

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

Ordinary Meeting of Koata Hātepe | Regulatory Processes Committee Rārangi Take | Agenda

9:30 am Rāpare, 4 Paengawhāwhā 2024

9:30 am Thursday, 4 April 2024

Ngake (16.09), Level 16, Tahiwī

113 The Terrace

Pōneke | Wellington



MEMBERSHIP

Mayor Whanau
Councillor Abdurahman
Councillor Calvert
Councillor Chung
Councillor Free (Chair)
Pouiwi Kelly
Councillor McNulty (Deputy Chair)
Councillor Rogers

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 04-499-4444, 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 hui 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 hui.

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

1.2 Apologies

The Chairperson invites notice from members of apologies, including apologies for lateness and early departure from the hui, 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 March 2024 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 hui:

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 hui.

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 hui 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 hui 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 hui 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 hui setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the hui 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 04 499 4444 and asking to speak to Democracy Services.

2. General Business

PROPOSED ROAD CLOSURE

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Koata Hātepe | Regulatory Processes Committee seeks approval of proposed road closures subject to the conditions listed in the proposed road closure impact reports.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

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

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

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

Relevant Previous decisions

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

Significance

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

Financial considerations

Nil

Budgetary provision in Annual Plan / Long-term Plan

Unbudgeted \$X

Risk

Low

Medium

High

Extreme

Author	Maria Taumaa, Street Activities Coordinator
Authoriser	Sean Woodcock, Customer, Compliance and Business Service Manager 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) Agree to close the following roads for the event to vehicles and cyclists (including motorised scooters). The closure is to be subject to the conditions listed in the proposed road closures impact reports.

Big Teeth NZ Ltd (filming)

Sunday 5 May 2024 5.00am to 8.00pm

- Stout Street (Lambton Quay to Whitmore Street)
- Ballance Street (Lambton Quay to Featherston Street)
- Maginnity Street (Waring Taylor Street to Ballance Street)

Sunday 12 May 2024 5.00am to 8.00pm

- Stout Street (Lambton Quay to Whitmore Street)
- Johnston Street (Lambton Quay to Aotea Quay)
- Featherston Street (Waring Taylor Street to Panama Street)
 - Brandon Street and Panama Street will be managed by Stop/Go

Weather contingency days: Sunday 19 May 5.00am to 8.00pm and Sunday 26 May 2024 5.00am to 8.00pm.

Parking restrictions will be around the road closure sites.

Whakarāpopoto | Executive Summary

2. The paper recommends for approval the proposed road closures to facilitate the filming on Sunday 5 May 2024 and Sunday 12 May 2024, with proposed rain days of Sunday 19 May and Sunday 26 May.
3. This would involve closing the roads listed in the road closure impact reports to vehicles and cyclists (including motorised scooters) for the event.

Takenga mai | Background

4. The Council receives numerous requests through the year for public roads to be closed for public and private events.
5. 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 Koata Hātepe | Regulatory Processes Committee.

Kōrerorero | Discussion

7. The 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 proposals 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 on the Council social media platforms.
- Together with the event organiser, council officers ensure that 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 are responsible to modify any plans, to respond to public submissions and to prepare an impact report for the committee.
- Council officers recommend any conditions that should apply to the approval
- The Committee deliberates on the proposed road closures.
- Council officers notify the event organiser of the committee's decision.

Kōwhiringa | Options

8. Option 1: Agree to the temporary road closures.
9. Option 2: Do not agree to the temporary road closures.
10. Option 3: Agree to the temporary road closures with amendments, noting that any changes to the proposed closures would result in a need to reconsult and will also require a traffic engineering assessment.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

11. The proposed closures support Council's aspiration to maintain "a dynamic city heart and thriving suburban centres" which is an outcome from the Economic Wellbeing Strategy.

Engagement and Consultation

12. The City Events team has assessed the proposed closures and have confirmed their support.
13. Members of the public have been advised of the road closures and informed of their right to object.
14. The public notices advertising these proposed closures were published via the following channels:
 - The Post
 - Social media
 - Have Your Say

- X (formerly known as Twitter)

15. Members of the public will also be advised of the road closures prior to the event via:

- Advanced roadside event signage
- Media releases
- The Council website
- Council's social media channels

16. Event organisers are working with resident groups where applicable, as well as community groups and local retailers.

17. Impacted businesses have also been advised of the proposed closures.

Māori Impact Statement

18. There are no Te Tiriti O Waitangi implications.

Financial implications

19. Not applicable.

Legal considerations

20. The road closures are proposed in accordance with Schedule 10, clause 11e, of the Local Government Act 1974 and the Transport (Vehicular Traffic Road Closure) Regulations 1965.

Risks and mitigations

21. All safety risks for road closures are managed by way of an approved Traffic Management Plan.

Disability and accessibility impact

Council Officers work with event organiser to evaluate each event in terms of accessibility and ensure that appropriate changes to improve accessibility are incorporated into the Traffic Management Plan. Climate Change impact and considerations

22. Each organiser is required to add their climate change considerations to their road closure impact report.

Communications Plan

23. Retailers affected by the road closures have been contacted by the film company explaining what is happening.


Health and Safety Impact considered

24. 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 that the event and associated road closures are managed safely.

Ngā mahinga e whai ake nei | Next actions

25. If the proposed road closures are approved, the event organiser will issue further communication advising of the approved closures, implement the approved Traffic Management Plan to run the event, and clean the site.
26. Council officers will monitor the impact of the closures and undertake a debrief with the organiser following the conclusion of the event.

Attachments

Attachment 1.	Big Teeth Impact ↓ 	Page 14
Attachment 2.	Big Teeth Advert ↓ 	Page 17
Attachment 3.	Big Teeth Map ↓ 	Page 18
Attachment 4.	Big Teeth Map ↓ 	Page 19

REGULATORY PROCESSES COMMITTEE

**Absolutely Positively
Wellington City Council**
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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

BIG TEETH FILM LTD

***SUNDAY 5 MAY 2024 5.00AM TO 8.00PM, SUNDAY 12 MAY 2024 5.00AM TO
8.00PM, WITH RAIN DAYS SUNDAY 19 MAY 2024 SUNDAY 26 MAY 2024***

1. Description of Event

Mel Turner and Axel Patton – the makers of the very successful Netflix television series “Sweet Tooth” that filmed all three seasons in Auckland, are bringing this production to Wellington. Its working title is “Big Teeth”, and producers believe it has the potential to become a year-defining horror movie and revive interest in werewolf horror. Based at Lane Street Studios in Upper Hutt, it is currently in preproduction due to film entirely in New Zealand and the Wellington Region from 18 March to approximately 20 May 2024.

The proposed road closures to vehicles, scooters, and cyclists, are as follows: Bit Teeth Film Ltd: Sunday 5 May 2024 5.00am to 8.00pm, Sunday 12 May 5.00am to 8.00pm. Rain Days Sunday 19th May 2024, Sunday 26 May 2024

Sunday 5 May 2024 5.00am to 8.00pm

- Stout Street (Lambton Quay to Whitmore Street)
- Ballance Street (Lambton quay to Featherston Street)
- Maginnity Street (Waring Taylor Street to Ballance Street)
- Parking restrictions will be installed.

Sunday 12 May 2024 5.00am to 8.00pm

- Stout Street (Lambton Quay to Whitmore Street)
- Johnston Street (Lambton quay to Aotea Quay)
- Featherston Street (Waring Taylor Street to Panama Street)
 - Brandon and Panama Streets will be managed by Stop/Go

Please refer to the map attachment for further detail.

Pedestrian access will be restricted when filming, and emergency services will have immediate access to the area if required. Public transport operators have been notified of the proposed closure

Climate Change

Big Teeth Films NZ Ltd is associated with NBC Universal and Blumhouse and is working to implement sustainable best practices across the production to reduce its environmental impact. Part of a sustainable production means practicing waste management and diversion, this is crucial as film sets generate around 400kg of waste and 80% of that is recyclable or compostable. By having clearly labelled and separated waste streams producers are encouraging crew to sort rubbish correctly so it

REGULATORY PROCESSES COMMITTEE

can be disposed of appropriately. To reduce waste going to landfill, producers are also working to repurpose what they can from previous projects and compost all food waste. Special attention is also made to ensure batteries are correctly recycled. To reduce paper waste the production has opted to use treeless paper which is constructed of 60% wheat and 40% recycled wood. This helps to reduce the overall footprint and contribution to deforestation. Cast and crew are all encouraged to bring their own water bottles and 'keep cups' to reduce the use of a single use plastic, with the aim to completely eradicate the use of all single use plastic cups and bottles off-screen.

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:

- The Post Saturday 16 March 2024
- Social Media, Monday 18 March 2024
- X , Monday 18 March 2024
- Facebook, Monday 18 March 2024
- Have your say, Monday 18 March 2024

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.

REGULATORY PROCESSES COMMITTEE

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Conditions:

- The road closure is valid from 5.00am to 8.00pm on Sunday 5 May 2024 and Sunday 12 May 2024 5.00am to 8.00pm.
- 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.
- Information signs and other signage must be removed within 10 working days after event date.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.

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

Proposal to Close Roads

The Regulatory processes Committee will meet on Thursday 4 April 2024 consider the following temporary road closure for Events.

Big Teeth Films NZ Ltd

Sunday 5 May 2024 5.00am to 8.00pm

Roads closed:

Stout Street, Lambton Quay to Whitmore Street

Ballance Street, Lambton Quay to Featherston Street

Maginnity Street, Waring Taylor Street to Ballance Street

Parking restrictions around these streets will be installed

Sunday 12 May 2024 5.00am to 8.00pm

Stout Street, Lambton Quay to Whitmore Street

Johnston Street, Lambton Quay to Aotea Quay

Featherston Street, Waring Taylor Street to Panama Street

Brandon and Panama Streets will be managed by Stop/Go

Weather contingency is:

Sunday 19 May and Sunday 26 May 2024

Parking restriction will be around the road closure sites

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 29 March 2024.

Please send correspondence to Street Activities at mailing address PO Box 2199 Wellington or by email

street.activities@wcc.govt.nz.

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

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Wellington City Council
Me Heke Ki Pōneke



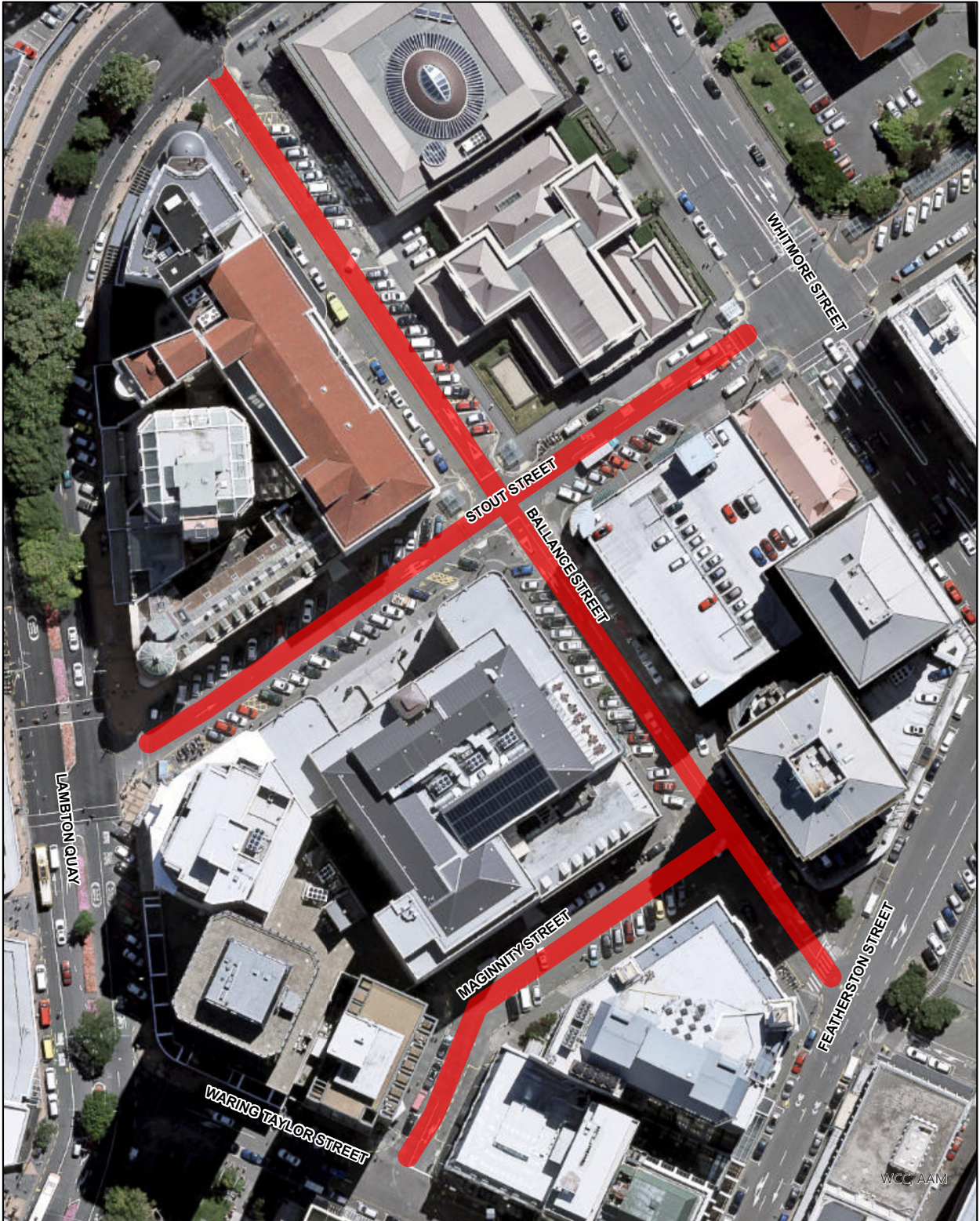
Event Name: Big Teeth Films NZ Ltd

From: 12/05/2024 5:00:00 am

Until: 12/05/2024 8:00:00 pm

Event Type: Road Closure

Event Details: Weather contingency is Sunday 19th May and Sunday 26 May 2024, Brandon & Panama Streets will be managed by Stop/Go



Event Name: Big Teeth Films NZ Ltd

From: 5/05/2024 5:00:00 am

Until: 5/05/2024 8:00:00 pm

Event Type: Road Closure

Event Details: Weather contingency is Sunday 19th May and Sunday 26 May 2024

TRAFFIC RESOLUTIONS

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Koata Hātepe | Regulatory Processes Committee outlines details of the fifteen proposed traffic resolutions issued for consultation between Tuesday 13 February 2024 and Monday 26 February 2024.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

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

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

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

Relevant Previous decisions

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

Significance

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

Financial considerations

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

Risk

- Low Medium High Extreme

Author	Tommy Wilson, TR Coordinator
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
- 2) Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021:
 - a. TR23-24 Chesterton Street, Johnsonville - No Stopping At All Times
 - b. TR24-24 Kanpur Road, Broadmeadows - Formalise Bus Stop (#3822 & #3821)
 - c. TR29-24 Park Road, Miramar - P120, EV charging only
 - d. TR30-24 Medway Street, Island Bay - P120, EV charging only
 - e. TR33-24 McMillan Court, Newlands - P120, EV charging only
 - f. TR34-24 Manley Terrace, Newtown - P120, EV charging only
 - g. TR39-24 Donald Street, Karori Pool, Karori - P120, EV charging only
 - h. TR41-24 Barker Street, Te Aro - No Stopping At All Times
 - i. TR42-24 Beach Street, Island Bay- No Stopping At All Times
 - j. TR43-24 Carlton Gore Road, Roseneath - No Stopping At All Times
 - k. TR44-24 Evans Bay Parade Roseneath - Pedestrian Crossing No Stopping At All Times and Time Limited Parking
 - l. TR45-24 Kaiwharawhara Road, Kaiwharawhara – Relocate Bus Stop
 - m. TR46-24 Ohariu Road, Johnsonville - No Stopping At All Times
 - n. TR48-24 Rajkot Terrace, Broadmeadows - Formalise Bus Stop (#3830)
 - o. TR51-24 Victoria Street, Te Aro – Metered Parking

Whakarāpopoto | Executive Summary

4. Twenty two traffic resolutions were available for submission on the Kōrero Mai Let's Talk platform from 13 February 2024 to 26 February 2024. All input received throughout the consultation period has been incorporated into the traffic resolutions reports provided in this document, along with relevant responses from officers.
5. After reviewing the feedback, fifteen resolutions are being recommended for approval (refer to recommendations).
6. TR27-24 William Street, Hataitai - P120, EV charging only, was deferred following feedback for further consultation and investigation.
7. TR31-24 Kowhai Road, Kelburn - P120, EV charging only, was deferred following feedback for further consultation and investigation.
8. TR32-24 Coutts Street, Kilbirnie - P120, EV charging only, was deferred following feedback for further consultation and investigation.

9. TR47-24 Paparata & Kilsyth St, Karori - Give Way Control, was withdrawn following feedback received through consultation.
10. TR50-24 The Parade, Island Bay - P10 time limited parking restriction, was deferred following feedback for further consultation and investigation.
11. TR54-24 Cuba Street, Te Aro – No Stopping At All Times, P10 Loading Zones, Metered Parking and widened footpath, was withdrawn following feedback received through consultation.

Takenga mai | Background

12. On 13 February 2024, 22 traffic resolutions were publicly announced in The Post. Copies were distributed to properties within the impacted area, and electronic versions were forwarded to local Ward Councillors, residents' associations, and business associations. Additionally, electronic copies were accessible on the Wellington City Council website.
13. On 22 June 2023 at the Regulatory Processes Committee, Councillors approved a traffic resolution (TR66-23) including a restricted parking space (P60 8am-6pm Mon-Fri) for the landward side of Weka Bay. This was one of three parking spaces in this section. At this meeting Councillors heard from Weka Bay residents that a pedestrian zebra crossing was needed in the bay and that the proposed pedestrian refuge island in the design was not desired.
14. Councillors directed Officers to further investigate options for a pedestrian zebra crossing in Weka Bay but asked Officers to thoroughly engage with the residents prior to asking them to consult on a new Traffic Resolution to bring back to the Committee. Officers undertook pre-consultation engagement with the forty households in Weka Bay:
 - On 6 November 2023 a letter-drop describing the project, upcoming decision, and consultation process with an email address for residents to send their feedback to which was delivered to all forty households in Weka Bay.
 - On 9 and 10 November 2023, officers held on-site drop-in sessions at Weka Bay Bus Shelter. The aim was for residents to clarify concerns, and to hear from other residents and officers.
 - A paper version of the feedback form from the session was circulated.
 - Written feedback was collated and summarised to inform the design as presented in TR44-24 Evans Bay Parade Roseneath - Pedestrian Crossing No Stopping At All Times and Time Limited Parking.
15. Residents were unhappy about having to repeat their submission. Officers confirmed submissions to the pre-consultation engagement sessions could be submitted to the TR44-24 round (attachment 14 TR44-24 Pre-Consultation).

Kōrerorero | Discussion

16. A summary report for each traffic resolution is attached.

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

17. The attached Traffic Resolutions Summary Table RPC April 2024 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

18. 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

On 13 February 2024, 22 traffic resolutions in The Post were publicly announced. Copies were distributed to properties within the impacted area, and electronic versions were forwarded to local Ward Councillors, residents' associations, and business associations. Additionally, electronic copies were accessible on the Wellington City Council website. The Kōrero Mai Let's Talk platform hosted an online submission form for a period of 14 days, from 9am on Tuesday, 13 February 2024, to 5pm on Monday, 26 February 2024, allowing submissions during this extended timeframe.

Māori Impact Statement

19. Not applicable.

Financial implications

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

Legal considerations

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

Risks and mitigations

22. None identified.

Disability and accessibility impact

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

Climate Change impact and considerations

24. 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

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

Health and Safety Impact considered

26. 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

27. If approved, the proposals will be installed within six months.

Attachments

Attachment 1.	Traffic Resolutions Summary Table RPC April 2024 ↓ 	Page 27
Attachment 2.	Traffic Resolutions Legal Description RPC April 2024 ↓ 	Page 33
Attachment 3.	TR23-24 Chesterton Street, Johnsonville - No Stopping At All Times ↓ 	Page 41
Attachment 4.	TR24-24 Kanpur Road, Broadmeadows - Formalise Bus Stop (#3822 & #3821) ↓ 	Page 46
Attachment 5.	TR29-24 Park Road, Miramar - P120, EV charging only ↓ 	Page 51
Attachment 6.	TR30-24 Medway Street, Island Bay - P120, EV charging only ↓ 	Page 57
Attachment 7.	TR33-24 McMillan Court, Newlands - P120, EV charging only ↓ 	Page 63
Attachment 8.	TR34-24 Manley Terrace, Newtown - P120, EV charging only ↓ 	Page 69
Attachment 9.	TR39-24 Donald Street, Karori Pool, Karori - P120, EV charging only ↓ 	Page 75
Attachment 10.	TR41-24 Barker Street, Te Aro - No Stopping At All Times ↓ 	Page 81
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Traffic Resolutions Summary Table RPC April 2024

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
								Daily Traffic Volume	Monthly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
TR23-24	Chesterton Street, Johnsonville	Unrestricted Parking	No Stopping At All Times	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.	Council has received a request from a local resident regarding safety and accessibility along this section of the road as it is restricted forward visibility when vehicles are parked in this location.	Removal of one unrestricted parking space	NA	NA	NA	<ul style="list-style-type: none"> Improves safety and accessibility Improves safer turning movements Improves driver forward visibility 	<ul style="list-style-type: none"> Install No Stopping At All Times (Broken Yellow Lines) and install new Curve Warning signs 	Yes=0 No=1 Yes/No=0
TR24-24	Kanpur Road, Broadmeadows	Unrestricted Parking	No Stopping At All Times	<p>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.</p> <p>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</p>	<p>Council has received a request from a member of the public to install an entry and exit taper for bus stop #3822</p> <p>Upon discussion with Metlink, Council has received support from metlink to install an entry and exit taper for bus stop #3822. As part of the discussion with Metlink, Council has also been requested to install entry taper for bus stop #3821.</p>	Removal of four unrestricted parking spaces	NA	522 (2010)	<p>Bus Stop #3822 (Boarding – 33, Alighting – 5), Bus Stop #3821 (Boarding – 63, Alighting – 263)</p>	<ul style="list-style-type: none"> Improves safety and accessibility for bus patrons Improves bus service No Change to pedestrians 	<ul style="list-style-type: none"> Formalise Bus Stop #3822 & #3821 by installing bus stop markings and No Stopping At All Times road markings 	Yes=0 No=0 Yes/No=1
TR29-24	Park Road, Miramar	P60 Monday to Sunday 8:00am - 4:00pm.	P120, EV Charging Only	<p>Support move to becoming an eco-city.</p> <p>Support shift in type of transport used.</p>	As part of Te Atakura – First to Zero, our climate change action plan, one of the goals is to reduce the city's emissions to net	Converting two time limited parking spaces into two time limited EV	NA	NA	NA	<ul style="list-style-type: none"> Minimal pedestrian impact. The footpath will meet all relevant width standards. Improves EV availability 	<ul style="list-style-type: none"> Install two electric vehicle (EV) chargers with road markings and signs Convert two P60 time restricted parking spaces to two P120, EV Charging only restrictions 	Yes=0 No=0 Yes/No=0

Traffic Resolutions Summary Table RPC April 2024

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
								Daily Traffic Volume	Monthly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
				Support city place-making, amenity and safety.	zero by 2050. Around 50% of the city's carbon emissions come from transport.	charging spaces						
TR30-24	Medway Street, Island Bay	P60 Monday to Sunday, 8:00am - 6:00pm	P120, EV Charging Only	Support move to becoming an eco-city. Support shift in type of transport used. Support city place-making, amenity and safety.	As part of Te Atakura – First to Zero, our climate change action plan, one of the goals is to reduce the city's emissions to net zero by 2050. Around 50% of the city's carbon emissions come from transport.	Converting two time limited parking spaces into two time limited EV charging spaces	NA	4590	NA	<ul style="list-style-type: none"> Minimal pedestrian impact. The footpath will meet all relevant width standards. Improves EV availability 	<ul style="list-style-type: none"> Install two electric vehicle (EV) chargers with road markings and signs Convert two 60-degree angled time-limited parking spaces to two right-angled parking spaces with P120, EV Charging only restrictions 	Yes=0 No=1 Yes/No=0
TR33-24	McMillan Court, Newlands	Unrestricted Parking	P120, EV Charging Only	Support move to becoming an eco-city. Support shift in type of transport used. Support city place-making, amenity and safety.	As part of Te Atakura – First to Zero, our climate change action plan, one of the goals is to reduce the city's emissions to net zero by 2050. Around 50% of the city's carbon emissions come from transport.	Converting two unrestricted parking spaces into two time limited EV charging spaces	NA	NA	NA	<ul style="list-style-type: none"> Minimal pedestrian impact. The footpath will meet all relevant width standards. Improves EV availability 	<ul style="list-style-type: none"> Install two EV chargers with signs and road markings Convert two existing unrestricted parking spaces to two P120, EV Charging only, At All Times 	Yes=0 No=1 Yes/No=0
TR34-24	Manley Terrace, Newtown	Unrestricted Parking	P120, EV Charging Only	Support move to becoming an eco-city. Support shift in type of transport used. Support city place-making, amenity and safety.	As part of Te Atakura – First to Zero, our climate change action plan, one of the goals is to reduce the city's emissions to net zero by 2050. Around 50% of the city's carbon emissions come from transport.	Converting two unrestricted parking spaces into two time limited EV charging spaces	NA	4230	NA	<ul style="list-style-type: none"> Minimal pedestrian impact. The footpath will meet all relevant width standards. Improves EV availability 	<ul style="list-style-type: none"> Install two EV chargers with road markings and signs Propose P120, EV Charging only restriction 	Yes=0 No= 0 Yes/No=0

Traffic Resolutions Summary Table RPC April 2024

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
								Daily Traffic Volume	Monthly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
TR39-24	Donald Street, Karori Pool, Karori	Unrestricted Parking (Pool Car Park)	P120, EV Charging Only	Support move to becoming an eco-city. Support shift in type of transport used. Support city place-making, amenity and safety.	As part of Te Atakura – First to Zero, our climate change action plan, one of the goals is to reduce the city’s emissions to net zero by 2050. Around 50% of the city’s carbon emissions come from transport.	Converting two unrestricted parking spaces into two time limited EV charging spaces	NA	NA	NA	<ul style="list-style-type: none"> Minimal pedestrian impact. The footpath will meet all relevant width standards. Improves EV availability 	<ul style="list-style-type: none"> Install two EV chargers with road markings and signs Propose P120, EV Charging only restriction 	Yes= 0 No=0 Yes/No=0
TR41-24	Barker Street, Te Aro	No Stopping At All Times, Metered Parking Monday to Friday P120 Maximum 8:00am – 5:00pm, P180 Maximum 5:00pm - 8:00pm, Saturday to Sunday P180 Maximum 8:00am – 8:00pm	No Stopping At All Times, Metered Parking Monday to Friday P120 Maximum 8:00am – 5:00pm, P180 Maximum 5:00pm - 8:00pm, Saturday to Sunday P180 Maximum 8:00am – 8:00pm	To improve accessibility, we are proposing to install No Stopping At All Times (broken yellow lines) along the vehicle accessway for property no. 8 and relocate metered parking spaces.	Council have received request from the business owner at no. 8 Barker Street about their consented plans to alter the new vehicle accessway to their property.	Net removal of one metered parking space.	\$1080 Loss	280	NA	<ul style="list-style-type: none"> Improves the viability of business wellbeing. Improves accessibility for the business. No change to pedestrians 	<ul style="list-style-type: none"> Rearrange No Stopping At All Times (Broken Yellow Lines) Remove one Metered Parking 	Yes=0 No=0 Yes/No=0
TR42-24	Beach Street, Island Bay	Unrestricted Parking	No Stopping At All Times	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.	Council have received concerns from residents regarding the safety and accessibility along this section of road where the road width is too narrow (6 metres) to allow vehicles to park on	Removal of 16 unrestricted parking space	NA	657	NA	<ul style="list-style-type: none"> Improves safety and accessibility. Improves safer turning movements. Improves pedestrian and driver intervisibility. Positive pedestrian impact to stop vehicles parking over the footpath 	<ul style="list-style-type: none"> Install 96 metres of No Stopping At All Times (broken yellow lines) along the southern side of Beach Street. 	Yes=1 No=0 Yes/No=0

Traffic Resolutions Summary Table RPC April 2024

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
								Daily Traffic Volume	Monthly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
					both sides of the road.					and obstructing pedestrian accessibility.		
TR43-24	Carlton Gore Road, Roseneath	Unrestricted Parking	No Stopping At All Times	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 member of the public raised concerns that parked vehicles create accessibility and safety concerns for vehicles at the section of Carlton Gore Road outside property no. 1.	Removal of five unrestricted parking spaces	NA	2182	NA	<ul style="list-style-type: none"> Improves safety and accessibility for motorised vehicles No impact on pedestrians 	<ul style="list-style-type: none"> Install 34m of No Stopping At All Times (Broken Yellow Lines) 	Yes=1 No=0 Yes/No=0
TR44-24	Evans Bay Parade, Roseneath	Unrestricted Parking P60 Time limited restriction	No Stopping At All Times, Pedestrian Crossing	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.	Council have received requests to improve pedestrian safety, accessibility and promote safe crossing along Evans Bay Parade.	Removal of two unrestricted parking spaces Removal of one Time Limited parking space	NA	8152	NA	<ul style="list-style-type: none"> Improves safety and accessibility for the local residents and public along both sides of Evans Bay Parade. Positive pedestrian impact 	<ul style="list-style-type: none"> Install 11 metres of No Stopping At All Times (broken yellow lines) Install a new raised pedestrian zebra crossing outside nos. 138 and 140, near Pahia Street. Remove two unrestricted parking spaces and one Time Limited parking space 	Yes=4 No=0 Yes/No=0
TR45-24	Kaiwharawhara Road, Kaiwharawhara	No Stopping At All Times	Bus Stop, At All Times No Stopping At All Times	Supports shift in type of transport used – facilitate a shift to using public transport,	In 2021, a bus stop on Kaiwharawhara Road was removed due to major slip stabilisation works	NA	NA	12,000	NA	<ul style="list-style-type: none"> Public Transport Impact – positive. Improves access to public transport for people working in 	<ul style="list-style-type: none"> Remove 15 metres of cycleway at no.65 Kaiwharawhara Road. Install a 15-metre-long bus stop at no.65 Kaiwharawhara Road 	Yes=0 No=0 Yes/No=0

Traffic Resolutions Summary Table RPC April 2024

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
								Daily Traffic Volume	Monthly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
				to move more people driving fewer vehicles.	near the bottom of Ngaio Gorge. WCC and GWRC now wish to reinstate this bus stop.					<p>the business precinct around 65 Kaiwharawhara Road.</p> <ul style="list-style-type: none"> • Cycling Impact – minimal. 15 metres of cycleway will be removed. There is a loading zone before the bus stop, and a driveway in front of it. This is a low volume bus route and therefore will cause minimal disruption to cyclists who will wait behind a bus at this bus stop. • Net parking impact – none. • Pedestrian impact - none. • Traffic impact – none. 		
TR46-24	Ohariu Road, Johnsonville	Unrestricted parking	No Stopping At All Times	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.	Council has received a public request to address safety concerns outside Nos. 52, 55, 57 and opposite No. 57 at the intersection of Ohariu Road and Clifford Road to improve pedestrian visibility.	Removal of three unrestricted parking spaces	NA	1683	NA	<ul style="list-style-type: none"> • Improves pedestrian and driver intervisibility • Improved site lines for pedestrians 	<ul style="list-style-type: none"> • Install No Stopping At All Times (Broken Yellow Lines) 	Yes=1 No=0 Yes/No=0
TR48-24	Rajkot Terrace, Broadmeadows	Unrestricted parking	No Stopping At All Times Bus Stop, At All Times	Support shift in type of transport used – facilitate a shift to using active (eg, walking and cycling)	Council have received request from a member of the public to formalise bus stop	Removal of two unrestricted parking spaces	NA	1569	302 (boarding) and 44 (alighting)	<ul style="list-style-type: none"> • Improves safety and accessibility for bus patrons by ensuring that the bus stop will be clear of 	<ul style="list-style-type: none"> • Formalise Bus Stop #3830 by installing road markings. 	Yes=0 No=1 Yes/No=0

Traffic Resolutions Summary Table RPC April 2024

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
								Daily Traffic Volume	Monthly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
				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.	#3830. After consultation with Metlink Council has gained their support to formalise bus stop #3830.					parked vehicles meaning there will always be a safe place for the bus to park and allow easy entry and exit for bus patrons. <ul style="list-style-type: none"> Improves bus service by clearing indicating what space must be left free of parked vehicles for an unimpeded entry and exit of the bus stop. 		
TR51-24	Victoria Street, Te Aro	Metered Parking, No Stopping At All Times, Motorcycle Parking	Metered Parking, Motorcycle Parking	Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services.	As construction in this area has now completed, the temporary construction loading zones are now redundant and can be reinstated as Metered Parking.	Addition of 5 Metered Parks.	\$47,750 Gain per fiscal year	9360	NA	<ul style="list-style-type: none"> Improves accessibility for vehicles. Pedestrian impact - no change. 	<ul style="list-style-type: none"> Remove No Stopping At All Times. Install Metered Parking. Formalise Temporary Motorcycle Parking. 	Yes=1 No=3 Yes/No=1

A)	TR23-24 Chesterton Street, Johnsonville - No Stopping At All Times		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Chesterton Street	<i>No Stopping At All Times</i>	<i>West side, commencing 13 m West of its intersection with Ceres Crescent (Grid coordinates X= 1,751,847.158m Y=5,434,488.251m) and extending in a northerly direction following the western kerbline for 8 metres.</i>
B)	TR24-24 Kanpur Road, Broadmeadows - Formalise Bus Stops (#3822 & #3821)		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Kanpur Road	<i>No Stopping At All Times</i>	<i>North side, commencing 38 metres west of its intersection with Bharat Terrace (Grid coordinates X= 1,750,266.39 Y= 5,433,313.84) and extending in a westerly direction following the northern kerb line for 14.0 metres.</i>
	Kanpur Road	<i>No Stopping At All Times</i>	<i>South side, commencing 77 metres west of its intersection with Bharat Terrace (Grid coordinates X= 1,750,266.39 Y= 5,433,313.84) and extending in a westerly direction following the southern kerb line for 14.0 metres.</i>
	Kanpur Road	<i>No Stopping At All Times</i>	<i>South side, commencing 103 metres west of its intersection with Bharat Terrace (Grid coordinates X= 1,750,266.39 Y= 5,433,313.84) and extending in a westerly direction following the southern kerb line for 9.0 metres.</i>
C)	TR29-24 Park Road, Miramar – P120, EV Charging only		
	<i>Delete from current Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Park Road	<i>P60 Monday to Sunday 8:00am - 4:00pm.</i>	<i>West side, commencing 8.3 metres north of its intersection with Miramar Avenue (Grid co-ordinates x= 1,752,013.3 m, y= 5,424,549.5 m), and extending in a northerly direction following the parking precincts western kerbline for 5.3 metres.</i>
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Park Road	<i>P120, EV Charging Only</i>	<i>West side, commencing 8.3 metres north of its intersection with Miramar Avenue (Grid co-ordinates x= 1,752,013.3 m, y= 5,424,549.5 m), and extending in a northerly direction following the parking precincts western kerbline for 5.3 metres.</i>
D)	TR30-24 Medway Street, Island Bay – P120, EV Charging only		
	<i>Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three

	Medway Street	P60	South side, commencing 52 metres west of its intersection with The Parade (Grid coordinates X=1748380.15, y=5422550.18) and extending in an westerly direction following the southern kerb line for 5.3 metres.
<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Medway Street	P120, EV Charging Only	South side, commencing 52 metres west of its intersection with The Parade (Grid coordinates X=1748380.15, y=5422550.18) and extending in an westerly direction following the southern kerb line for 5.3 metres.
E)	TR33-24 McMillan Court, Newlands – P120, EV Charging only		
<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	McMillan Court	P120, EV Charging Only	East side, commencing 82 metres east of its intersection with Batchelor Street (Grid coordinates X=1752670.22, y=5434880.01) and extending in a southerly direction following the eastern kerb line for 5.3 metres.
F)	TR34-24 Manley Terrace, Newtown – P120, EV Charging only		
<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Manley Terrace	P120, EV Charging only	West side, commencing 9.5 metres South of its intersection with Colombo Street (Grid coordinates X=1748755.91, 5425051.25) and extending in an southerly direction following the western kerb line for 5.3 metres.
G)	TR39-24 Donald Street, Karori Pool, Karori – P120, EV Charging only		
<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Kensington Street	P120 EV Charging only	East side, commencing 177 metres south of its intersection with Karori Road (Grid coordinates X=1745855.97, y=5428299.36) and extending in an southerly direction following the eastern kerb line for 5.3 metres.
H)	TR41-24 Barker Street, Te Aro - No Stopping At All Times		
<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Barker Street	No Stopping At All Times	Northeast side, commencing from its intersection with Cambridge Terrace (Grid Coordinates X=2659144.967126 m, Y=5988299.76282 m) and extending in a

			north-westerly direction following the kerbline for 55 metres.
	Barker Street	No Stopping At All Times	Northeast side, commencing 70.5 metres northwest of its intersection with Cambridge Terrace (Grid Coordinates X=2659144.967126 m, Y=5988299.76282 m) and extending in a north-westerly direction following the kerbline for 6.5 metres.
<u>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</u>			
	Column One	Column Two	Column Three
	Barker Street	No Stopping At All Times	North side, beginning at its intersection with Cambridge Terrace (X = 1,749,123.31 Y = 5,426,587.83) and extending in a westerly direction for 41 metres following the northern kerbline.
	Barker Street	No Stopping At All Times	North side, beginning 47 metres west of its intersection with Cambridge Terrace (X = 1,749,123.31 Y = 5,426,587.83) and extending in a westerly direction for 10 metres following the northern kerbline.
	Barker Street	No Stopping At All Times	North side, beginning 62 metres west of its intersection with Cambridge Terrace (X = 1,749,123.31 Y = 5,426,587.83) and extending in a westerly direction for 15 metres following the northern kerbline.
<u>Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule</u>			
	Column One	Column Two	Column Three
	Barker Street	Metered Parking Monday to Friday P120 Maximum 8:00am – 5:00pm, P180 Maximum 5:00pm - 8:00pm, Saturday to Sunday P180 Maximum 8:00am – 8:00pm	Northeast side, commencing 55 metres northwest of its intersection with Cambridge Terrace (Grid coordinates x= 1749122.9 m, y= 5426587.7 m), and extending in a north-westerly direction following the kerbline for 15.5 metres. (3 parallel carparks)
<u>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</u>			
	Column One	Column Two	Column Three
	Barker Street	Metered Parking Monday to Friday P120 Maximum 8:00am – 5:00pm, P180 Maximum 5:00pm - 8:00pm, Saturday to Sunday P180 Maximum 8:00am – 8:00pm	North side, beginning 41 metres west of its intersection with Cambridge Terrace (X = 1,749,123.31 Y = 5,426,587.83) and extending in a westerly direction for 6 metres following the northern kerbline. (1 parallel carpark).
	Barker Street	Metered Parking	North side, beginning 57 metres west of its intersection with Cambridge Terrace (X = 1,749,123.31 Y = 5,426,587.83) and

		Monday to Friday P120 Maximum 8:00am – 5:00pm, P180 Maximum 5:00pm - 8:00pm, Saturday to Sunday P180 Maximum 8:00am – 8:00pm	extending in a westerly direction for 5 metres following the northern kerbline. (1 parallel carpark).
I)	TR42-24 Beach Street, Island Bay - No Stopping At All Times		
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Beach Street	No Stopping At All Times	South side, commencing 14m west of the intersection with The Esplanade (Grid coordinates X=1748066.428 m Y=5421376.886m) and extending in a westerly direction following southern kerb line for 96 metres.
J)	TR43-24 Carlton Gore Road, Roseneath - No Stopping At All Times		
	Add to Schedule D (No stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Carlton Gore Road	No Stopping At All Times	East side, commencing 137 metres northeast of its intersection with Maida Vale Road (Grid Coordinates X= 1,750,854.2m, Y= 5,427,698.9m) and extending in an easterly direction for a total of 34 metres.
K)	TR44-24 Evans Bay Parade, Roseneath - Pedestrian Crossing, No Stopping At All Times, and Time Limited Parking		
	Remove from Schedule A (Time Limited) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Evans Bay Parade	P60	Western side, commencing along Evans Bay Parade (NZGD2000 Coordinates X= 402254.165, Y= 800729.820) and extending in the northern direction following the western kerb line for 5.5 metres.
	Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Evans Bay Parade	No Stopping At All Times	Western side, commencing along Evans Bay Parade (NZGD2000 Coordinates X= 402258.357, Y= 800727.777) and extending in the northern direction following the western kerb line for 11 metres.
	Add to Schedule H (Pedestrian Zebra Crossing) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Evans Bay Parade	Pedestrian Crossing	West side, commencing 27 metres south of its intersection with Pahia Street (Grid Coordinates X = 402263.795, Y = 800726.599m)

L)	TR45-24 Kaiwharawhara Road, Kaiwharawhara – Relocate Bus Stop		
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions</i>		
	Column One	Column Two	Column Three
	Kaiwharawhara Rd	<i>Bus Stop – At All Times</i>	<i>South side, commencing 568 metres northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m) and extending in a north-westerly direction following the southern kerbline for 15 metres.</i>
	<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Kaiwharawhara Rd	<i>No Stopping – At All Times</i>	<i>West side, commencing 554.5 metres northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m) and extending in a north westerly direction following the western kerbline for 146.5 metres.</i>
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Kaiwharawhara Rd	<i>No Stopping – At All Times</i>	<i>South side, commencing 554.5 metres northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m) and extending in a north westerly direction following the western kerbline for 13.5 metres.</i>
	Kaiwharawhara Rd	<i>No Stopping – At All Times</i>	<i>South side, commencing 583 metres northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m) and extending in a north westerly direction following the western kerbline for 118 metres to its intersection with Ngaio Gorge Road.</i>
	<i>Delete from Schedule I (Cycle Lane) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Kaiwharawhara Rd	<i>Cycle Lane</i>	<i>West side, commencing 300.5 metres northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m) and extending in a north westerly direction following the western kerbline for 390.5 metres.</i>
	<i>Add to Schedule I (Cycle Lane) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Kaiwharawhara Road	<i>Cycle Lane</i>	<i>South/West side, commencing 300.5 metres northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m) and extending in a north westerly direction following the western kerbline for 187.5 metres.</i>

	Kaiwharawhara Rd	Cycle Lane	South side, commencing 554.5 metres northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m) and extending in a north westerly direction following the western kerbline for 13.5 metres.
	Kaiwharawhara Rd	Cycle Lane	South side, commencing 583 metres northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m) and extending in a north westerly direction following the western kerbline for 118 metres to its intersection with Ngaio Gorge Road.
M)	TR46-24 Ohariu Road, Johnsonville - No Stopping At All Times		
	<i>Add to Schedule D (No stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Ohariu Road	No Stopping At All Times	West side, commencing 238 metres south of its intersection with Branscombe Street (Grid coordinates x= 1,751,104.52 y= 5,435,716.91) and extending in a southerly direction following the western kerb line for 25 metres.
	Ohariu Road	No Stopping At All Times	East side, commencing 224 metres south of its intersection with Branscombe Street (Grid coordinates x= 1,751,104.52 y= 5,435,716.91) and extending in a southerly direction following the eastern kerb line for 9 metres.
	Ohariu Road	No Stopping At All Times	East side, commencing 251 metres south of its intersection with Branscombe Street (Grid coordinates x= 1,751,104.52 y= 5,435,716.91) and extending in a southerly direction following the eastern kerb line for 10 metres.
	Clifford Road	No Stopping At All Times	North side, commencing at its intersection with Ohariu Road (Grid coordinates x= 1,751,118.50 y= 5,435,483.26) and extending in an easterly direction following the eastern kerb line for 6 metres.
	Clifford Road	No Stopping At All Times	South side, commencing at its intersection with Ohariu Road (Grid coordinates x= 1,751,116.31 y= 5,435,466.88) and extending in an easterly direction following the southern kerb line for 8 metres.
N)	TR48-24 Rajkot Terrace, Broadmeadows - Formalise Bus Stop (#3830)		
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Rajkot Terrace	Bus Stop, At All Times	West side, commencing 136 metres west of its intersection with Lakewood Avenue (Grid coordinates X=1750437286.978

			Y=5,437,188.78m) and extending in a westerly direction following the southern kerb line for 15.0 metres.
<u>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</u>			
	Column One	Column Two	Column Three
	John Sims Drive	No Stopping At All Times	South side, commencing 151 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.
	Rajkot Terrace	No Stopping At All Times	West side, commencing 15 metres south of its intersection with John Sims Drive (Grid coordinates X= 1,750,449.58 Y= 5,433,802.32) and extending in a southerly direction following the western kerb line for 18 metres.
O)	TR51-24 Victoria Street, Te Aro – Metered Parking		
<u>Delete from Schedule F (Metered Parking Restrictions) of the Traffic Restrictions Schedule</u>			
	Column One	Column Two	Column Three
	Victoria Street	Metered Parking	East side, commencing 12.8 metres south of its intersection with Dixon Street (Grid Coordinates X= 2658668.1 m, Y=5989090.5 m) and extending in a southerly direction following the kerb line for 16.5 metres.
	Victoria Street	Metered Parking	East side, commencing 13.6 metres south of its intersection with Ghuznee Street (Grid coordinates x= 1748536.9m, y= 5427222.4m), and extending in a south-westerly direction for 28.5 metres. (5 parallel car parks)
	Victoria Street	Metered Parking	East side, commencing 40.8 metres south of its intersection with Dixon Street (Grid Coordinates X= 2658668.1 m, Y=5989090.5 m) and extending in a southerly direction following the kerb line for 5.2 metres.
	Victoria Street	Metered Parking	East side, commencing 76.3 metres south of its intersection with Dixon Street (Grid Coordinates X= 2658668.1 m, Y=5989090.5 m) and extending in a southerly direction following the kerb line for 22.6 metres.
<u>Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule</u>			
	Column One	Column Two	Column Three
	Victoria Street	No Stopping At All Times	East side, commencing 29.3 metres south of its intersection with Dixon Street (Grid Coordinates X= 2658668.1 m, Y=5989090.5 m) and extending in a

			southerly direction following the kerb line for 11.5 metres.
	Victoria Street	No Stopping At All Times	East side, commencing 46.0 metres south of its intersection with Dixon Street (Grid Coordinates X= 2658668.1 m, Y=5989090.5 m) and extending in a southerly direction following the kerb line for 10.9 metres.
<i>Delete from Schedule B (Class Restrictions) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Victoria Street	Motorcycle Parking	East side, commencing 56.9 metres south of its intersection with Dixon Street (Grid Coordinates X= 2658668.1 m, Y=5989090.5 m) and extending in a southerly direction following the kerb line for 12.0 metres.
<i>Add to Schedule F (Metered Parking Restrictions) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Victoria Street	Metered Parking	East side, beginning 14.5 metres south of its intersection with Dixon Street (X = 1,748,646.91, Y = 5,427,377.33) and extending in a southerly direction for 55.0 metres following the eastern kerb line.
	Victoria Street	Metered Parking	East side, beginning 76.7 metres south of its intersection with Dixon Street (X = 1,748,646.91, Y = 5,427,377.33) and extending in a southerly direction for 12.0 metres following the eastern kerb line.
<i>Add to Schedule B (Class Restrictions) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Victoria Street	Motorcycle Parking	East side, beginning 66.0 metres south of its intersection with Dixon Street (X = 1,748,646.91, Y = 5,427,377.33) and extending in a southerly direction for 10.7 metres following the eastern kerb line.

We are proposing a change in your area

Kia ora,

We would like to inform you about a proposed change in your neighbourhood.

Proposal:

Reference	TR23-24 Chesterton Street, Johnsonville - No Stopping At All Times
Location – where we propose to make the change	Chesterton Street, Johnsonville – outside no.62
What we'd like to do	<ul style="list-style-type: none"> Install No Stopping At All Times (Broken Yellow Lines) and install new Curve Warning signs
Why we are proposing the change	<ul style="list-style-type: none"> Council has received a request from a local resident regarding safety and accessibility along this section of the road as it is restricted forward visibility when vehicles are parked in this location. To improve safety and accessibility, we propose installing No Stopping At All Times (broken yellow lines) along the road outside property no.62 and installing new Curve Warning signs as per the attached plans.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> Improves safety and accessibility Improves safer turning movements Improves driver forward visibility <p>Net Parking Impact</p> <ul style="list-style-type: none"> Removal of one unrestricted parking space
How this relates to the parking policy	<ul style="list-style-type: none"> Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none"> 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 Tuesday 13 February 2024 to Monday 26 February 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) What we do with your personal information: All submissions (including your first 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. For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.
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

We are proposing a change in your area

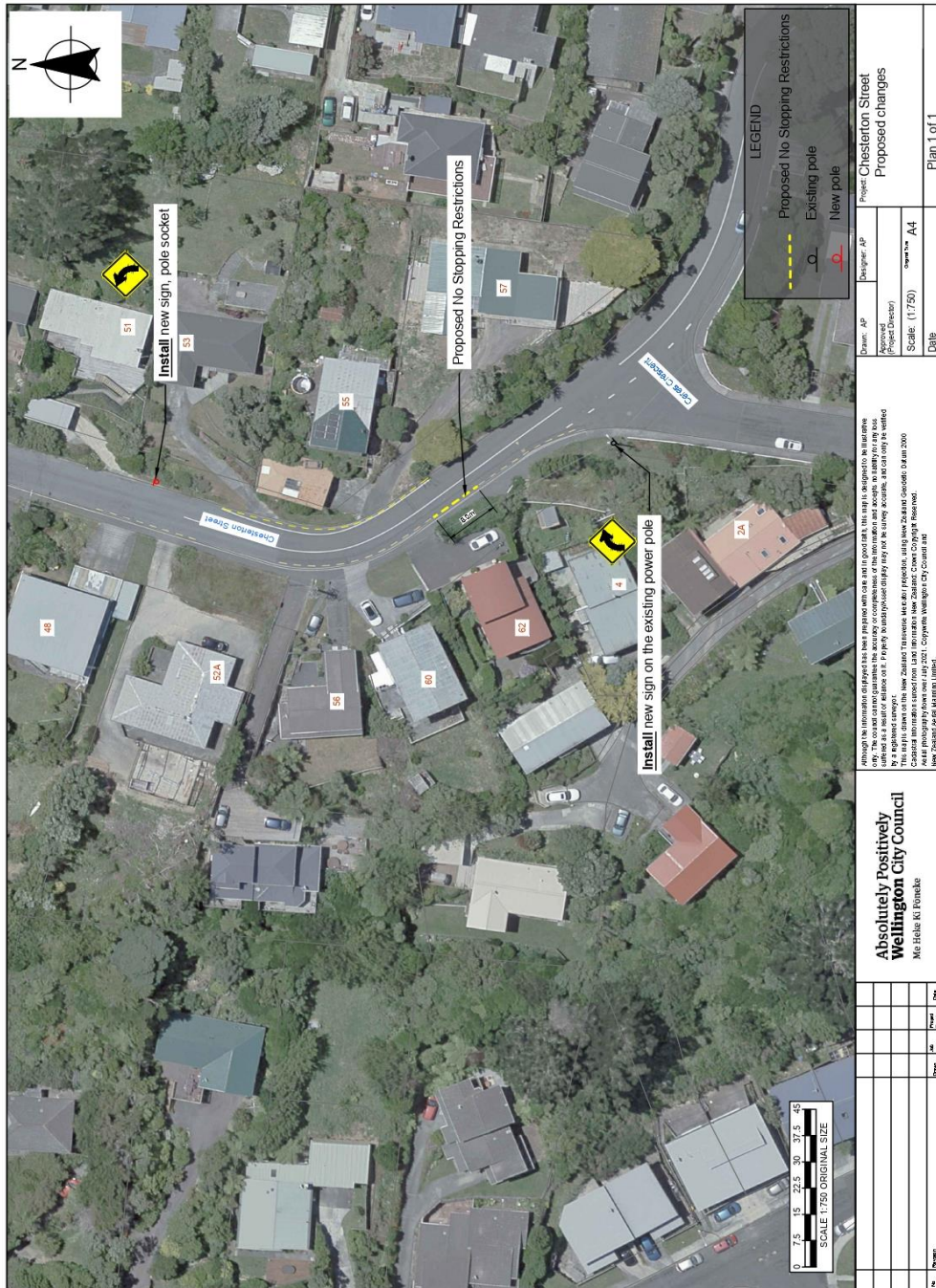
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	<p>in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens at 9.00 am Tuesday 13 February 2024 and finishes at 5.00 pm Monday 26 February 2024.</p>
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Tuesday 27 February 2024.2. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 4 April 2024.3. If approved, the proposal will be installed within the following three months.

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Traffic Resolution Plan: TR23-24 Chesterton Street, Johnsonville - No Stopping At All Times



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Legal Description:

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

Column One	Column Two	Column Three
Chesterton Street	<i>No Stopping At All Times</i>	<i>West side, commencing 13 m West of its intersection with Ceres Crescent (Grid coordinates X= 1,751,847.158m Y=5,434,488.251m) and extending in a northerly direction following the western kerbline for 8 metres.</i>

Prepared By: Aswathy Prakash **(Transportation Engineer)**

Approved By: Soon Teck Kong **(Engineering & Operations Manager)**

Date: 23/1/2024

Feedback Received

Feedback

Name: AnonymousRatePayer

Suburb: Johnsonville

Agree: No

Removal of parking reduces parking for visitors and potential house value. While I agree in principle of the proposed no stopping restriction to improve safety. The proposed solution does not do this as people are just going to park on the other side of the road. The same safety risk exists along the entire length of Salford Street so if we are going to be making change can we look at the problem holistically and ensure that it is fair for all residents and safe for all road users.

In summary taking out this one carpark will not improve safety in fact it will increase the risk as drivers will drive faster around this corner to be met with the same obstruction further down the road... At least now when you see the parked car you know you need to drive slower.

Officer Response:

Thank you for your feedback for TR23-24 Chesterton Street, Johnsonville - No Stopping At All Times. We are aware of the reduced parking space at the location. The purpose of providing the no stopping restriction on this section of road was based on the forward visibility along the bend. Based on driver visibility and safety concerns no stopping on the portion of the road is the only option to prevent northbound vehicles crossing the centreline prior to the bend and coming into a headon conflict with opposing traffic. Also, by installing the warning signs of bend ahead will help in reducing the speed along the bend and this section of road.

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Kia ora,

We would like to inform you about a proposed change in your neighbourhood.

Proposal:

Reference	TR24-24 Kanpur Road, Broadmeadows - Formalise Bus Stops (#3822 & #3821)
Location – where we propose to make the change	Kanpur Road, Broadmeadows – outside Nos. 57-61 and No. 44
What we'd like to do	Formalise Bus Stop #3822 & #3821 by installing bus stop markings and No Stopping At All Times road markings
Why we are proposing the change	<ul style="list-style-type: none"> • Council has received a request from a member of the public to install an entry and exit taper for bus stop #3822 • Upon discussion with Metlink, Council has received support from Metlink to install an entry and exit taper for bus stop #3822. As part of the discussion with Metlink, Council has also been requested to install entry taper for bus stop #3821. • To improve safety and accessibility for bus patrons, we are proposing to install No Stopping At All Times (broken yellow lines) along the road between property nos.57-61 and No. 44 as per the attached plans.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> • Improves safety and accessibility for bus patrons • Improves bus service <p>Net Parking Impact</p> <ul style="list-style-type: none"> • Removal of four unrestricted parking spaces <p>Pedestrian impact</p> <ul style="list-style-type: none"> • No Change
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 – Bus Stop #3822 (Boarding – 33, Alighting – 5), Bus Stop #3821 (Boarding – 63, Alighting – 263) • Average daily traffic count – 522 (2010) • Annual parking revenue impact – 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 Tuesday 13 February 2024 to Monday 26 February 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> • Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) • What we do with your personal information:

We are proposing a change in your area

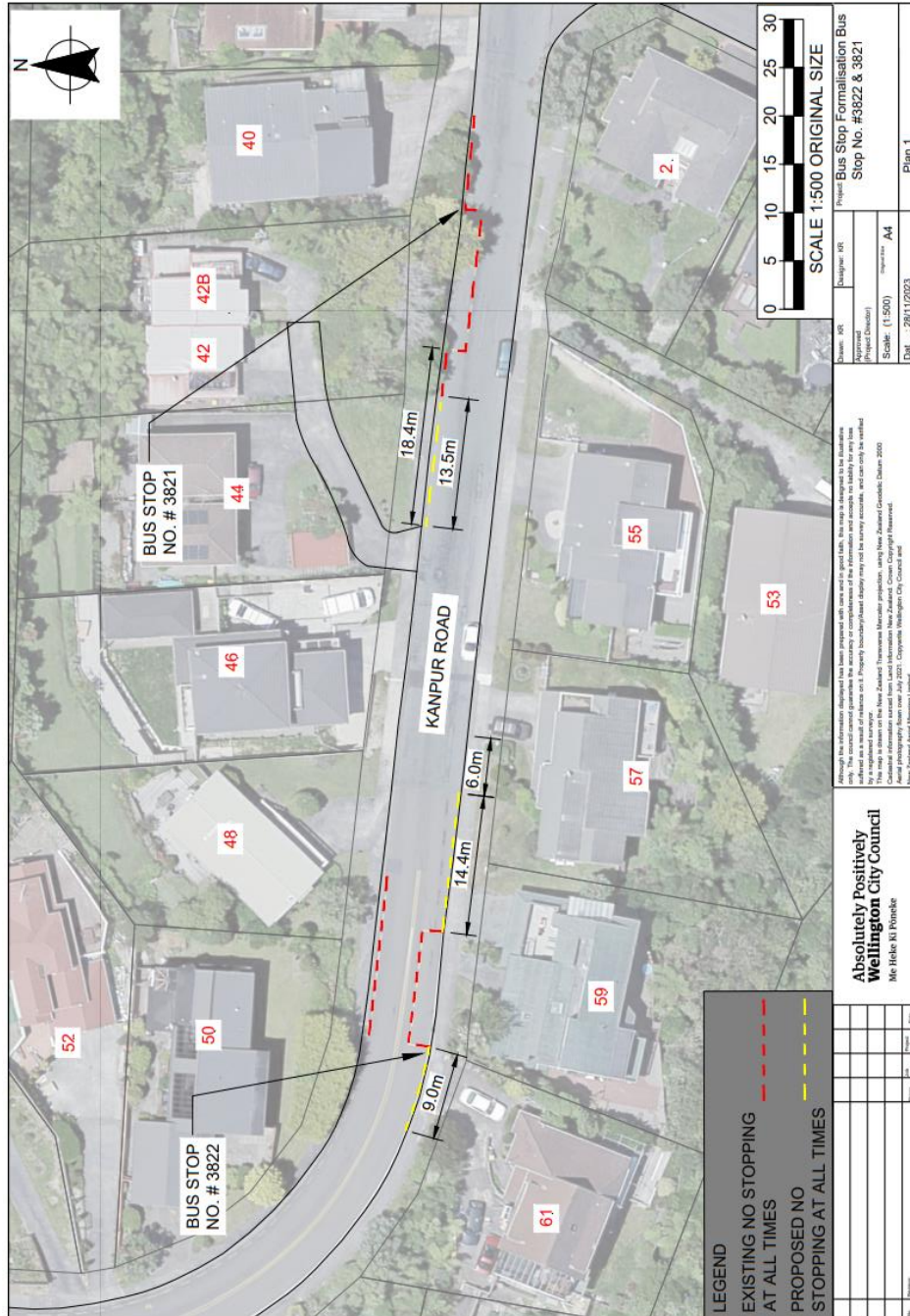
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	<ul style="list-style-type: none">All submissions (including your first name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including 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. For more information regarding our Privacy Statement please check our webpage: Privacy statement – Wellington City Council.
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 Tuesday 13 February 2024 and finishes at 5.00 pm Monday 26 February 2024.
Next Steps	<ol style="list-style-type: none">Feedback collated by Tuesday 27 February 2024.The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 4 April 2024.If approved, the proposal will be installed within the following three months.

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Traffic Resolution Plan: TR24-24 Kanpur Road, Broadmeadows - Formalise Bus Stop (#3822 & #3821)



We are proposing a change in your area

Legal Description:

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

Column One	Column Two	Column Three
Kanpur Road	No Stopping At All Times	North side, commencing 38 metres west of its intersection with Bharat Terrace (Grid coordinates X= 1,750,266.39 Y= 5,433,313.84) and extending in a westerly direction following the northern kerb line for 14.0 metres.
Kanpur Road	No Stopping At All Times	South side, commencing 77 metres west of its intersection with Bharat Terrace (Grid coordinates X= 1,750,266.39 Y= 5,433,313.84) and extending in a westerly direction following the southern kerb line for 14.0 metres.
Kanpur Road	No Stopping At All Times	South side, commencing 103 metres west of its intersection with Bharat Terrace (Grid coordinates X= 1,750,266.39 Y= 5,433,313.84) and extending in a westerly direction following the southern kerb line for 9.0 metres.

Prepared By: Karl Rudge (Transport Engineering Assistant)
Approved By: Soon Teck Kong (Engineering and Operations Manager)
Date: 24/1/2024

Feedback Received

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Feedback

Name: Lorraine
Suburb: Broadmeadows
Agree: Yes/No

Thank you for proposing to formalise the bus stops 3822 and 3821 with entry and exit taper lines to prevent vehicles parking too close to the bus stops.

The proposed no stopping at all times outside number 57 Kanpur Road is not necessary, but if Traffic Engineering thinks it is required then I have no issue on this matter.

However, no stopping lines at all times outside number 61 Kanpur Road is absolutely essential. People frequently park their cars on this blind corner, forcing uphill traffic to drive over the double yellow lines into oncoming downhill traffic. This is a major bus route, buses take up far more room to pass a parked vehicle outside 61 Kanpur Road.

I urge you to extend the exit taper from 3822 right up to the driveway of 65 Kanpur Road for road safety. My neighbours and I have seen far too many near misses and non-fatal accidents on this corner, you only need to see evidence of skid and brake marks on the road surface. This needs to be remedied immediately before there is a fatality.

I am very happy you are considering no stopping at all times on the corner of Kanpur Road and Bharat Terrace.

Officer Response:

Thank you for your feedback for TR24-24 Kanpur Road, Broadmeadows - Formalise Bus Stops (#3822 & #3821), we appreciate the time it has taken for you to provide this response and the support which you have shown for the proposed changes. The distances which the entry and exit taper have been proposed are very similar to that which is recommended by Waka Kotahi (NZTA), with small changes made to reduce the number of on street parking spaces removed. We will consider the information which you have provided regarding the extension of the No Stopping At All Times roadmarkings up to number 65 Kanpur Road and see if this will have a positive safety impact and not induce increased traffic speed on this bend.

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	TR29-24 Park Road, Miramar - P120, EV charging only
Location – where we propose to make the change	Outside no.1 Park Road
What we'd like to do	<ul style="list-style-type: none"> • Install two electric vehicle (EV) chargers with road markings and signs • Convert two P60 time restricted parking spaces to two P120, EV Charging only restrictions
Why we are proposing the change	<p>Wellingtonians have asked the Council for action on climate change, housing, and better transport options, so Wellington City Council is getting on with it. As part of Te Atakura – First to Zero, our climate change action plan, one of the goals is to reduce the city's emissions to net zero by 2050. Around 50% of the city's carbon emissions come from transport.</p> <p>To help reduce emissions, the Council is making important changes to our transport system to give people better ways of moving around the city so we can all enjoy more vibrant, liveable streets.</p> <p>We are changing some parking spaces for electric vehicle (EV) charging, in line with our Parking Policy 2020. Installing EV chargers on local streets and at places like our pools, libraries, and recreation centres helps to encourage people to switch from their petrol or diesel vehicles to an EV.</p> <p>We're also making things safer and easier for pedestrians, people riding bikes or scooters, people taking the bus or using car share so more of us can be less reliant on our cars.</p> <p>Switching to an EV can be one of the biggest ways for individuals to reduce their emissions. Electric vehicles are a growing presence in our city. Between January and September 2023, 16% of new vehicle registrations in New Zealand were battery-electric vehicles. The Land Transport (Clean Vehicles) Amendment Act 2022 sets incremental emissions reduction targets over the next five years. These targets will increase the number of electric vehicles in the market and thereby the demand for charging facilities.</p> <p>In response to this increased demand, the Council is installing 60 fast (25kW DC) chargers at 30 locations. These chargers take between 40-70 minutes to charge a vehicle and are therefore best located in places where people can do other things while they wait.</p> <p>Miramar currently has a limited number of fast chargers available for public use. The proposed installation near the shopping area would enable residents and visitors to recharge their vehicles as they visit nearby community facilities, shops, and cafes. The selection of this site was based on its proximity to the</p>

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	<p>shopping area, the space required to install the chargers in line with good design practice, and the ability to connect them to the electricity grid within a reasonable budget.</p> <p>The change to P120, EV charging only is consistent with our parking enforcement abilities and other Council-controlled parking settings for EV charging-equipped parking spaces. It ensures that the parking spaces are used for their intended purpose with a turnover rate that enables a range of users to utilise the chargers.</p>
Impact	<p>Strategic drivers</p> <ul style="list-style-type: none"> Installation of a network of chargers addresses the real/perceived barrier of a lack of EV charging infrastructure. This will enable more people to switch to lower-carbon passenger vehicles. Supporting EV vehicles is a strong indicator from the Council of low-carbon transport. <p>Net parking impact</p> <ul style="list-style-type: none"> Minor reduction of parking available for vehicles that do not need to be charged. <p>Pedestrian impact</p> <ul style="list-style-type: none"> Minimal impact. The footpath will meet all relevant width standards.
How this relates to the parking policy	<ul style="list-style-type: none"> Support move to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to a reduction in carbon emissions, better water quality, air quality, stormwater management and biodiversity outcomes. Support shift in type of transport used – facilitate a shift to using active transport (walking and cycling) and public transport through parking management and pricing, to move more people with fewer 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 – No data as this proposal is within a car park area. Annual parking revenue impact – No impact on parking revenue 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 Tuesday 13 February 2024 to Monday 26 February 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) What we do with your personal information: All submissions (including your first 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

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	<p>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> <ul style="list-style-type: none">• For more information regarding our Privacy Statement please check our webpage: Privacy statement – Wellington City Council.
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 Tuesday 13 February 2024 and finishes at 5.00 pm Monday 26 February 2024.</p>
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Tuesday 27 February 2024.2. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 4 April 2024.3. If approved, the proposal will be installed within the following three months.

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Traffic Resolution Plan: TR29-24 Park Road, Miramar– P120, EV Charging only



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Legal Description:

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

Column One	Column Two	Column Three
Park Road	<i>P60 Monday to Sunday 8:00am - 4:00pm.</i>	<i>West side, commencing 8.3 metres north of its intersection with Miramar Avenue (Grid co-ordinates x= 1,752,013.3 m, y= 5,424,549.5 m), and extending in a northerly direction following the parking precincts western kerbline for 5.3 metres.</i>

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

Column One	Column Two	Column Three
Park Road	<i>P120, EV Charging Only</i>	<i>West side, commencing 8.3 metres north of its intersection with Miramar Avenue (Grid co-ordinates x= 1,752,013.3 m, y= 5,424,549.5 m), and extending in a northerly direction following the parking precincts western kerbline for 5.3 metres.</i>

Prepared By: Peter Jones **Project Development Manager- EV Chargers**
Approved By: Soon Teck Kong **(Engineering and Operations Manager)**
Date: 24/1/2024

Feedback Received

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No Feedback

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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	TR30-24 Medway Street, Island Bay – P120, EV Charging only
Location – where we propose to make the change	Outside no.9 Medway Street
What we'd like to do	<ul style="list-style-type: none"> • Install two electric vehicle (EV) chargers with road markings and signs • Convert two 60-degree angled time-limited parking spaces to two right-angled parking spaces with P120, EV Charging only restrictions
Why we are proposing the change	<p>Wellingtonians have asked the Council for action on climate change, housing, and better transport options, so Wellington City Council is getting on with it. As part of Te Atakura – First to Zero, our climate change action plan, one of the goals is to reduce the city's emissions to net zero by 2050. Around 50% of the city's carbon emissions come from transport.</p> <p>To help reduce emissions, the Council is making important changes to our transport system to give people better ways of moving around the city so we can all enjoy more vibrant, liveable streets.</p> <p>We are changing some parking spaces for electric vehicle (EV) charging, in line with our Parking Policy 2020. Installing EV chargers on local streets and at places like our pools, libraries, and recreation centres helps to encourage people to switch from their petrol or diesel vehicles to an EV.</p> <p>We're also making things safer and easier for pedestrians, people riding bikes or scooters, people taking the bus or using car share so more of us can be less reliant on our cars.</p> <p>Switching to an EV can be one of the biggest ways for individuals to reduce their emissions. Electric vehicles are a growing presence in our city. Between January and September 2023, 16% of new vehicle registrations in New Zealand were battery-electric vehicles.</p> <p>The Land Transport (Clean Vehicles) Amendment Act 2022 sets incremental emissions reduction targets over the next five years. These targets will increase the number of electric vehicles in the market and thereby the demand for charging facilities.</p> <p>In response to this increased demand, the Council is installing 60 fast (25kW DC) chargers at 30 locations. These chargers take between 40-70 minutes to charge a vehicle and are therefore best located in places where people can do other things while they wait.</p> <p>Island Bay currently has a limited number of fast chargers available for public use.</p>

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	<p>The proposed installation near the shopping area would enable residents and visitors to recharge their vehicles as they visit nearby community facilities, shops, and cafes. The selection of this site was based on its proximity to the shopping area, the space required to install the chargers in line with good design practice, and the ability to connect them to the electricity grid within a reasonable budget.</p> <p>The change to P120, EV charging only is consistent with our parking enforcement abilities and other Council-controlled parking settings for EV charging-equipped parking spaces. It ensures that the parking spaces are used for their intended purpose with a turnover rate that enables a range of users to utilise the chargers.</p> <p>The change from 60-degree parking to right angled parking is required in order for users to drive in or reverse into the parking spaces. This is required so that users can access the charging port, which can be on either side, front or back, of the vehicle.</p>
Impact	<p>Strategic drivers</p> <ul style="list-style-type: none"> • Installation of a network of chargers addresses the real/perceived barrier of a lack of EV charging infrastructure. This will enable more people to switch to lower-carbon passenger vehicles. • Supporting EV vehicles is a strong indicator from the Council of low-carbon transport. <p>Net parking impact</p> <ul style="list-style-type: none"> • Minor reduction of parking available for vehicles that do not need to be charged. <p>Pedestrian impact</p> <ul style="list-style-type: none"> • Minimal impact. The footpath will meet all relevant width standards.
How this relates to the parking policy	<ul style="list-style-type: none"> • Support move to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to a reduction in carbon emissions, better water quality, air quality, stormwater management and biodiversity outcomes. • Support shift in type of transport used – facilitate a shift to using active transport (walking and cycling) and public transport through parking management and pricing, to move more people with fewer 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 – 4590 • Annual parking revenue impact – No impact on parking revenue • 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 Tuesday 13 February 2024 to Monday 26 February 2024 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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<p>Privacy</p>	<ul style="list-style-type: none"> Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) What we do with your personal information: All submissions (including your first 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. For more information regarding our Privacy Statement please check our webpage: Privacy statement – Wellington City Council.
<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 Tuesday 13 February 2024 and finishes at 5.00 pm Monday 26 February 2024.
<p>Next Steps</p>	<ol style="list-style-type: none"> Feedback collated by Tuesday 27 February 2024. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 4 April 2024. If approved, the proposal will be installed within the following three months.

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Traffic Resolution Plan: TR30-24 Medway Street, Island Bay– P120, EV Charging only



We are proposing a change in your area

Legal Description:

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

Column One	Column Two	Column Three
Medway Street	P60	South side, commencing 52 metres west of its intersection with The Parade (Grid coordinates X=1748380.15, y=5422550.18) and extending in an westerly direction following the southern kerb line for 5.3 metres.

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

Column One	Column Two	Column Three
Medway Street	P120, EV Charging Only	South side, commencing 52 metres west of its intersection with The Parade (Grid coordinates X=1748380.15, y=5422550.18) and extending in an westerly direction following the southern kerb line for 5.3 metres.

Prepared By:

Peter Jones

**Project Development Manager- EV
Chargers**

Approved By:

Soon Teck Kong

**(Engineering and Operations
Manager)**

Date:

24/1/2024

Feedback Received

**Absolutely Positively
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Feedback

Name: Anonymous

Suburb:

Agree: No

There is not enough parking for normal cars as it is in Island Bay because the council insists on building bike lanes and ruining the roads at the cost of our parking. This change is extremely unnecessary and a massive waste of money and time.

Parking users should be allowed to utilise the spot regardless of whether they drive electric and time restrictions have not been enforced for all these years and it has been fine.

Officer Response:

Thank you for your feedback on TR30-24 Medway Street, Island Bay – P120, EV Charging only. The Charged-up Capital project was initiated due to the lack of publicly accessible EV chargers in Wellington, as noted by 2019's Te Atakura: First to Zero Strategy. Island Bay currently has only one EV charger, which is located in Island Bay New World. WCC has assessed a range of potential locations, with Medway Street being the preferred option for the following reasons:

1. Parking space availability,
2. A sufficient use-case for users to (noting an expected dwell time of 45-60 min)
3. Installation cost.

The installation cost at this site is relatively low as it utilises and connects to existing power lines with minimal below and above-ground infrastructure works.

EV charging only as a parking restriction is recommended in order to maximise the benefits of the proposed installation, thereby making best use of the costs associated with the installation of these chargers. P120 was selected to ensure that users of the chargers have sufficient time to charge their vehicles and utilise nearby assets. Some vehicles may take longer than 60 minutes to charge.

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	TR33-24 McMillan Court, Newlands – P120, EV Charging only
Location – where we propose to make the change	Within the car park access from Batchelor Street
What we'd like to do	<ul style="list-style-type: none"> • Install two EV chargers with signs and road markings • Convert two existing unrestricted parking spaces to two P120, EV Charging only, At All Times
Why we are proposing the change	<p>Wellingtonians have asked the Council for action on climate change, housing, and better transport options, so Wellington City Council is getting on with it.</p> <p>As part of Te Atakura – First to Zero, our climate change action plan, one of the goals is to reduce the city's emissions to net zero by 2050. Around 50% of the city's carbon emissions come from transport.</p> <p>To help reduce emissions, the Council is making important changes to our transport system to give people better ways of moving around the city so we can all enjoy more vibrant, liveable streets.</p> <p>We are changing some parking spaces for electric vehicle (EV) charging, in line with our Parking Policy 2020. Installing EV chargers on local streets and at places like our pools, libraries, and recreation centres helps to encourage people to switch from their petrol or diesel vehicles to an EV.</p> <p>We're also making things safer and easier for pedestrians, people riding bikes or scooters, people taking the bus or using car share so more of us can be less reliant on our cars.</p> <p>Switching to an EV can be one of the biggest ways for individuals to reduce their emissions. Electric vehicles are a growing presence in our city. Between January and September 2023, 16% of new vehicle registrations in New Zealand were battery-electric vehicles. The Land Transport (Clean Vehicles) Amendment Act 2022 sets incremental emissions reduction targets over the next five years. These targets will increase the number of electric vehicles in the market and thereby the demand for charging facilities.</p> <p>In response to this increased demand, the Council is installing 60 fast (25kW DC) chargers at 30 locations. These chargers take between 40-70 minutes to charge a vehicle and are therefore best located in places where people can do other things while they wait.</p> <p>Newlands currently has no fast chargers available for public use. The proposed installation near the shopping area would enable residents and visitors to</p>

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	<p>recharge their vehicles as they visit nearby community facilities, shops, and cafes. The selection of this site was based on its proximity to the shopping area, the space required to install the chargers in line with good design practice, and the ability to connect them to the electricity grid within a reasonable budget.</p> <p>The change to P120, EV charging only is consistent with our parking enforcement abilities and other Council-controlled parking settings for EV charging-equipped parking spaces. It ensures that the parking spaces are used for their intended purpose with a turnover rate that enables a range of users to utilise the chargers.</p>
Impact	<p>Strategic drivers</p> <ul style="list-style-type: none"> Installation of a network of chargers addresses the real/perceived barrier of a lack of EV charging infrastructure. This will enable more people to switch to lower-carbon passenger vehicles. Supporting EV vehicles is a strong indicator from the Council of low-carbon transport. <p>Net parking impact</p> <ul style="list-style-type: none"> Minor reduction of parking available for vehicles that do not need to be charged. <p>Pedestrian impact</p> <ul style="list-style-type: none"> Minimal impact. The footpath will meet all relevant width standards.
How this relates to the parking policy	<ul style="list-style-type: none"> Support move to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to a reduction in carbon emissions, better water quality, air quality, stormwater management and biodiversity outcomes. Support shift in type of transport used – facilitate a shift to using active transport (walking and cycling) and public transport through parking management and pricing, to move more people with fewer 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 – N/A (within a parking area) Annual parking revenue impact – No impact on parking revenue 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 Tuesday 13 February 2024 to Monday 26 February 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) What we do with your personal information: All submissions (including your first 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

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	<p>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> <ul style="list-style-type: none">For more information regarding our Privacy Statement please check our webpage: Privacy statement – Wellington City Council.
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 Tuesday 13 February 2024 and finishes at 5.00 pm Monday 26 February 2024.</p>
Next Steps	<ol style="list-style-type: none">Feedback collated by Tuesday 27 February 2024.The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 4 April 2024.If approved, the proposal will be installed within the following three months.

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Traffic Resolution Plan: TR33-24 McMillan Court, Newlands– P120, EV Charging only



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Legal Description:

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

Column One	Column Two	Column Three
McMillan Court	<i>P120, EV Charging Only</i>	<i>East side, commencing 82 metres east of its intersection with Batchelor Street (Grid coordinates X=1752670.22, y=5434880.01) and extending in a southerly direction following the eastern kerb line for 5.3 metres.</i>

Prepared By:

Peter Jones

**Project Development Manager- EV
Chargers**

Approved By:

Soon Teck Kong

**(Engineering and Operations
Manager)**

Date:

24/1/2024

Feedback Received

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Feedback

Name: Brian

Suburb:

Agree: No

There are already 3 vehicle charging stations in McMillan Court, which are not overly used.

Officer Response:

Thank you for your feedback on TR33-24 McMillan Court, Newlands – P120, EV Charging only .

- The 3 EV charging stations currently located in McMillan Court are low-capacity EV charging facilities. This type of charging infrastructure is best suited where vehicles can access them for extended periods of time (multiple hours), or for small top-ups where available.
- The EV chargers included in this proposal are of a higher capacity, requiring up to one hour to fully charge an electric vehicle. The suburb of Newlands currently has very limited public EV charging facilities. The proposed fast-chargers will enable more people to make the switch to electric vehicles. Users will be able to plug in, utilise local amenities, hospitality or attractions over a short period of time and have a fully charged vehicle at the end of it.
- The location selection was based on several factors, including 1) infrastructure installation costs; 2) proximity to nearby amenities, hospitality or other local community centres for users to visit; 3) impact to pedestrian and traffic thoroughfare. This site was found to have the best overall value proposition.

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	TR34-24 Manley Terrace, Newtown – P120, EV Charging only
Location – where we propose to make the change	Manley Terrace outside no.31A Colombo Street, Newtown
What we'd like to do	<ul style="list-style-type: none"> • Install two EV chargers with road markings and signs • Propose P120, EV Charging only restriction
Why we are proposing the change	<p>Wellingtonians have asked the Council for action on climate change, housing, and better transport options, so Wellington City Council is getting on with it.</p> <p>As part of Te Atakura – First to Zero, our climate change action plan, one of the goals is to reduce the city's emissions to net zero by 2050. Around 50% of the city's carbon emissions come from transport.</p> <p>To help reduce emissions, the Council is making important changes to our transport system to give people better ways of moving around the city so we can all enjoy more vibrant, liveable streets.</p> <p>We are changing some parking spaces for electric vehicle (EV) charging, in line with our Parking Policy 2020. Installing EV chargers on local streets and at places like our pools, libraries, and recreation centres helps to encourage people to switch from their petrol or diesel vehicles to an EV.</p> <p>We're also making things safer and easier for pedestrians, people riding bikes or scooters, people taking the bus or using car share so more of us can be less reliant on our cars.</p> <p>Switching to an EV can be one of the biggest ways for individuals to reduce their emissions. Electric vehicles are a growing presence in our city. Between January and September 2023, 16% of new vehicle registrations in New Zealand were battery-electric vehicles. The Land Transport (Clean Vehicles) Amendment Act 2022 sets incremental emissions reduction targets over the next five years. These targets will increase the number of electric vehicles in the market and thereby the demand for charging facilities.</p> <p>In response to this increased demand, the Council is installing 60 fast (25kW DC) chargers at 30 locations. These chargers take between 40-70 minutes to charge a vehicle and are therefore best located in places where people can do other things while they wait.</p> <p>Newtown currently limited fast chargers available for public use. The proposed installation near the shopping area would enable residents and visitors to recharge their vehicles as they visit nearby community facilities, shops, and</p>

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	<p>cafes. The selection of this site was based on its proximity to the shopping area, the space required to install the chargers in line with good design practice, and the ability to connect them to the electricity grid within a reasonable budget.</p> <p>The change to P120, EV charging only is consistent with our parking enforcement abilities and other Council-controlled parking settings for EV charging-equipped parking spaces. It ensures that the parking spaces are used for their intended purpose with a turnover rate that enables a range of users to utilise the chargers.</p>
Impact	<p>Strategic drivers</p> <ul style="list-style-type: none"> • Installation of a network of chargers addresses the real/perceived barrier of a lack of EV charging infrastructure. This will enable more people to switch to lower-carbon passenger vehicles. • Supporting EV vehicles is a strong indicator from the Council of low-carbon transport. <p>Net parking impact</p> <ul style="list-style-type: none"> • Minor reduction of parking available for vehicles that do not need to be charged. <p>Pedestrian impact</p> <ul style="list-style-type: none"> • Minimal impact. The footpath will meet all relevant width standards.
How this relates to the parking policy	<ul style="list-style-type: none"> • Support move to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to a reduction in carbon emissions, better water quality, air quality, stormwater management and biodiversity outcomes. • Support shift in type of transport used – facilitate a shift to using active transport (walking and cycling) and public transport through parking management and pricing, to move more people with fewer 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 – 4230 • Annual parking revenue impact – No impact on parking revenue • 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 Tuesday 13 February 2024 to Monday 26 February 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> • Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) • What we do with your personal information: All submissions (including your first 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

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	<p>Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</p> <ul style="list-style-type: none">For more information regarding our Privacy Statement please check our webpage: Privacy statement – Wellington City Council.
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 Tuesday 13 February 2024 and finishes at 5.00 pm Monday 26 February 2024.</p>
Next Steps	<ol style="list-style-type: none">Feedback collated by Tuesday 27 February 2024.The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 4 April 2024.If approved, the proposal will be installed within the following three months.

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Traffic Resolution Plan: TR34-24 Manley Terrace, Newtown – P120, EV Charging only



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
Manley Terrace	P120, EV Charging only	<i>West side, commencing 9.5 metres South of its intersection with Colombo Street (Grid coordinates X=1748755.91, 5425051.25) and extending in an southerly direction following the western kerb line for 5.3 metres.</i>

Prepared By:

Peter Jones

**Project Development Manager- EV
Chargers**

Approved By:

Soon Teck Kong

**(Engineering and Operations
Manager)**

Date:

24/1/2024

Feedback Received

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No Feedback

We are proposing a change in your area

Kia ora,

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

Proposal:

Reference	TR39-24 Donald Street, Karori Pool, Karori – P120, EV Charging only
Location – where we propose to make the change	No.24 Donald Street (Karori Pool) Car park
What we'd like to do	<ul style="list-style-type: none"> • Install two EV chargers with road markings and signs • Propose P120, EV Charging only restriction
Why we are proposing the change	<p>Wellingtonians have asked the Council for action on climate change, housing, and better transport options, so Wellington City Council is getting on with it.</p> <p>As part of Te Atakura – First to Zero, our climate change action plan, one of the goals is to reduce the city's emissions to net zero by 2050. Around 50% of the city's carbon emissions come from transport.</p> <p>To help reduce emissions, the Council is making important changes to our transport system to give people better ways of moving around the city so we can all enjoy more vibrant, liveable streets.</p> <p>We are changing some parking spaces for electric vehicle (EV) charging, in line with our Parking Policy 2020. Installing EV chargers on local streets and at places like our pools, libraries, and recreation centres helps to encourage people to switch from their petrol or diesel vehicles to an EV.</p> <p>We're also making things safer and easier for pedestrians, people riding bikes or scooters, people taking the bus or using car share so more of us can be less reliant on our cars.</p> <p>Switching to an EV can be one of the biggest ways for individuals to reduce their emissions. Electric vehicles are a growing presence in our city. Between January and September 2023, 16% of new vehicle registrations in New Zealand were battery-electric vehicles. The Land Transport (Clean Vehicles) Amendment Act 2022 sets incremental emissions reduction targets over the next five years. These targets will increase the number of electric vehicles in the market and thereby the demand for charging facilities.</p> <p>In response to this increased demand, the Council is installing 60 fast (25kW DC) chargers at 30 locations. These chargers take between 40-70 minutes to charge a vehicle and are therefore best located in places where people can do other things while they wait.</p> <p>Karori is a large community which will see an increase in the number of electric vehicles. The proposed installation near the shopping area would enable residents and visitors to recharge their vehicles as they visit nearby community</p>

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	<p>facilities, shops, and cafes. The selection of this site was based on its proximity to the shopping area, the space required to install the chargers in line with good design practice, and the ability to connect them to the electricity grid within a reasonable budget.</p> <p>The change to P120, EV charging only is consistent with our parking enforcement abilities and other Council-controlled parking settings for EV charging-equipped parking spaces. It ensures that the parking spaces are used for their intended purpose with a turnover rate that enables a range of users to utilise the chargers.</p>
Impact	<p>Strategic drivers</p> <ul style="list-style-type: none"> • Installation of a network of chargers addresses the real/perceived barrier of a lack of EV charging infrastructure. This will enable more people to switch to lower-carbon passenger vehicles. • Supporting EV vehicles is a strong indicator from the Council of low-carbon transport. <p>Net parking impact</p> <ul style="list-style-type: none"> • Minor reduction of parking available for vehicles that do not need to be charged. <p>Pedestrian impact</p> <ul style="list-style-type: none"> • Minimal impact. The footpath will meet all relevant width standards.
How this relates to the parking policy	<ul style="list-style-type: none"> • Support move to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to a reduction in carbon emissions, better water quality, air quality, stormwater management and biodiversity outcomes. • Support shift in type of transport used – facilitate a shift to using active transport (walking and cycling) and public transport through parking management and pricing, to move more people with fewer 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"> • Annual parking revenue impact – No impact on parking revenue • 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 Tuesday 13 February 2024 to Monday 26 February 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> • Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) • What we do with your personal information: All submissions (including your first 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

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Feedback	<ul style="list-style-type: none">If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. <p>Please note if you are giving feedback the consultation period opens at 9.00 am Tuesday 13 February 2024 and finishes at 5.00 pm Monday 26 February 2024.</p>
Next Steps	<ol style="list-style-type: none">Feedback collated by Tuesday 27 February 2024.The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 4 April 2024.If approved, the proposal will be installed within the following three months.

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Traffic Resolution Plan: TR39-24 Donald Street, Karori Pool, Karori – P120, EV Charging only



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
Kensington Street	<i>P120 EV Charging only</i>	<i>East side, commencing 177 metres south of its intersection with Karori Road (Grid coordinates X=1745855.97, y=5428299.36) and extending in a southerly direction following the eastern kerb line for 5.3 metres.</i>

Prepared By: Peter Jones **Project Development Manager, EV Chargers**
Approved By: Soon Teck Kong **(Engineering and Operations Manager)**
Date: 24/1/2024

Feedback Received

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No Feedback

Feedback Received

Kia ora,

We would like to inform you about a proposed change in your neighbourhood.

Proposal:

Reference	TR41-24 Barker Street, Te Aro - No Stopping At All Times
Location – where we propose to make the change	Barker Street, Te Aro – outside no. 8 & no. 6.
What we'd like to do	<ul style="list-style-type: none"> Rearrange No Stopping At All Times (Broken Yellow Lines) Remove one Metered Parking
Why we are proposing the change	<ul style="list-style-type: none"> Council have received request from the business owner at no. 8 Barker Street about their consented plans to alter the new vehicle accessway to their property. To improve accessibility, we are proposing to install No Stopping At All Times (broken yellow lines) along the vehicle accessway for property no. 8 and relocate metered parking spaces, as per the attached plans.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> Improves the viability of business wellbeing. Improves accessibility for the business. <p>Net Parking Impact</p> <ul style="list-style-type: none"> Net removal of one metered parking space. <p>Pedestrian impact</p> <ul style="list-style-type: none"> No Change
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 280 (From 2023 Estimate) Annual parking revenue impact – loss of \$1,080 revenue. 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 Tuesday 13 February 2024 to Monday 26 February 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) What we do with your personal information: All submissions (including your first 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. For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.
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

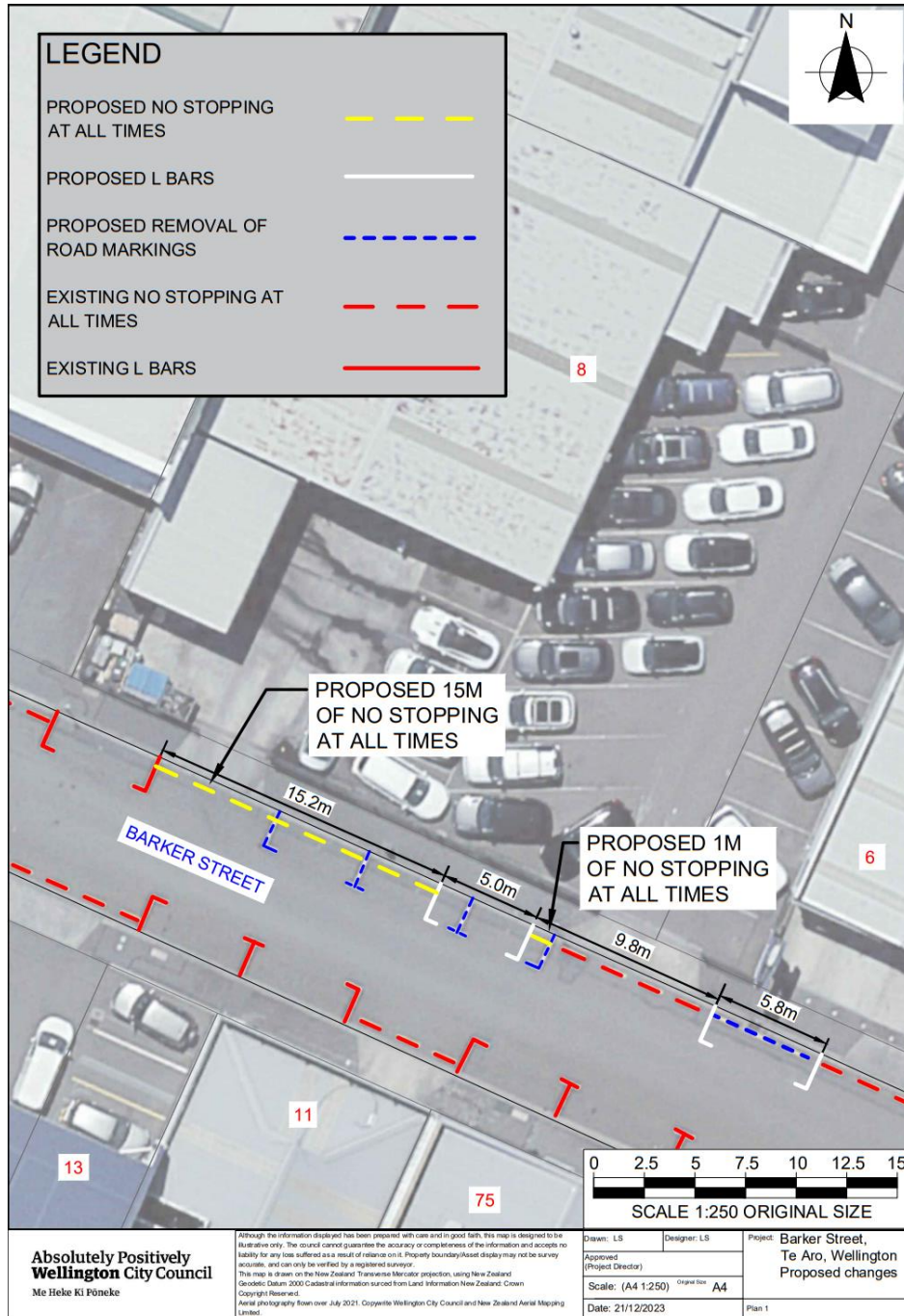
Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

	<p>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 Tuesday 13 February 2024 and finishes at 5.00 pm Monday 26 February 2024.</p>
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Tuesday 27 February 2024.2. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 4 April 2024.3. If approved, the proposal will be installed within the following three months.

Feedback Received

Traffic Resolution Plan: TR41-24 Barker Street, Te Aro - No Stopping At All Times



Feedback Received

Legal Description:

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

Column One	Column Two	Column Three
Barker Street	No Stopping At All Times	Northeast side, commencing from its intersection with Cambridge Terrace (Grid Coordinates X=2659144.967126 m, Y=5988299.76282 m) and extending in a north-westerly direction following the kerbline for 55 metres.
Barker Street	No Stopping At All Times	Northeast side, commencing 70.5 metres northwest of its intersection with Cambridge Terrace (Grid Coordinates X=2659144.967126 m, Y=5988299.76282 m) and extending in a north-westerly direction following the kerbline for 6.5 metres.

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

Column One	Column Two	Column Three
Barker Street	No Stopping At All Times	North side, beginning at its intersection with Cambridge Terrace (X = 1,749,123.31 Y = 5,426,587.83) and extending in a westerly direction for 41 metres following the northern kerbline.
Barker Street	No Stopping At All Times	North side, beginning 47 metres west of its intersection with Cambridge Terrace (X = 1,749,123.31 Y = 5,426,587.83) and extending in a westerly direction for 10 metres following the northern kerbline.
Barker Street	No Stopping At All Times	North side, beginning 62 metres west of its intersection with Cambridge Terrace (X = 1,749,123.31 Y = 5,426,587.83) and extending in a westerly direction for 15 metres following the northern kerbline.

Feedback Received

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

Column One	Column Two	Column Three
Barker Street	Metered Parking Monday to Friday P120 Maximum 8:00am – 5:00pm, P180 Maximum 5:00pm - 8:00pm, Saturday to Sunday P180 Maximum 8:00am – 8:00pm	Northeast side, commencing 55 metres northwest of its intersection with Cambridge Terrace (Grid coordinates x= 1749122.9 m, y= 5426587.7 m), and extending in a north-westerly direction following the kerbline for 15.5 metres. (3 parallel carparks)

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

Column One	Column Two	Column Three
Barker Street	Metered Parking Monday to Friday P120 Maximum 8:00am – 5:00pm, P180 Maximum 5:00pm - 8:00pm, Saturday to Sunday P180 Maximum 8:00am – 8:00pm	North side, beginning 41 metres west of its intersection with Cambridge Terrace (X = 1,749,123.31 Y = 5,426,587.83) and extending in a westerly direction for 6 metres following the northern kerbline. (1 parallel carpark).
Barker Street	Metered Parking Monday to Friday P120 Maximum 8:00am – 5:00pm, P180 Maximum 5:00pm - 8:00pm, Saturday to Sunday P180 Maximum 8:00am – 8:00pm	North side, beginning 57 metres west of its intersection with Cambridge Terrace (X = 1,749,123.31 Y = 5,426,587.83) and extending in a westerly direction for 5 metres following the northern kerbline. (1 parallel carpark).

Prepared By: Logan Silson (Traffic Engineer Intern)
Approved By: Soon Teck Kong (Engineering and Operations Manager)
Date: 23/1/2024

Feedback Received

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No feedback

We are proposing a change in your area

Kia ora,
This leaflet is to let you know about a change we are proposing to make in your neighbourhood.
Proposal:

Reference	TR42-24 Beach Street, Island Bay - No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> Install 96 metres of No Stopping At All Times (broken yellow lines) along the southern side of Beach Street.
Why we are proposing the change	<ul style="list-style-type: none"> Council have received concerns from residents regarding the safety and accessibility along this section of road where the road width is too narrow (6 metres) to allow vehicles to park on both sides of the road. To ensure that there is adequate carriageway space for a vehicle to safely travel through and provide unhindered access for emergency service vehicles and large vehicles such as rubbish/recycling trucks, we propose the installation of broken yellow lines along Beach Street opposite no. 2 to no. 16 as per the attached plans.
Location – where we propose to make the change	<ul style="list-style-type: none"> Beach Street, Island Bay - Opposite no.2 to no.16.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> Improves safety and accessibility. Improves safer turning movements. Improves pedestrian and driver intervisibility. <p>Net Parking Impact</p> <ul style="list-style-type: none"> Removal of 16 unrestricted parking space <p>Pedestrian Impact</p> <ul style="list-style-type: none"> Positive to stop vehicles parking over the footpath and obstructing pedestrian accessibility.
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 – 657 (Year 2015 data) 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 Tuesday 13 February 2024 to Monday 26 February 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) What we do with your personal information: All submissions (including your first 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.

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

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	<ul style="list-style-type: none">For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.
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 Tuesday 13 February 2024 and finishes at 5.00 pm Monday 26 February 2024.
Next Steps	<ol style="list-style-type: none">Feedback collated by Tuesday 27 February 2024.The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 4 April 2024.If approved, the proposal will be installed within the following three months.

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Traffic Resolution Plan: TR42-24 Beach Street, Island Bay No Stopping At All Times.



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area**

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Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Beach Street	<i>No Stopping At All Times</i>	<i>South side, commencing 14m west of the intersection with The Esplanade (Grid coordinates X=1748066.428 m Y=5421376.886m) and extending in a westerly direction following southern kerb line for 96 metres.</i>

Prepared By:

Luby Antoney

**(Transport Engineering
Assistant)**

Approved By:

Soon Teck Kong

**(Engineering and Operation
Manager)**

Date:

12/01/2024

Feedback Received

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Feedback

Name: Pedro B

Suburb: Island Bay

Agree: Yes

Beach Street is exceptionally narrow. As it stands now, vehicles have to pull over to the side to allow oncoming vehicles to pass. There is already an 'unwritten convention' amongst residents that no one parks on the South side of the street, because if they did, they know that vehicles would not be able to get through if there are cars parked on the north side as well. While this resolution claims to be removing 16 parks, these parks are never used by residents.

I would also note that you have a traffic count from 2015, however, over the past 9 years, there have been additional houses built on High Street, including a 17 unit townhouse complex at the top of High Street. Anecdotally, there would be a much higher traffic count now than 2015.

The successful implementation of this Traffic Resolution will ensure that vehicles (and emergency services) will be able to access Beach Street, High Street, Tyne Street, Valley Street, and Knoll Street safely and efficiently.

Officer Response:

Thank you for your feedback on TR42-24 Beach Street, Island Bay - No Stopping At All Times. We are aware that this street is narrow and having accessibility difficulties. We understand that the traffic count would be much higher by this time. Our primary goal with this Traffic Resolution is to address the local accessibility and safety issues. We appreciate your input, and we will ensure your feedback is included in our ongoing discussions in this area.

We are proposing a change in your area

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Kia ora,

We would like to inform you about a proposed change in your neighbourhood.

Proposal:

Reference	TR43-24 Carlton Gore Road, Roseneath - No Stopping At All Times
Location – where we propose to make the change	Carlton Gore Road, Roseneath, outside no. 1
What we'd like to do	<ul style="list-style-type: none"> • Install 34m of No Stopping At All Times (Broken Yellow Lines)
Why we are proposing the change	<ul style="list-style-type: none"> • A member of the public raised concerns that parked vehicles create accessibility and safety concerns for vehicles at the section of Carlton Gore Road outside property no. 1. • Council Officers have assessed the site and the carriageway width and concluded that the carriageway width is inadequate to allow kerbside parking and also provide unobstructed two-way traffic flows along Carlton Gore Road. We are proposing to restrict on-street parking where the road narrows and improve safety and accessibility for vehicles along this Collector Road. • Therefore, we are proposing to install 34m of No Stopping At All Times (broken yellow lines) along the road outside property no. 1, as per the attached plans.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> • Improves safety and accessibility for motorised vehicles <p>Net Parking Impact</p> <ul style="list-style-type: none"> • Removal of five unrestricted parking spaces <p>Pedestrian impact</p> <ul style="list-style-type: none"> • No impact on pedestrians
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 – 2182 (2022 count) • 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 Tuesday 13 February 2024 to Monday 26 February 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> • Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) • What we do with your personal information: All submissions (including your first 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.

We are proposing a change in your area

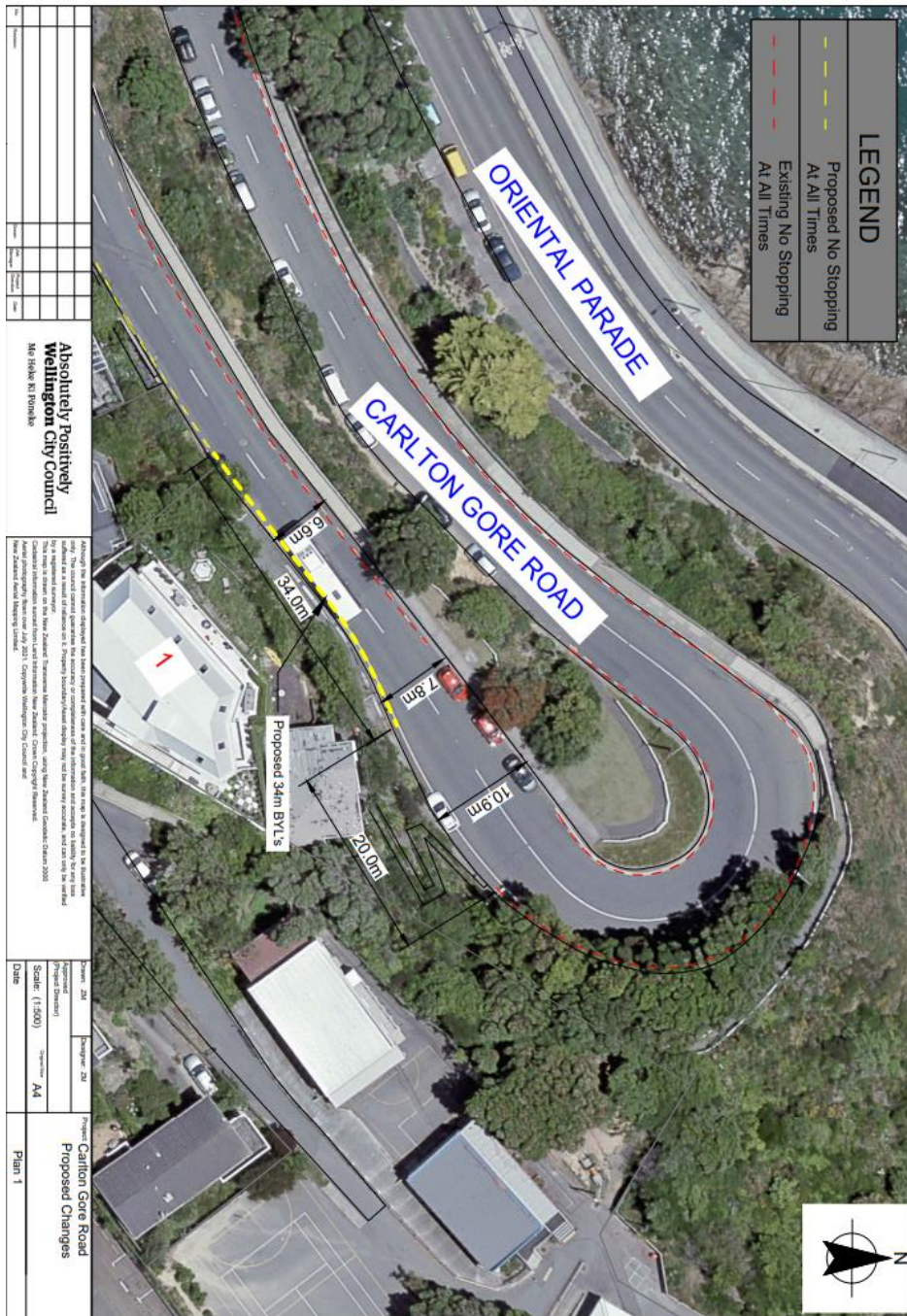
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

	<ul style="list-style-type: none">For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.
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 Tuesday 13 February 2024 and finishes at 5.00 pm Monday 26 February 2024.
Next Steps	<ol style="list-style-type: none">Feedback collated by Tuesday 27 February 2024.The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 4 April 2024.If approved, the proposal will be installed within the following three months.

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Traffic Resolution Plan: TR43-24 Carlton Gore Road, Roseneath - No Stopping At All Times



We are proposing a change in your area

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Legal Description:

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

Column One	Column Two	Column Three
Carlton Gore Road	<i>No Stopping At All Times</i>	<i>East side, commencing 137 metres northeast of its intersection with Maida Vale Road (Grid Coordinates X= 1,750,854.2m, Y= 5,427,698.9m) and extending in an easterly direction for a total of 34 metres.</i>

Prepared By: Keren Love (Transport Engineering Assistant)
Approved By: Soon Teck Kong (Engineering and Operations Manager)
Date: 23/1/2024

We are proposing a change in your area

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Wellington City Council
Me Heke Ki Pōneke

Feedback

Name: Peter
Suburb: Roseneath
Agree: Yes
Email Correspondence Added

From: Peter [Redacted]
Sent: Sunday, February 25, 2024 7:55 PM
To: Zack Moodie <Zackary.Moodie@wcc.govt.nz>
Subject: FW: [#SR-830938] Re: Proposed traffic resolutions August Motukairangi Eastern Ward

Hi Zac,

Further to recent discussions with you ,the background email communications below should resolve the joining of the broken yellow lines on Carlton Gore Road, Roseneath at your Council Committee Meeting on the 4th April 2024.
Please keep in touch with progress.

Regards,
Peter

Officer Response:

Thank you for your email and for your ongoing correspondence regarding the TR43-23 Carlton Gore Road.

I'll use this as your submission in support for the Traffic Resolution at the Council Meeting on April 4th, 2024.

We appreciate the time and effort you have dedicated to this matter.

We are proposing a change in your area

Absolutely Positively
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Kia ora,

We would like to inform you about a proposed change in your neighbourhood.

Proposal:

Reference	TR44-24 Evans Bay Parade, Roseneath - Pedestrian Crossing, No Stopping At All Times, and Time Limited Parking
Location – where we propose to make the change	Evans Bay Parade, Roseneath – Outside no. 138 to no. 140
What we'd like to do	<ul style="list-style-type: none"> • Install 11 metres of No Stopping At All Times (broken yellow lines) • Install a new raised pedestrian zebra crossing outside nos. 138 and 140, near Pahia Street. • Remove two unrestricted parking spaces and one Time Limited parking space
Why we are proposing the change	<ul style="list-style-type: none"> • Council have received requests to improve pedestrian safety, accessibility and promote safe crossing along Evans Bay Parade. • The No Stopping At All Times restrictions is installed to provide safe sight visibility to the new pedestrian zebra crossing. • Kerbside parking is removed to accommodate the new pedestrian zebra crossing.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> • Improves safety and accessibility for the local residents and public along both sides of Evans Bay Parade. <p>Net Parking Impact</p> <ul style="list-style-type: none"> • Removal of two unrestricted parking spaces • Removal of one Time Limited parking space <p>Pedestrian impact</p> <ul style="list-style-type: none"> • Improves the safety and accessibility for pedestrians crossing Evans Bay Parade.
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 daily traffic count – 8152 • 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 Tuesday 13 February 2024 to Monday 26 February 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> • Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) • What we do with your personal information:

We are proposing a change in your area

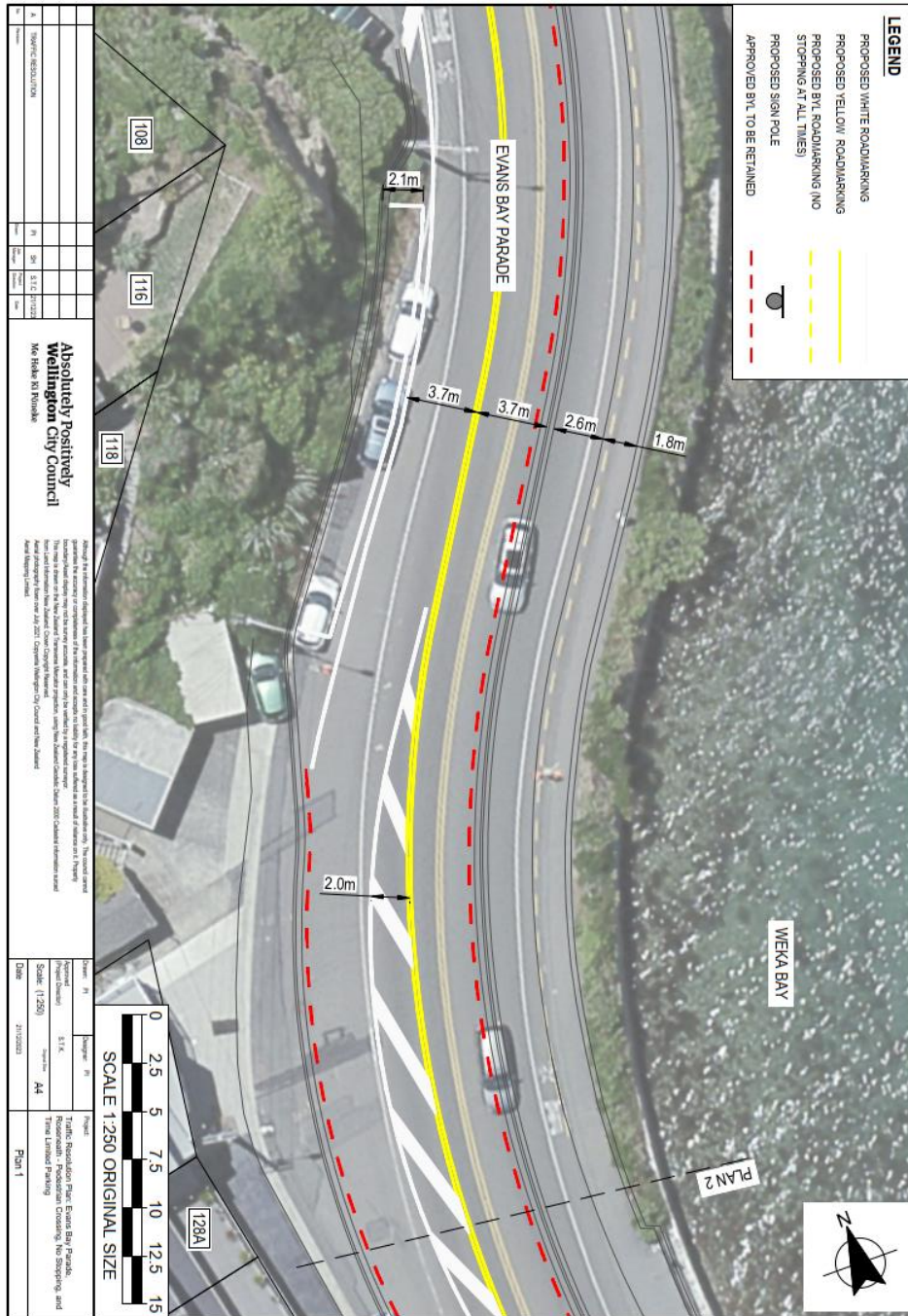
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	<p>All submissions (including your first name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also 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> <ul style="list-style-type: none"> For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.
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 Tuesday 13 February 2024 and finishes at 5.00 pm Monday 26 February 2024.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by Tuesday 27 February 2024. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 4 April 2024. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

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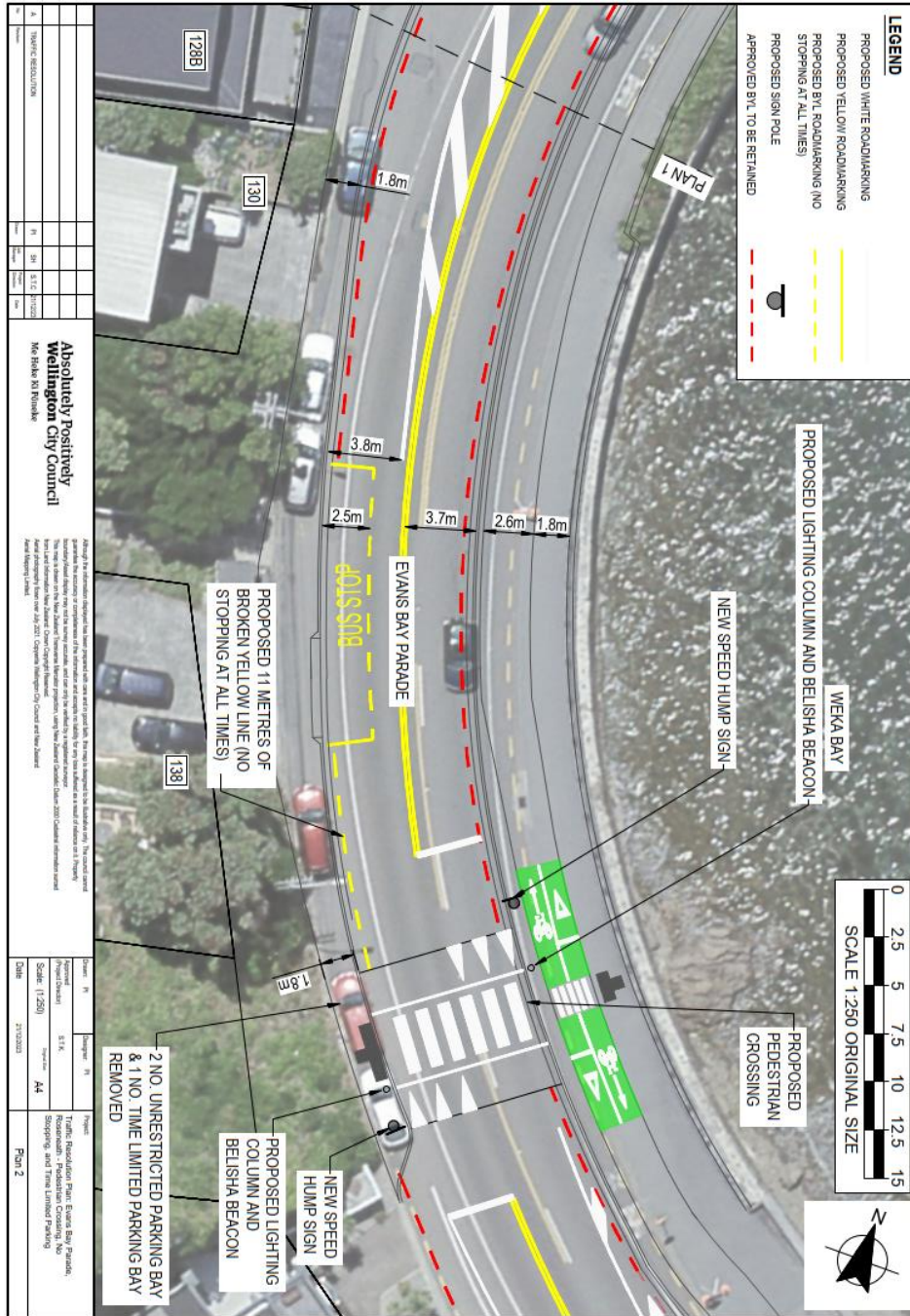
Traffic Resolution Plan: TR44-24 Evans Bay Parade, Roseneath - Pedestrian Crossing, No Stopping At All Times, and Time Limited Parking



We are proposing a change in your area

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Traffic Resolution Plan: TR44-24 Evans Bay Parade, Roseneath - Pedestrian Crossing, No Stopping At All Times, and Time Limited Parking



We are proposing a change in your area

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Legal Description:

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

Column One	Column Two	Column Three
Evans Bay Parade	P60	Western side, commencing along Evans Bay Parade (NZGD2000 Coordinates X= 402254.165, Y= 800729.820) and extending in the northern direction following the western kerb line for 5.5 metres.

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

Column One	Column Two	Column Three
Evans Bay Parade	No Stopping At All Times	Western side, commencing along Evans Bay Parade (NZGD2000 Coordinates X= 402258.357, Y= 800727.777) and extending in the northern direction following the western kerb line for 11 metres.

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

Column One	Column Two	Column Three
Evans Bay Parade	Pedestrian Crossing	West side, commencing 27 metres south of its intersection with Pahia Street (Grid Coordinates X = 402263.795, Y = 800726.599m)

Prepared By: Megan McDonald **(Team Leader Project Development)**

Approved By: Soon Teck Kong **(Engineering and Operations Manager)**

Date: 23/1/2024

Feedback Received

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

Feedback

Name: Ewen
Suburb: Roseneath
Agree: Yes

As a resident at 148 Evans Bay Parade, I fully support the proposed changes to make travelling along Evans Bay Parade safer, especially the proposed raised pedestrian crossing. It is just a pity that more speed bumps are not proposed along Evens Bay Parade as boy racers late at night on weekends is becoming a major problem along our stretch of the road.

Officer Response:

Thank you for your feedback on TR44-24 Evans Bay Parade, Roseneath - Pedestrian Crossing, No Stopping At All Times, and Time Limited Parking. We appreciate your input, as it is valuable to us.

Feedback

Name: Shakeyisles
Suburb: Roseneath
Agree: Yes

I think this is a great resolution, the trade-off being losing a few (3-4) spaces for contractors vehicles & resident's vehicle parks on the landward side for Weka Bay, Pahia Street /Evans Bay Parade residents(who have no street frontage or garaging).

The "compensation" under this proposed plan of a pedestrian crossing for this small community, effectively resident pedestrians & cyclists, who have been cut off from the seaside of Weka Bay due to traffic & heavy truck volumes, increases safety, and improves access to the new footpath and cycleway on the seaward side of Weka Bay.

The lighting and the raised level of the crossing and the clearer marking is much preferred to the " unsafe" safety crossing " island "further north of Pahia street, that had been proposed in earlier planning considerations.

Thank you to the traffic planning staff and Traffic Committee members (past and present) who have listened to residents and submitters and understood some tricky engineering manoeuvres were considered for this narrow section of land/road on the Parade at Weka Bay which is crucial for the success of the new waterfront pathways that connect to the city while traffic will not be slowed unnecessarily, (although slowing traffic is desirable).

Officer Response:

Feedback Received

Thank you for your feedback on TR44-24 Evans Bay Parade, Roseneath - Pedestrian Crossing, No Stopping At All Times, and Time Limited Parking. We appreciate your input, as it is valuable to us.

Feedback

Name: John

Suburb: Evans Bay

Agree: Yes

I am writing in support of the changes proposed in TR44-24. This proposal is such an important development that significantly improves pedestrian safety and accessibility for residents in Weka Bay, especially those up Pahia Street (which is a pedestrian-only street).

I am a resident of Weka Bay and have written and submitted in support of the proposed crossing previously. We are a family of five with three young children. I am writing to reiterate how vital this pedestrian crossing is to avoid a tragic accident while residents attempt to cross Evans Bay Parade. Evans Bay Parade is a busy traffic route carrying high volumes of traffic travelling between the city and eastern suburbs. During peak hours and through much of the weekend traffic is constant.

It is often not possible to safely cross the road. The other day, after waiting for about 10 minutes with my partner with our children had no option but to hold up her hand and try to stop the traffic to cross the road. And again, this morning while helping the children cross the road, after waiting 5 minutes my daughter had to run across and then narrowly avoided being struck by a cyclist who was using the cycleway.

For the residents of Pahia Street, there is no alternative way of accessing our homes. We must cross Evans Bay Parade (including the cycleway) to access all forms of transport, including the bus, the cycleway/footpath, or cars parked on the seaward side of the road.

Every day my children use the cycle way to get themselves to and from school or other activities. The current situation is highly dangerous for residents of Weka Bay, which includes families with young children, the disabled and the elderly. It is only a matter of time before there is a serious accident. The proposed pedestrian crossing enables residents' safe access to and from their homes.

I appreciate the Council consulting on the proposed zebra crossing and am very pleased that most residents prefer the zebra crossing. The proposal is a win-win for the community and the Council. Although there is a shortage of parking in Weka Bay, it would be best to address this issue through a wider traffic management plan – rather than trading off an essential zebra crossing to retain a relatively small number of car parks.

Please note that I am happy to talk about my submission at a Council meeting if this is helpful/appropriate.

Thanks,

Feedback Received

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

Officer Response:

Thank you for your feedback on TR44-24 Evans Bay Parade, Roseneath - Pedestrian Crossing, No Stopping At All Times, and Time Limited Parking. We appreciate your input, as it is valuable to us.

Feedback

Name: Tham
Suburb:
Agree: Yes

Thank you for the plans to install the pedestrian crossing in Weka Bay. I strongly support this and it will make a big difference for residents living up Pahia Street and in Weka Bay also. I am making this submission on behalf of my elderly friend who lives up the steps. It is impossible and unsafe for him to cross the road as it currently is because he is slow and weak at the moment.

Officer Response:

Thank you for your feedback on TR44-24 Evans Bay Parade, Roseneath - Pedestrian Crossing, No Stopping At All Times, and Time Limited Parking. We appreciate your input, as it is valuable to us.

Feedback

Name: John

Suburb: Evans Bay

Agree: Yes

weka bay zebra crossing submission

John [REDACTED]

Fri 11/10/2023 11:06 AM

To:BUS: Evans Bay Parade part 3 <ebp3@wcc.govt.nz>

Kia ora Megan

Thanks to you and your team for meeting on Friday (10 November) afternoon at Pahia Street to discuss the proposed crossing for Weka Bay.

As we talked about, [REDACTED] and I strongly support the development of the proposed crossing. We appreciate the Council's work to develop this vital facility that enables residents in Weka Bay to cross Evans Bay Parade and get access to and from their properties safely (including families with young children and young children with physical disabilities).

I was very pleased to hear that the majority of residents prefer the proposed plan to develop the zebra crossing and we recognise that the parking spaces that will be lost are not worth retaining as they will be lost in the next year or so anyway. I completely agree that the proposed crossing is a win-win for the community and Council.

My three children bike to and from school and various other activities throughout the week along the new cycleway, with my older two (10 and 13 years) increasingly doing this independently. They often have to cross Evans Bay Parade 4 or 6 times a day. Currently however they cannot safely access the cycleway and have to be escorted across the road by [REDACTED] or me, which even then is highly dangerous and we have had already had many terrifying near misses! The proposed crossing addresses this issue and provides a safe crossing point and connects all residents of Weka Bay with the cycleway as well as getting in and out of the Bay more generally.

I strongly support the proposed design of the crossing, including that it will be raised and consistent with the latest safety guidelines. Having a raised crossing is really important as it dramatically improves the visibility of people, especially children who are shorter, to be seen from approaching vehicles. A raised crossing also serves to alert drivers that they are approaching a crossing and provides a measure for calming traffic and reducing speed. These design features are especially important given the high speed and volume of traffic on Evans Bay Parade.

I strongly support the proposal and would like the Council to proceed with the formal traffic resolution to remove the parking and install the zebra crossing. Please let me know if it would be helpful for me to provide further information or speak as part of the traffic resolution process.

Thanks to all the Council staff who have engaged with the residents of Weka Bay and developed this proposed zebra crossing. This proposal will really enhance the safety of residents and the vitality of the wider community.

Ngā mihi,

John

Officer Response:

Thank you for your feedback on TR44-24 Evans Bay Parade, Roseneath - Pedestrian Crossing, No Stopping At All Times, and Time Limited Parking. We appreciate your input, as it is valuable to us.

Feedback

Name: Jonathan

Suburb: Evans Bay

Agree: Yes

Zebra crossing at Weka Bay

Jonathan [REDACTED]

Wed 11/8/2023 9:02 PM

To:BUS: Evans Bay Parade part 3 <ebp3@wcc.govt.nz>

Hello,

I would like to support the removal of the car-parks and the installation of the zebra crossing at Weka Bay.

I have 3 children who regularly cross this road and the speed of the traffic can make this a hazardous undertaking.

In my opinion a zebra crossing is essential for the safety of pedestrians crossing the road,

kind regards,

Jonathan [REDACTED]

Officer Response:

Thank you for your feedback on TR44-24 Evans Bay Parade, Roseneath - Pedestrian Crossing, No Stopping At All Times, and Time Limited Parking. We appreciate your input, as it is valuable to us.

Feedback

Name: Helena
Suburb: Evans Bay
Agree: Yes

TR66-23 - Weka Bay Zebra Crossing

Helena [REDACTED]

Thu 11/9/2023 6:31 AM

To:BUS: Evans Bay Parade part 3 <ebp3@wcc.govt.nz>

Hi Megan

I would like to provide my support for a zebra crossing in Weka Bay. However, given the cost with the proposed location, I would like to suggest it is instead located in the original proposed position (north of the bus stop).

Alternatively, I would support a safe crossing zone (with raised islands) in the same location (between 120 and 122 Evans Bay Pde).

Kind regards
Helena

Officer Response:

Thank you for your feedback on TR44-24 Evans Bay Parade, Roseneath - Pedestrian Crossing, No Stopping At All Times, and Time Limited Parking. We appreciate your input, as it is valuable to us. We asked the traffic engineers whether the zebra crossing could go in the same location as the original proposed 'safe island refuge' but we were told this location did not meet the conditions for a zebra crossing due to the multiple driveways along that area.

Feedback

Name: Ruiha
Suburb: Evans Bay
Agree: Yes

Weka bay

Ruiha [REDACTED]

Sat 11/11/2023 1:28 AM

To:BUS: Evans Bay Parade part 3 <ebp3@wcc.govt.nz>

Hello I am a resident of weka bay and would like to provide my feedback on your proposed zebra crossing or parking I would like to vote for a zebra crossing to be installed to make crossing the road more safe and to slow the traffic down around the bay as I feel some of the speeds around here are quite fast which pose a hazard when trying to cross at the moment

Cheers,
Ruiha

Get [Outlook for iOS](#)

Officer Response:

Thank you for your feedback on TR44-24 Evans Bay Parade, Roseneath - Pedestrian Crossing, No Stopping At All Times, and Time Limited Parking. We appreciate your input, as it is valuable to us.

weka bay

Eileen [REDACTED]

Wed 11/8/2023 9:55 PM

To:BUS: Evans Bay Parade part 3 <ebp3@wcc.govt.nz>

Kia ora,

I would like to put in my vote for zebra crossing – safer for children and elderly

Thank you

Eileen [REDACTED]

[REDACTED]

[REDACTED]

Officer Response:

Thank you for your feedback on TR44-24 Evans Bay Parade, Roseneath - Pedestrian Crossing, No Stopping At All Times, and Time Limited Parking. We appreciate your input, as it is valuable to us.

Re: weka bay zebra crossing submission

Arnica [REDACTED]

Tue 11/14/2023 12:59 AM

To:BUS: Evans Bay Parade part 3 <EBP3@wcc.govt.nz>

Kia ora Megan and team

Thanks so much for meeting with us last week. I really appreciate the way you're engaging with the community and progressing this work.

I strongly agree that a zebra crossing is needed at Weka Bay and 3 car spaces will need to be removed.

In addition to [REDACTED] comments I would like to add that:

Pahia Street is a pedestrian only street and for the majority of trips into and out of this street, residents need to cross Evans Bay Parade by foot. This is extremely difficult, particularly at rush hour and during weekends. It is also unsafe, especially for children and elderly residents. A safe crossing is long overdue!

I know that the loss of car spaces in an area where parking is already minimal is difficult. But the benefits for Pahia Street residents as well as the whole of Weka Bay far outweigh this loss.

I don't think it's worth creating retaining walls to make more space for cars. We need to use the minimal space we have available more wisely through better parking management and residents parking. There is currently an abandoned vehicle in Weka Bay. This is a waste of space! Along with other unnecessary vehicles which make it difficult for residents without off-street parking.

I really appreciate that you've designed the crossing to the latest safety standards and that it will be raised.

Thank you so much for all your work. A zebra crossing will really boost the safety and livability for our community.

Ngā mihi

Arnica

Officer Response:

Thank you for your feedback on TR44-24 Evans Bay Parade, Roseneath - Pedestrian Crossing, No Stopping At All Times, and Time Limited Parking. We appreciate your input, as it is valuable to us.

Weka Bay - raised pedestrian Crossing/ parking TRXX 23 Evans bay at Weka

Hilary [REDACTED]

Tue 11/14/2023 3:08 AM

To:BUS: Evans Bay Parade part 3 <EBP3@wcc.govt.nz>

Hello- I am submitting my residents feedback for the proposed pedestrian crossing on Evans bay Parade at Weka Bay.

Thank you to the team, and Megan, and others previously in the council for hearing and reviewing our submissions over this period of time and considering these options that residents of pahia and also our section of the parade that the traffic engineers may have previously ruled out... 😊

I live up the top of [REDACTED] I am a resident for seven years.

I support fully the option to remove the two parks and one limited time car parks behind (south of) the bus pull over /stop and replace them with a Raised pedestrian crossing on this section of the parade. This will allow us to unpack and transport our selves and our shopping trolleys safely across the road

This is more beneficial for the community than retaining the parks for individual users or non residents or residents that may also have off street parking and better for the younger and older residents and users of the paths.

-

It is the safest and simplest way to allow pedestrians to get from the north side of the parade to our hill side however i suport that it **must be raised per the new regulations** as it is another sensible **traffic calming** protection as traffic travels north down the preceding "straight section" of the parade usually **exceeding** the speed limit (despite me asking the police and reporting speeding car/plates to the NZ Police) and this may be an additional safety measure to slow the traffic.

It also allows safer access to Maida Vale Rd (as pedestrians cannot safely walk around the landward side of Evans Bay parade north of Pahia St) despite having to cross twice

I believe the line of sight is sufficient for pedestrians to be able to safely cross here, and that heavy traffic travelling south round the corner will have enough time to react to the pedestrians waiting to cross (provided they are travelling at 50km or less).

I also wish to comment that I approve of the **width of the footpaths** in front of the bus stop as it feels safer, separating the heavy trucks (and their trailers with backdraft) that travel around the Pahia street narrow section of road from pedestrians on the footpath.

I believe the bus stop pausing in the roadway for pickups is beneficial to the community also step as a traffic calming method- and that all the cars with single passengers will come to understand that public transport is no less convenient

thanks so much- I hope this assists the process from here in the committee stage.

Hilary [REDACTED]

[REDACTED]

Officer Response:

Thank you for your feedback on TR44-24 Evans Bay Parade, Roseneath - Pedestrian Crossing, No Stopping At All Times, and Time Limited Parking. We appreciate your input, as it is valuable to us.

(No subject)

Naadia [REDACTED]

Tue 11/14/2023 4:27 AM

To:BUS: Evans Bay Parade part 3 <ebp3@wcc.govt.nz>

Attention Megan McDonald,

This in response to your survey of zebra crossing or parking at Weka Bay

Naadia [REDACTED] Weka Bay I strongly agree to install a zebra crossing.

Regards,

Naadia [REDACTED]

Officer Response:

Thank you for your feedback on TR44-24 Evans Bay Parade, Roseneath - Pedestrian Crossing, No Stopping At All Times, and Time Limited Parking. We appreciate your input, as it is valuable to us.

RE: Request for feedback on either a zebra crossing or parking at Weka Bay

Trish [REDACTED]

Thu 11/9/2023 4:03 AM

To:BUS: Evans Bay Parade part 3 <EBP3@wcc.govt.nz>

Hi Megan

I won't be able to meet on Thursday evening as I am travelling back from a holiday, and disappointingly can't meet on Friday, however please accept this email as my continuing contribution to this discussion.

I live at [REDACTED] and I have been a constant supporter/reporter of installing a zebra crossing at Weka bay since it became obvious that the new road layout design had created a health and safety issue for pedestrians to cross this road.

- I have asked for signage at Balaena Bay to indicate pedestrians crossing –
- I have asked for a zebra crossing at Weka Bay –

I fully support installing a Zebra Crossing at Weka Bay. I do not understand why the Council has given the ultimatum of **either/ ither** when if the Council completed the crossing opposite 122 by installing a Zebra crossing, plus a centre island, and SIGNAGE AT BALAENA BAY TO INDICATE PEDESTRIANS CROSSING, safety would be maintained.

Thankyou for the opportunity,

Trish [REDACTED]

Officer Response:

Thank you for your feedback on TR44-24 Evans Bay Parade, Roseneath - Pedestrian Crossing, No Stopping At All Times, and Time Limited Parking. We appreciate your input, as it is valuable to us.

We can confirm there will be signage installed at Balaena Bay to indicate pedestrians are crossing when the pedestrian crossing is constructed in Balaena Bay

Request for feedback - Weka Bay

Gareth [REDACTED]

Tue 11/7/2023 4:36 AM

To:BUS: Evans Bay Parade part 3 <ebp3@wcc.govt.nz>

Hello,

I'm responding to a letter I received today requesting feedback from residents on a proposal to remove three parking spaces and install a zebra crossing at Weka Bay.

My wife and I live at [REDACTED] and we are both strongly opposed to the removal of any more parking spaces.

Our household has one small car and it's already challenging enough as it is to find a parking space near to the Pahia St pathway. Before those three spaces were restored recently, we would sometimes have to park at the very end of the bay (to the south) or even in the next bay over, which is a nightmare when you're carrying groceries or luggage (especially when we already need to climb around 150 steps to get up to our place). For that reason, we would both be very disappointed to lose any more parking spaces.

We also both use the bus and run/walk or bike in both directions quite frequently, and have never had any problems crossing this part of the road. At most you have to wait about 20 seconds for a gap which is hardly the end of the world. Of course a crossing would be great, but if it's a choice between that and a parking space, we would definitely prefer to keep the parking spaces please.

Feel free to contact me if you want any further feedback.

Best regards,

Gareth [REDACTED]

[REDACTED]

Re: Weka Bay Consultation Feedback

Gareth [REDACTED]

Mon 12/11/2023 4:56 AM

To:BUS: Evans Bay Parade part 3 <ebp3@wcc.govt.nz>

Hi Megan,

Just wanted to check whether your consultation process took account of whether the respondents to the survey had their own off street parking or not? I assume this would be taken into account when deciding who will be most adversely affected by removing more car parks?

I also wanted to check why this particular stretch has been selected for a crossing when it seems there are plenty of other parts of the road that don't have car parks where you could install a crossing (for example where the bus stop itself is).

Thanks

Gareth

Sent from a mobile device. Please excuse brevity and typos.

Re: Weka Bay Consultation Feedback

Gareth [REDACTED]

Tue 3/12/2024 8:57 PM

To:BUS: Evans Bay Parade part 3 <EBP3@wcc.govt.nz>

1 attachments (377 KB)

Weka Bay crossing.pdf;

Thanks Megan - have summarised a few further arguments in the attached.

Cheers,
Gareth

Arguments against installing a pedestrian crossing where you are planning to

1). Safety

The location you have selected for a pedestrian crossing is incredibly dangerous.

Given the recent changes made to the bus stop (adding a pavement), when the city-bound bus stops to pick-up / drop-off passengers, the bus is now occupying the entire lane (rather than pulling off to the side as previously).

Putting a crossing directly behind a stopped bus that is occupying the entire lane means a driver heading away from the city will have zero visibility of someone crossing the road behind the bus (i.e. heading to the sea side of Evans Bay Parade).



2). Need

This is not a particularly challenging road to cross. I cross it multiple times a week (if I take the bus, or if I have to park on the other side of the road) and have never had an issue finding a gap in the traffic.

This is borne out by the fact that according to WCC's email to me (12 March 2024), there have been zero recorded traffic incidents involving pedestrians (including scooters, inline scooters, wheelchairs or skateboards) on this stretch of road over the last five years.

(If you want that to change, you should proceed to build a pedestrian crossing directly behind a bus stop, as noted above!)

3). Priorities

Given the council's current financial challenges, building an (in my opinion) unnecessary pedestrian crossing that removes three parking spaces on this stretch of road seems like the wrong priority for limited council resources.

We have lived at [REDACTED] for approximately two and a half years, and there has been water leaking down the public pathway / stairs up to our property the entire time we have lived here. I understand from media reports that leaking pipes is a common issue all over the city.

It seems to me that if the council wants to invest in our part of the city, the better option would be to fix the water leaks that have been steadily eroding the stairs and causing them to crumble.

Another option might be to build a shared bike shed to allow people who live in the hills to cycle without having to carry their bikes up the hill.

4). Multiple car parks have already been removed

There are numerous properties in the hills above this stretch of road that have no parking. At least six up the shared path that our property sits on, and I believe several more up nearby paths.

Recent changes to the bus stop and building out of the bike lane have already removed a number of these (see old satellite image). When we began renting our property, there were several carparks immediately at the bottom of the path which have already been removed to extend the pavement in front of the bus stop.

If this project goes ahead, we will lose yet another three car parks. This means that the majority of residents will be forced to park on the opposite side of the road about 150-200 metres away from our paths (which themselves take a good 5 minutes to climb). On busy days, the only available parking will be around the corner in the neighbouring bay (around 300 metres). This is a long way for residents to have to walk if they are carrying things like groceries, or even heavier items.



5). Poor public transport options

The council may want people to drive less, and hence have no issue removing car parks to make driving less attractive. But the fact is, this stretch of road is very poorly served by public transport, making having a car almost unavoidable for many people who work unusual hours.

There is a single bus route which is quite infrequent (only about one every 30 minutes or so early morning / late evening, and only about one every hour on weekends) but also quite unreliable (being one of the most cancelled routes in Wellington [apparently](#) – 1 in every 4 buses is cancelled).

Making it harder to own a car and live in these properties will not make public transport more attractive, it will simply make the lives of the people who (mostly rent) these properties somewhat worse by forcing them to park several hundred metres away from the pathways to their homes.

Officer Response:

Thank you for your feedback on TR44-24 Evans Bay Parade, Roseneath - Pedestrian Crossing, No Stopping At All Times, and Time Limited Parking. We appreciate your input, as it is valuable to us.

The consultation process gathers feedback from residents and presents these points to Councillors for consideration in the Regulatory & Processes Committee meeting to make their decision whether to proceed with the Traffic Resolution. Our process does not take into account whether or not a correspondent has off street carparking. We would however make a comment in any report to committee about the demand for on street parking.

As the project team is not the final decision-maker, we cannot guarantee any particular decision or

outcome. It is for Councillors to make the decision. However, your submission and concerns around some residents not having access to off-street parking are noted and will be presented to Councillors in the committee meeting planned for 4 April 2024.

All submissions received are analysed, and information from submissions are part of the package of information that are considered by Councillors in making their decision. The location chosen for the crossing was the best place possible in Weka Bay when considering safe lines of sight, position of the bus stop and driveways in the Bay. A crossing is not able to land on a bus stop or where a driveway is situated, we are proposing the raised crossing in line with Waka Kotahi's guidelines, which can be found here: <https://www.nzta.govt.nz/walking-cycling-and-public-transport/public-transport/public-transport-design-guidance/bus-stop/bus-stop-location-planning/walking-access/>

The bus stop is close by, but as per Waka Kotahi's guidelines, a safe and comfortable crossing facility should be provided close to the bus stop (for example, within 50m). "All crossings must be designed to operate so vehicles are encouraged to approach the crossing at a speed that will not lead to a death or serious injury should they and pedestrians collide", which is achieved by the raised zebra crossing deaccelerating incoming vehicles. The crossing should be behind the bus stop by a minimum of 6 metres, this crossing is proposed to be 9m behind the bus stop and the location chosen for the crossing was the best place possible in Weka Bay when considering safe lines of sight, position of the bus stop and driveways in the Bay. A crossing is not able to land on a bus stop or where a driveway is situated.

The existing CAS data has not shown any pedestrian related crash at the location. However, the likelihood of conflict in movement between pedestrians and vehicles will likely increase due to the proposed bus stop (i.e. more pedestrians are likely to cross the road between the proposed bus stop and the shared path on the other side of the road). As best practice for a safe system, the proposed raised zebra crossing is necessary to mitigate this increased conflict movements.

Weka Bay Proposed Crossing Options

Aaron [REDACTED]

Tue 11/14/2023 12:32 AM

To:BUS: Evans Bay Parade part 3 <ebp3@wcc.govt.nz>

Dear Megan,

>

> My name is Aaron [REDACTED] I have a Masters Degree in Economics with Honours and started my career working in transport safety with the Ministry of Transport.

>

> I live at [REDACTED] with my children and my wife. Our family is one of the largest local land owners along with over 1 hectare of land, next to our Neighbour [REDACTED] family which has about the same.

>

> I met with WCC officials twice on site to express views and seek answers to some questions we had. It was clear from that officials were following a directive. As a former MP I well aware of such directives.

>

> We are strongly opposed to the installing of a raised hump pedestrian crossing at Weka Bay and the loss of more parking in the area for the following reasons:

>

> 1 - financial cost

>

> WCC currently is facing massive cost blowouts in almost every project and rates are rising rapidly to continuing to pay for extra things that are nice to have when other things are more important. We are aware the nearby Kio Bay crossing works cost in the region of \$1m to complete. This is money better spent at present fixing water pipe leaks.

>

> Summary of financial cost ~ \$1m one off

>

> 2 - lack of net safety benefit

>

> the benefits from a crossing are improved pedestrian safety. There has not been a single incident yet in Weka Bay. As such valuing such benefit is highly subjective using NZTAs guidelines.

>

> However, the proposed crossing would be the ONLY one on the hazardous goods route for SH1 along Evans Bay Parade. While unlikely placing a 20 cM high road hump on the crossing does raise the risk of a truck hitting it accidentally at speed carrying hazards and then causing spills and damage. These two safety issues would at worse offset each other.

- >
- > Summary of Net Safety Benefit = 0
- >
- > 3 - lost economic travel time
- >
- > A 20cm road hump will force every vehicle to slow and go over the hump. Evans Bay Parade is a 10,000+ vehicle movement per day road. I have carried out a short time and motion study using the nearest closest road humps. These require every vehicle to lose 5-10 secs of travel time for each trip. Regardless of whether the crossing is used. Such slowing of vehicles have the following economic costs
- >
- > 10,000 trips per day 10 secs cost of time = 36,500,000 seconds in loss economic activity each and every year. Or approximately 10,000 hours lost economic time each year. At the standard cost of time of \$25 per hour this is \$250,000 per annum in real economic cost.
- >
- > Summary \$250,000 per annum cost
- >
- > 4 - worse climate change out come
- >
- > Every time a vehicle brakes and slows from 50 km/hr to 20/km hr and then speeds up to travel speed again is a worse outcome for net vehicle emissions. Given the typical carbon output of the NZ vehicle fleet of around 170gms CO2 per km and with 10,000 vehicle movements per day, numerous studies have shown that the difference from this change in behaviour would equate to an additional 50% increase in emissions for the approximate 100 metres in approach and exit from the speed bump.
- > This means an incremental increase in carbon emissions from the speed bump of the following:
- >
- > $170\text{gm}/10 = 17 \text{ gm each } 100\text{m} * 1.5 \text{ for speed change} = 25.5 \text{ gms less the base } 17 \text{ gm} = 8.5 \text{ gms of incremental CO2 per vehicle trip.}$
- >
- > This means $8.5 * 10,000 = 85 \text{ kg of CO2 incremental each day. Or } 31 \text{ tonnes of incremental CO2 each year because of the speed bump. At the current carbon cost of } \$71/\text{NZu today that is an additional } \$2,200 \text{ in environmental cost every year.}$
- >
- > Summary worse for environment and an extra \$2,000 pa in carbon costs
- >
- > 5 - additional wear and tear of vehicles
- >
- > The requirement to slow for every trip will result in 10,000 vehicles per day having to brake and ride over the bump. This incremental wear would equate to

the same as 10 vehicles worth of brake replacement every year at a quoted cost of \$500 per vehicle. This costs an incremental \$5,000 per year.

- >
- > Summary \$5,000 per year
- >
- > Overall Summary:
- >
- > Financial Cost \$1,000,000
- >
- > Economic Costs \$250,000 per annum
- >
- > Net Safety Benefit NIL
- >
- > Environmental Costs \$2000 per annum
- >
- > Incremental Vehicle Costs \$5000 per annum
- >

Overall cost in present value terms using the standard international approaches for this would be an economic cost of over \$3.5 million in 2023. Meaning it should not occur.

> Overall Economic Cost of Crossing is incredibly negative and a waste of economic resources. It should not proceed as proposed.

>

> It is of note that a non raised crossing could be of economic benefit. As vehicles would only have to slow for when the crossing is actually in use.

>

> I would be more than happy to discuss my submission further.

>

> Regards,

>

> Aaron [REDACTED]

RE: Weka Bay Consultation Feedback

aaron [REDACTED]

Mon 12/18/2023 12:33 AM

To:BUS: Evans Bay Parade part 3 <EBP3@wcc.govt.nz>

Cc:Councillor Sarah Free <sarah.free@wcc.govt.nz>;Councillor Tim Brown <tim.brown@wcc.govt.nz>

Thank You Megan,

It appears that every time you provide more information on this issue it actually makes the decision look worse and my points stronger!

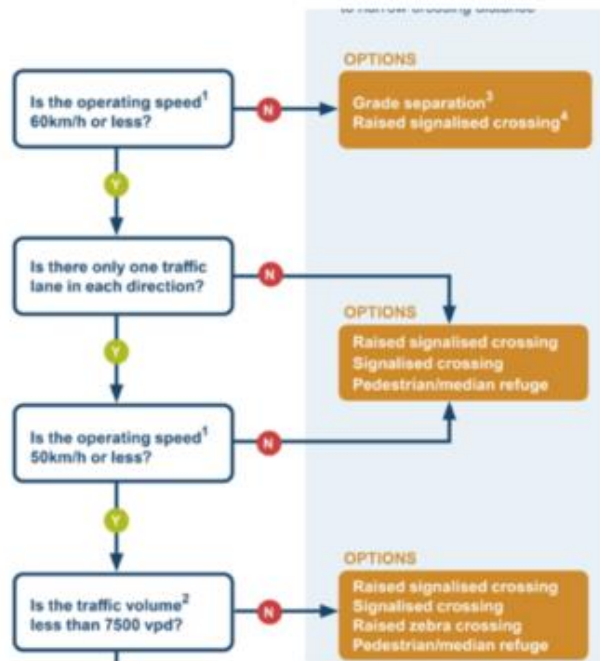
NZTA does not "require" a raised crossing. That is not true and it is very clear from the information provided despite all the officials saying so. As is shown below.

Here is the flowchart table in the guidance. This is also very clearly marked by NZTA as 'draft guidance' not compulsory so wrong on two points already. Evans Bay Parade is >30km/hr and greater than 7500 vPb. As I outlined and WCC has confirmed.

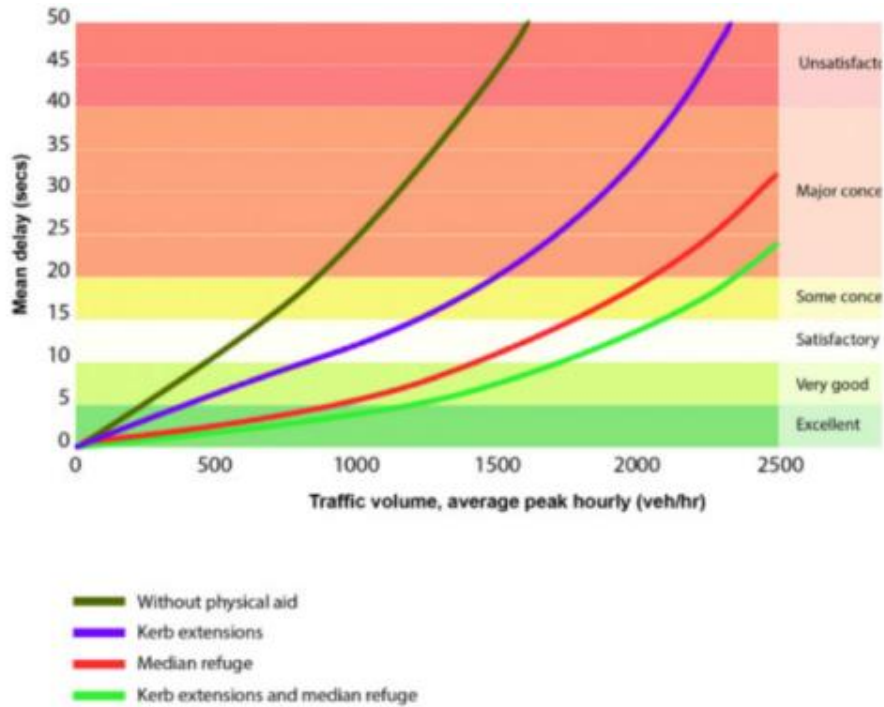
Hence there are 4 options in the NZTA guidelines. You have chosen a raised crossing, this has negative economic benefits, as per my submission which is not disputed. Which there are none on similar roads in Wellington, which your prior answers also confirmed.

As per the NZTA guidelines that you have used to justify this decision a non raised signalised crossing is completely valid and would remove most of the concerns I have raised.

Use of the Ausroads decision making tool you have provided appears to show the same. Instead Council has chosen a particular type that it shouldn't and is not in place in any other roads in the Wellington region with 10,000 VPB that are deemed hazardous goods routes. That is, it is going to make a stupid decision.



Here are the impacts on pedestrian waiting times. Which I did not take into account. But Evans Bay is off the chart volume wise.



Mean waiting delay for pedestrians crossing at various facilities on a two-lane, two-urban road (interrupted flow).

Equally the tool for selection inputting the figures, given there have been zero crashes in Weka Bay in the past 5 years, but dozens around the corner on Snapper Pt, and which WCC seems to not care about it shows exactly what I am saying.

The loss of travel time is 5-10 secs per trip. Meaning the economic figures I provided with a raised pedestrian crossing are 100% accurate and this raised crossing should no proceed and a non raised crossing signalised one put in. It is bizarre that I have to go to such lengths to illustrate this.

It is very clear that Councillors have been provided incorrect information by someone within WCC.

When will sanity prevail?

Regards,

Aaron

[Redacted Signature]

RE: Weka Bay Consultation Feedback

aaron [REDACTED]

Sun 2/25/2024 11:26 PM

To:BUS: Evans Bay Parade part 3 <EBP3@wcc.govt.nz>

Megan – I refer you to the below.

I also refer you to the subsequent follow up request for consultation placed in our letterbox last week seeking submissions by end of today.

It is unclear from the second request whether the first set of submissions and responses stand or not.

I note that from your response to me on 18 December that you have confirmed that the initial capital cost to ratepayers is \$100,000 that this is not in budgets and means that elected representatives are spending more monies that there are not funds for nor that there are not urgent relative to other demands on WCC. That \$100,000 as I understand it would at this time be better spent fixing a further 50 water leaks.

Secondly, your confirmation on travel times goes to confirm the economic analysis as provided that the raised crossing, which was first 25cm high, then 16cm and now is not clear, but it would be economically negative for the people of Wellington as the potential safety benefits are massively outweighed by all other costs and there surely must be a better use of WCC funds and time.

Thirdly, I would if the opportunity exists like to speak on this matter to the Crs involved.

Regards,

Aaron [REDACTED]
[REDACTED]

Officer Response:

Hi Aaron,

Thank you for your feedback on TR44-24 Evans Bay Parade, Roseneath - Pedestrian Crossing, No Stopping At All Times, and Time Limited Parking. We appreciate your input, as it is valuable to us.

Yes, we have made provision that your submissions made to us here at this project email address in response to our pre-consultation drop-in sessions and letter drops will be included in the report to Councillors for TR-44-24 Evans Bay Parade Roseneath - Pedestrian Crossing No Stopping At All Times and Time Limited Parking. We don't need you to resubmit it again.

You are most welcome to speak on your submissions to Councillors at the oral hearing part of the Regulatory and Processes Committee on 4th April 2024 on top of the written submissions you have given us, I will ensure a time slot is allocated to you.

We understand you have raised these points for consideration by Council in making their decision. As the project team is not the final decision-maker, we cannot guarantee any particular decision or outcome. It is for Councillors to make the decision. However, we thank you for your time in putting together your submission and concerns around the raised crossing in Weka Bay and these will be presented to Councillors in the committee meeting planned for 4 April 2024.

In respect of some of the points you have raised, we wish to clarify:

1. The current estimated cost of the project is \$200,000. We note that NZTA provide funding up to 51% for a project such as this.
2. We are proposing the raised crossing in line with Waka Kotahi's guidelines, which can be found here: <https://www.nzta.govt.nz/walking-cycling-and-public-transport/public-transport/public-transport-design-guidance/bus-stop/bus-stop-location-planning/walking-access/>
3. The current "loss in economic travel time" is calculated at 5-10 seconds.

The consultation process gathers feedback from residents and presents these points to Councillors for consideration in the Regulatory & Processes Committee meeting to make their decision whether to proceed with the Traffic Resolution.

All submissions received are analysed, and information from submissions are part of the package of information that are considered by Councillors in making their decision. The location chosen for the crossing was the best place possible in Weka Bay when considering safe lines of sight, position of the bus stop and driveways in the Bay. A crossing is not able to land on a bus stop or where a driveway is situated. As noted below, we are proposing the raised crossing in line with Waka Kotahi's guidelines, which can be found here: <https://www.nzta.govt.nz/walking-cycling-and-public-transport/public-transport/public-transport-design-guidance/bus-stop/bus-stop-location-planning/walking-access/> if you follow the flowchart [Crossing selection process | Waka Kotahi NZ Transport Agency \(nzta.govt.nz\)](#) you can see that there are four options recommended:

1. Raised signalised crossing
2. Signalised crossing
3. Raised zebra crossing
4. Pedestrian/median refuge

We originally suggested pedestrian/median refuge in the design but at the first traffic resolution committee meeting (based on residents feedback), the Councillors directed us to look at whether a full zebra crossing was feasible. The cost to install a signalised crossing or a raised signalised crossing is significantly higher and was not deemed economically feasible, hence we are now proposing a raised zebra crossing.

Officer Response:

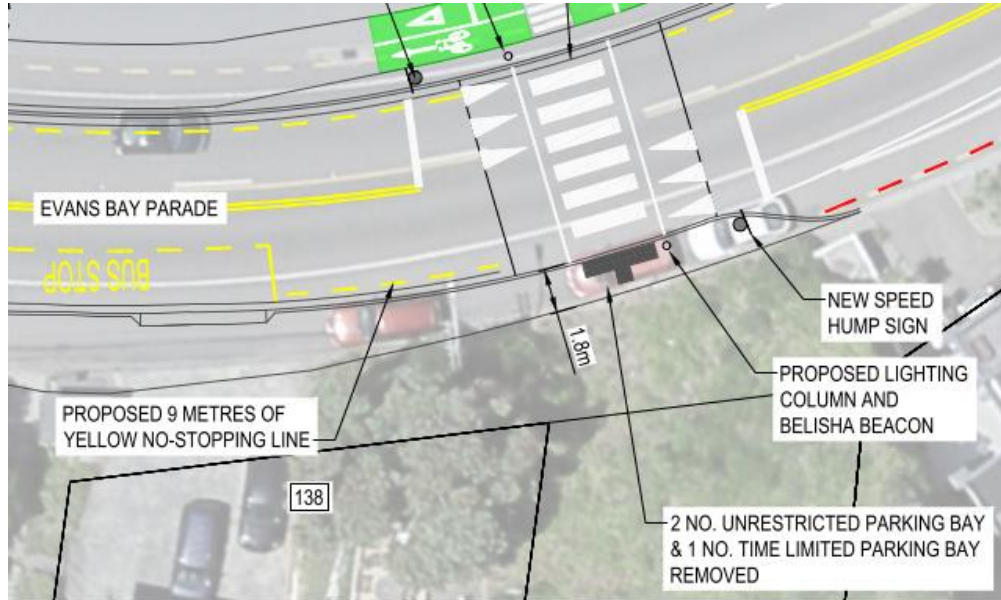
Here is information pertaining to points raised within the consultation submissions:

1. One submission estimated the financial cost to be ~ \$1M for the crossing
 - a. Response: our estimates bring the installation of this crossing in at approximately \$200K. Our bike, bus and walking improvement projects have a Financial Assistance Rate (FAR) from NZTA of 51%. Funding for the roll-out of the citywide bike network has been approved in both the long-term plan and the annual plan. The next long-term plan will be consulted on next year and ratepayers and the wider public will be asked to provide feedback on proposed future expenditure.
2. Two submissions noted a lack of net safety benefit
 - a. Response: this is a low-cost and low-risk project and should be judged on the key principles (GPS alignment, Road to Zero, Walking and Cycling Improvement Programme and etc.) instead of BCR (BCR not required). The Crash Estimation Compendium (2018) has assigned a 0% crash reduction for zebra crossings in 50 kph zones. However, the latest guidelines from Waka Kotahi have assigned a 20% crash reduction for a raised zebra crossing in an urban environment: <https://www.nzta.govt.nz/walking-cycling-and-public-transport/walking/walking-standards-and-guidelines/pedestrian-network-guidance/design/crossings/introduction/safe-system-and-safety-benefits/>

Table: Urban pedestrian crash reduction factors for New Zealand

Treatment	Crash reduction factor (CRF)
Raised platform	20%
Kerb extension	35%
Pedestrian refuge	15% if parking and 45% if no parking
Kerb extension with pedestrian refuge	45%
Zebra	0%
Zebra with platform (raised zebra)	20%
Zebra with kerb extension	35%
Zebra with platform and kerb extension	35%
Zebra with pedestrian refuge	15% if parking and 45% if no parking
Zebra with kerb extensions and pedestrian refuge	45%
Signals	45%
Signals with kerb extensions	45%
Grade separation	85%

- b. Response: additionally a bus stop is also close by. As per Waka Kotahi’s guidelines, a safe and comfortable crossing facility should be provided close to the bus stop (for example, within 50m). “All crossings must be designed to operate so vehicles are encouraged to approach the crossing at a speed that will not lead to a death or serious injury should they and pedestrians collide”, which is achieved by the raised zebra crossing deaccelerating incoming vehicles. <https://www.nzta.govt.nz/walking-cycling-and-public-transport/public-transport/public-transport-design-guidance/bus-stop/bus-stop-location-planning/walking-access/>



- c. Response: The existing CAS data has not shown any pedestrian related crash at the location. However, the likelihood of conflict in movement between pedestrians and vehicles will likely increase due to the proposed bus stop (i.e. more pedestrians are likely to cross the road between the proposed bus stop and the shared path on the other side of the road). As best practice for a safe system, the proposed raised zebra crossing is necessary to mitigate this increased conflict movements.
- d. Response: There are also additional health benefits generated. Research from Waka Kotahi has shown that “if people experience discomfort when crossing the road, fewer people within the catchment may be willing to use public transport at that stop”. Therefore, additional health benefits will be generated from people walking to and from the proposed bus stop, which may not have occurred if they are uncomfortable accessing it (e.g. compared to no raised zebra crossing).
- e. Response: With the same logic as above, this also means that more people are likely to use public transport and reduce emissions (mode shifting from cars).
- f. Response: These safety benefits, health benefits and emission reduction benefits could be calculated based on model prediction but are unnecessary for a low-cost, low-risk improvement project.
- g. Response: This SSI toolkit gives guidance and specifically mentions waterfront locations for Mid-block raised pedestrian crossing [Standard safety intervention toolkit \(nzta.govt.nz\)](https://www.nzta.govt.nz/standard-safety-intervention-toolkit)
- h. Response: Whilst an economic evaluation of a zebra crossing on this road is likely to have an economic BCR of <1.0 given the travel time disbenefits to traffic and Waka Kotahi’s Monetised Benefits and Costs Manual’s Crash Compendium assigning a 0% crash reduction for zebra crossings in 50 kph zones, this safety improvement is estimated to cost \$200K and is therefore a low cost, low risk (LCLR) improvement. As per Waka Kotahi guidance these LCLR improvements do not need to calculate a benefit-cost ratio, they instead need to identify the principal benefit the project is seeking to achieve and indicate how they will achieve this.
- i. Response: The principal benefit this safety improvement proposal is seeking to achieve is to provide a zebra crossing with a better and safer connection for all residents from Weka and Kio Bays to the southbound bus stop, southbound parking spaces, cycle facility and footpath; shorter walking distances to the Evans Bay Parade crossing point for all users; a footpath to connect the apartments at #140 to #148 in Kio Bay to the rest of Weka Bay and the newly proposed western side footpath without stepping into the northbound traffic lane;

- additionally a Zebra Crossing in the proposed draft TR location meets the Crossing Sight Distance requirements.
- j. Response: Raised safety platforms for crossings in general have accepted safety benefits over traditional road-level crossings. Many other road-controlling authorities in New Zealand, including NZTA, are implementing raised pedestrian crossings due to their safety benefits. Please note the proposed crossing is not like other road humps. The type of raised pedestrian crossing planned has been specifically designed for arterial roads with a target speed of 40km/h. It is 75mm high, 6m wide and has 1.5m ramps. The design is consistent with Austroads standards and NZTA guidelines. Auckland Transport has created a simple Raised Safety Platform – Practice design note - which explains platforms and you can read [here](#). Drivers will be able to travel around the bay at safe and appropriate speeds without the need for heavy braking and acceleration at the raised crossing.
3. One submission calculated a loss in economic travel time
 - a. Response: you are correct in assuming a loss in economic travel time. However the 5-10 seconds delay for a vehicle is minor and unlikely to be noticeable compared to the total journey time. We also utilise the NZ Transport Standard Safety Intervention Toolkit which notes that mid-block “Safety BCR” of 1.8 at a medium cost of \$250,000 and results in a 40% reduction in deaths and serious injuries. [Testing of updated standard safety interventions toolkit \(nzta.govt.nz\)](#)
 4. One submission estimated a worse climate change outcome
 - a. Response: the current evidence around speed humps and emissions are unclear, but the effect of speed humps, bumps and cushions range from a 22% decrease in NOx emissions through to a 110% increase in NOx emissions – the data does indicate that even in worst case scenarios the change to air quality is small when compared with background air quality. Overall the benefits to vehicle speed reduction are seen to outweigh any possible small increase in emissions.
 - b. Response: Evans Bay Parade has been designed for safe and appropriate speeds. NZTA guidance states: Safe speeds are fundamental to improving safety, saving lives, and preventing debilitating injuries. Safe speeds also generate wider societal benefits, including reduced climate change impacts of road transport, increased fuel and vehicle efficiency, improved inclusion and walkability, improved accessibility, and greater physical activity. The design of the raised safety platform will assist to reinforce a safe and appropriate speed along Evans Bay Parade.
 - c. Response: In the long term, improved safety due to the existence of safer road crossings like this and other measures will help encourage people to choose more sustainable and active modes of transport, such as walking and cycling in this area as well as across the city. This shift towards low-emission transport options can result in reduced vehicle usage and a decline in greenhouse gas emissions.
 5. One submission mentioned there will be additional wear and tear of vehicles
 - a. Response: as outlined above, safe and appropriate speeds have many benefits, which are balanced with disbenefits of increased travel time and vehicle operating costs.
-

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	TR45-24 Kaiwharawhara Road, Kaiwharawhara – Relocate Bus Stop
Location – where we propose to make the change	No.65 Kaiwharawhara Road, Kaiwharawhara
What we'd like to do	<ul style="list-style-type: none"> Remove 15 metres of cycleway at no.65 Kaiwharawhara Road. Install a 15-metre-long bus stop at no.65 Kaiwharawhara Road
Why we are proposing the change	<ul style="list-style-type: none"> In 2021, a bus stop on Kaiwharawhara Road was removed due to major slip stabilisation works near the bottom of Ngaio Gorge. WCC and GWRC now wish to reinstate this bus stop. We propose moving it closer to businesses at the top of Kaiwharawhara Road so that it better serves a larger number of people. The bus stop had been 150 metres closer to an entrance to Trelissick Park, however, people wishing to go walking in the park will not be inconvenienced by walking an extra 150 metres, whereas people catching the bus to go to work, or go shopping, will benefit from moving the bus stop to no.65 Kaiwharawhara Road.
Impact	<ul style="list-style-type: none"> Public Transport Impact – positive. Improves access to public transport for people working in the business precinct around 65 Kaiwharawhara Road. Cycling Impact – minimal. 15 metres of cycleway will be removed. There is a loading zone before the bus stop, and a driveway in front of it. This is a low volume bus route and therefore will cause minimal disruption to cyclists who will wait behind a bus at this bus stop. Net parking impact – none. Pedestrian impact - none. Traffic impact – none.
How this relates to the parking policy	<ul style="list-style-type: none"> Supports shift in type of transport used – facilitate a shift to using public transport, to move more people driving fewer vehicles.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 12,000 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 Tuesday 13 February 2024 to Monday 26 February 2024 at day 13 February 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) What we do with your personal information: All submissions (including your first 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

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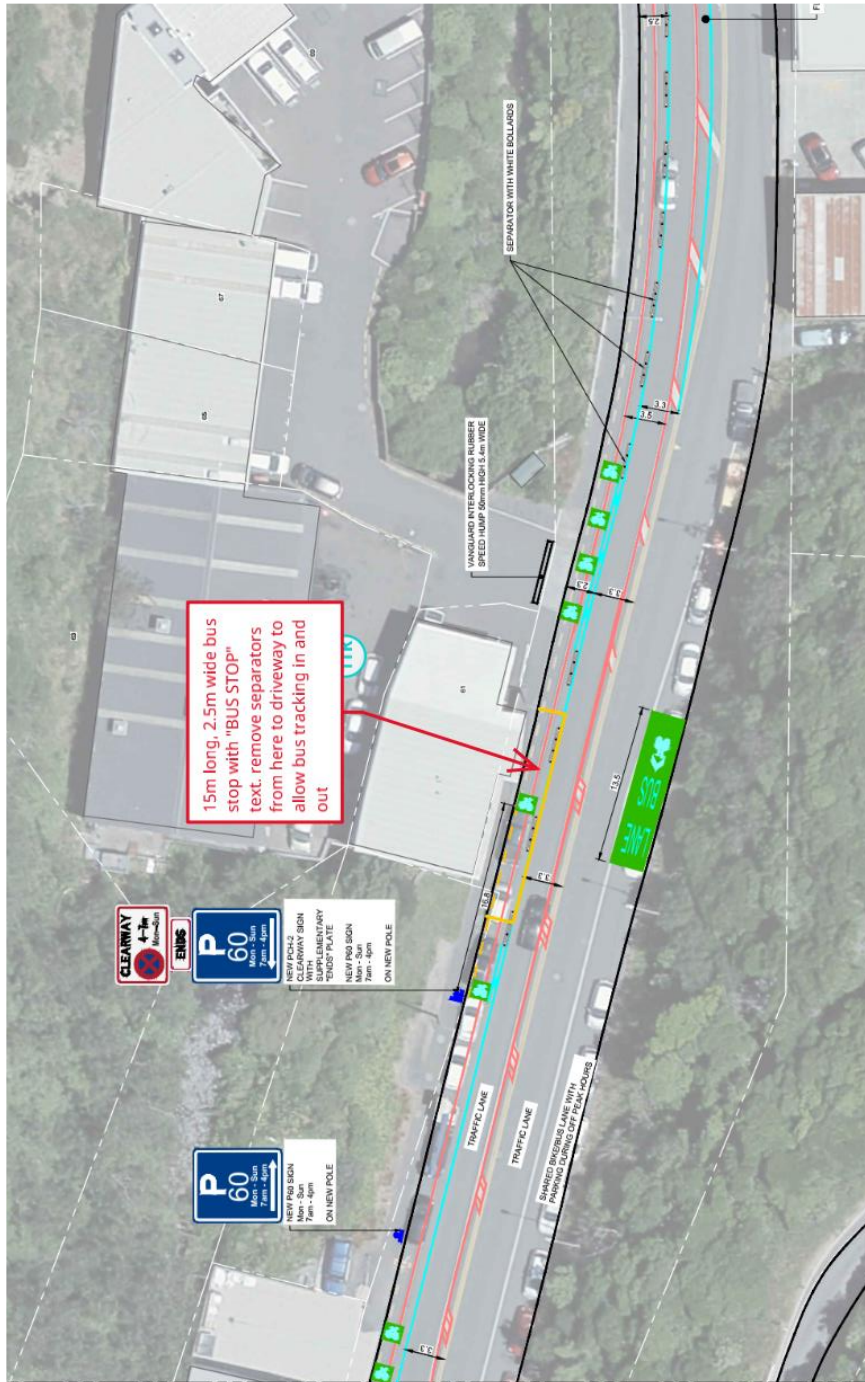
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	<p>consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</p> <ul style="list-style-type: none">• For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.
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 Tuesday 13 February 2024 and finishes at 5.00 pm Monday 26 February 2024.</p>
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Tuesday 27 February 2024.2. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 4 April 2024.3. If approved, the proposal will be installed within the following three months.

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Traffic Resolution Plan: TR45-24 Kaiwharawhara Road, Kaiwharawhara – Relocate bus stop



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Legal Description:

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

Column One	Column Two	Column Three
Kaiwharawhara Rd	<i>Bus Stop – At All Times</i>	<i>South side, commencing 568 metres northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m) and extending in a north-westerly direction following the southern kerbline for 15 metres.</i>

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

Column One	Column Two	Column Three
Kaiwharawhara Rd	<i>No Stopping – At All Times</i>	<i>West side, commencing 554.5 metres northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m) and extending in a north westerly direction following the western kerbline for 146.5 metres.</i>

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

Column One	Column Two	Column Three
Kaiwharawhara Rd	<i>No Stopping – At All Times</i>	<i>South side, commencing 554.5 metres northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m) and extending in a north westerly direction following the western kerbline for 13.5 metres.</i>
Kaiwharawhara Rd	<i>No Stopping – At All Times</i>	<i>South side, commencing 583 metres northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m) and extending in a north westerly direction following the western kerbline for 118 metres to its intersection with Ngaio Gorge Road.</i>

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

Column One	Column Two	Column Three
Kaiwharawhara Rd	Cycle Lane	West side, commencing 300.5 metres northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m) and extending in a north westerly direction following the western kerbline for 390.5 metres.

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

Column One	Column Two	Column Three
Kaiwharawhara Road	Cycle Lane	South/West side, commencing 300.5 metres northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m) and extending in a north westerly direction following the western kerbline for 187.5 metres.
Kaiwharawhara Rd	Cycle Lane	South side, commencing 554.5 metres northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m) and extending in a north westerly direction following the western kerbline for 13.5 metres.
Kaiwharawhara Rd	Cycle Lane	South side, commencing 583 metres northwest of its intersection with Hutt Road (Grid Coordinates X = 1749912.06m, Y = 5430822.44m) and extending in a north westerly direction following the western kerbline for 118 metres to its intersection with Ngaio Gorge Road.

Prepared By:	Jonathan Kennett	Project Lead, Transitional Cycleways (Engineering and Operations Manager)
Approved By:	Soon Teck Kong	
Date:	25/1/2024	

Feedback Received

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No Feedback

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Kia ora,

We would like to inform you about a proposed change in your neighbourhood.

Proposal:

Reference	TR46-24 Ohariu Road, Johnsonville - No Stopping At All Times
Location – where we propose to make the change	Ohariu Road, Johnsonville – outside Nos. 52, 55, 57 and opposite No. 57
What we'd like to do	<ul style="list-style-type: none"> • Install No Stopping At All Times (Broken Yellow Lines)
Why we are proposing the change	<ul style="list-style-type: none"> • Council has received a public request to address safety concerns outside Nos. 52, 55, 57 and opposite No. 57 at the intersection of Ohariu Road and Clifford Road to improve pedestrian visibility. • To improve safety and accessibility, we are proposing to install No Stopping At All Times (broken yellow lines) along the road outside Nos. 52, 55, 57 and opposite No. 57
Impact	<p>Improvements</p> <ul style="list-style-type: none"> • Improves pedestrian and driver intervisibility <p>Net Parking Impact</p> <ul style="list-style-type: none"> • Removal of three unrestricted parking spaces <p>Pedestrian impact</p> <ul style="list-style-type: none"> • Positive
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 – 1683 • 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 Tuesday 13 February 2024 to Monday 26 February 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> • Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) • What we do with your personal information: All submissions (including your first 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. • For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.
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

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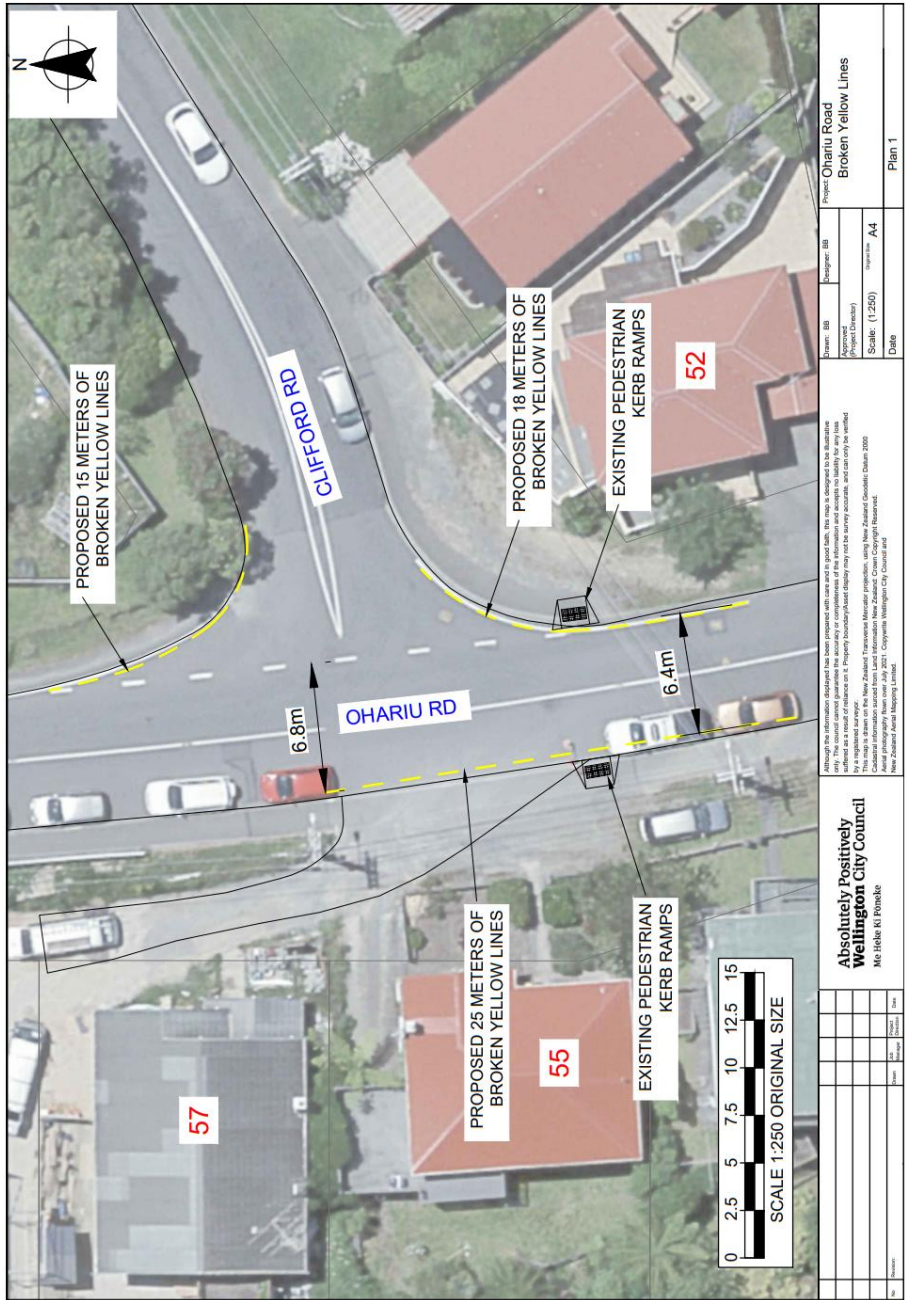
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	<p>submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens at 9.00 am Tuesday 13 February 2024 and finishes at 5.00 pm Monday 26 February 2024.</p>
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Tuesday 27 February 2024.2. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 4 April 2024.3. If approved, the proposal will be installed within the following three months.

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Traffic Resolution Plan: TR46-24 Ohariu Road, Johnsonville - No Stopping At All Times



We are proposing a change in your area

Legal Description:

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

Column One	Column Two	Column Three
Ohariu Road	No Stopping At All Times	West side, commencing 238 metres south of its intersection with Branscombe Street (Grid coordinates x= 1,751,104.52 y= 5,435,716.91) and extending in a southerly direction following the western kerb line for 25 metres.
Ohariu Road	No Stopping At All Times	East side, commencing 224 metres south of its intersection with Branscombe Street (Grid coordinates x= 1,751,104.52 y= 5,435,716.91) and extending in a southerly direction following the eastern kerb line for 9 metres.
Ohariu Road	No Stopping At All Times	East side, commencing 251 metres south of its intersection with Branscombe Street (Grid coordinates x= 1,751,104.52 y= 5,435,716.91) and extending in a southerly direction following the eastern kerb line for 10 metres.
Clifford Road	No Stopping At All Times	North side, commencing at its intersection with Ohariu Road (Grid coordinates x= 1,751,118.50 y= 5,435,483.26) and extending in an easterly direction following the eastern kerb line for 6 metres.
Clifford Road	No Stopping At All Times	South side, commencing at its intersection with Ohariu Road (Grid coordinates x= 1,751,116.31 y= 5,435,466.88) and extending in an easterly direction following the southern kerb line for 8 metres.

Prepared By: Karl Rudge (Transport Engineering Assistant)
 Approved By: Soon Teck Kong (Engineering & Operations Manager)
 Date: 23/1/2024

Feedback Received

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Feedback

Name: Ewen
Suburb: Roseneath
Agree: Yes

I wish to support the proposal.

However, I would ask that consideration be given to extending the restriction to beyond number 42 Ohariu Road.

Reasons:

- Frequently tri axle double decker buses cross on the lower section of Ohariu Road.
- When vehicles park on the area west of the current restriction, uphill traffic is forced on to the right-hand side of the road. That is particularly hazardous as it forces the uphill vehicle to round a blind bend on the right side of the road.
- When multiple vehicles are parked outside number 42 Ohariu Road, uphill traffic then has to continue on the “wrong side “of the road. Any downhill vehicles are not clearly visible from the intersection of Clifford Road when travelling south due to the curve of the road and height of the adjacent bank.

Thank you for your consideration.

I am happy to meet and discuss my concerns should you wish.

Officer Response:

Thank you for your feedback on TR46-24 Ohariu Road, Johnsonville - No Stopping At All Times and appreciate your support. The suggestion to extend the proposed No Stopping At All Times restrictions (BYLs) to no.42 Ohariu Road would require a further 100 metres of No Stopping At All Times to be installed. Due to this extended length of BYLs, Council officers would need to investigate the wider impact on the local community and is not within scope of this Traffic Resolution.

We are proposing a change in your area

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Kia ora,

We would like to inform you about a proposed change in your neighbourhood.

Proposal:

Reference	TR48-24 Rajkot Terrace, Broadmeadows - Formalise Bus Stop (#3830)
Location – where we propose to make the change	Rajkot Terrace – outside no. 69 to no. 65
What we'd like to do	<ul style="list-style-type: none"> Formalise Bus Stop #3830 by installing road markings.
Why we are proposing the change	<ul style="list-style-type: none"> Council have received request from a member of the public to formalise bus stop #3830. After consultation with Metlink Council has gained their support to formalise bus stop #3830. To improve safety and accessibility, we are proposing to install No Stopping At All Times (broken yellow lines) along the road between property no. 69 to no. 65, as per the attached plans.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> Improves safety and accessibility for bus patrons by ensuring that the bus stop will be clear of parked vehicles meaning there will always be a safe place for the bus to park and allow easy entry and exit for bus patrons. Improves bus service by clearing indicating what space must be left free of parked vehicles for an unimpeded entry and exit of the bus stop. <p>Net Parking Impact</p> <ul style="list-style-type: none"> Removal of two unrestricted parking spaces <p>Pedestrian impact</p> <ul style="list-style-type: none"> No Change
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 – 302 (boarding) and 44 (alighting) Average daily traffic count – 1569 (2017 data) 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 Tuesday 13 February 2024 to Monday 26 February 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) What we do with your personal information: All submissions (including your first 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

We are proposing a change in your area

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	<p>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> <ul style="list-style-type: none"> For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.
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 Tuesday 13 February 2024 and finishes at 5.00 pm Monday 26 February 2024.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by Tuesday 27 February 2024. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 4 April 2024. If approved, the proposal will be installed within the following three months.

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Traffic Resolution Plan: TR48-24 Rajkot Terrace, Broadmeadows - Formalise Bus Stop (#3830)



We are proposing a change in your area

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Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Rajkot Terrace	<i>Bus Stop, At All Times</i>	<i>West side, commencing 136 metres west of its intersection with Lakewood Avenue (Grid coordinates X=1750437286.978 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
Rajkot Terrace	<i>No Stopping At All Times</i>	<i>West side, commencing 15 metres south of its intersection with John Sims Drive (Grid coordinates X= 1,750,449.58 Y= 5,433,802.32) and extending in a southerly direction following the western kerb line for 18 metres.</i>

Prepared By: Karl Rudge **Transport Engineer Assistant**
Approved By: Soon Teck Kong **(Engineering and Operations Manager)**
Date: 8/03/24

Feedback Received

Feedback

Name: ECNav

Suburb: Broadmeadows

Agree: No

This bus stop has been here since I moved in [Redacted]. I don't see any difference in formalizing it as a bus stop. It's a stop where buses do stop and unload and pick up passengers. No difference. Plus if it becomes official, the bus can't stop for prolonged period since there is an island at the corner prohibiting vehicles behind the bus to overtake.

ONE member of the public doesn't represent the entire public. It's already great that a shed had been put in place for bus riders. If ever to proceed, the yellow lines on the left of #67 Rajkot's driveway (facing the house) appears to be too long for restricted parking looking/measuring other bus stops in the vicinity e.g. #4469, #3829 and others. Only up to right of the driveway if to proceed is probably acceptable.

Officer Response:

TR48-24 Rajkot Terrace, Broadmeadows - Formalise Bus Stop (#3830). Formalising the bus stop with No Stopping At All Times roadmarkings is to bring the bus stop layout up to Waka Kotahi (NZTA) standard. As per Waka Kotahi standard the entry taper of a bus stop is to be 15m in length. The entry taper for this bus stop is extended to 17.5m. If the entry taper is to stop at 15m this would leave 2.5m of unmarked kerb space before a driveway which is legally too short for a vehicle to legally park and extending the entry taper by a further 2.5m this issue will not occur. Due to the location of the bus stop to the intersection this is a unique situation. The BYL at the intersection corner will leave 10m to legally allow for two vehicles to park in this space.

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	TR51-24 Victoria Street, Te Aro – Metered Parking
Location – where we propose to make the change	Outside 161 Victoria Street, Te Aro
What we'd like to do	<ul style="list-style-type: none"> Remove No Stopping At All Times. Install Metered Parking. Formalise Temporary Motorcycle Parking.
Why we are proposing the change	<ul style="list-style-type: none"> As construction in this area has now completed, the temporary construction loading zones are now redundant and can be reinstated as Metered Parking. Changes due to the construction has meant that two vehicle driveways and the No Stopping At All Times restrictions (broken yellow lines) in front of them are now redundant. This means that space can be used as Metered Parking. As part of the temporary changes made for construction, a section of Motorcycle Parking was shifted south, temporarily replacing two Metered Parks. This temporary relocation has been operating successfully for several years, so we are proposing to make this change permanent. This would then see the previous location of the Motorcycle Parking become Metered Parking.
Impact	<ul style="list-style-type: none"> Improves accessibility for vehicles. Net parking impact – addition of five Metered Parks. Pedestrian impact - no change.
How this relates to the parking policy	<ul style="list-style-type: none"> Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count - 9,360 (2023 estimate) Annual parking revenue impact - \$9,550.00 per bay per fiscal year. So, an additional \$47,750.00 per fiscal year in parking revenue. 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 Tuesday 13 February 2024 to Monday 26 February 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) What we do with your personal information: All submissions (including your first 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

We are proposing a change in your area

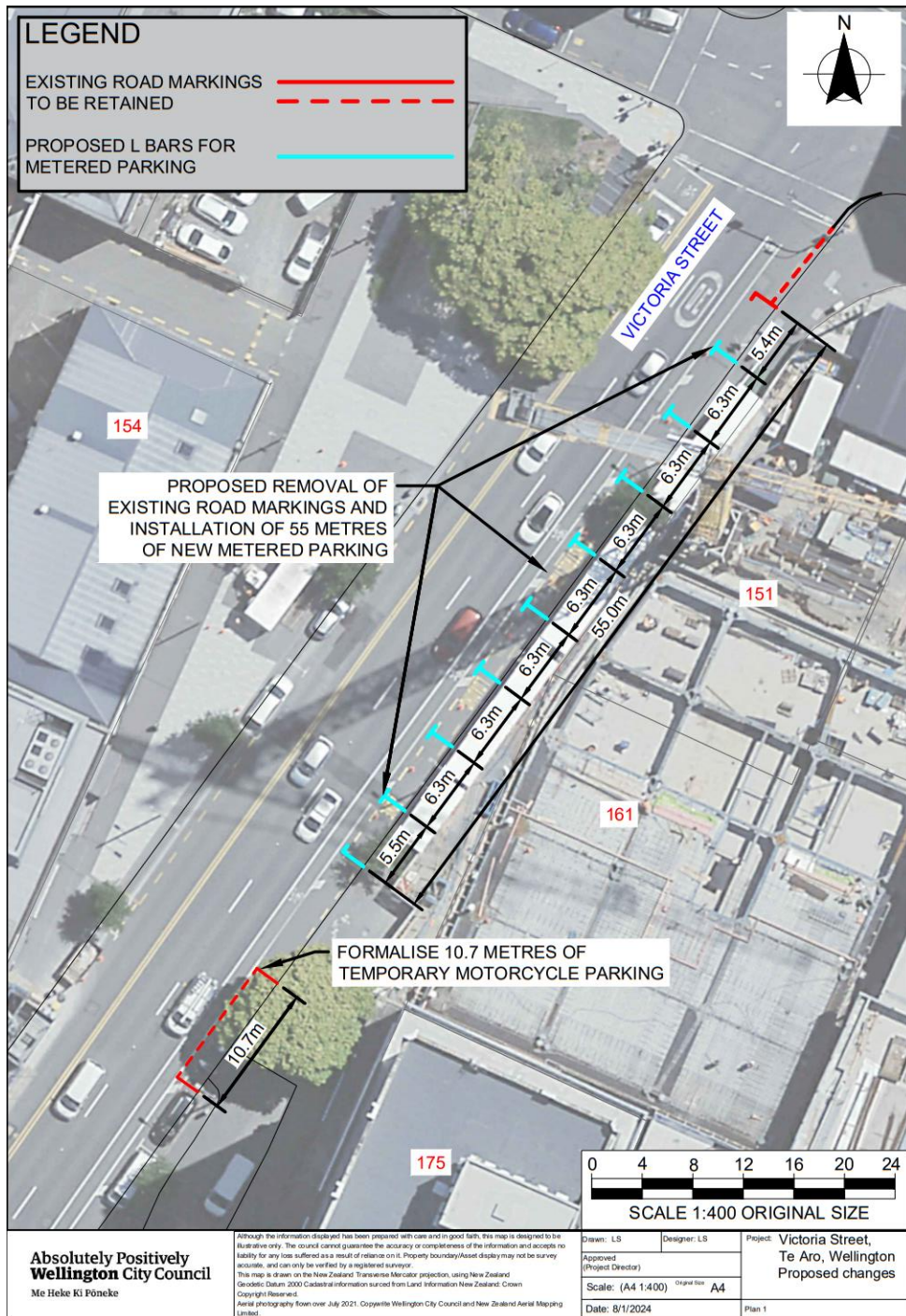
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	<p>consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</p> <ul style="list-style-type: none">For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.
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 Tuesday 13 February 2024 and finishes at 5.00 pm Monday 26 February 2024.</p>
Next Steps	<ol style="list-style-type: none">Feedback collated by Tuesday 27 February 2024.The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 4 April 2024.If approved, the proposal will be installed within the following three months.

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Traffic Resolution Plan: TR51-24 Victoria Street, Te Aro – Metered Parking



We are proposing a change in your area

Legal Description:

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

Column One	Column Two	Column Three
Victoria Street	Metered Parking	East side, commencing 12.8 metres south of its intersection with Dixon Street (Grid Coordinates X= 2658668.1 m, Y=5989090.5 m) and extending in a southerly direction following the kerb line for 16.5 metres.
Victoria Street	Metered Parking	East side, commencing 13.6 metres south of its intersection with Ghuznee Street (Grid coordinates x= 1748536.9m, y= 5427222.4m), and extending in a south-westerly direction for 28.5 metres. (5 parallel car parks)
Victoria Street	Metered Parking	East side, commencing 40.8 metres south of its intersection with Dixon Street (Grid Coordinates X= 2658668.1 m, Y=5989090.5 m) and extending in a southerly direction following the kerb line for 5.2 metres.
Victoria Street	Metered Parking	East side, commencing 76.3 metres south of its intersection with Dixon Street (Grid Coordinates X= 2658668.1 m, Y=5989090.5 m) and extending in a southerly direction following the kerb line for 22.6 metres.

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

Column One	Column Two	Column Three
Victoria Street	No Stopping At All Times	East side, commencing 29.3 metres south of its intersection with Dixon Street (Grid Coordinates X= 2658668.1 m, Y=5989090.5 m) and extending in a southerly direction following the kerb line for 11.5 metres.
Victoria Street	No Stopping At All Times	East side, commencing 46.0 metres south of its intersection with Dixon Street (Grid Coordinates X= 2658668.1 m, Y=5989090.5 m) and extending in a southerly direction following the kerb line for 10.9 metres.

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

Column One	Column Two	Column Three
Victoria Street	<i>Motorcycle Parking</i>	<i>East side, commencing 56.9 metres south of its intersection with Dixon Street (Grid Coordinates X= 2658668.1 m, Y=5989090.5 m) and extending in a southerly direction following the kerb line for 12.0 metres.</i>

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

Column One	Column Two	Column Three
Victoria Street	<i>Metered Parking</i>	<i>East side, beginning 14.5 metres south of its intersection with Dixon Street (X = 1,748,646.91, Y = 5,427,377.33) and extending in a southerly direction for 55.0 metres following the eastern kerb line.</i>
Victoria Street	<i>Metered Parking</i>	<i>East side, beginning 76.7 metres south of its intersection with Dixon Street (X = 1,748,646.91, Y = 5,427,377.33) and extending in a southerly direction for 12.0 metres following the eastern kerb line.</i>

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

Column One	Column Two	Column Three
Victoria Street	<i>Motorcycle Parking</i>	<i>East side, beginning 66.0 metres south of its intersection with Dixon Street (X = 1,748,646.91, Y = 5,427,377.33) and extending in a southerly direction for 10.7 metres following the eastern kerb line.</i>

Prepared By: Logan Silson **(Traffic Engineer Intern)**
Approved By: Soon Teck Kong **(Engineering and Operations Manager)**
Approved Date: 31/01/24

Feedback Received

Feedback

Name: Brendon

Suburb:

Agree: No

would like to provide feedback on metered parking outside 161 Victoria street, my name is Brendon Bullen.

I do not support the metered park addition

I understand that finances are strained for the city council, and this provides income. However \$47,750 annually is not a significant amount of money for the council, and there are better ways to use this space.

1. This does not fit with Wellington's plan to move more people with fewer vehicles. Internationally the most liveable cities are the ones that keep cars out of their inner city as much as possible, making their inner cities quieter and safer. The best way to achieve this is to combine excellent pedestrian, cycling and public transport facilities in combination with making car use more difficult and more expensive.

The addition of these parks make car use more convenient, something the city should be avoiding.

2. Wellington is now building quality cycle lanes. The Victoria street cycle lane was from an era where the city's cycle lanes were not well thought out, the Northern end of this cycle lane makes cycling very dangerous and goes to the right of parked cars with no physical barrier, paint only. The Southern end is actually really good.

Eventually Victoria street's northern part of the cycle lane will need to be redone to fit with the quality of the rest of the city's cycle lane network. When this is done, unless the pedestrian space is reduced or the city gets very creative, these car parks will need to be removed again, or at least moved so the cycle lane goes to the left. This will make the cycle lane more expensive, and the financial report will look worse, with the effect being an additional 5 car parks removed.

Please take the opportunity now to earmark this space for pedestrians, cyclists or public transport.

Officer Response:

Thank you for your feedback on TR51-24 Victoria Street, Te Aro – Metered Parking. As mentioned, Wellington City Council has been heavily investing in the promotion of cycling by the installation of new cycle ways around the city and suburbs of Wellington. Currently there is a cycle lane along Victoria Street providing the necessary space for cyclist along this part of Victoria Street. The proposed changes found within this Traffic Resolution are less focused on creating new parking spaces along Victoria Street, but reinstating previous parking spaces which has recently been used in an alternative manner during recent building construction in the area. As mentioned within the feedback, Victoria Street Cycle way may be looked at in the future and this may impact on the proposed parking spaces within this Traffic Resolution. However at this point in time it is unknown when and if this will occur which would mean that the proposed parking spaces within this Traffic Resolution would remain unusable by the local communities if no changes are to be made

Feedback Received

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Feedback

Name: Allan
Suburb: Te Aro
Agree: Yes/No

I am providing feedback on the above proposed change to metered parking outside the recently constructed building at 161 Victoria Stret.

I am a tenant of the next door building at [Redacted] Victoria Street and, since the completion of the new office building at 161 Victoria, I have noticed numerous instances of vehicles mistaking the new kerb crossing (leading into that building's carpark/basement) for the pre-existing laneway access outside the entrance of the Left Bank arcade. Instead of reversing back out onto the road they often drive along the footpath between the mature Elm tree / bike park and the kerb – the footpath is wide enough for this, but it is dangerous for pedestrians. There really needs to be a bollard or some other passive device to prevent this from happening.

The area of hardstanding between the Elm and the entry to Left Bank is also often used by loading vehicles, and on Friday evenings is often full of uber eats drivers etc – I don't believe this was ever the intention and while there is no-parking indicated on the concrete directly in front of the Left Bank, this doesn't stop the entire area being used as a free carpark! This is of course a product of the poorly conceived design of the landscaping in this area installed a few years ago but is now exacerbated by the issue of drivers confusing the 2 kerb crossings and driving on the footpath.

So not a directly related matter but something that could be rectified at the same time perhaps.

I have added a couple of photos both taken from adjacent Left Bank looking north down Victoria Street

Feedback Received

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Officer Response:

Thank you for your feedback on TR51-24 Victoria Street, Te Aro – Metered Parking. Thank you for taking the time to provide information about the area and we can confirm that this issue has been looked at in the past.

Feedback

Feedback Received

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Name: Melanie
Suburb: Te Aro
Agree: No

I would like to provide feedback on metered parking outside 161 Victoria Street

Wellington's plan is to reduce car usage in the inner city, so it should be taking every opportunity to reduce the amount of on street parks, not increase them.

Please do not install metered parking here, and instead use this valuable real estate for something that makes the city more liveable, not less liveable.

Officer Response:

Thank you for your feedback on TR51-24 Victoria Street, Te Aro – Metered Parking. This Traffic Resolution is less focused on creating new parking spaces, but reinstating previous parking spaces which were located along this part of Victoria Street prior to the building construction taking place. Currently there is a cycle lane along this part of Victoria Street, footpath and is also a bus route all providing alternative means of transport to private vehicles. For further ideas on how Wellington City Council can make changes to this area to promote a more liveable city we invite you to make any suggestions on the future of the city.

Feedback

Name: Anonymous
Suburb:
Agree: Yes

I agree with making that area available for parking but would urge the council to make the spaces p120 or p60 instead. There is nowhere in the central CBD where people needing to take cars can even park for a few minutes without paying it would good to have some option.

Officer Response:

Thank you for your feedback on TR51-24 Victoria Street, Te Aro – Metered Parking. We appreciate the time you have taken to respond to the proposed changes. These parking spaces are seen as public assets for the local communities and will be installed as paid parking spaces which is consistent with the parking spaces in the vicinity to create parking turnover.

Feedback

Name: Alex on behalf of Cycle Wellington

Feedback Received

Suburb: Te Aro

Agree: No

Victoria Street remains hazardous and uncomfortable for people riding bikes. We have concerns about the installation of metered car parking on Victoria Street, a popular but hazardous cycle route. These additions would further reduce safety for cyclists and undermine the council's plans for improvements on this core section of the Pōneke network.

Along this part of Victoria Street, cyclists are squeezed into a narrow gap between parked cars and heavy traffic. People opening car doors into the lane leave no room for cyclists to avoid them. Traffic frequently turns across the bike lane, with visibility of cyclists impeded by parked cars. Adding more car parking further increases these risks. Accidents and near-misses on Victoria Street are well reported in CAS data, Dangerspace, and online forums.

Rather than taking in revenue from metered on-street parking, improvements to cycling infrastructure make the city more accessible, enabling more spending directly at businesses – 'supporting business wellbeing'. Choosing not to entrench this parking on Victoria Street and instead revisiting the needs and safety of people riding bikes will better align with council plans and policies, and make the city and its businesses more accessible and liveable to more people. Please revisit the design of Victoria Street Cycle Wellington does not support traffic side bike lanes in the configuration currently implemented on Victoria Street.

We advocate for protected space for cycling, such as parking protected, or otherwise physically protected space. If parking must remain in this stretch of street, we recommend moving the cycle path against the curb and having heavy vehicle parking further out. Victoria Street is part of the emerging bike network 1 TR51-24 Victoria Street – Cycle Wellington submission. We note that Victoria Street is heavily involved in emerging plans as a part of the Bike Network Plan. We advise that this work should be brought forward so that this parking management can be avoided and a better, safer solution reached sooner.

About Cycle Wellington Cycle Wellington is a voluntary, not-for-profit organisation aimed at improving conditions for existing cyclists and encouraging more people to bike more often. We advocate for cyclists who use their bikes for recreation and transport. Since 1994, we've worked constructively with local and central government, Waka Kotahi, businesses, and the community on a wide variety of cycle projects. We represent more than 5,000 members and supporters.

Nā mātou noa, nā Cycle Wellington

Officer Response:

Thank you for your feedback on TR51-24 Victoria Street, Te Aro – Metered Parking. We acknowledge the time taken to provide this feedback for council to consider. The parking spaces proposed within this Traffic Resolution are not to create new parking spaces but to revert this space back to car parks as the construction within this location has now finished meaning this space is no longer needed for construction related business. In relation to the existing design of the cycle way the cycle team within Wellington City Council are best suited to investigate the concerns relating to the existing design of the cycleway along Victoria Street.

NEW COMMUNITY RECREATION TOWN BELT LEASES

Kōrero taunaki | Summary of considerations

Purpose

1. This report requests Koata Hātepe | Regulatory Processes Committee approve officers to commence public consultation on three new community recreation leases on Town Belt land. The proposed leases are:
 - Olympic AFC at 572 Adelaide Road, Berhampore;
 - Island Bay United AFC and Island Bay Softball Club at 592 Adelaide Road, Island Bay; and
 - Mornington Golf Club at 80 Stanley Street, Berhampore.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

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

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

Relevant Previous decisions

In February 2013, a new lease for Olympic AFC was approved.
In 2013, a new lease for Island Bay United AFC & Island Bay Softball Club was approved.
In 2012, a new lease for Mornington Golf Club was approved.

Significance

The decision is **rated low significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.
The proposed new leases are for existing lessees. Their activities align with the relevant Acts, Management Plans, and Policies.

Financial considerations

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

2. The leases are for a community and recreation groups. There are no significant financial implications for Council.

Risk

- Low Medium High Extreme

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

Authors	Parrish Evans, Community Recreation Leases Advisor Sanjay Patel, Sports and Clubs Partnership Lead
Authoriser	Ben Keat, Community Partnerships Manager Paul Andrews, Manager Parks, Sports & Rec James Roberts, Chief Operating Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

- 1) Receive the information;
- 2) Agree that officers commence public consultation for the following leases on Wellington Town Belt land;
 - A premises lease for GOYANZ Incorporated (trading as "Olympic AFC") at 572 Adelaide Road, Berhampore, for 5 years with one renewal term of 5 years;
 - A ground lease for Island Bay United Association Football Club Incorporated and Island Bay Softball Club Incorporated at 592 Adelaide Road, Island Bay, for 10 years with one renewal term of 10 years;
 - A ground lease for Mornington Golf Club Incorporated, for 10 years with one renewal term of 10 years.

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 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

4. The Leases Policy for Community and Recreation Groups (Leases Policy) sets out the Council's role in granting leases on Council-owned land and/or buildings on Town Belt or reserve land.

This paper requests Koata Hātepe | Regulatory Processes Committee approval for the next step in the leasing process under the Leases Policy for the following organisations:

- Olympic AFC at 572 Adelaide Road, Berhampore. Olympic AFC's premises lease expired in March 2023. Officers recommend a term of 5 + 5.
- Island Bay United AFC and Island Bay Softball Club ("IB Clubs"). The IB Clubs' ground lease expired in June 2023. Officers recommend a term of 10 + 10, the standard tenure under the Leases Policy.
- Mornington Golf Club at 80 Stanley Street ("MGC"). MGC's ground lease expired in August 2022. Officers recommend a new 10 + 10 lease for the club. This does not include the golf course.

Takenga mai | Background

GOYANZ Incorporated ("Olympic AFC")

5. Olympic AFC, a football club, have been based at 572 Adelaide Road since 2013. The clubhouse is owned by Council. The leased area is next to Wakefield Park, where the club often trains and plays. The leased area comprises of upstairs and downstairs clubroom lounges, kitchen, bathrooms, and changing rooms. The clubrooms are utilised year-round by the club. Olympic AFC has 260 members, 80 of which are juniors. The relatively low number of junior members may diminish the club's sustainability in the long term, and on this basis officers recommend a 5 + 5 lease.

Island Bay United AFC and Island Bay Softball Club ("IB Clubs")

6. The IB Clubs jointly own the clubrooms at 592 Adelaide Road, which was built by members in the 1970s. As above, the building is next to Wakefield Park where both clubs train and play. The leased area comprises of a single level clubrooms lounge, kitchen, and bathroom. The clubrooms are used by the football club in the winter and the softball club in the summer. The football club has 888 members and the softball club has 229 members. The IB Clubs have supplied a maintenance plan to look after their building. The football club also has floodlights for training at Wakefield Park, and the club's obligations to maintain these assets will also be included in the proposed lease. Officers recommend a 10 + 10 lease, which is the standard tenure under the Leases Policy.

Mornington Golf Club ("MGC")

7. MGC owns the building at 80 Stanley Street – the clubrooms were formerly leased by the Berhampore Bowling Club. The Council owns and is responsible for the maintenance of the golf course based on an agreed level of service. The leased area includes upstairs and downstairs clubroom lounges, kitchen, bathrooms, and changing rooms. MGC also looks after the bowling greens next to the clubhouse, but do not have exclusive use of this area. MGC has 170 members, including a small number of affiliate disc golf members. The clubrooms are utilised year-round by the club, and also regularly hired for tai chi, playgroup, and disc golf. MGC has supplied a maintenance plan to look after their building. Again, officers recommend a 10 + 10 lease.

Kōrerorero | Discussion

Legislative compliance

8. The proposed leases are on Town Belt land, and as such must be consistent with the Wellington Town Belt Act 2016 as a public recreation ground. Leases for clubrooms ancillary to football, softball, and golf meets this purpose.

Lease Policy compliance

9. The Leases Policy sets out the criteria to consider when assessing a new lease application:

Strategic Fit: *The group's purpose and activities must be consistent with the Council's strategic direction to promote healthy lifestyles and build strong communities:*

All proposed lessees offer recreational activities for members – football, softball, golf and disc golf. All proposed lessees make their buildings available for community events when not in use by their organisation.

Organisational structure: *The group must be an incorporated society or trust:*

All proposed lessees are incorporated societies.

Membership: *The group must be sustainable in terms of membership and/or users of the service for the term of the lease:*

Olympic AFC has 260 members and is led by a committee of 9. Membership has increased in the last decade, although as outlined above this is a small club.

Island Bay United AFC has 888 members, including 510 juniors, and is led by a committee of 11. Island Bay Softball has 229 members and is led by a committee of 7. The committees of the IB Clubs work jointly together to look after the clubrooms.

MGC has 150 members and is led by a committee of 13. The club has also introduced an affiliate disc golf membership, which has 21 members. Membership has remained stable in the last decade.

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 area to a suitable standard, and that they have healthy cash reserves relative to the purpose of their organisation to deliver community sports activities.

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

All proposed lessees use their clubrooms year-round and offer the opportunity for community groups to utilise their spaces. In 2023, the proposed lessees began a partnership with the Island Bay Community Centre to increase casual utilisation of their clubrooms, by which the Island Bay Community Centre coordinator is able to match up community groups with leased spaces for hire.

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

Football, softball, golf and disc golf are recreation activities and therefore a legitimate fit for Town Belt land.

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

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

Kōwhiringa | Options

10. Koata Hātepe | Regulatory Processes Committee has the following options:

- Support officers' proposal to commence the next steps in the lease process, being public consultation for new leases for Olympic AFC, the IB Clubs, and MGC (recommended); or
- Reject officers' proposal to commence public consultation for new leases for Olympic AFC, the IB Clubs, and MGC, thereby ending the Lease Policy process (not recommended).

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

11. The proposed leases align with the Leases Policy and the Wellington Town Belt Management Plan.

Engagement and Consultation

12. The approval process for new leases for existing lessees is assessed as low significance per the Significance and Engagement Policy

Māori Impact Statement

13. The proposed leases areas are located near Tapu Te Ranga Marae land in Island Bay, an area of cultural significance to Taranaki Whānui as identified in the Draft District Plan. However, there are no specified sites of significance in the immediate vicinity of any proposed leased spaces. Mana Whenua are aware that the proposed leases are scheduled for review and there was no further interest in the leases proposed.

Financial implications

14. There are no significant financial implications for Council for the proposed new ground leases.

Legal considerations

15. The proposed leases are consistent with the Wellington Town Belt Act 2016.

Risks and mitigations

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

Disability and accessibility impact

17. None of the proposed lessees' 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 lessees to consider implementing accessibility options in line with any future building renewal projects.

Climate Change impact and considerations

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

Communications Plan

19. Proposed leases are publicly notified following the Lease Policy.

Health and Safety Impact considered

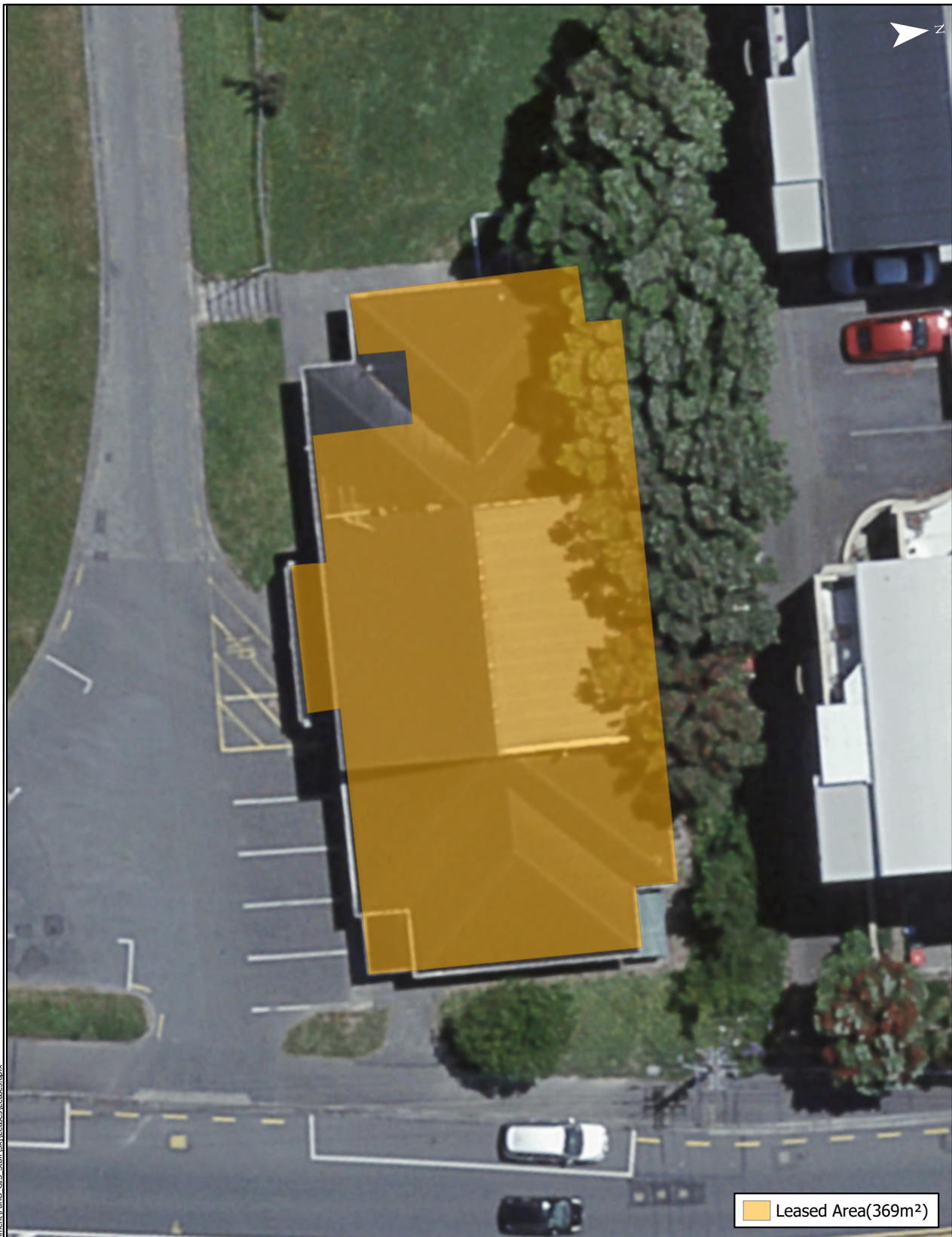
20. An agreed health and safety plan will be a requirement under proposed new leases.


Ngā mahinga e whai ake nei | Next actions

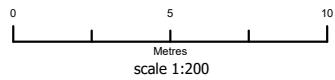
21. Following Committee approval, officers will commence public consultation on the proposed leases. The outcome of consultation for the proposed leases will be reported back to Koata Hātepe | Regulatory Processes Committee, and if no sustained objections are received then officers will request that Committee refers the proposed leases to Council for final approval. If Council approves the leases, the lease documents will be drafted, negotiated, and signed.

Attachments

Attachment 1.	Olympic AFC Map ↓ 	Page 161
Attachment 2.	Island Bay AFC and Softball Map ↓ 	Page 162
Attachment 3.	Mornington Golf Club Map ↓ 	Page 163



 Leased Area(369m²)



Olympic AFC Berhampore

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: 27/11/2023

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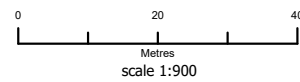


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**Island Bay United AFC & Island Bay Softball
Berhampore**

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.

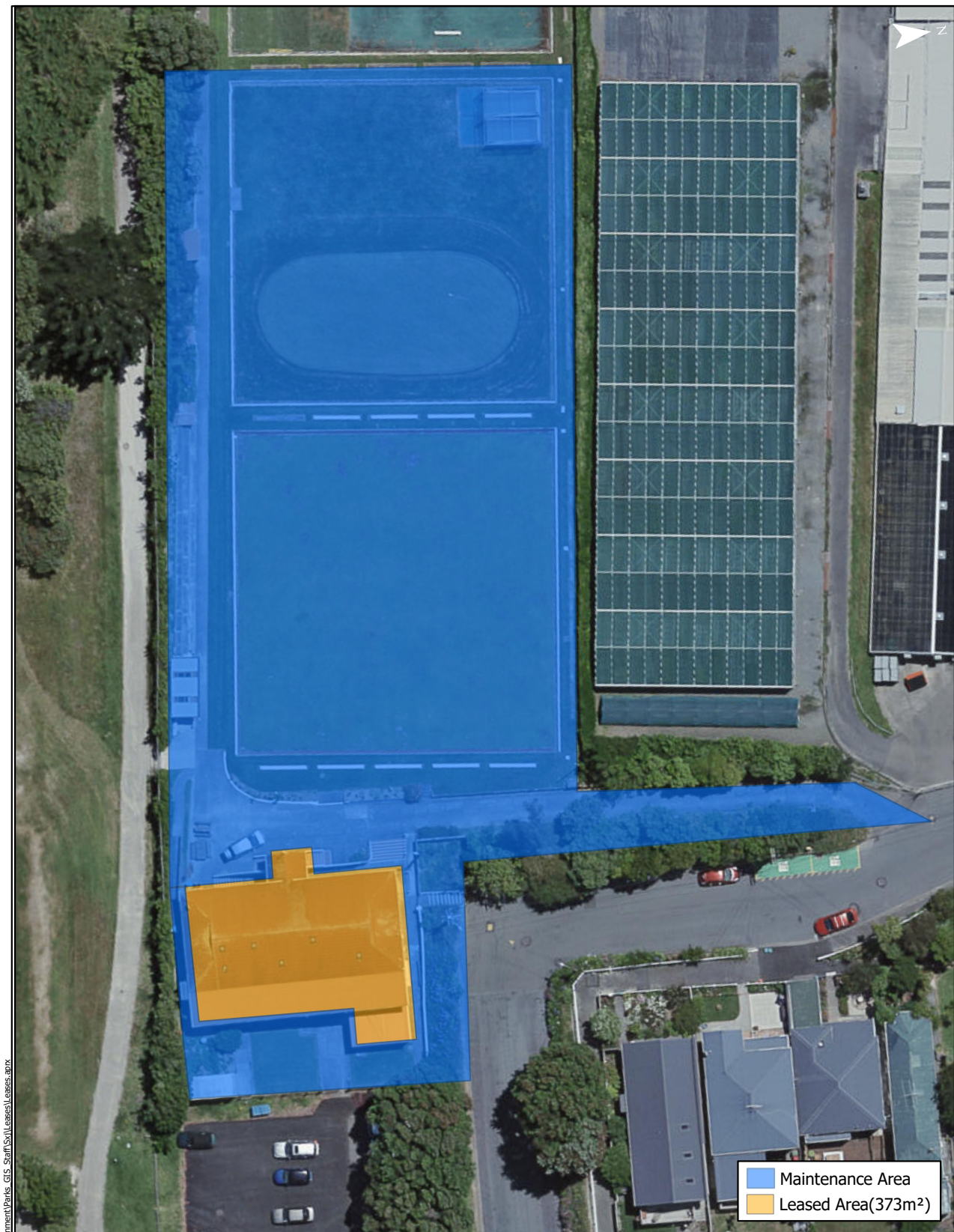
- Floodlight
- Leased Area(313m²)



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

ORIGINAL MAP SIZE: A4
AUTHOR: Joya15
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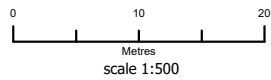


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Mornington Golf Club Berhampore

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.

■	Maintenance Area
■	Leased Area(373m ²)



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Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A4
AUTHOR: Joya15
DATE: 27/11/2023

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

ACTIONS TRACKING AND FORWARD PROGRAMME

Kōrero taunaki | Summary of considerations

Purpose

1. This report provides an update on past actions agreed by the Koata Hātepe | Regulatory Processes Committee (the Committee), or its equivalent, at its previous meetings (hui).
2. Additionally, this report provides a list of items that are scheduled to be considered at the next two hui of the Committee.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

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

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

Relevant Previous decisions

Not applicable.

Financial considerations

Nil

Budgetary provision in Annual Plan / Long-term Plan

Unbudgeted \$X

Risk

Low

Medium

High

Extreme

Author	Lisa Petraschuk, Senior Democracy Advisor
Authoriser	Sean Johnson, Democracy Team Leader 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

Actions Tracking

3. The Committee passed 21 resolutions on 22 Hui-tanguru 2024 (22 February 2024)
 - 2 are complete and 19 are in progress.
4. The Committee had 144 in progress actions carried forward from previous action tracking reports:
 - 15 are now complete and 129 are still in progress.

Forward Programme

5. The following items are scheduled to go to the Committee's upcoming hui:

Rāpare 23 Haratua 2024 (Thursday 23 May 2024):

- Proposed road closures
- Traffic resolutions

Rāapa 19 Pīpiri 2024 (Wednesday 19 June 2024);

- Proposed road closures
- Traffic resolutions

Takenga mai | Background



Actions Tracking

6. Attachment 1 and 2 lists clauses agreed by the Committee that are still in progress or have been completed since actions were last reported on.
7. For public excluded resolutions, individual clauses will not be reported on in a public hui. An overall status for the item will be given and it will remain in progress until all clauses are complete.
8. Actions will be removed from the list once they have been reported as complete.
9. Where applicable, this report contains actions carried over from the equivalent committee(s) of previous trienniums.
10. The purpose of the actions tracking 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.

Forward Programme

11. The forward programme sets out the reports planned for to go to the Committee for consideration in the next two hui.
12. It is a working document and is subject to change on a regular basis.

Attachments

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| Attachment 1. | 2024-04-04 Actions Tracking Complete ↓  | Page 169 |
| Attachment 2. | 2024-04-04 Actions Tracking In Progress ↓  | Page 171 |

Date	Committee	Title	Clause number	Clause	Status	Comment
9/02/2022	Regulatory Processes Committee	2.1 Traffic Resolutions	2n	TR16-22 Harris Street, Willeston Street, Johnston Street, Customhouse Quay and Jervis Quay – Removal of metered and car share parking	Completed	[08/02/24] Harrison and Willeston street works completed. Johnston street works yet to be carried out.
6/04/2023	Regulatory Processes Committee	2.1 Traffic Resolutions	2k	TR41-23 Karepa Street, Brooklyn – No Stopping At All Times; Bus Stop markings (#6765, #6767, #7766, #7767)	Completed	[18/03/24] This is part of a bigger project. It will be done once other works are completed (footpath construction, retaining walls construction, driveway construction), not likely to be before March 2024.
24/08/2023	Regulatory Processes Committee	2.2 Traffic Resolutions	2e	TR90-23 South Karori Road, Karori - Parking Restrictions – Amended.	Completed	[18/03/24] Audit due end of next week to finalise work
24/08/2023	Regulatory Processes Committee	2.2 Traffic Resolutions	10	Remove bus stop #4453 and the associated entry and exit tapers from TR-109-23 until further engagement is done with the community on a solution.	Completed	[08/02/24] Investigation being conducted and further proposals done by GW.
24/08/2023	Regulatory Processes Committee	2.7 Proposed Road Closures	2f	Newtown Festival Sunday 3 March 2024 5.00am to 9.00pm Postponement date Sunday 7 April 2024 from 5.00am to 9.00pm Riddiford Street (between Hall Street and Rhodes Street) Rintoul Street (between Riddiford Street and Milward Colombo Street (from the West side of Rintoul Street to Adelaide Road) Manley Terrace (all Manley Terrace) Constable Street (between Riddiford Street and Daniel Street) Hall Street (between Riddiford Street and Hall Avenue) Emmett Street (all Emmett Street) Green Street (all Green Street) Wilson Street (from in front of number 21 to Riddiford Street including the offstreet public carpark) Newtown Avenue (all Newtown Avenue) Normanby Street (from in front of number 14 to Riddiford Street) Donald McLean Street (between Riddiford Street and Ferguson Street) Ferguson Street (in front of number 15 to Donald McLean Street) Gordon Street (all Gordon Street) Gordon Place (all Gordon Place) Florence Street (all Florence Street) Arney Street (all Arney Street)	Completed	Festival to be held 3rd March 2024
5/10/2023	Regulatory Processes Committee	2.1 Proposed Road Closure	2c	Island Bay Festival: Sunday 11 February 2024 6.00am to 6.00pm • Reef Street (between the Esplanade and The Parade) • The Esplanade (between Derwent Street and Brighton Street)	Completed	Completed
5/10/2023	Regulatory Processes Committee	2.1 Proposed Road Closure	2d	Island Bay Festival Parade: Sunday 11 February 2024 10.30am to 11.15am • Rolling Lane Closure set up for parade in Avon Street onto • The Parade then moves onto Reef Street.	Completed	completed
5/10/2023	Regulatory Processes Committee	2.1 Proposed Road Closure	2e	International Cricket 2024: Slip Lane (Buckle Street and Ellice Street) • Sunday 25 February to Wednesday 6 March 2024 6.00am to 9.00pm (Australia) • Saturday 23 March to Wednesday 3 April 2024 6.00am to 9.00pm (White ferns)	Completed	Event to be held 25th Feb
5/10/2023	Regulatory Processes Committee	2.1 Proposed Road Closure	2f	• Cable Street between Jervis Quay and Oriental Parade, left lane between Tory Street and Kent Terrace 6.00am to 11.00am • Oriental Parade full closure to Carlton Gore Road and all the adjoining side roads, Herd St, Fryberg Carpark, Oriental Terrace, Hay Street, Grass Street, 6.30am to 11.00am • Evans Bay Parade closed between Cobham Drive and Kilbirnie Crescent intersection 7.15am to 1.00pm. All arterial roads joining Evans Bay Parade close from 7.15am to 12.00pm • Kilbirnie Crescent Hamilton Road, Wellington Road intersection to Evans Bay, Cobham Drive, Wellington Road intersection 7.15am to 12.30pm (northbound) 7.15am to 11.30am (Southbound) • Cobham Drive Evans Bay intersection to Troy Street roundabout. Full closure from 7.15am to 11.30am. This section is SH1 and to be reopened as soon as it is safe and practical to do so. • Taurima Street open to Hataitai from the Mt Victoria tunnel. No exit to tunnel from Hataitai. SH1 lane open going south from 7.15am to 11.30am. Traffic can exit from Hataitai via slip lane south only. • Goa Street, no entry into Goa northbound from SH1 • Wellington Road east lane closed. Wellington Road one way eastbound between Crawford Road and roundabout and Ruahine Street from 7.15am to 12.00pm • Shelly Bay Road full closure between Miramar Avenue and Massey Road from 7.30am to 12.00pm • Massey Road full closure between Shelly Bay Road and Point Gordon 7.30am to 12.00pm • SH1 Wellington Road full closure between Hamilton Road intersection and Cobham Drive from 7.30am to 11.30am (Southbound) 7.15am to 12.30pm (Northbound) • SH1 Cobham Drive full closure on east-bound between Troy Street and Calabar Road	Completed	Event to be held 18/2
13/12/2023	Regulatory Processes Committee	2.4 Proposed Road Closure	2c	Pride Parade Saturday 9 March 2024 2.00pm to 5.30pm • Tennyson St 12pm to 6.00pm (Tory Street to Cambridge Terrace). • Cuba Street 7.00am to 12am Midnight (manners Street to Wakefield Street). • Dixon Street 2.00pm to 7.30pm (Taranaki Street to Victoria Street). • Rolling lane closure for parade starts 5.30pm. • Starts 5.30pm Tennyson Street to Cambridge Terrace, to Courtenay Place, to Taranaki Street into Dixon Street. • Parking restrictions will apply around the road closures.	Completed	event due March 24

13/12/2023	Regulatory Processes Committee	2.4 Proposed Road Closure	2f	Barefoot Sport 2024: Sunday 4 February 2024 and Sunday 17 March 2024 6.00am to 2.00pm • Massey Road (North entrance of Shelly Bay to Scorching Bay)	Completed	Events still ongoing. 17th March still to be held
13/12/2023	Regulatory Processes Committee	2.4 Proposed Road Closure	2g	Shelly Play Open Street Sundays: Sunday 10 and 17 March 2024 12.00pm to 5.00pm (rain days Sunday 7 April and Sunday 14 April 2024). • Shelly Bay (Miramar Ave/Cutting to Northern entrance of Shelly Bay Defence Base) • Massey Road (from Northern entrance Shelly Bay Defence Base to Scorching Bay)	Completed	Event due to be held March 2024
13/12/2023	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	4c	Change the Give Way intersection where Garden Road meets Glenmore Street to a Stop intersection to improve safety.	Completed	This has been incorporated into the design.
13/12/2023	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	4d	Change 5.5 metres of 'No Stopping At All Times' lines to one Residents car park at 80 Glenmore Street.	Completed	This has been incorporated into the design.
13/12/2023	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	4e	Change the in-lane bus stop opposite Orangi Kaupapa Road to a kerbside bus stop to reduce the impact on traffic flow. (This is deemed acceptable as traffic speeds will be lowered to 30 km/h by the new raised pedestrian crossing just before the bus stop.)	Completed	This has been incorporated into the design.
22/02/2024	Regulatory Processes Committee	2.2 Traffic Resolutions	1	Receive the information	Completed	
22/02/2024	Regulatory Processes Committee	2.4 Actions Tracking and Forward Programme	1	Receive the information.	Completed	

Date	Committee	Title	Clause number	Clause	Status	Comment
10/08/2022	Regulatory Processes Committee	2.2 Traffic Resolutions	2v	TR131-22 – Aitken Street, Pipitea – Proposed P5 Loading zone.	In progress	[18/03/2024] Pending. The P5 will be installed with the completion of the new Archives building - 2026
10/08/2022	Regulatory Processes Committee	2.1 Traffic Resolutions	4	Note that the committee recommends that Garden Road is a high priority for an area based parking review and possible new residents parking scheme.	In progress	[18/03/2024] Pending - the completion of this TR requires the implementation of the Parking Management Plan in the area. This will most likely be in the second half of 2024.
9/02/2022	Regulatory Processes Committee	2.1 Traffic Resolutions	2p	TR18-22 Drummond Street, Mount Cook – Car share parking spaces	In progress	[08/02/24] The completion of this TR is pending due to demolition work being planned in the area, which will utilize the parking space.
8/06/2022	Regulatory Processes Committee	2.4 Traffic Resolutions	2o	TR68-22 Kelburn Parade, Kelburn - Bus Stop Parking Changes	In progress	[18/03/24] The TR will be implemented post the construction activity by the university building. - 2025
14/12/2022	Regulatory Processes Committee	2.4 Proposed Road Stopping - Land Adjoining 76 Orangi Kaupapa Road, Northland	2	2) Recommend to Council that it: a. Declare the 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	18/03/24We are still in discussions with the buyer's solicitor, finalising the wording of the SPA and Further Terms of Sale
11/05/2023	Regulatory Processes Committee	2.1 Traffic Resolutions	2d	TR73-23 Ghuznee Street, Te Aro – P10 Time Limited parking; new Loading Zone configuration	In progress	[18/03/24] Parklet permit has been approved. Planters have been ordered and the business is supplying decking. Coordinating instructions to be sent for both the Parklet and traffic resolution.
11/05/2023	Regulatory Processes Committee	2.3 New leases in the Eastern Suburbs: Worser Bay Life Saving Club, Playcentre Aotearoa, Netball W 2a		Approve the following new premises leases on reserve land, subject to the outcome of public consultation: a. Worser Bay Life Saving Club Incorporated at 323 Massey Road, Scorching Bay, for 5 years with one renewal term of 10 years;	In progress	Worser Bay Life Saving, Kilbirnie Tennis and Netball Wellington Leases have been signed. Waiting on Playcentre Aotearoa to return the signed deed.
11/05/2023	Regulatory Processes Committee	2.3 New leases in the Eastern Suburbs: Worser Bay Life Saving Club, Playcentre Aotearoa, Netball W 2b		Approve the following new premises leases on reserve land, subject to the outcome of public consultation: ... b. Playcentre Aotearoa Incorporated at 23 Crawford Green, for 5 years with one renewal term of 5 years	In progress	Worser Bay Life Saving, Kilbirnie Tennis and Netball Wellington Leases have been signed. Waiting on Playcentre Aotearoa to return the signed deed.
24/08/2023	Regulatory Processes Committee	2.4 Thorndon Connections walk, bike and bus improvements - traffic resolution approval	8	Instruct officers to report back to the Kōrau Tūāpapa Environment and Infrastructure Committee on the benefits and impacts of the new bike lanes including on traffic, residents and businesses within 6 months of installation being completed.	In progress	Project currently in implementation. Monitoring will occur once new infrastructure is in place.
24/08/2023	Regulatory Processes Committee	2.4 Thorndon Connections walk, bike and bus improvements - traffic resolution approval	10	Instruct officers to investigate further options to improve pedestrian safety and accessibility to businesses across Molesworth St.	In progress	This will be progressed through the pedestrian minor improvements programme
11/05/2023	Regulatory Processes Committee	2.5 Kilbirnie Connections walk, bike and bus improvements - traffic resolution approval	6a	Note that officers will continue to monitor the parking situations on Onepu Rd and Coutts Street.	In progress	Monitoring underway. Some feedback received and some specific adjustments being considered.
22/06/2023	Regulatory Processes Committee	2.1 Traffic Resolutions	2b	TR66-23 Evans Bay Parade Roseneath - Time Limited Parking No Stopping Restrictions New layout for Bus Stop (#7544).	In progress	[18/03/24] waiting for RPC 4 April for the Pedestrian crossing.
22/06/2023	Regulatory Processes Committee	2.1 Traffic Resolutions	2c	c) TR68-23 Chaytor Street, Karori – Safety Improvements.	In progress	[18/03/24] Pre-implementation/Delivery prep Jan-March 2024. Delivery April-June 2024.
22/06/2023	Regulatory Processes Committee	2.1 Traffic Resolutions	2g	g) TR79-23 Mornington Road, Brooklyn - P10 Time Limited parking (Amended).	In progress	[18/03/24] With contractors, waiting completion. Delivery following up with contractors
22/06/2023	Regulatory Processes Committee	2.1 Traffic Resolutions	2i	i) TR82-23 Hereford Street and Pembroke Road Intersection, Wilton - give-way control intersection, new bus stop layout (#5929, #4929).	In progress	[18/03/24] Road markings and signs completed, still finalising the ramp and footpath.
22/06/2023	Regulatory Processes Committee	2.1 Traffic Resolutions	2k	k) TR85-23 Monorgan Road - Pedestrian Crossing; No Stopping At All Times and Bus Stop relocation.	In progress	[18/03/24] With Delivery Team. Delivery due during first school holidays (March/April 2024)
22/06/2023	Regulatory Processes Committee	2.1 Traffic Resolutions	3	Note further work will take place to establish the optimum type and placement of a safe crossing facility at Weka Bay.	In progress	[18/03/24] Waiting for RPC 4 April for Pedestrian crossing approval
24/08/2023	Regulatory Processes Committee	2.2 Traffic Resolutions	2a	a) TR83-23 Hawkestone Street, Thorndon - Metered Parking.	In progress	[18/03/24] Instructions have been sent to contractors and will be included in the Thorndon Connections body of work likely to be implemented April 2024.
24/08/2023	Regulatory Processes Committee	2.2 Traffic Resolutions	2b	TR86-23 St. Mary Street, Thorndon - P10 Loading Zone.	In progress	[18/03/24] Signs completed. Road markings with contractors
24/08/2023	Regulatory Processes Committee	2.2 Traffic Resolutions	2c	TR87-23 The Crescent and Grafton Road, Roseneath - Remove Bus Stops (#7524) and (#6524).	In progress	[18/03/24] No Works for WCC to action. Sign/post removal to be done by GW. Still working for an update from GW.
24/08/2023	Regulatory Processes Committee	2.2 Traffic Resolutions	2d	TR89-23 Prince of Wales Park, Mount Cook - Proposed P180 Parking Spaces.	In progress	[18/03/24] Pending for HEB Construction track movements to be completed, Site visit needs to be conducted to determine the correct plan and then the traffic resolutions work can begin early March.

24/08/2023	Regulatory Processes Committee	2.2 Traffic Resolutions	2f	TR92-23 Birdwood Street, Braithwaite Street and Messines Road, Karori – Cycleway and No Stopping At All Times – Amended.	In progress	[22/03/24] 90% complete. Just needs green blocks and cycle symbols to go down.
24/08/2023	Regulatory Processes Committee	2.2 Traffic Resolutions	2g	TR93-23 Cochrane Street, Lyall Bay - EV Charging only, Time Limited Parking P120 At All Times.	In progress	[18/03/24] Construction planned. Decision pending to cancel this TR due to infrastructure challenges
24/08/2023	Regulatory Processes Committee	2.2 Traffic Resolutions	2i	TR95-23 Adelaide Road, Berhampore Town Centre - Mobility Parking	In progress	[08/02/24] Currently in the contract for construction. Implementation for the park scheduled between the beginning of October and end of November 2023. Speed hump to be implemented with the transitional cycle way works in March 2024.
24/08/2023	Regulatory Processes Committee	2.2 Traffic Resolutions	2j	TR96-23 Raroa Road, Kelburn - Bike and Bus Improvements – Amended.	In progress	[22/03/24] 95% complete. Just need some resident parking signs to be installed (should be next week
24/08/2023	Regulatory Processes Committee	2.2 Traffic Resolutions	2k	TR97-23 Herald Street, Berhampore – Time Limited Parking.	In progress	[18/03/24] With Contractors.
24/08/2023	Regulatory Processes Committee	2.2 Traffic Resolutions	2l	TR98-23 Waiapu Road, Karori - PS Loading Zone.	In progress	[18/03/24] The final Design is being reviewed before instructions are sent to contractors.
24/08/2023	Regulatory Processes Committee	2.2 Traffic Resolutions	2p	TR107-23 Cedarwood Street and Red beech Avenue, Woodridge No Stopping At All Times and Give Way controls	In progress	[18/03/24] Work mostly completed, a small section of BYL's was re-issued to install.
24/08/2023	Regulatory Processes Committee	2.2 Traffic Resolutions	2q	TR108-23 Redwood Park, Tawa - Installation of Mobility Parking	In progress	[18/03/24] With Contractors.
24/08/2023	Regulatory Processes Committee	2.2 Traffic Resolutions	2r	TR109-23 Colway Street, Ngaio - New layout for Bus Stops (#5451 and #4451 and #5453), No Stopping At All Times (#15, #18, #19, #23, #30, #39A, #43-45A, #47A-51, #46B, #30-40), Removal of Bus Stops (#4452 and #5452).	In progress	[18/03/24] Road markings with contractors. Removal of signs/posts and bus shelter organized by GW.
24/08/2023	Regulatory Processes Committee	2.2 Traffic Resolutions	6	Note that the slip on Birdwood Street is scheduled for remediation starting within the next 12 months.	In progress	[08/02/24] The concrete blocks that were on the edge of the road at the bottom of the slip have been moved back and are now off the road. so, the full width of the road is available. So even though the slip has not been fully remediated, the issue halting construction of the cycle lane has been resolved.
24/08/2023	Regulatory Processes Committee	2.2 Traffic Resolutions	7	Direct officers to further investigate the balance between coupon and resident parking provided on Rolleston Street, noting that carparks on Town Belt land cannot be used for these purposes.	In progress	[18/03/24] Original analysis created based off static counts. further investigation in progress over multiple weeks.
24/08/2023	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	3a	Agree because of feedback received through public consultation to make the following changes to the proposed Brooklyn Connections project: a. Retain bus stop 6713 (southbound next to the Berkeley Dallard housing complex).	In progress	Contract for Detailed Design has been awarded. The scope of their work reflects the amendments made by committee. The final design is expected to be complete early in 2024
24/08/2023	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	3b	Retain bus stop 7714 (northbound next to Renouf Tennis Centre, opposite Nairn Street)	In progress	Contract for Detailed Design has been awarded. The scope of their work reflects the amendments made by committee. The final design is expected to be complete early in 2024
24/08/2023	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	3c	Remove the proposed bus shelter at bus stop 6714 (southbound next to Central Park substation).	In progress	Contract for Detailed Design has been awarded. The scope of their work reflects the amendments made by committee. The final design is expected to be complete early in 2024
24/08/2023	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	3d	Remove the proposed bus shelter at bus stop 6714 (southbound next to Central Park substation).	In progress	Contract for Detailed Design has been awarded. The scope of their work reflects the amendments made by committee. The final design is expected to be complete early in 2024
24/08/2023	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	3e	Remove the proposed Brooklyn Road speed hump north of the Brooklyn Road / Ohio Road intersection.	In progress	Contract for Detailed Design has been awarded. The scope of their work reflects the amendments made by committee. The final design is expected to be complete early in 2024
24/08/2023	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	3f	Modify the proposed changes to the Washington Avenue / Cleveland Street intersection and retain four parking spaces on Washington Avenue (opposite the intersection).	In progress	Contract for Detailed Design has been awarded. The scope of their work reflects the amendments made by committee. The final design is expected to be complete early in 2024
24/08/2023	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	3g	Retain two P30, authorised residents excluded parking space next to the new mobility park on the north side of Cleveland Street (about 75m from the Todman Street intersection).	In progress	Contract for Detailed Design has been awarded. The scope of their work reflects the amendments made by committee. The final design is expected to be complete early in 2024
24/08/2023	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	3h	Retain 4 angle parking spaces on the south side of Cleveland Street (about 74m from the Harrison Street intersection) in the interim while officers continue to work further with the community.	In progress	Contract for Detailed Design has been awarded. The scope of their work reflects the amendments made by committee. The final design is expected to be complete early in 2024
24/08/2023	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	3i	Retain one parking space on Brooklyn Road outside 22 Brooklyn Road.	In progress	Contract for Detailed Design has been awarded. The scope of their work reflects the amendments made by committee. The final design is expected to be complete early in 2024
24/08/2023	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	4	Adopt the traffic resolution set out in (Attachment 3), incorporating the changes set out in recommendation 3.	In progress	Contract for Detailed Design has been awarded. The scope of their work reflects the amendments made by committee. The final design is expected to be complete early in 2024
24/08/2023	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	5a	nstruct officers to investigate as part of the detailed design and, as necessary, to prepare a traffic resolution for: a. The optimum position of bus stop 7714 (northbound next to Renouf Tennis Centre, opposite Nairn Street).	In progress	Contract for Detailed Design has been awarded. The scope of their work reflects the amendments made by committee. The final design is expected to be complete early in 2024
24/08/2023	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	5b	Parking restrictions for the four car parking spaces next to Seido Karate	In progress	Contract for Detailed Design has been awarded. The scope of their work reflects the amendments made by committee. The final design is expected to be complete early in 2024

24/08/2023	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	5c	The configuration of median islands and pedestrian crossing infrastructure on Brooklyn Road immediately north and south of the Washington Avenue / Brooklyn Road intersection.	In progress	Contract for Detailed Design has been awarded. The scope of their work reflects the amendments made by committee. The final design is expected to be complete early in 2024
24/08/2023	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	5d	The configuration of the Washington Avenue / Cleveland Street intersection.	In progress	Contract for Detailed Design has been awarded. The scope of their work reflects the amendments made by committee. The final design is expected to be complete early in 2024
24/08/2023	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	5e	Alter the parking on the southern side of Helen Street from parallel to angle. Retaining as much parking as possible at the intersection of Brooklyn and Ohio Road taking into account bike and vehicle operation and pedestrian safety and amenity.	In progress	Contract for Detailed Design has been awarded. The scope of their work reflects the amendments made by committee. The final design is expected to be complete early in 2024
24/08/2023	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	5f	Inclusion of a safe crossing point over Brooklyn Road at or near Bidwell Street to cater for those travelling between upper Brooklyn Road and Wallace Street.	In progress	Contract for Detailed Design has been awarded. The scope of their work reflects the amendments made by committee. The final design is expected to be complete early in 2024
24/08/2023	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	5g	Inclusion of a pedestrian crossing over Ohio Road at the Brooklyn Road intersection.	In progress	Contract for Detailed Design has been awarded. The scope of their work reflects the amendments made by committee. The final design is expected to be complete early in 2024
24/08/2023	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	5h	The design and position of bus stop 6714 (Southbound next to the Transpower substation), with the view of retaining some parking if possible.	In progress	Contract for Detailed Design has been awarded. The scope of their work reflects the amendments made by committee. The final design is expected to be complete early in 2024
24/08/2023	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	6	Agree to officers proceeding to detailed design and construction.	In progress	
24/08/2023	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	7	Instruct officers to work with Brooklyn Central Health (183 Ohio Road) to investigate opportunities to incorporate a mobility park on their property.	In progress	
24/08/2023	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	8	Note that consideration of reducing the speed on Brooklyn Rd to 40 km/hr (to the top of the hill), and reducing speed to 30km/hr on Washington Ave near Brooklyn School can be carried out as part of the Speed Management Plan due to come to councillors later this year.	In progress	
24/08/2023	Regulatory Processes Committee	2.5 Proposed Road Stopping – Land Adjoining 7 Lemnos Avenue, Karori	2	Recommend to Council that it: a. Declare that the approximately 50 m2 (subject to survey) of unformed legalroad land in Lemnos Avenue (the Land) adjoining 7 Lemnos Avenue (Lot 13 Deposited Plan 3361, held on ROT WN312/108) 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 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	18/03/24 Finalised Sale & Purchase Agreement sent to buyer's lawyer for signature
24/08/2023	Regulatory Processes Committee	2.6 Proposed Road Stopping – Land Adjoining 161 Happy Valley Road, Ōwhiro Bay	2	2) Recommend to Council that it: a. Declare that the approximately 82 m2 (subject to survey) of unformed legalroad land in Happy Valley Road (the Land) adjoining 161 Happy Valley Road (Lot 24 DP 21734, held on CT WN911/43) 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 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	29/02/24 Public Notice set to commence on 13 February and run for 42 days
24/08/2023	Regulatory Processes Committee	2.7 Proposed Road Closures	2a	Wilson St Pop Up 1 August 2023 to 30 June 2024 6.00pm Friday to 8.00pm Sunday First and third weekend of every month Wilson Street (from in front of number 5 to Riddiford Street not including their driveway)	In progress	Events still to occur.
24/08/2023	Regulatory Processes Committee	2.7 Proposed Road Closures	2b	Newtown Block Festival August 2023 to June 2024 First Weekend of every month 6pm Friday to 8pm Sunday Newtown Avenue (in front of 16 to in front of number 24)	In progress	Events are still ongoing
24/08/2023	Regulatory Processes Committee	2.7 Proposed Road Closures	2g	Contingency 1 Newtown Festival Back up to Newtown Festival Cancellation Saturday 2 April to Sunday 3 April 2024 6.00am to 10.00pm Postponement day Saturday 6 April to Sunday 7 April 2024 Emmett Street (all Emmett Street) Wilson Street (from in front of number 5 to Riddiford Street including the off-street public carpark). Newtown Avenue (from in front of 16 to in front of number 24) Donald McLean Laneway (at 5 Donald McLean Street) Gordon Place (from in front of number 7 to the north end of Gordon Place)	In progress	Contingency for Newtown Festival should the Newtown festival not be able to be held.
24/08/2023	Regulatory Processes Committee	2.7 Proposed Road Closures	2h	Celebrate Matariki Friday 28 June to Sunday 30 June 2024 6.00am to 8.30pm Emmett Street Wilson Street (from in front of number 5 to Riddiford Street including the off-street public carpark). Newtown Avenue (from in front of 16 to in front of number 24) Donald McLean Laneway (at 5 Donald McLean Street) Gordon Place (from in front of number 7 to the north end of Gordon Place)	In progress	Matariki celebration to be held in winter

5/10/2023	Regulatory Processes Committee	2.2 New Leases and Licence: Capital BMX Club, Port Nicholson & Poneke Cycling Club, Wellington Be 2		2. Approve the following new ground lease on reserve land, subject to the outcome of public consultation: a. Capital BMX Club Incorporated located at Ian Galloway Park, Wilton for two years with one renewal term of three years;	In progress	Wellington Beekeepers licence complete PnP Deed with club to sign Negotiating terms of draft deed with Capital BMX
5/10/2023	Regulatory Processes Committee	2.3 Churchill Drive bike network improvements - Traffic Resolution approval	5	Request that council investigate options to improve pedestrian safety for residents of Churchill Drive to better connect to Izard Park and facilitate better access to bus stops.	In progress	
5/10/2023	Regulatory Processes Committee	2.5 Traffic Resolutions	2b	TR115-23 Avon Street, Island Bay - Stop Control Intersection	In progress	[18/03/24] With Contractors
5/10/2023	Regulatory Processes Committee	2.5 Traffic Resolutions	2e	TR121-23 Dixon St, Te Aro - Proposed Parking Changes	In progress	[18/03/24] With Contractors
5/10/2023	Regulatory Processes Committee	2.5 Traffic Resolutions	2f	TR123-23 Mansfield Street, Newtown - P120 EV Charging	In progress	[18/03/24] With Contractors
5/10/2023	Regulatory Processes Committee	2.5 Traffic Resolutions	2g	TR124-23 Northland Road, Northland - P120 EV Charging	In progress	[18/03/24] With Contractors
5/10/2023	Regulatory Processes Committee	2.5 Traffic Resolutions	2h	TR126-23 Westminster Street, Kaiwharawhara - Loading zone, Mobility Parking and Time Limited (P60).	In progress	[18/03/24] With Contractors
8/11/2023	Regulatory Processes Committee	2.1 Traffic Resolution TR110-23 Johnsonville Moorefield Road Bus Stop D (New stop -#3082)	1a	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: a. TR110-23 Johnsonville Moorefield Road Bus Stop D (New stop -#3082)	In progress	[08/02/24] TR in progress.
8/11/2023	Regulatory Processes Committee	2.1 Traffic Resolution TR110-23 Johnsonville Moorefield Road Bus Stop D (New stop -#3082)	2b	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: b. Officers to investigate implementing the bus stop and defer the cycle way element so that the existing road marking and double lane northbound lane might be retained. Change 3 carparks proposed as P180 /Residents permit exempt in the Newtown Berhampore parking scheme to 3 P60s 8am – 5pm opposite Newtown Medical Centre outside 33 Rintoul Street.	In progress	[08/02/24] TR Currently in progress, the cycle way was deferred.
13/12/2023	Regulatory Processes Committee	2.2 Berhampore to Newtown walk, bike and bus improvements - traffic resolution approval	4a	Instead of removing bus stop 7123 in Luxford Street combine it with bus stop 7122 at 186 Rintoul Street and reposition the stop outside 202 Rintoul Street.	In progress	Included in parking traffic resolution currently out for consultation
13/12/2023	Regulatory Processes Committee	2.2 Berhampore to Newtown walk, bike and bus improvements - traffic resolution approval	4b	Change the 2 proposed P10 parking spaces outside the Locksmiths in southern Rintoul Street to P60 and limit it from "8am – 8pm" – Residents all other times" to cater for business customers including laundrette customers but allow residents to park overnight.	In progress	IFC drawings being updated to reflect this change
13/12/2023	Regulatory Processes Committee	2.2 Berhampore to Newtown walk, bike and bus improvements - traffic resolution approval	4.c	Remove one park outside 195 Rintoul Street to remove a pinch point for buses and make the remaining two spaces P5 for short stay parking for the dairy.	In progress	Included in the Newtown Berhampore PMP traffic resolution coming to Regs Committee in March/April
13/12/2023	Regulatory Processes Committee	2.2 Berhampore to Newtown walk, bike and bus improvements - traffic resolution approval	2.d	Change the proposed loading zone in Berhampore Town Centre southbound to 2 P10 parking spaces.	In progress	Included in the Newtown Berhampore PMP traffic resolution coming to Regs Committee in March/April
13/12/2023	Regulatory Processes Committee	2.2 Berhampore to Newtown walk, bike and bus improvements - traffic resolution approval	4e	Add a mobility park outside 9 Luxford Street for as long as is needed.	In progress	Drawings being updated to reflect this change
13/12/2023	Regulatory Processes Committee	2.2 Berhampore to Newtown walk, bike and bus improvements - traffic resolution approval	4f	Extend the length of the Berhampore Town Centre bus stop outside 462 Adelaide Road by 12 metres and add yellow hatching to better facilitate buses pulling out.	In progress	Drawings being updated to reflect this change
13/12/2023	Regulatory Processes Committee	2.2 Berhampore to Newtown walk, bike and bus improvements - traffic resolution approval	4g	Change 15 on-street carparks at the northern end of Wakefield Park on Adelaide Rd from unrestricted to P180 "8am-8pm" and add a P180 "8am-8pm" to the 15 car parks in the new parking area in Dover Street.	In progress	Drawings being updated to reflect this change
13/12/2023	Regulatory Processes Committee	2.2 Berhampore to Newtown walk, bike and bus improvements - traffic resolution approval	4h	Agree to further extend the proposed permanent speed limit of 30 km/h on Luxford Street and Adelaide Road north to the corner of Rintoul Street and Riddiford Street and south to 520 Adelaide Rd to improve safety particularly for school children as well as residents and visitors to the retirement village and Wakefield Park.	In progress	Decision from Waka Kotahi expected in February
13/12/2023	Regulatory Processes Committee	2.2 Berhampore to Newtown walk, bike and bus improvements - traffic resolution approval	6	Approve the off-street parking projects on Dover Street and in the north carpark at Wakefield Park, proposed to mitigate the impact on the high quality regional sport facility at Wakefield Park to ensure that net zero carpark loss at Wakefield Park is achieved.	In progress	Construction of off-street parks on Dover St has commenced
13/12/2023	Regulatory Processes Committee	2.2 Berhampore to Newtown walk, bike and bus improvements - traffic resolution approval	7		In progress	

13/12/2023	Regulatory Processes Committee	2.4 Proposed Road Closure	2b	<p>Cuba Dupa 2024 Friday 22 March 11.59pm to Monday 25 March 3.00am</p> <ul style="list-style-type: none"> • Cuba Street (between Arthur Street/Karo Drive and Wakefield Street) • Manners Street (Taranaki Street and Victoria Street) • Marion Street (Lower end, between Ghuznee Street and Swan Lane) • Dixon Street (between Taranaki Street and Victoria Street) • Eva Street (off Dixon Street) • Garrett Street (off Cuba Street) • Egmont Street (between Ghuznee Street and Victoria Street – Restricted access) • Leeds Street (off Ghuznee Street) • Inglewood Place (between Taranaki Street and Dixon Street) • Abel Smith Street (between Taranaki Street and Victoria Street) • Wigan Street (western section off Abel Smith Street) • Kensington Street • Kelvin Grove • Swan lane • Furness Lane • Lukes Lane • Victoria Street Slip Lane <p>Lane closure on Vivian Street, Saturday 23 March 2024, 7pm to Sunday 24 March 2024 5am to allow for safe passage of pedestrians across Vivian Street at key times.</p>	In progress	Event due March 24
13/12/2023	Regulatory Processes Committee	2.4 Proposed Road Closure	2e	<p>Gazley Volkswagen Wellington Marathon Sunday 23 June 2024 6.00am to 1.00pm</p> <p>Seaward lane closures – two lanes from the Sky Stadium traffic lights, south along Waterloo Quay, Customhouse Quay, Jervois Quay to start at Cable Street 6.00am to 11.30am.</p> <ul style="list-style-type: none"> • This is for the outward section of all races, using two of the three lanes until Jervois Quay where it will gradually funnel down to one lane by Cable Street. Residents, business owners, and the public (accessing carparking) will have controlled access across this closed lane where needed, and under the guidance of traffic management staff. • Seaward lane closure – Cable Street to Oriental Parade Lane closure to be in place between 6.00am to 11.30am • This is for the outward section of the route only. Residents, business owners, Te Papa and market goers will have controlled access under the guidance of traffic management staff. • Road Closures – Oriental Parade and Evans Bay, between Cable Street and Cobham Drive • Full road closure to be in place between 6.00am and 1.00pm. The landward lane for normal westbound traffic would be open by approximately 11.00am. • Residents and business owners will have controlled access under the guidance of traffic management staff. • Road Closure Shelly Bay Road between Miramar Avenue and South end of Shelly Bay 7.00am to 12.00pm. • Residents and business owners within the road closure will have controlled access under guidance of traffic management staff. <p>Marshalled resident and business access – Herd Street between 6.00am and 1.00pm. Controlled Waterfront Access – Herd Street through Chaffers Marina, Frank Kitts Park, Queens Wharf to Bluebridge Ferry Terminal 9.00am to 1.00pm.</p>	In progress	Event due June 24
13/12/2023	Regulatory Processes Committee	2.5 Traffic Resolutions	1a	TR116-23 Victoria Street, Te Aro - Loading Zone	In progress	[18/03/24] With Contractors
13/12/2023	Regulatory Processes Committee	2.5 Traffic Resolutions	2b	TR128-23 Inglewood Place, Te Aro - Parking Changes	In progress	[18/03/24] - Wellington Water contractor BPC are finishing up at the end Feb. - Wellington Water contractor GPC Friel then take over site to complete gravity pipe and reinstatement works. Current expected finish date for them is end May 24. - We're expecting our contractor to get on site at the beginning of June to complete the toilet works. Expect to complete and re-open Inglewood Place approx. end August 24, programme TBC. This is dependent on Wellington Water completion dates, and advance notice for our contractor to have enough time to get on site straight away.
13/12/2023	Regulatory Processes Committee	2.5 Traffic Resolutions	2c	TR129-23 Shell Lane, The Terrace, Wellington Central - Shell Lane Bike Parking Shelter	In progress	[18/03/24] With Contractors
13/12/2023	Regulatory Processes Committee	2.5 Traffic Resolutions	2d	TR130-23 The Terrace, Wellington Central - No Stopping At All Times	In progress	[18/03/24] With Contractors
13/12/2023	Regulatory Processes Committee	2.5 Traffic Resolutions	2f	TR133-23 Amesbury Drive, Churton Park - Formalise Bus Stop (#3224)	In progress	[18/03/24] With Contractors
13/12/2023	Regulatory Processes Committee	2.5 Traffic Resolutions	2g	TR134-23 Chorley Grove, Churton Park - Formalise Bus Stop (#3271)	In progress	[18/03/24] With Contractors
13/12/2023	Regulatory Processes Committee	2.5 Traffic Resolutions	2i	TR145-23 King Street, Mt Cook - Raised Pedestrian Platform, No Stopping At All Times, P15	In progress	[18/03/24] with delivery team very soon for procurement and implementation before end June.
13/12/2023	Regulatory Processes Committee	2.5 Traffic Resolutions	2e	TR131-23 Ottawa Road, Ngaio - Formalise Bus Stops (#4449 and #5449); No Stopping At All Times.	In progress	[18/03/24] With Contractors
13/12/2023	Regulatory Processes Committee	2.5 Traffic Resolutions	2h	TR136-23 Hungerford Road, Houghton Bay - No Stopping At All Times	In progress	[18/03/24] With Contractors
13/12/2023	Regulatory Processes Committee	2.5 Traffic Resolutions	2j	TR146-23 Taranaki Street, Te Aro - Pukeahu Gateway New Bus Stop ID 6912 and Give Way Control	In progress	[18/03/24] With Contractors
13/12/2023	Regulatory Processes Committee	2.5 Traffic Resolutions	2k	TR148-23 Adelaide Road, Mount Cook – Mobility Parking At All Times	In progress	[18/03/24] With Contractors

13/12/2023	Regulatory Processes Committee	2.5 Traffic Resolutions	2l	TR149-23 Nevay Road, Miramar– No Stopping At All Times	In progress	[18/03/24] With Contractors
13/12/2023	Regulatory Processes Committee	2.5 Traffic Resolutions	2m	TR152-23 Oriental Parade, Te Aro - P120, EV Charging Only, Metered Parking	In progress	[18/03/24] With Contractors
13/12/2023	Regulatory Processes Committee	2.5 Traffic Resolutions	2n	TR154-23 Stanley Street, Berhampore - P120 EV Charging Only, At All Times Move the car parking from the Botanic Garden side of Glenmore Street to the residential side of the road. This will involve removing 38 Coupon car parking spaces outside the Botanic Gardens and reinstating 46 car parking spaces on the residential side of Glenmore Street from Garden Road down to the Botanic Gardens entrance.	In progress	[18/03/24] With Contractors
13/12/2023	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	4a	Change five Coupon car parks to five Residents car parks at 130 to 134 Glenmore Street.	In progress	
13/12/2023	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	4f	Remove the three proposed new coupon car parks opposite 185 Glenmore Street and install eight P180 residents exempt carparks on the residential side of the road below 171 Glenmore Street.	In progress	
13/12/2023	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	4g	Designate 50 metres of footpath below 171 Glenmore Street as a shared path, to enable eight carparks to be reinstated for residents (see above). Note that this footpath is seldom used as it ends just beyond 185 Glenmore Street and eight dwellings on this section do not have off-street parking and the remaining on-street parking is over 200 metres away.	In progress	
13/12/2023	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	4h	Build two indented carparks on the un-used stub of footpath adjacent to 183 Glenmore Street and designate them as P120 carparks.	In progress	
13/12/2023	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	4j	Officers to bring back a report to this committee approximately six months post installation on any impact on visitation to the gardens due to the reduction of parking spaces on Glenmore Street.	In progress	
13/12/2023	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	5a	Install 12 metres of No Stopping At All Times lines beside Appleton Park opposite Raroa Cres to improve sightlines leading into the dangerous Chaytor/Raroa/Curtis intersection.	In progress	
13/12/2023	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	5b	Move the bus stop at the northern end of Appleton Park back (south) by 5 metres to create space between cyclists exiting the park and buses pulling out of the bus stop.	In progress	
13/12/2023	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	5c	Install 13 metres of No Stopping At All Times lines between the two garages at 50 – 52 Chaytor Street to improve sightlines for drivers exiting the garages.	In progress	
13/12/2023	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	5d	Remove 6 metres of No Stopping At All Times lines outside 64 Chaytor Street to allow for more unrestricted parking.	In progress	
13/12/2023	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	5e	Remove 5 metres of No Stopping At All Times lines outside 68 Chaytor Street to allow for more unrestricted parking.	In progress	
13/12/2023	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	5f	Remove 5 metres of No Stopping At All Times lines outside 74 Chaytor Street to allow for more unrestricted parking.	In progress	
13/12/2023	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	6a	Retain the existing intersection layout on the Chaytor Street/Karori Road signalised intersection. (Following the GWRC articulated bus trial, changing the intersection was considered unnecessary. This means the number of lanes leaving Karori will not be reduced from two to one, allaying concerns about traffic congestion.)	In progress	
13/12/2023	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	6b	Move the transition from shared path to cycle lane outside 95 Karori Road forward by 4 metres to create more space from the bus stop.	In progress	
13/12/2023	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	6d	Build a 1-metre-wide bus platform at the Karori-bound bus stop in Marsden Village, outside 139 Karori Road to make it easier for buses to pull into the stop and enable the car park in front of it to be retained (see below).	In progress	
13/12/2023	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	6e	Remove 5 metres of the proposed 'No Stopping at All Times' line and retain the P30 car park outside 143 Karori Road.	In progress	
13/12/2023	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	6f	Remove 6 metres of the proposed P10 during school drop-off/pick-up times outside 164 Karori Road, to retain more unrestricted car parking.	In progress	
13/12/2023	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	6g	Change the remaining four P10 during school drop-off/pick-up times car parks opposite Samuel Marsden Collegiate School (and adjacent to 164 Karori Road) to P15 during school drop-off/pick-up times to give parents more time to drop their children off.	In progress	
13/12/2023	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	6h	Change the ten proposed P10 during school drop-off/pick-up times car parks below Samuel Marsden Collegiate School (181 Karori Road) to P15 during school drop-off/pick-up times to give parents more time to drop their children off.	In progress	
13/12/2023	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	6i	Reduce the two lanes exiting Campbell Street onto Karori Road to one lane to improve visibility of pedestrians crossing Campbell Street and the safety of cars waiting to turn onto Karori Road. Accompany this change with a kerb buildout on the corner to slow traffic speeds.	In progress	
13/12/2023	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	7a	Change the three P60 car parks outside 4 Raine Street to P30 car parks for nearby businesses.	In progress	
13/12/2023	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	7b	Move the transition from shared path to cycle lane outside 95 Karori Road forward by 4 metres to create more space from the bus stop.	In progress	
13/12/2023	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	7c	Retain the existing right-turn lane at the Homewood Avenue/Karori Road intersection to address concerns about traffic congestion. This will require removing 20–30 metres of separators and narrowing the cycle lane.	In progress	
13/12/2023	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	7d	Change one P30 car park into a P5 'drop-off' zone park by the Karori Bridge Club building, which is used for many community gatherings.	In progress	

13/12/2023	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	7e	Change 27 metres of P30 car parks outside 282 Karori Road to 27 metres of P10 car parks to encourage higher turnover in front of the bakery and takeaway shops.	In progress	
13/12/2023	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	7f	Remove the in-lane bus stop opposite St Teresa's School to reduce traffic impact on traffic flow. This is deemed acceptable as the bus stop is immediately after a raised pedestrian crossing, which will slow traffic to 30km/h.	In progress	
13/12/2023	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	7g	Replace four unrestricted car parks with four P10 car parks from 8-9am and 3-4pm Mon - Fri during the school term at the Karori Road end of Monaghan Avenue.	In progress	
13/12/2023	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	7h	Retain five carparks outside the council apartments at 312 Karori Road, as these apartments do not have off-street parking. Indent these carparks into the wide footpath, so that a buffered cycle lane can be painted to allow cyclists to pass parked cars safely.	In progress	
13/12/2023	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	7i	Remove the in-lane bus stop at 340 Karori Road, next to the dentist to reduce impact on traffic flow. This will require ending the separated cycleway from 342 - 336 Karori Road. This is deemed acceptable as there is a wide painted median here, which vehicles can use if a cyclist is riding around a stopped bus as the vehicles approach.	In progress	
13/12/2023	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	7j	Stop the cycleway and replace one existing unrestricted car park with a 9am - 5pm P120 mobility car park, clearway from 5pm-9am, outside 338 Karori Road (Singleton Dentist).	In progress	
13/12/2023	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	7k	Stop the cycleway and replace one existing unrestricted car park with a 9am - 5pm P5 drop-off carpark, clearway from 5pm-9am, outside 338 Karori Road (Singleton Dentist).	In progress	
13/12/2023	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	7l	Move the bus stops outside Karori Park to the east by approximately 100 metres to provide better bus stop spacing. Karori Park users will be served by the new bus stop at the eastern end of Karori Park (near the Karori Park Dairy).	In progress	
13/12/2023	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	7m	Install 9 metres of No Stopping At All Times Lines behind the bus stop at 415 Karori Road to improve buses' access to the stop.	In progress	
13/12/2023	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	8	Agree to consult on extending the 30km/h speed zone on Karori Road from Marsden Village to Karori Mall and on to St Teresas School by 298 Karori Road.	In progress	
22/02/2024	Regulatory Processes Committee	2.1 Proposed Road Closure	1	Receive the information.	In progress	
22/02/2024	Regulatory Processes Committee	2.1 Proposed Road Closure	2	2. Agree to close the following roads to vehicles and cyclists (including motorised scooters) for the events listed below. The closure to be subject to the conditions listed in the proposed Road Closure Impact Reports. a. Anzac Day Pukeahu Park Thursday 25 April 2024 from 3.00am to 2.00pm. i. Tasman Street (Rugby Street to Tory Street). ii. No Access to Tory Street from Martin Square. iii. Frederick Street (No through traffic). iv. Martin Square (from Taranaki Street North and South). v. No access to Tory Street from Sages Lane. vi. No access to Tory Street from Francis Place. vii. Parking restrictions will be in place around the closure.	In progress	
22/02/2024	Regulatory Processes Committee	2.2 Traffic Resolutions	2a	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: a. TR01-24 Lyndhurst Park, Tawa - Mobility Parking At All Times.	In progress	[18/03/24] With Contractors
22/02/2024	Regulatory Processes Committee	2.2 Traffic Resolutions	2b	2) Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: b. TR03-24 England Lane, Karori - Time Limited (P120 and P180) and Loading Zone.	In progress	[18/03/24] With Contractors
22/02/2024	Regulatory Processes Committee	2.2 Traffic Resolutions	2c	2) Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: TR04-24 Erris Street, Johnsonville - Give Way Control and Bus stop formalisation (#3006).	In progress	[18/03/24] With Contractors
22/02/2024	Regulatory Processes Committee	2.2 Traffic Resolutions	2d	2) Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: TR05-24 Edgeware Road, Wilton - No Stopping At All Times.	In progress	[18/03/24] With Contractors
22/02/2024	Regulatory Processes Committee	2.2 Traffic Resolutions	2e	TR07-24 Bracken Road, Paparangi - Formalise Bus Stop (#3612 & 3514).	In progress	[18/03/24] With Contractors
22/02/2024	Regulatory Processes Committee	2.2 Traffic Resolutions	2f	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: f. TR08-24 Monorgan Road, Strathmore Park - No Stopping At All Times (Amended).	In progress	[18/03/24] With Contractors

22/02/2024	Regulatory Processes Committee	2.2 Traffic Resolutions	2h	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: h. TR10-24 Woodridge Avenue, Woodridge - Formalise Bus Stop (#3704 & 3758), No Stopping At All Times.	In progress	[18/03/24] With Contractors
22/02/2024	Regulatory Processes Committee	2.2 Traffic Resolutions	2i	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: TR13-24 Rewa Terrace, Tawa - Proposed P10 8am-6pm Monday - Friday time limited parking restriction.	In progress	[18/03/24] With Contractors
22/02/2024	Regulatory Processes Committee	2.2 Traffic Resolutions	2j	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: j. TR15-24 Lady Elizabeth Lane, Pipitea - P15, Metered Parking, EV Parking.	In progress	[18/03/24] With Contractors
22/02/2024	Regulatory Processes Committee	2.2 Traffic Resolutions	2k	2) Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: k. TR17-24 Russell Terrace, Berhampore - No Stopping At All Times.	In progress	[18/03/24] With Contractors
22/02/2024	Regulatory Processes Committee	2.2 Traffic Resolutions	2l	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: l. TR18-24 Douglas Street, Mount Cook - P120 Motorcycle Time Limited Parking Restricted.	In progress	[18/03/24] With Contractors
22/02/2024	Regulatory Processes Committee	2.2 Traffic Resolutions	2m	2) Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: m. TR19-24 Para Street, Miramar - Formalise Bus Stop (#6274).	In progress	[18/03/24] With Contractors
22/02/2024	Regulatory Processes Committee	2.2 Traffic Resolutions	2g	2) Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: g. TR09-24 Apuka Street, Brooklyn - Formalise Bus Stop (#6764).	In progress	[18/03/24] With Contractors
22/02/2024	Regulatory Processes Committee	2.2 Traffic Resolutions	2n	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: n. TR20-24 Box Hill Road, Station Road, Burma Road, and Baroda Street, Khandallah - Intersection Safety Improvements.	In progress	[18/03/24] With Contractors
22/02/2024	Regulatory Processes Committee	2.2 Traffic Resolutions	2o	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: o. TR21-24 Riddiford Street, Russell Terrace, Rhodes Street and Mansfield Street, Newtown - Roundabout Improvement.	In progress	[18/03/24] With Contractors
22/02/2024	Regulatory Processes Committee	2.2 Traffic Resolutions	2p	2) Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: p. TR22-24 Dixon Street, Te Aro – Proposed P20.	In progress	[18/03/24] With Contractors
22/02/2024	Regulatory Processes Committee	3 Public Excluded	2	Direct officers to consider the release of the public excluded information in 3.1 Request to appoint additional list members to the Wellington District Licensing Committee once appointments have been made	In progress	