending in a northerly direction following the eastern kerbline for 5 metres</i>
Onepu Road	<i>P10, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 44 metres south of its intersection with Rongotai Road and extending in a southerly direction following the eastern kerbline for 73.5 metres</i>
Wha Street	<i>P10, 7am-8.30pm, Mon-Sun</i>	<i>North side, commencing 10.5 metres north of its intersection with Onepu Road and extending in a westerly direction following the northern kerbline for 12.5 metres to its intersection with Palm Avenue.</i>

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

We are proposing a change in your area

Apu Crescent	<i>P10, Mon-Sun 7am-8.30pm</i>	<i>North side, commencing 4 metres west of its intersection with Onepu Road (Grid Coordinates X = 1750254.463m, Y = 5423460.836m) and extending in an easterly direction following the northern kerbline for 18 metres.</i>
Coutts Street	<i>P240, At all times</i>	<i>North side, commencing 20 metres east of its intersection with Bridge Street (Grid Coordinates X = 1751055.736 m, Y = 5423720.819 m) and extending in an easterly direction following the northern kerbline for 19 metres.</i>
Coutts Street	<i>P240, At all times</i>	<i>North side, commencing 45.5 metres east of its intersection with Bridge Street (Grid Coordinates X = 1751055.736 m, Y = 5423720.819 m) and extending in an easterly direction following the northern kerbline for 15 metres.</i>
Mamari Street	<i>P10 – 11am- 8.30pm</i>	<i>Northwest side, commencing 11 metres northeast of its intersection with Coutts Street (Grid Coordinates X =1750796.441 m, Y = 5423998.095m) and extending in a north-easterly direction following the north-western kerbline for 11.5 metres.</i>
Onepu Road	<i>P30, Loading Zone</i>	<i>West side, commencing 37.5 metres north of its intersection with Cruickshank Street (Grid Coordinates X = 1750259.098m, Y = 5424052.528m) and extending in a northerly direction following the western kerbline for 7 metres.</i>
Onepu Road	<i>P10, Mon-Sun, 7am-8.30pm</i>	<i>West side, commencing 41.5 metres north of its intersection with Wha Street (Grid Coordinates X = 1750245.992m, Y = 5423529.61m) and extending in a northerly direction following the western kerbline for 11 metres.</i>
Wha Street	<i>P10, Mon-Sun, 7am-8.30pm</i>	<i>North side, commencing 43m east of its intersection with Palm Avenue (Grid Coordinates X = 1750177.34m, Y = 5423533.62m and extending in an easterly direction following the northern kerbline for 18.5 metres.</i>
Wha Street	<i>P60, Mon-Sun, 7am-8.30pm</i>	<i>South side, commencing 7 metres west of its intersection with Onepu Road (Grid Coordinates X = 1750244.992m, Y = 5423521.091m and extending in a westerly direction following the eastern kerbline for 10 metres.</i>

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

We are proposing a change in your area

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Coutts Street	<i>Bus Stop - Monday to Friday, 8:00am - 9:00am</i>	<i>South side, commencing 33.5 metres from its intersection with Mamari Street, (Grid Coordinates X= 1,750,801,14m, y= 5,423,993,01m), and extending in a southerly direction for 15 metres.</i>
Onepu Road	<i>Bus Stop, At All Times</i>	<i>East side, commencing 187.5 metres south of its intersection with Rongatai Road and extending in a southerly direction following the eastern kerbline for 19 metres</i>
Onepu Road	<i>Bus Stop, At All Times</i>	<i>West side, commencing 65 metres from its intersection with coutts Street and extending in a southerly direction for 19.5 metres.</i>
Onepu Road	<i>Bus Stop, At All Times</i>	<i>West side, commencing 2 metres south of its intersection with Endeavour Street and extending in a southerly direction following the western kerbline for 12 metres</i>
Onepu Road	<i>Bus Stop, At All Times</i>	<i>East side, commencing 12 metres south of its intersection with Endeavour Street and extending in a southerly direction following the eastern kerbline for 12 metres</i>
Onepu Road	<i>Bus Stop, At All Times</i>	<i>East side, commencing 22 metres south of its intersection with Resolution Street and extending in a southerly direction following the eastern kerbline for 12 metres.</i>
Onepu Road	<i>Bus Stop, At All Times</i>	<i>West Side, commencing 17 metres north of its intersection with Wha Street (Grid coordinates x= 1,750245.5 m, y= 5,423547.4 m), and extending in a northerly direction following the western kerbline for 15.5 metres.</i>
Onepu Road	<i>Mobility Parking, Displaying an Operation Mobility Permit Only, At All Times</i>	<i>West side, commencing 47 metres north of its intersection with Wha Street (Grid Coordinates x= 1750246.3 m, y= 5423529.8 m), and extending in a northerly direction following the western kerbline for 7.5 metres</i>

We are proposing a change in your area

Onepu Road	<i>Bus Stop, At All Times</i>	<i>East side, commencing from its southern intersection with Apu Crescent and extending in a northerly direction following the eastern kerbline for 9 metres.</i>
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Add to Schedule B (Class restricted) of the Traffic Restrictions Schedule

Onepu Road	<i>Bus Stop, At All Times</i>	<i>East side, commencing 52.5 metres north of its intersection with Coutts Street (Grid Coordinates X = 1750292.085m, Y = 5424151.113m) and extending in a northerly direction following the eastern kerbline for 15 metres.</i>
Onepu Road	<i>Bus Stop, At All Times</i>	<i>West side, commencing 8.5 metres north of its intersection with Cruickshank Street (Grid Coordinates X = 1750259.098m, Y = 5424052.528m) and extending in a northerly direction following the western kerbline for 15 metres.</i>
Onepu Road	<i>Bus Stop, At All Times</i>	<i>West side, commencing 18.5 metres north of its intersection with Endeavour Street (Grid Coordinates X = 1750253.559m, Y = 5423835.197m) and extending in a northerly direction following the western kerbline for 15 metres.</i>
Onepu Road	<i>Bus Stop, At All Times</i>	<i>East side, commencing 9 metres south of its intersection with Endeavour Street (Grid Coordinates X = 1750266.964m, Y = 5423817.253m) and extending in a southerly direction following the eastern kerbline for 15 metres.</i>
Onepu Road	<i>Bus Stop, At All Times</i>	<i>West side, commencing 16 metres north of its intersection with Wha Street (Grid Coordinates X = 1750245.992m, Y = 5423529.61m) and extending in a northerly direction following the western kerbline for 15 metres.</i>
Onepu Road	<i>Shared Bus/ Bicycle Lane, At All Times</i>	<i>East side, commencing 43 metres south of its intersection with Coutts Street (Grid Coordinates X = 1750288.209m, Y = 5424139.663m) and extending in a southerly direction following the eastern kerbline for 113 metres.</i>

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Add to Schedule C (Direction, Placement and Lane Use) of the Traffic Restrictions Schedule

Cruickshank Street	No Right turn, At All Times	Eastbound at its intersection with Onepu Road.
Cruickshank Street	No Entry, At All Times	Westbound at its intersection with Onepu Road.
Coutts St at Te Whiti St	No right turn, at all times except for cyclists and emergency vehicles	Westbound on Coutts St at its intersection with Te Whiti
Te Whiti St	No Right turn, At All Times except for cyclists and emergency vehicles	Southbound at its intersection with Coutts Street.

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

Coutts Street	No Stopping - At All Times	North side, commencing 7.5 metres west of its intersection with Mamari Street and extending in a westerly direction following the northern kerbline for 14 metres.
Coutts Street	No Stopping - At All Times	North side, commencing from its intersection with Tirangi Road and extending in a westerly direction following the northern kerbline for 6.5 metres.
Coutts Street	No Stopping - At All Times	West side, commencing at a point adjacent to the driveway of property number 186 Coutts Street (Grid coordinates x= 1750816.6 m y= 5423940.7 m), and extending in a northerly direction following the western kerb line for 5 metres.
Coutts Street	No Stopping - At All Times	North side, commencing 4 metres east of its intersection with Salek Street (Grid Coordinates x = 402077m, y = 797767m) and extending in an easterly direction following the northern kerbline for 4 metres.

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Coutts Street	<i>No Stopping - At All Times</i>	<i>North side, commencing 20 metres east of its intersection with Salek Street (Grid Coordinates x = 402091m, y = 797766m) and extending in an easterly direction following the northern kerbline for 4.5 metres.</i>
Coutts Street	<i>No Stopping - At All Times</i>	<i>North side, commencing 37 metres east of its intersection with Salek Street (Grid Coordinates x = 402107m, y = 797759m) and extending in an easterly direction following the northern kerbline for 9 metres.</i>
Coutts Street	<i>No Stopping - At All Times</i>	<i>North side, commencing 49 metres east of its intersection with Salek Street (Grid Coordinates x = 402116m, y = 797752m) and extending in an easterly direction following the northern kerbline for 4 metres.</i>
Coutts Street	<i>No Stopping - At All Times</i>	<i>East side, commencing 10 metres south of its intersection with Mamari Street (Grid Coordinates x= 402132m, y = 797734m) and extending in an easterly direction following the northern kerbline for 43 metres.</i>
Coutts Street	<i>No Stopping - At All Times</i>	<i>North side, commencing 32 metres west of its intersection with Tirangi Road (Grid Coordinates x = 402272m, y = 797547m) and extending in an easterly direction following the northern kerbline for 5.5 metres.</i>
Coutts Street	<i>No Stopping - At All Times</i>	<i>South side, commencing at its intersection with Te Whiti Street (Grid Coordinates x = 401978m, y = 797785) and extending in an easterly direction following the southern kerbline for 7 metres.</i>
Coutts Street	<i>No Stopping - At All Times</i>	<i>South side, commencing 45 metres east of its intersection with Salek Street (Grid Coordinates x = 1,750,745,73m, y = 5,424,027,93m) and extending in an easterly direction following the southern kerbline for 29 metres.</i>
Coutts Street	<i>No Stopping - At All Times</i>	<i>South side, commencing 19 metres east of its intersection with Salek Street (Grid Coordinates x = 402089m, y = 797756m) and extending in an easterly direction following the southern kerbline for 20 metres.</i>

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Coutts Street	<i>No Stopping - At All Times</i>	<i>South side, commencing 45 metres east of its intersection with Salek Street (Grid Coordinates x = 402111m, y = 797744m) and extending in an easterly direction following the southern kerbline for 17 metres.</i>
Coutts Street	<i>No Stopping - At All Times</i>	<i>West side, commencing 16 metres south of its intersection with Mamari Street (Grid Coordinates x = 402128m, y =797723m) and extending in a southerly direction following the west kerbline for 18 metres.</i>
Coutts Street	<i>No Stopping - At All Times</i>	<i>South side, commencing 49 metres east of its intersection with Mamari Street (Grid Coordinates x = 402146m, y = 797695m) and extending in an easterly direction following the southern kerbline for 7 metres.</i>
Coutts Street	<i>No Stopping - At All Times</i>	<i>South side, commencing 25 metres west of its intersection with Tirangi Road (Grid Coordinates x = 402270m, y = 797537m) and extending in an easterly direction following the southern kerbline for 7 metres.</i>
Coutts Street	<i>No Stopping - At All Times</i>	<i>North side, commencing 62 metres east of its intersection with Te Whiti Street (Grid coordinates X=1,750,659.76m Y=5,424,049.22m) and extending in an easterly direction following the northern kerb line for 6 metres.</i>
Coutts Street	<i>No Stopping - At All Times</i>	<i>South-West side, commencing 204 metres west of its intersection with Tirangi Road (Grid coordinates x= 1,750,955.98m, y=5,423,768.10m) and extending in a north-westerly direction following the south-west kerb line for 5 metres.</i>
Coutts Street	<i>No Stopping - At All Times</i>	<i>South side, commencing 45 metres east of its intersection with Salek Street (Grid Coordinates x = 1,750,745,73m, y = 5,424,027,93m) and extending in an easterly direction following the southern kerbline for 29 metres.</i>
Onepu Road	<i>No Stopping - At All Times</i>	<i>East side, commencing 160 metres south of its intersection with Coutts Street and extending in a southerly direction following the eastern kerbline for 28 metres</i>

We are proposing a change in your area

Onepu Road	No Stopping - At All Times	Western side commencing 19m North of the prolonged Northern kerbline of Lyall Parade (X= 1,750,235.6, Y= 5,423,152.2) and extending in a Northerly direction following the Western kerbline for a distance of 10m.
Onepu Road	No Stopping - At All Times	West side, commencing 35.0 metres north of its intersection with Endeavour Street (Grid coordinates x= 1750253.5641m y= 5423835.0245m) and extending in a northerly direction following the western kerbline for 12.8 metres.
Onepu Road	No Stopping - At All Times	East side, commencing 61.7 metres north of its intersection with Endeavour Street (Grid coordinates x= 1750267.5738 5423831.7304 meters m) and extending in a northerly direction following the eastern kerbline for 12.4 metres.
Onepu Road	No Stopping - At All Times	Area on the west side of Onepu Road, commencing 46 metres north of its intersection with Endeavour Street (Grid coordinates x= 1750254.8m y= 5423881.4m), and extending in a northerly direction following the Western kerbline for 14 metres (Grid coordinates x= 1750255.4m y= 5423895.6m). The area then extends in a westward direction following the property boundaries for 75 metres to the western property boundaries of 5 Cockburn Street (Grid coordinates x= 1750184.9m y= 5423918.9m) and 21 Endeavour Street (Grid coordinates x= 1750183.3m y= 5423905.2m).
Onepu Road	No Stopping - At All Times	East Side, commencing 80 metres north of its intersection with Apu Street (Grid coordinates x= 1,750258.7 m, y= 5,423541.04 m), and extending in a northerly direction following the eastern kerbline for 8 metres.
Onepu Road	No Stopping - At All Times	West side, commencing at a point adjacent to the driveway of property number 136 (Grid Coordinates x= 1750245.518426m, y= 5423563.962932m), and extending in a northerly direction following the western kerbline for 5 metres.
Onepu Road	No Stopping - At All Times	West side, commencing 182.5 metres north of its intersection with Coutts Street and extending in a northerly direction following the western kerbline for 8.5 metres.

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Onepu Road	<i>No Stopping - At All Times</i>	<i>West side, commencing 214 metres north of its intersection with Coutts Street and extending in a northerly direction to its intersection with Rongotai Road.</i>
Onepu Road	<i>No Stopping - At All Times</i>	<i>East side, commencing 3.5 metres south of its intersection with Coutts Street and extending in a southerly direction following the eastern kerbline for 109.5 metres.</i>
Onepu Road	<i>No Stopping - At All Times</i>	<i>East side, commencing 127 metres south of its intersection with Coutts Street and extending in a southerly direction following the eastern kerbline for 28.5 metres.</i>
Onepu Road	<i>No Stopping - At All Times</i>	<i>East side, commencing 304 metres south of its intersection with Coutts Street and extending in a southerly direction following the eastern kerbline for 7 metres to its intersection with Endeavour Street.</i>
Onepu Road	<i>No Stopping - At All Times</i>	<i>West side, commencing from its intersection with Endeavour Street and extending in a southerly direction following the western kerbline for 2 metres</i>
Onepu Road	<i>No Stopping - At All Times</i>	<i>East side, commencing 166.5 metres south of its intersection with Rongotai Road and extending in a southerly direction following the eastern kerbline for 21 metres</i>
Onepu Road	<i>No Stopping - At All Times</i>	<i>East side, commencing 206.5 metres south of its intersection with Rongotai Road and extending in a southerly direction following the eastern kerbline for 7.5 metres</i>
Onepu Road	<i>No Stopping - At All Times</i>	<i>East side, commencing from its intersection with Endeavour Street and extending in a southerly direction following the eastern kerbline for 7 metres</i>

We are proposing a change in your area

Onepu Road	No Stopping - At All Times	West side, commencing from its intersection with Endeavour Street and extending in a northerly direction following the western kerbline for 6.5 metres
Onepu Road	No Stopping - At All Times	East side, commencing 78 metres north of its intersection with Apu Cres and extending in a northerly direction following the eastern kerbline for 10.5 metres.
Onepu Road	No Stopping - At All Times	East side, commencing 94 metres north of its intersection with Apu Cres and extending in a northerly direction following the eastern kerbline for 4.5 metres.
Onepu Road	No Stopping - At All Times	East side, commencing 101.5 metres north of its intersection with Apu Cres and extending in a northerly direction following the eastern kerbline for 5 metres.
Onepu Road	No Stopping - At All Times	West side, commencing from its intersection with Wha Street and extending in a southerly direction following the western kerbline for 7.5 metres.
Onepu Road	No Stopping - At All Times	West side, commencing 199.5 metres north of its intersection with Coutts Street and extending in a northerly direction following the western kerbline for 13 metres.
Onepu Road	No Stopping - At All Times	West side, commencing 84.5 metres from its intersection with coutts Street and extending in a southerly direction for 6.5 metres to its intersection with cruickshank Street.
Onepu Road	No Stopping - At All Times	West side, commencing 124.5 metres north of its intersection with Endeavour Street and extending in a northerly direction following the western kerbline for 19.5 metres

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Onepu Road	<i>No Stopping - At All Times</i>	<i>West side, commencing 3 metres north of its intersection with Coutts Street and extending in a northerly direction following the western kerbline for 12.5 metres.</i>
Onepu Road	<i>No Stopping - At All Times</i>	<i>West side, commencing 50 metres north of its intersection with Coutts Street and extending in a northerly direction following the western kerbline for 11 metres.</i>
Onepu Road	<i>No Stopping - At All Times</i>	<i>West side, commencing 130.5 metres north of its intersection with Coutts Street and extending in a northerly direction following the western kerbline for 10.5 metres.</i>
Onepu Road	<i>No Stopping - At All Times</i>	<i>West side, commencing from its intersection with Cruickshank Street and extending in a southerly direction following the western kerbline for 3 metres.</i>
Onepu Road	<i>No Stopping - At All Times</i>	<i>East side, commencing 3 metres south of its intersection with Rongotai Road and extending in a southerly direction following the eastern kerbline for 41 metres</i>
Onepu Road	<i>No Stopping - At All Times</i>	<i>East side, commencing 120.5 metres south of its intersection with Rongotai Road and extending in a southerly direction following the eastern kerbline for 20 metres</i>
Onepu Road	<i>No Stopping - At All Times</i>	<i>Western side commencing 61m North of the prolonged Northern kerbline of Lyall Parade (X = 1,750,235.6, Y = 5,423,152.2) and extending in a Northerly direction following the Western kerbline for a distance of 9m.</i>
Onepu Road	<i>No Stopping - At All Times</i>	<i>East side, commencing at a point adjacent to the driveway of property number 89 (Grid Coordinates x= 1750270.654679 m, y= 5423856.141116 m), and extending in a southerly direction following the eastern kerbline for 7 metres.</i>

We are proposing a change in your area

Onepu Road	No Stopping - At All Times	East side, commencing 38.5 metres south of its intersection with Apu Crescent (X=1,750,252.63m Y=5,423,330.88m) and extending in a southerly direction, following the eastern kerbline for 5.5 metres
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Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule

Coutts Street	No Stopping - At All Times	South side, commencing at its intersection with Tirangi Road (Grid Coordinates X = 1750959.88m, Y = 5423768.749m) and extending in a westerly direction following the southern kerbline for 23m2.5 metres.
Coutts Street	No Stopping - At All Times	South side, commencing 247.5 metres west of its intersection with Tirangi Road (Grid Coordinates X = 1750959.88m, Y = 5423768.749m) and extending in a westerly direction following the southern kerbline for 44.5 metres.
Coutts Street	No Stopping - At All Times	South side, commencing 292 metres west of its intersection with Tirangi Road (Grid Coordinates X = 1750959.88m, Y = 5423768.749m) and extending in a westerly direction following the southern kerbline for 140.5 metres.
Coutts Street	No Stopping - At All Times	North side, commencing at its intersection with Te Whiti Street (Grid Coordinates X = 1750646.614m), Y = 5424052.58m and extending in an easterly direction following the northern kerbline for 78 metres.
Coutts Street	No Stopping - At All Times	North side, commencing at its intersection with Salek Street (Grid Coordinates X = 1750744.754m, Y = 5424025.141m) and extending in an easterly direction following the northern kerbline for 41.5 metres.
Coutts Street	No Stopping - At All Times	North side, commencing at its intersection with Mamari Street (Grid Coordinates X = 1750799.33m, Y = 5423994.133m) and extending in an easterly direction following the northern kerbline for 279 metres.
Onepu Road	No Stopping - At All Times	West side, commencing 3.5 metres north of its intersection with Coutts Street (Grid Coordinates X = 1750279.742m, Y = 5424155.478m) and extending in a northerly direction following the western kerbline for 200 metres.

We are proposing a change in your area

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Onepu Road	<i>No Stopping - At All Times</i>	<i>East side, commencing 3.5 metres south of its intersection with Rongotai Road (Grid Coordinates X = 1750350.627m, Y = 5424358.975m) and extending in a southerly direction following the eastern kerbline for 147.5 metres.</i>
Onepu Road	<i>No Stopping - At All Times</i>	<i>East side, commencing 5 metres north of its intersection with Coutts Street (Grid Coordinates X = 1750292.085m, Y = 5424151.113m) and extending in a northerly direction following the eastern kerbline for 46 metres.</i>
Onepu Road	<i>No Stopping - At All Times</i>	<i>East side, commencing at its intersection with Coutts Street (Grid Coordinates X = 1750288.209m, Y = 5424139.663m) and extending in a southerly direction following the eastern kerbline for 42 metres.</i>
Onepu Road	<i>No Stopping - At All Times</i>	<i>West side, commencing at its intersection with Cruickshank Street (Grid Coordinates X = 1750259.098m, Y = 5424052.528m) and extending in a northerly direction following the western kerbline for 7.5 metres.</i>
Onepu Road	<i>No Stopping - At All Times</i>	<i>West side, commencing 22.5 metres north of its intersection with Cruickshank Street (Grid Coordinates X = 1750259.098m, Y = 5424052.528m) and extending in a northerly direction following the western kerbline for 14 metres.</i>
Onepu Road	<i>No Stopping - At All Times</i>	<i>West side, commencing 41 metres south of its intersection with Coutts Street (Grid Coordinates X = 1750263.794m, Y = 5424146.298m) and extending in a southerly direction following the western kerbline for 8.5 metres.</i>
Onepu Road	<i>No Stopping - At All Times</i>	<i>West side, commencing at its intersection with Cockburn Street (Grid Coordinates X = 1750257.532m, Y = 5423965.32m) and extending in a southerly direction following the western kerbline for 71 metres.</i>
Onepu Road	<i>No Stopping - At All Times</i>	<i>West side, commencing at its intersection with Cockburn Street (Grid Coordinates X = 1750257.768m, Y = 5423973.028m) and extending in a northerly direction following the western kerbline for 72.5 metres.</i>

We are proposing a change in your area

Onepu Road	No Stopping - At All Times	East side, commencing 62 metres north of its intersection with Endeavour Street (Grid Coordinates X = 1750267.339m, Y = 5423831.139m) and extending in a northerly direction following the eastern kerbline for 93 metres.
Onepu Road	No Stopping - At All Times	East side, commencing at its intersection with Endeavour Street (Grid Coordinates X = 1750267.339m, Y = 5423831.139m) and extending in a northerly direction following the eastern kerbline for 53 metres.
Onepu Road	No Stopping - At All Times	West side, commencing at its intersection with Endeavour Street (Grid Coordinates X = 1750253.341m, Y = 5423827.839m) and extending in a southerly direction following the western kerbline for 267.5 metres.
Onepu Road	No Stopping - At All Times	West side, commencing at its intersection with Endeavour Street (Grid Coordinates X = 1750253.341m, Y = 5423827.839m) and extending in a southerly direction following the western kerbline for 267.5 metres.
Onepu Road	No Stopping - At All Times	East side, commencing at its intersection with Endeavour Street (Grid Coordinates X = 1750266.964m, Y = 5423817.253m) and extending in a northerly direction following the eastern kerbline for 9 metres.
Onepu Road	No Stopping - At All Times	East side, commencing at its intersection with Resolution Street (Grid Coordinates X = 1750263.595m, Y = 5423705.909m) and extending in a northerly direction following the eastern kerbline for 87.5 metres.
Onepu Road	No Stopping - At All Times	East side, commencing at its intersection with Resolution Street (Grid Coordinates X = 1750263.144m, Y = 5423691.033m) and extending in a southerly direction following the eastern kerbline for 150 metres.
Onepu Road	No Stopping - At All Times	West side, commencing 11.5 metres north of its intersection with Wha Street (Grid Coordinates X = 1750245.992m, Y = 5423529.61m) and extending in a northerly direction following the western kerbline for 4.5 metres.

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Onepu Road	<i>No Stopping - At All Times</i>	<i>West side, commencing 31 metres north of its intersection with Wha Street (Grid Coordinates X = 1750245.992m, Y = 5423529.61m) and extending in a southerly direction following the western kerbline for 267.5 metres.</i>
Onepu Road	<i>No Stopping - At All Times</i>	<i>West side, commencing at its intersection with Wha Street (Grid Coordinates X = 1750245.91m, Y = 5423519.601m) and extending in a southerly direction following the western kerbline for 302 metres.</i>
Onepu Road	<i>No Stopping - At All Times</i>	<i>West side, commencing at its intersection with Lyall Parade (Grid Coordinates X = 1750233.342m, Y = 5423151.357m and extending in a northerly direction following the western kerbline for 49 metres.</i>
Onepu Road	<i>No Stopping - At All Times</i>	<i>East side, commencing 40 metres north of its intersection with Apu Crescent (North) (Grid Coordinates X = 1750256.244m, Y = 5423462.058m) and extending in a northerly direction following the eastern kerbline for 33 metres.</i>
Onepu Road	<i>No Stopping - At All Times</i>	<i>East side, commencing at its intersection with Apu Crescent (North) (Grid Coordinates X = 1750256.024m, Y = 5423448.8m and extending in a southerly direction following the eastern kerbline for 104 metres.</i>
Onepu Road	<i>No Stopping - At All Times</i>	<i>East side, commencing at its intersection with Apu Crescent (North) (Grid Coordinates X = 1750256.244m, Y = 5423462.058m and extending in a northerly direction following the eastern kerbline for 23.5 metres.</i>
Onepu Road	<i>No Stopping - At All Times</i>	<i>East side, commencing at its intersection with Apu Crescent (South) (Grid Coordinates X = 1750252.639m, Y = 5423330.889m and extending in a southerly direction following the eastern kerbline for 132.5 metres.</i>
Tacy Street	<i>No Stopping - At All Times</i>	<i>East side, commencing at its intersection with Kemp Street (Grid Coordinates X = 1750447.447m, Y = 5424466.632m and extending in a southerly direction following the western kerbline for 16 metres.</i>

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Tacy Street	No Stopping - At All Times	West side, commencing 274 metres north of its intersection with Kemp Street (Grid Coordinates X = 1750447.447m, Y = 5424466.632m and extending in a northerly direction following the western kerbline for 9 metres.
Tacy Street	No Stopping - At All Times	West side, commencing 340.5 metres north of its intersection with Kemp Street (Grid Coordinates X = 1750447.447m, Y = 5424466.632m and extending in a northerly direction following the western kerbline for 6 metres.
Tacy Street	No Stopping - At All Times	West side, commencing 379 metres north of its intersection with Kemp Street (Grid Coordinates X = 1750447.447m, Y = 5424466.632m) and extending in a northeasterly direction around the cul-de-sac head following the kerbline for 48 metres.
Tirangi Road	No Stopping - At All Times	East side, commencing 15.5 metres east of its intersection with Coutts Street (Grid Coordinates X = 1750972.671m, Y = 5423760.585m) and extending in a southerly direction following the eastern kerbline for 80 metres.
Tirangi Road	No Stopping - At All Times	West side, commencing 96 metres north of its intersection with Kingsford Smith Street (Grid Coordinates X = 1750870.475m, Y = 5423598.637m) and extending in a northerly direction following the western kerbline for 49 metres.
Kemp Street	No Stopping At All Times	South side, commencing 155 metres west of its intersection with Troy Street (Grid Coordinates X = -41.3179343 m, Y = 174.800649 m) and extending in a westerly direction, following the southern kerb line of Kemp Street for 11.5 metres
Rongotai Road/Salek Street	No Stopping At All Times	South side commencing from east end of bus stop #7028, West of Salek Street (Grid Coordinates X = -41.319197m, Y = 174.801415m and ending at grid Coordinates X = -41.319307 m, Y = 174.801659 m) extending in a eastern direction following the southern kerbline for 27 metres
Rongotai Road	No Stopping At All Times	South side commencing at its intersection with Salek Street (starting at grid Coordinates X = -41.319290 m, Y = 174.801823 m and ending at grid Coordinates X = -41.319311 m, Y = 174.801948 m) and extending east direction, following the southern kerb line of Rongotai Road for 15 metres

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Rongotai Road	No Stopping At All Times	East side commencing at its intersection with Salek Street (opposite property Number 180 on Rongotai Road) (starting at grid Coordinates X = -41.319259 m, Y = 174.802109 m and ending at grid Coordinates X = -41.319080 m, Y = 174.802054 m) extending in a northerly direction, following the kerb line of Rongotai Road for 26 metres
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Delete from Schedule G of the Traffic Restrictions Schedule

Road	Restriction	Resolution
Rongotai Road	Stop Control	Westbound slip lane approach to its intersection with Salek Street

Add to Schedule G of the Traffic Restrictions Schedule

Road	Restriction	Resolution
Salek Street	Give Way Control	Northbound approach to its intersection with Rongotai Road (Grid Coordinates X = -41.319189 m, Y = 174.801649 m).
Rongotai Road	Stop Control	Westbound approach to its intersection with Salek Street (Grid Coordinates X = -41.319240 m, Y = 174.801841 m).

Add to Schedule H (Pedestrian crossing) of the Traffic Restrictions Schedule

Road	Restriction	Resolution
Coutts Street	Pedestrian Crossing	North side, commencing 7.5 metres west of its intersection with Mamari Street (Grid Coordinates X = 1750796.441m, Y = 5423998.095m) and extending in a westerly direction following the northern kerbline for 7 metres.
Onepu Road	Pedestrian Crossing	West side, commencing 6.5 metres north of its intersection with Wha Street (Grid Coordinates X = 1750245.992m, Y = 5423529.61m) and extending in a northerly direction following the western kerbline for 5 metres.
Onepu Road	Dual Pedestrian and Cyclist Zebra Crossing	West side, commencing 50.5 metres north of its intersection with Endeavour Street (Grid Coordinates X = 1750253.559m, Y = 5423835.197m) and extending in a northerly direction following the western kerbline for 8.5 metres.

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Tacy Street	Dual Pedestrian and Cyclist Zebra Crossing	West side, commencing at its intersection with Kemp Street (Grid Coordinates X = 1750430.947m, Y = 5424457.476m) and extending in a northerly direction following the western kerbline for 7.5 metres.
Tirangi Road	Dual Pedestrian and Cyclist Zebra Crossing	East side, commencing 10 metres south of its intersection with Coutts Street (Grid Coordinates X = 1750959.88m, Y = 5423768.749m) and extending in a southerly direction following the eastern kerbline for 5.5 metres.
Tirangi Road	Dual Pedestrian and Cyclist Zebra Crossing	East side, commencing 75 metres north of its intersection with Kingsford Smith Street (Grid Coordinates X = 1750870.475m, Y = 5423598.637m) and extending in a northerly direction following the easterly kerbline for 5.5 metres.

Delete from Schedule I (Cycle Lanes) of the Traffic Restrictions Schedule

Coutts Street	Cycle Path	North side, commencing 18.5 metres east of its intersection with Te Whiti Street (Grid Coordinates x = 401993m, y = 717794m) and extending in an easterly direction following the northern kerbline for 56 metres.
Coutts Street	Cycle Path	North side, commencing 12 metres east of its intersection with Salek Street (Grid Coordinates x = 402074m, y = 797773m) and extending in an easterly direction following the northern kerbline for 52 metres.
Coutts Street	Cycle Path	North side, commencing 12 metres east of its intersection with Mamari Street (Grid Coordinates x = 402133m, y = 797736m) and extending in an easterly direction following the northern kerbline for 233 metres.
Coutts Street	Cycle Path	North side, commencing 35 metres east of its intersection with Tirangi Road (Grid Coordinates x = 402404m, y = 797464) and extending in an easterly direction following the northern kerbline for 55 metres.
Coutts Street	Cycle Path	North side, commencing 10 metres east of its intersection with Bridges Street (Grid Coordinates x = 402337m, y = 797508m) and extending in an easterly direction following the northern kerbline for 8 metres.

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Coutts Street	<i>Cycle Path</i>	<i>South side, commencing 41.5 metres east of its intersection with Te Whiti Street (Grid Coordinates x = 402018m, y = 797773m) and extending in an easterly direction following the southern kerbline for 344 metres.</i>
Coutts Street	<i>Cycle Path</i>	<i>South side, commencing 43 metres east of its intersection with Tirangi Road (Grid Coordinates x = 402335m, y = 797493m) and extending in an easterly direction following the southern kerbline for 93 metres.</i>

Add to Schedule I (Cycle Lanes) of the Traffic Restrictions Schedule

Coutts Street	<i>Cycle Lane</i>	<i>South side, commencing 15 metres west of its intersection with Tirangi Road (Grid Coordinates X = 1750959.88m, Y = 5423768.749m) and extending in a westerly direction following the southern kerbline for 217 metres.</i>
Coutts Street	<i>Cycle Lane</i>	<i>South side, commencing 247.5 metres west of its intersection with Tirangi Road (Grid Coordinates X = 1750959.88m, Y = 5423768.749m) and extending in a westerly direction following the southern kerbline for 44.5 metres.</i>
Coutts Street	<i>Cycle Lane</i>	<i>South side, commencing 292 metres west of its intersection with Tirangi Road (Grid Coordinates X = 1750959.88m, Y = 5423768.749m) and extending in a westerly direction following the southern kerbline for 140.5 metres.</i>
Coutts Street	<i>Cycle Lane</i>	<i>South side, commencing 36 metres east of its intersection with Tirangi Road (Grid Coordinates X = 1750972.671m, Y = 5423760.585m) and extending in an easterly direction following the southern kerbline for 149 metres.</i>
Coutts Street	<i>Shared Path</i>	<i>South side, commencing at its intersection with Tirangi Road (Grid Coordinates X = 1750972.671m, Y = 5423760.585m) and extending in an easterly direction following the southern kerbline for 10 metres.</i>
Coutts Street	<i>Shared Path</i>	<i>South side, commencing at its intersection with Tirangi Road (Grid Coordinates X = 1750959.88m, Y = 5423768.749m) and extending in a westerly direction following the southern kerbline for 15 metres.</i>

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Coutts Street	Cycle Lane	North side, commencing at its intersection with Te Whiti Street (Grid Coordinates X = 1750646.614m, Y = 5424052.58m and extending in an easterly direction following the northern kerbline for 78 metres.
Coutts Street	Cycle Lane	North side, commencing at its intersection with Salek Street (Grid Coordinates X = 1750744.754m, Y = 5424025.141m and extending in an easterly direction following the northern kerbline for 41.5 metres.
Coutts Street	Cycle Lane	North side, commencing at its intersection with Mamari Street (Grid Coordinates X = 1750799.33m, Y = 5423994.133m and extending in an easterly direction following the northern kerbline for 238 metres.
Coutts Street	Cycle Lane	North side, commencing 13 metres east of its intersection with Tirangi Road (Grid Coordinates X = 1750979.583m, Y = 5423772.069m and extending in an easterly direction following the northern kerbline for 188.5 metres.
Onepu Road	Cycle Lane	West side, commencing 3.5 metres north of its intersection with Coutts Street (Grid Coordinates X = 1750279.742m, Y = 5424155.478m) and extending in a northerly direction following the western kerbline for 200 metres.
Onepu Road	Cycle Lane	East side, commencing 3.5 metres south of its intersection with Rongotai Road (Grid Coordinates X = 1750350.627m, Y = 5424358.975m) and extending in a southerly direction following the eastern kerbline for 147.5 metres.
Onepu Road	Cycle Lane	East side, commencing 5 metres north of its intersection with Coutts Street (Grid Coordinates X = 1750292.085m, Y = 5424151.113m) and extending in a northerly direction following the eastern kerbline for 46 metres.
Onepu Road	Cycle Lane	East side, commencing at its intersection with Coutts Street (Grid Coordinates X = 1750288.209m, Y = 5424139.663m and extending in a southerly direction following the eastern kerbline for 42 metres.

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Onepu Road	Cycle Lane	West side, commencing at its intersection with Cruickshank Street (Grid Coordinates X = 1750259.098m, Y = 5424052.528m and extending in a northerly direction following the western kerbline for 7.5 metres.
Onepu Road	Cycle Lane	West side, commencing 22.5 metres north of its intersection with Cruickshank Street (Grid Coordinates X = 1750259.098m, Y = 5424052.528m and extending in a northerly direction following the western kerbline for 67 metres.
Onepu Road	Cycle Lane	West side, commencing at its intersection with Cockburn Street (Grid Coordinates X = 1750257.532m, Y = 5423965.32m and extending in a southerly direction following the western kerbline for 71 metres.
Onepu Road	Cycle Lane	West side, commencing at its intersection with Cockburn Street (Grid Coordinates X = 1750257.768m, Y = 5423973.028m and extending in a northerly direction following the western kerbline for 72.5 metres.
Onepu Road	Cycle Lane	East side, commencing 62 metres north of its intersection with Endeavour Street (Grid Coordinates X = 1750267.339m, Y = 5423831.139m) and extending in a northerly direction following the eastern kerbline for 93 metres.
Onepu Road	Cycle Lane	East side, commencing at its intersection with Endeavour Street (Grid Coordinates X = 1750267.339m, Y = 5423831.139m and extending in a northerly direction following the eastern kerbline for 53 metres.
Onepu Road	Cycle Lane	West side, commencing at its intersection with Endeavour Street (Grid Coordinates X = 1750253.341m, Y = 5423827.839m and extending in a southerly direction following the western kerbline for 267.5 metres.
Onepu Road	Cycle Lane	West side, commencing at its intersection with Endeavour Street (Grid Coordinates X = 1750253.341m, Y = 5423827.839m and extending in a southerly direction following the western kerbline for 267.5 metres.

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Onepu Road	Cycle Lane	East side, commencing at its intersection with Endeavour Street (Grid Coordinates X = 1750266.964m, Y = 5423817.253m and extending in a northerly direction following the eastern kerbline for 9 metres.
Onepu Road	Cycle Lane	East side, commencing at its intersection with Resolution Street (Grid Coordinates X = 1750263.595m, Y = 5423705.909m and extending in a northerly direction following the eastern kerbline for 87.5 metres.
Onepu Road	Cycle Lane	East side, commencing at its intersection with Resolution Street (Grid Coordinates X = 1750263.144m, Y = 5423691.033m and extending in a southerly direction following the eastern kerbline for 150 metres.
Onepu Road	Cycle Lane	West side, commencing 11.5 metres north of its intersection with Wha Street (Grid Coordinates X = 1750245.992m, Y = 5423529.61m) and extending in a northerly direction following the western kerbline for 4.5 metres.
Onepu Road	Cycle Lane	West side, commencing 31 metres north of its intersection with Wha Street (Grid Coordinates X = 1750245.992m, Y = 5423529.61m) and extending in a southerly direction following the western kerbline for 267.5 metres.
Onepu Road	Cycle Lane	West side, commencing at its intersection with Wha Street (Grid Coordinates X = 1750245.91m, Y = 5423519.601m) and extending in a southerly direction following the western kerbline for 302 metres.
Onepu Road	Cycle Lane	West side, commencing at its intersection with Lyall Parade (Grid Coordinates X = 1750233.342m, Y = 5423151.357m and extending in a northerly direction following the western kerbline for 49 metres.
Onepu Road	Cycle Lane	East side, commencing 40 metres north of its intersection with Apu Crescent (North) (Grid Coordinates X = 1750256.244m, Y = 5423462.058m) and extending in a northerly direction following the eastern kerbline for 33 metres.

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Onepu Road	Cycle Lane	East side, commencing at its intersection with Apu Crescent (North) (Grid Coordinates X = 1750256.024m, Y = 5423448.8m and extending in a southerly direction following the eastern kerbline for 104 metres.
Onepu Road	Cycle Lane	East side, commencing at its intersection with Apu Crescent (North) (Grid Coordinates X = 1750256.244m, Y = 5423462.058m and extending in a northerly direction following the eastern kerbline for 23.5 metres.
Onepu Road	Cycle Lane	East side, commencing at its intersection with Apu Crescent (South) (Grid Coordinates X = 1750252.639m, Y = 5423330.889m and extending in a southerly direction following the eastern kerbline for 114.5 metres.
Tirangi Road	Cycle Lane	East side, commencing 15.5 metres east of its intersection with Coutts Street (Grid Coordinates X = 1750972.671m, Y = 5423760.585m and extending in a southerly direction following the eastern kerbline for 80 metres.
Tirangi Road	Cycle Lane	West side, commencing 96 metres north of its intersection with Kingsford Smith Street (Grid Coordinates X = 1750870.475m, Y = 5423598.637m) and extending in a northerly direction following the western kerbline for 49 metres.
Tirangi Road	Shared Path	East side, commencing at its intersection with Coutts Street (Grid Coordinates X = 1750959.88m, Y = 5423768.749m) and extending in a southerly direction following the eastern kerbline for 10 metres.
Tirangi Road	Shared Path	West side, commencing 180.5 metres north of its intersection with Kingsford Smith Street (Grid Coordinates X = 1750870.475m, Y = 5423598.637m) and extending in a northerly direction following the western kerbline for 10 metres.
Ākau Tangi Sports Centre	Shared path	Refer to the pink section highlighted in the map between Tacy Street and Kemp Street (Grid Coordinates X = -41.316925 m, Y = 174.800926 m).

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Kemp Street	<i>Shared path (raised dual pedestrian and cyclist crossing)</i>	<i>Commencing 158 metres west of its intersection with Troy Street (Grid Coordinates X = -41.317879 m, Y = 174.800630 m) and extending in a westerly direction, following the southern kerb line of Kemp Street for 5.25 metres</i>
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Prepared By:

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Approved By:

Zackary Moodie

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Date:

Approved By:

Date:

Summary of oral submissions – Kilbirnie and Thorndon connections

When	Community Hearings Panel – 20/21/24 April 2023
Where	16.9 Council chambers and online via Zoom
Who	112 submitters – 14 representing organisations and 98 individuals

General comments about both projects

- Needs to be a network to increase the numbers of people riding. This can support mode shift, particularly for short journeys. These are all steps in creating a connected and comfortable network; let’s not get too caught up in the niggly things.
- Other countries have great examples of implementing a bike network and an increase in the number of people riding bikes.
- Bike trips can be for a range of reasons, including shopping and supporting businesses.
- Cycling significantly reduces the risks of ‘all-cause’ mortality and diseases.
- Recognising the difficulty of making these types of changes, the costs of street changes are minuscule when compared to health costs and adaptation to the impact of climate change.
 - A shift to 20-40 percent of the population riding bikes would make a significant difference to health outcomes. Commuting trips would make the biggest difference. E-bikes are just as good as manual bikes; both are exercise.
- We have been talking about these changes for a long time, the Council has adopted Paneke Pōneke, and now is about how this happens, not if it happens. Please don’t downgrade solutions or sections of the network.
- Thanks to Council staff for their work in these proposals.
- Good to see the Council’s action around climate change.
- Appreciation for the approach to making changes, see how they are working then making more changes as a result.
- Concerns about conflict between pedestrians and bikes at bus stops.
- The Council should be more supportive of residents who are aiming to introduce off-street parking.
- Concern over statistics informing design and decisions.
- Support for a blanket 30 to 40km/h across suburbs.
- Proposal supports equity and agency.
- Improved travel time reliability from a connected network.
- Concern that these proposals advantage the fit and young over elderly people and people with disabilities.
- Feels like I’m putting my life and my children’s lives in danger when I try to bike. The proposed changes are necessary. Our roads are unsafe, vehicles are bigger and more dangerous than ever. Our children can’t enjoy our streets.
- Safety needs to be put first.
- Concern that driver hostility in Wellington is worse than in many other cities. The more bike lanes the better and some education pieces to complement the changes for drivers too. The places in Wellington where there aren’t separated bike lanes are scary.

- The hook turns have been helpful to cross the roads safely as a cyclist.
- Some projects are leaning too heavily on speed reductions that will be occurring citywide.
- Concern that the consultation format is creating undue tension in the way it is framed, and the questions asked, such as how much you support this project. Evokes more tension than it needs to. Feedback about making the consultation information better and more readable for the visually impaired.
- Car-congested areas are less desirable to spend time. The proposal will encourage people to spend time at shops, cafes, and public areas.
- Cars go beyond the speed limit, and this doesn't make it feel safe as a cyclist or pedestrian.
- A view from a visually impaired person – supporting cycleways because space for cyclists makes it safer for visually impaired people on the footpath. Also support lower speeds, '30 is less hurty'.
- More could be done to increase pedestrian accessibility, particularly around crossing roads.
- Invest this money into the pipes and infrastructure.
- When buses can't pull into the kerb, a wheelchair can't get on or off the bus. Sometimes have had to stay on the bus for longer until it can get in close enough to reach the kerb. Cars often beep when waiting to get on or off. Causes anxiousness.
- Trees and the median island are taking up valuable space that could help reallocate space for cyclists.
- The city has everything we need, but there aren't any safe and convenient options. The bike programme is changing that. It's making walking and cycling viable transport options, it isn't revolutionary, and it's been proven to work.
- Biking allows us to connect with people and places around us. Much prefer separated pathways especially when biking uphill.
- Concern/belief that crime increases where cycleways are installed and abuse by cyclists increases.
- Concern/belief that businesses move away from areas where cycleways are installed or proposed.
- Belief that positive climate impact will be minimal.
- Concern about materials used in construction of the bike lanes creating waste and pollution.
- Suggestion for improved signage to help people find their way around the city.
- Paint is not protection, especially for younger users. Suggestion to keep high-quality network throughout to better indicate to future projects what to expect as the network grows.
- Suggested that safer cycling should be achieved by using outer areas of Wellington, rather than trying to create bike lanes through the busiest streets.
- Concern/belief that there is a lack of alternative options for private vehicles and these need to be developed first before spending money on cycle lanes.
- E-scooters are dangerous, it's not the cycleways that are the problem. E-scooters being parked on the footpath are hindering pedestrian safety.
- Expert designers need to be trusted to design safe streets in a way that caters for a range of needs.

Kilbirnie connections

Kilbirnie - Opposing

- General opposition to the proposed changes, such as “I strongly oppose this proposal”.
- Concerns about the removal of parking. Concerns that it restricts access to businesses, residential properties, and schools.
- Parking needs to be close to schools and the day-care centre on Coutts Street for safety reasons regarding high amounts of traffic and trucks in the area. Concerns about elderly people and people with mobility issues not being about to park outside their houses.
- Concerns about pedestrians and people getting out of cars crossing the bike lanes.
- Concerns about narrowing traffic lanes as it will impact traffic, particularly bigger vehicles.
- Cyclists have other options like Leonie Gill Pathway, Rongotai Road or the painted lanes on Coutts Street.
- People don’t currently cycle on Onepu Road because it is so busy; alternative routes could be used. Onepu Road is also very exposed to weather.
- Freyberg Street is a better option for the bike lane, so it doesn’t have to go down Onepu Road. With less traffic this option is even more viable.
- Concerns the bike lanes won’t be used and are a waste of money.
- Concerns about developments in the area with no off-street parking; people should be able to park on the street.
- Electric cars – concern there is a lack of consideration about how or where to park and charge them.
- There are currently lots of cars in the area and they need to be accommodated with off-street parking.
- The lack of analysis or clear evidence of the need to change turning movements on Onepu Road in and out of the Pak n Save car park.
- Lack of cost benefit analysis.
- People use Freyberg Street slip lane faster than the 15km/h speed limit.
- Concerns about the statistics in the parking management plan and doubt about the claim that displaced parking can be accommodated in side streets. And follow-on concerns about the potential of increasing distances people might have to walk home in the dark.
- Concern about the behaviour of cycle advocate groups. Would like to see some standards of behaviour.
- Concern about the communications and engagement material.
- Concern about blocking Ross, Yule, and Freyberg streets.
- Freyberg Street low traffic neighbourhood trial – safety issues for cars turning. Concern about tsunami evacuation route. Traffic on Freyberg will be diverted to Queens Drive. Rubbish/recycling trucks will be unable to navigate the slip lane with the closure.
- Changes to Freyberg Street won’t achieve the active transport numbers and won’t make it safer. Proposal doesn’t address the most dangerous part of walking to and from school.
- Suggestion that the median area on Onepu Road should be used for cycleway instead of removing parking.
- Concern about repeating the Island Bay cycleway.
- Concern about parking for tradespeople, young families, elderly people, Uber Eats, delivery vehicles. Costs are increasing for services.

- Concerns about garages on Onepu Road where cars back directly onto the footpath, which creates conflict with the bike lane and/or footpath.
- Onepu Road residents and businesses are bearing the brunt of changes and traffic. Traffic load and cost should be more widely spread.
- Significant impact for Salvation Army Church and Family Store. Car movements are essential for members of congregation to be part of the community. Delivery truck access to Family Store. Concern foot traffic will drop and there would be a loss of revenue.
- Concern that the routes do not connect destinations in the area.
- Concern of number of turning movements on northern Onepu Road, even with proposed restrictions.
- Congestion would be exacerbated if streets are turned into cul-de-sacs. Also due to amount of traffic to Ākau Tangi Sports Centre.
- General opposition to in-lane bus stop on Onepu Road.
- Primary concern is safety through mixing traffic modes in busy areas. Where cyclists are expected to merge with traffic is dangerous. Poor design choices could lead to increasing frustration and anger.
- Concern for the look of the suburb, with people already pulling down their fences to park on their lawns.
- Concern that it wouldn't feel safe putting children on Onepu Road to bike to school, particularly with all the accident-prone intersections. Children are more likely to stick to the footpaths.
- Concern over removal of parking on northern side of Coutts Street.
- Opposing the current plan because of where the bike lanes are, it doesn't serve the community or the children living in the community. An alternative option is to develop the Leonie Gill Pathway. Critical to this plan is providing alternatives, including better public transport. Currently Kilbirnie has one of the highest cancellation rates due to cancelled buses. If we want people to embrace alternatives, we need public transport to work.

Kilbirnie – Neutral

- The amount of people using off-street parking on Onepu Road is limited by the size of old garages that don't fit modern cars. Should consider a shared path on Onepu Road as an alternative like Oriental Bay.
- Suggestion to better connect the Leonie Gill Pathway at the Childers Terrace end.
- Suggestion to add an additional pedestrian crossing near Kingsford Smith Street as the number of retailers increases in the area and people are trying to cross from the beach to the shops.
- Suggestion to extend the 30km/h zone on Lyall Bay Parade.
- Concerns about cycle behaviour, and conflict with pedestrians.
- More bike parking needed in the Kilbirnie shopping area.
- The drop-in sessions during the consultation period were well run.
- More pedestrianisation needed. Particularly on Bay Road.
- More cycle infrastructure needed, particularly to allow access to shops.
- Concern about impact on house prices (up and down due to cul de sacs).
- Suggestion for speed reduction across the entire suburb.
- Kilbirnie has a lot of destination locations but needs more community spaces for locals.
- Suggestion to change the Countdown carpark into a public multistorey carpark.

- Proposal is missing alternative shared service solutions for people in Kilbirnie, such as ride share.
- Parking is an absolute premium for those living in Lyall Bay right now. Concerns for people doing shift work or those who need to be close to their homes (elderly people, mobility issues).
- Suggestion to install more pedestrian crossings around the school areas in Kilbirnie/Lyall Bay.
- Cycleways could cause more congestion in the adjacent streets.
- Concerns about access to driveways of resident properties, wanting to clarify this won't be impacted.
- Suggestion to install more traffic calming across Kilbirnie.
- Suggestion for upgrades to Leonie Gill Pathway, especially lighting and raised crossings.
- Recommendation to extend Rongotai Road bike lanes further up Rongotai to the pedestrian crossing.
- Suggestion to make Salek Street left in/left out for vehicles.
- Some in Kilbirnie would like to see increased walking, biking, and active transport alongside big transport changes in the city (mass rapid transport and new tunnel).
- Suggestion to have more trees as part of the planning.

Kilbirnie - Supporting

- General supportive comments about the proposal such as "I strongly support this proposal".
- Support for safer cycling option on Onepu Road.
- Support for the proposed changes to the turns in and out of Pak n Save car park, and these should be done sooner rather later.
- Support reduction of speed limits and removing some bus stops to improve bus service.
- Support for improvements and connections across the Kilbirnie area as this will improve safety and provide greater connectivity to schools.
- Concern about the amount of heavy traffic in Kilbirnie and how it is creating physical barriers within the community.
- Support for low traffic neighbourhood trials on Ross Street.
- Cycleway provides safety buffer for cars exiting onto busy roads.
- Support for pedestrian improvements in the proposal.
- Cycleway infrastructure has a positive impact for elderly people and people with disabilities.
- Support for low traffic neighbourhood trials on Freyberg Street, particularly alongside the school. Opportunity to improve design and reduce speed and traffic. Increased safety for those using active modes to get to Lyall Bay School.
- Support for connecting existing Kilbirnie cycling infrastructure.
- Support for raised pedestrian crossings for use by prams, wheelchairs, bikes, etc.
- Big differences are made even with some green paint, it makes people think before opening their car doors.
- Concern about the suggestion of switching the bike lane design halfway down Onepu Road, need better protection and separation all the way along the road.
- Separated cycleways enhance a sense of safety and reduce the general risk of commuting or travelling by bike.
- Bike network supports international tourists who visit and hire bikes.

- Critical link towards Evans Bay and the CBD. Making this route safe makes it safer for parents heading to pick their children up from school.
- Request for Salek Street to be made left turn in/left turn out. Would make intersections safer as we encourage active modes throughout Wellington.

Thorndon connections

Thorndon - Opposing

- Concern about one-way proposal and restrictions to right-turn on Kate Sheppard Place. The turn from the bottom of Kate Sheppard Place is awkward and dangerous. The construction project in the area is going to make it worse. Concerns about longer journeys, perceived increased in carbon emissions.
- Concerns with the communications and engagement around the consultation – people not being made aware of the proposal.
- Concerns for those people with accessibility issues who aren't eligible for mobility parking permits, particularly for those with short-term issues.
- Concern about the removal of bus stops as there is a perceived restriction of access to health care services.
- Perception that there has been no proper traffic analysis around the Thorndon New World and lack of proper consideration of alternative options.
- Concerns about the public using supermarket parking if there is no on-street parking.
- Concern about current congestion in the area.
- Concern about access to businesses who need to have a car, especially for elderly people, people with accessibility issues or young families.
- Concern about access to the New World as it is so busy, on both sides (Mulgrave/Murphy).
- Concern that the proposal for Tinakori Road is too extreme.
- Suggestion that on secondary routes, people on bikes should be accommodated by speed reduction and traffic light phases.
- Concern over loss of revenue from parking.
- Safety concerns with the New World section and that the proposal puts cyclists in this conflict.
- Concern that cyclists break road rules which makes everyone more unsafe.
- Concern that the proposal will place a barrier on people visiting the area.
- Concern for business and business owners in the area. Concern for heritage buildings becoming underutilised and reducing economic worth in the area. The question, has economic analysis been done?
- Concern with the proposals to limit access to Pipitea Street from Murphy Street.
- Concern that the proposal is unsafe for pedestrians, no pedestrian accidents in the last 10 years for Molesworth Street so it doesn't need changing.
- Proposed one-way on Kate Sheppard Place forces cars back into CBD which will cause further congestion.
- Concern about reduced access or exclusion of people wanting to visit national sites of significance, Parliament, Archives, etc.
- Opposition to bus stop removals on Molesworth Street due to difficulties for people walking in the area.

Thorndon - Neutral

- Suggestion to reduce speed limits on Molesworth/Mulgrave/Murphy streets as the area is a community space, not just a thoroughfare to the motorway.
- Desire for short-term metered parking instead of coupon parking as that allows greater access to businesses.

- Suggestion to have the bike lane moved to the left side of Molesworth Street. If this is not done, then there may be legal action from Foodstuffs.
- Desire to remove commuter parking from Tinakori Road.
- Concerns about the raised bus stop platform on Murphy Street and cyclist movements.
- Concern about the two-way bike lane on Molesworth Street, suggestion to make the downhill lane wider than the uphill lane to make it safer.
- Concern that the parked cars on Molesworth Street are dangerous.
- Observation that the traffic flow is quite intense, and speeds are very high on Molesworth Street.
- Desire to have better pedestrian access in multiple places.
- A reminder that the buses are for the people, and the desire to have them positioned where the people want them.
- Preference for one-directional bike lanes on the left-hand side of Molesworth Street.
- Desire to slow the traffic down on Molesworth Street and the police to enforce speed limits.
- In the situation where people on bikes ride next to parked cars, would prefer it to not be parallel to avoid car doors swinging out.
- Cost of proposal too high given loss of parking revenue and minimal upside.
- A question about speed bumps, are they a necessary expenditure on Hill Street? Concern that speed bumps are not fun for cyclists. Don't see a need for 30km/h and speed bumps, one is treatment is enough.
- Concern that the proposal will disadvantage pedestrians, particularly around the bus stops. Already dangerous with cyclists and scooterists on pavements. Pedestrians having to contend with more devices on footpaths and the roads. Everybody is a pedestrian.
- Concern of having bus stops where pedestrians must cross a bike lane.
- Concern that the proposed option is unnecessary and expensive. Consider a clearway instead of a 24/7 bike lane.
- More should be done for cyclists to take responsibility for their own safety.
- Proposal disregards those people who rely heavily on the bus stops that could be taken away.
- Concern for the patronage of businesses in the area.
- Concern for lighting in the area, will this be improved for better visibility to see cyclists and pedestrians.
- Suggestion that it is better to keep angled parking than change it to parallel parking. More time and cost-effective for people.
- Concern that the changes can result in more dangerous driving, the Bowen/Tinakori intersection is an example of this. Drivers are so impatient.
- Suggestion that angle parking should be tail first (like in the marine industry) to make it safer when people are exiting the parks.
- Question regarding how many accidents have there been on these routes that suggest a need for raised pedestrian crossings?
- Suggestion to put bike lane on the left-hand side of Molesworth Street.

Thorndon - Supporting

- General support for the proposed changes such as 'I strongly support this proposal'.
- Support for the changes as it will make it safer for people on bikes to move through this area with narrow roads.

- The current street layout is not working, and things need to change.
- For the best network the bike lanes need to link up and connect to the waterfront route.
- The proposal will enhance the Thorndon area and contribute to a thriving, safer, low-carbon, economically sustainable city. Thorndon is a stagnant area, and the changes are needed. To be a dynamic city, change needs to happen.
- Desire to see micro parks, fairs, events to enhance the area
- Concern that there are people waiting for more connected routes before using bikes to commute.
- Low numbers of cyclists are the reason why we need these changes to happen. It's too scary right now.
- The proposal highlights the opportunity to do more placemaking and promote the shopping areas like Tinakori Road.
- Huge concentration of people working in this area, more than 10,000. It will be a well-used bike lane.
- The project would mean people could make the most of recreational facilities in the area by getting there by bike and not having to contend with as much traffic. This would increase the number of times these recreational journeys are made.
- Changes connecting to Hill Street mean it would be possible to safely bike up Molesworth Street to drop children off at the childcare centre.
- The proposal is a step in the right direction. Desire to look at more place-based planning. The schools, railway station, Parliament and the port are all locations of interest.
- Changes are going to enable reductions in congestion. Changes made from a transport and safety perspective will be better for those who drive, walk, and go to businesses in the area.
- Perception that it's easier to stay longer in an area when you are not time-restricted by your parking time.
- Lots of girls from Wellington Girls' College take the bus and feel they aren't affected by the changes. Perception that the girls that get dropped off are happy to walk another couple of hundred metres if it means others can bike safely.
- Support for planning transport changes in accordance with what is most beneficial for health and climate response.
- Transport planning needs to be done in accordance with the Council's transport hierarchy.
- Perception that the Thorndon Residents Association resists change and doesn't represent the needs of the whole community.
- Cycleways benefit cyclists and motorists because it keeps them separate.

FORWARD PROGRAMME

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

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. 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

2. Rāpare Thursday 22 Pīripi June
 - Traffic Resolutions (Chief Infrastructure Officer)
 - Proposed Road Closures (Chief Infrastructure Officer)
 - Chaytor Street - Proposed Improvements (Chief Infrastructure Officer)
 - LGWM Thorndon Quay Traffic Resolutions (Chief Planning Officer)
 - New lease for Island Bay Tennis & Squash Club (Chief Customer and Community Officer)
3. Rāpare Thursday 24 Here-turi-kōkā August
 - Brooklyn Hill Permanent Improvements (Chief Planning Officer)

Attachments

Nil

ACTIONS TRACKING

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

- 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

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information.

Whakarāpopoto | Executive Summary2. 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

2. 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.
4. 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.
5. Koata Hātepe | Regulatory Processes Committee fulfills the functions of the Pūrora Hātepe | Regulatory Processes Committee of the 2019-2022 triennium.
6. The purpose of this report is to ensure that all resolutions are being actioned over time. It does not take the place of performance monitoring or full updates. The committee could resolve to receive a full update report on an item if it wishes.

Kōrerorero | Discussion

7. Of the 43 resolutions of the Koata Hātepe | Regulatory Processes Committee, meeting on April 6 2023:
 - 32 are in progress
 - 11 are complete
8. 51 in progress actions were carried forward from the last action tracking report. Of these:
 - 30 are still in progress
 - 21 have been completed
9. Further detail is provided in Attachment One.

Attachments

Attachment 1. [Actions Tracking](#)  

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Date	ID	Title	Clause number	Clause	Status	Comment
10/08/2022	414	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	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	26/04/23 - Ongoing - Legal agreement finalised and signed by purchaser, arranging for CEO signature.
8/06/2021	431	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	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	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	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	2.4	One new lease subject to the Reserve: 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)	Completed	The club have requested to go through a public consultation process with another group to share the costs.
10/11/2021	560	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	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	2.1	Traffic Resolutions	2d	TR05-22 Bay Road, Kilbirnie – Relocation of mobility parking, new loading zone	In progress	On-hold. With urban designers undertake civil works.
9/02/2022	563	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 Likely another 3-4 weeks until completed as of 2/12/22
9/02/2022	564	2.1	Traffic Resolutions	2p	TR18-22 Drummond Street, Mount Cook – Car share parking spaces	In progress	The proposal will be installed with the Newton-City cycleway project. PM has been advised.
8/06/2022	586	2.3	Proposed Road Closures	2e	Alexandra Hill Climb	Completed	
8/06/2022	587	2.3	Proposed Road Closures	2f	Cuba Dupa 2023	Completed	
8/06/2022	588	2.3	Proposed Road Closures	3	Cupa Dupa 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	

						[on hold]
8/06/2022	600	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	Waiting for the construction of the University building
7/09/2022	848	2.2 Traffic Resolutions	2h	TR118-22 Happy Valley Road, Owhiro Bay – New layout for Bus stop (#7796 & #6796)	In progress	Pending
7/09/2022	851	2.2 Traffic Resolutions	2k	TR141-22 Tirangi Road, Rongotai – New Bus Stop Layout (#7345 & #6345)	In progress	Pending
7/09/2022	852	2.2 Traffic Resolutions	2l	TR142-22 Waitoa Road, Hataitai - New layout for Bus Stop (#6535)	In progress	Under discussion with cycle team to shift bike racks
7/09/2022	853	2.2 Traffic Resolutions	2m	TR143-22 Murchison Street, Owhiro Bay - New layout for Bus Stop (#7146)	In progress	Pending
7/09/2022	854	2.2 Traffic Resolutions	2n	TR144-22 Waitoa Road, Hataitai - New layout for Bus Stop (#7535)	In progress	under discussion with cycle team to shift bike rack
7/09/2022	860	2.2 Traffic Resolutions	2t	TR151-22 Endeavour Street and Yule Street– Intersection Layout and Control Changes	In progress	On Hold, Claire Pascoe has requested we temporarily place the Minor Works project for Endeavour/Yules on hold so her team can conduct further investigations into low traffic neighborhood areas and determine next steps for trialing a cul-de-sacs setup.
7/09/2022	869	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.	Completed	Bike Corrals are now all installed
7/09/2022	870	2.3 Traffic Resolutions - Bike Corrals	2b	TR 155-22 Waring Taylor Street, Wellington Central – Bike Parking Corral.	Completed	Bike Corrals are now all installed
7/09/2022	871	2.3 Traffic Resolutions - Bike Corrals	2c	TR 156-22 Johnston Street, Wellington Central – Bike Parking Corral.	Completed	Bike Corrals are now all installed
7/09/2022	872	2.3 Traffic Resolutions - Bike Corrals	2d	TR 157-22 Victoria Street, Wellington Central – Bike Parking Corral.	Completed	Bike Corrals are now all installed
7/09/2022	873	2.3 Traffic Resolutions - Bike Corrals	2e	TR 158-22 Boulcott Street, Wellington Central – Bike Parking Corral.	Completed	Bike Corrals are now all installed
7/09/2022	874	2.3 Traffic Resolutions - Bike Corrals	2f	TR 159-22 Corner of Ghuznee St and Victoria St, Te Aro – Bike Parking Corral	Completed	Bike Corrals are now all installed
7/09/2022	875	2.3 Traffic Resolutions - Bike Corrals	2g	TR 160-22 College Street, Te Aro – Bike Parking Corral.	Completed	Bike Corrals are now all installed
7/09/2022	876	2.3 Traffic Resolutions - Bike Corrals	2h	TR 161-22 Tory Street, Te Aro – Bike Parking Corral.	Completed	Bike Corrals are now all installed
7/09/2022	877	2.3 Traffic Resolutions - Bike Corrals	2i	TR 162-22 Wellington Railway Station, Pipitea – E-scooter Parking Corral.	Completed	Bike Corrals are now all installed

7/09/2022	878	2.3 Traffic Resolutions - Bike Corrals	2j	TR 163-22 Stout Street, Wellington Central – Bike Parking Corra	Completed	Bike Corrals are now all installed
7/09/2022	879	2.3 Traffic Resolutions - Bike Corrals	2k	TR 171-22 Abel Smith Street, Wellington Central – Bike Parking Corral.	Completed	Bike Corrals are now all installed
14/12/2022	1091	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	1103	2.4 Proposed Road Stopping - Land Adjoining 76 Orangi Kaupapa Road, Northland	2	2) Recommend to Council that it: a. Declare the 239m2 (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	1/05/2023. Now at Step 6 of the road stopping process (Survey and Legal), currently obtaining survey and legal prices.
14/12/2022	1104	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	1/05/2023. Now at Step 6 of the road stopping process (Survey and Legal). Currently obtaining survey and legal prices.
14/12/2022	1107	2.5 Ngaio Connection walk, bike and bus i 3		Note the summary of submissions, and responses to themes and design feedback shown in Attachments 1 and 2	Completed	
14/12/2022	1110	2.5 Ngaio Connection walk, bike and bus i 5		Adopt the Traffic Resolution set out in Attachment 3, incorporating the changes set out in recommendation 4.	Completed	
14/12/2022	1115	2.5 Ngaio Connection walk, bike and bus i 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.	Completed	Will be installed when project is delivered in April/May 2023

			<p>Agree to make the following changes to the Aro Valley Traffic Resolution as a result of feedback received through the consultation:</p> <p>a. designate 4 additional residents' parking spaces in Adams Terrace;</p> <p>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).</p> <p>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).</p> <p>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.</p> <p>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).</p> <p>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.</p>		
14/12/2022	1132	2.6 Aro Valley Connection Walk, Bike and 4		Completed	
		2.6 Aro Valley Connection Walk, Bike and Bus Improvements - Traffic			
14/12/2022	1133	Resolution Approval	5	In progress	Preparation of separate traffic resolution for Raroa Rd underway.
14/12/2022	1135	2.6 Aro Valley Connection Walk, Bike and 7		Completed	
		2.6 Aro Valley Connection Walk, Bike and Bus Improvements - Traffic			
14/12/2022	1136	Resolution Approval	8	In progress	
7/09/2022	1235	2.1 Proposed Road Closures	2	In progress	
16/02/2023	1246	2.2 Proposed Road Closures	2	In progress	
					<p>Domestic Cricket</p> <p>c. Beers at the Basin</p> <p>6.00 am Tuesday 21 November 2023 to 5.00 pm Tuesday 28 November 2023</p> <ul style="list-style-type: none"> Slip lane closure (between Buckle Street and Ellice Street).

16/02/2023	1247	2.2 Proposed Road Closures	2	<p>d. Gazley Volkswagen Wellington Marathon Sunday 25 June 2023 6.00 am to 1.00 pm</p> <ul style="list-style-type: none"> • 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. o 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. o 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). o 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. o 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). 	In progress	
16/02/2023	1251	2.4 New Leases For Existing Lessees: Miramar Tennis Club Incorporated, Churton Park Tennis and Recreational Club Incorporated, Johnsonville Tennis Club Incorporated	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.	In progress	Draft new lease with club for review. Public notification complete with no submissions.
16/02/2023	1252	2.4 New Leases For Existing Lessees: Miramar Tennis Club Incorporated, Churton Park Tennis and Recreational Club Incorporated, Johnsonville Tennis Club Incorporated	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.	In progress	Draft new lease with club for review. Public notification complete with no submissions.
16/02/2023	1253	2.4 New Leases For Existing Lessees: Mira 6	6	Agree that legal and advertising costs are met by the lessee (where applicable).	Completed	No legal fee associated with new lease
16/02/2023	1254	2.4 New Leases For Existing Lessees: Miramar Tennis Club Incorporated, Churton Park Tennis and Recreational Club Incorporated, Johnsonville Tennis Club Incorporated	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.	In progress	Draft new lease with club for review. Public notification complete with no sustained objections.

							Public notification period started on Feb 22nd and go through March 24th. (Have Your Say, Letters to Mana Whenua, Letters to local residents' associations, Ad in the Dom post)
16/02/2023	1255	2.4	New Leases For Existing Lessees: Mira 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.	Completed	
6/04/2023	1417	2.3	Development contributions remission 1		Receive the information	Completed	
6/04/2023	1418	2.3	Development contributions remission 2		Note the provisions at clause 2.6 of the Development Contributions Policy 2015-16 and clause 9.22 of the Development Contributions Policy 2022 allowing the Council to agree to remit development contributions.	Completed	
6/04/2023	1419	2.3	Development contributions remission 3		Review the remission request and consider using their discretion to remit development contributions.	Completed	
6/04/2023	1420	2.3	Development contributions remission TBC		Agree to full remission of \$100,235.	Completed	
6/04/2023	1421	2.3	Development contributions remission 4		Decide upon the appropriate level of remission, if any.	Completed	
6/04/2023	1422	2.1	Traffic Resolutions	1	Receive the information	Completed	
6/04/2023	1423	2.1	Traffic Resolutions	2a	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: a) TR18-23 Kent Terrace and Cambridge Terrace, Wellington Central - full time bus lanes, with the bus lane operating from 7:00am to 7:00pm, 7 days a week, and no stopping at all times on Kent Terrace.	In progress	
6/04/2023	1424	2.1	Traffic Resolutions	2b	TR29-23 Frankmoore Avenue, Johnsonville – Time limited parking; mobility parking changes	In progress	
6/04/2023	1425	2.1	Traffic Resolutions	2c	TR30-23 Adelaide Road, Newtown - new layout for Bus Stop (#6418)	In progress	
6/04/2023	1426	2.1	Traffic Resolutions	2d	TR31-23 Cuba Street, Te Aro – mobility parking and loading zone change	In progress	
6/04/2023	1427	2.1	Traffic Resolutions	2e	TR32-23 Flers Street, Karori - No Stopping At All Times	In progress	
6/04/2023	1428	2.1	Traffic Resolutions	2f	TR33-23 Victoria Street, Te Aro – Loading Zone, At All Times	In progress	
6/04/2023	1429	2.1	Traffic Resolutions	2g	TR34-23 Nevay Road, Miramar - No Stopping At All Times	In progress	
6/04/2023	1430	2.1	Traffic Resolutions	2h	TR36-23 Strathmore Avenue, Strathmore – time limited parking	In progress	
6/04/2023	1431	2.1	Traffic Resolutions	2i	TR37-23 Townsend Road, Miramar – improvement to Bus Stops (#6283, #7283)	In progress	
6/04/2023	1432	2.1	Traffic Resolutions	2j	TR38-23 Newlands Road, Newlands – No Stopping At All Times; new Bus Stop marking (#3548, #3602)	In progress	
6/04/2023	1433	2.1	Traffic Resolutions	2k	TR41-23 Karepa Street, Brooklyn – No Stopping At All Times; Bus Stop markings (#6765, #6767, #7766, #7767)	In progress	
6/04/2023	1434	2.1	Traffic Resolutions	2l	TR45-23 Hawker Street, Mount Victoria – P10 time limited parking	In progress	
6/04/2023	1435	2.1	Traffic Resolutions	2m	TR46-23 Wakefield Street, Te Aro – extension of existing coach stop	In progress	
6/04/2023	1436	2.1	Traffic Resolutions	2n	TR47-23 Elliot Street, Johnsonville – No Stopping At All Times	In progress	
6/04/2023	1437	2.1	Traffic Resolutions	2o	TR48-23 Donald Crescent, Karori – No stopping At All Times	In progress	
6/04/2023	1438	2.1	Traffic Resolutions	2p	TR49-23 Rongotai Road, Kilbirnie – mid-block zebra crossing	In progress	
6/04/2023	1439	2.1	Traffic Resolutions	2q	TR50-23 Daniell Street, Newtown – change to time restrictions	In progress	
6/04/2023	1440	2.1	Traffic Resolutions	2r	TR51-23 Maupuia Road, Maupuia – formalise Bus Stops (#6252, #7252)	In progress	
6/04/2023	1441	2.1	Traffic Resolutions	2s	TR52-23 Ballance Street, Wellington Central – P10 loading zone	In progress	
6/04/2023	1442	2.1	Traffic Resolutions	2t	TR53-23 Bay Road, Kilbirnie – time limited mobility parking	In progress	
6/04/2023	1443	2.1	Traffic Resolutions	2u	TR54-23 Montgomery Avenue, Karori - No Stopping At All Times	In progress	

6/04/2023	1444	2.1 Traffic Resolutions	2v	TR56-23 Owen Street, Newtown – P10 time limited parking	In progress	
6/04/2023	1445	2.1 Traffic Resolutions	2w	TR57-23 Miramar North Road, Miramar - new layout for Bus Stops (#7244, #6244)	In progress	
6/04/2023	1446	2.1 Traffic Resolutions	2x	TR58-23 Somes Crescent, Newlands - new layout for Bus Stops (#3528, #3766)	In progress	
6/04/2023	1447	2.1 Traffic Resolutions	2z	TR60-23 Cable Street and Oriental Parade intersection, Wellington Central - proposed shared path	In progress	
6/04/2023	1448	2.1 Traffic Resolutions	2aa	TR64-23 John Sims Drive, Broadmeadows – new layout for Bus Stop (#3834)	In progress	
6/04/2023	1449	2.1 Traffic Resolutions	2bb	TR65-23 Montgomery Avenue and Cathie Place, Karori – intersection improvements; Give Way control	In progress	
6/04/2023	1450	2.2 Proposed Road closures	1	Receive the information	Completed	
				Agree to close the following roads for the event listed below to vehicles and cyclists including motorised scooters, subject to the conditions listed in the proposed Road Closure Impact Reports: Anzac Day at Pukeahu Park Tuesday 25 April 2023 3.00am to 2.00pm Road Closure <ul style="list-style-type: none"> • Tasman Street (Pukeahu Memorial Park to Rugby Street) • Tory Street (Vivian Street to Pukeahu Memorial Park) • Frederick Street (No through traffic) • Martin Square (from Taranaki Street North and South) • No access from Martin Square to Tory Street • No access to Tory Street from Francis Place • Parking restrictions will be in place 	Completed	
6/04/2023	1451	2.2 Proposed Road closures	2		Completed	
6/04/2023	1452	2.2 Proposed Road closures	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.	In progress	
6/04/2023	1453	2.4 New Ground Lease - Johnsonville Rugl 1		1. Receive the information	Completed	
6/04/2023	1454	2.4 New Ground Lease - Johnsonville Rugl 2		2. Agree to grant a new ten-year ground lease with one right of renewal for ten years to the existing lease holder Johnsonville Rugby Football Club Incorporated pursuant to the Wellington City Council Lease Policy and the Reserves Act 1977.	In progress	Waiting to do combined public consultation with other new leases to save clubs cost of public notification.
6/04/2023	1455	2.4 New Ground Lease - Johnsonville Rugl 3a		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.	In progress	Waiting to do combined public consultation with other new leases to save clubs cost of public notification.
6/04/2023	1456	2.4 New Ground Lease - Johnsonville Rugl 3b		3. Note that approval to grant leases on Reserve land is conditional on: b. No sustained objections resulting from the above notification	In progress	Waiting to do combined public consultation with other new leases to save clubs cost of public notification.
6/04/2023	1457	2.4 New Ground Lease - Johnsonville Rugl 4		Agree that legal and advertising costs are met by the lessee (where applicable)	In progress	Waiting to do combined public consultation with other new leases to save clubs cost of public notification.

6/04/2023	1458	2.5 Actions Tracking	1	Receive the information	Completed
6/04/2023	1459	2.6 Forward Programme	1	1. Receive the information.	Completed