

ORDINARY MEETING

OF

CITY STRATEGY COMMITTEE

AGENDA

Time: 9.30am
Date: Thursday, 13 September 2018
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

MEMBERSHIP

Mayor Lester
Councillor Calvert
Councillor Calvi-Freeman
Councillor Dawson
Councillor Day
Councillor Fitzsimons
Councillor Foster
Councillor Free
Councillor Gilberd
Councillor Lee
Councillor Marsh
Councillor Pannett (Chair)
Councillor Sparrow
Councillor Woolf
Councillor Young

NON-VOTING MEMBERS

Te Rūnanga o Toa Rangatira Incorporated
Port Nicholson Block Settlement Trust

Have your say!

You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-803-8334, 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.

AREA OF FOCUS

The role of the City Strategy Committee is to set the broad vision and direction of the city, determine specific outcomes that need to be met to deliver on that vision, and set in place the strategies and policies, bylaws and regulations, and work programmes to achieve those goals.

In determining and shaping the strategies, policies, regulations, and work programme of the Council, the Committee takes a holistic approach to ensure there is strong alignment between the objectives and work programmes of the seven strategic areas of Council, including:

- **Environment and Infrastructure** – delivering quality infrastructure to support healthy and sustainable living, protecting biodiversity and transitioning to a low carbon city
- **Economic Development** – promoting the city, attracting talent, keeping the city lively and raising the city's overall prosperity
- **Cultural Wellbeing** – enabling the city's creative communities to thrive, and supporting the city's galleries and museums to entertain and educate residents and visitors
- **Social and Recreation** – providing facilities and recreation opportunities to all to support quality living and healthy lifestyles
- **Urban Development** – making the city an attractive place to live, work and play, protecting its heritage and accommodating for growth
- **Transport** – ensuring people and goods move efficiently to and through the city
- **Governance and Finance** – building trust and confidence in decision-making by keeping residents informed, involved in decision-making, and ensuring residents receive value for money services.

The City Strategy Committee also determines what role the Council should play to achieve its objectives including: Service delivery, Funder, Regulator, Facilitator, Advocate

The City Strategy Committee works closely with the Long-term and Annual Plan Committee to achieve its objectives.

Quorum: 8 members

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1 Meeting Conduct

1.1 Mihi

The Chairperson invites a member of the City Strategy Committee to read the following mihi to open the meeting.

Taiō Pōneke[†] – City Strategy Committee

Te wero

Toitū te marae a Tāne

Toitū te marae a Tangaroa

Toitū te iwi

Taiō Pōneke – kia kakama, kia māia!

Ngāi Tātou o Pōneke, me noho ngātahi

Whāia te aratika

Our challenge

Protect and enhance the realms of the Land and the Waters, and they will sustain and strengthen the People.

City Strategy Committee, be nimble (quick, alert, active, capable) and have courage (be brave, bold, confident)!

People of Wellington, together we decide our way forward.

[†] The te reo name for the City Strategy Committee is a modern contraction from 'Tai o Pōneke' meaning 'the tides of Wellington' – uniting the many inland waterways from our lofty mountains to the shores of the great harbour of Tara and the sea of Raukawa: ki uta, ki tai (from mountain to sea). Like water, we promise to work together with relentless synergy and motion.

1.2 Apologies

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

1.3 Conflict of Interest Declarations

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

1.4 Confirmation of Minutes

The minutes of the meeting held on 6 September 2018 will be put to the City Strategy 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 City Strategy Committee.

The Chairperson shall state to the meeting:

1. The reason why the item is not on the agenda; and
2. The reason why discussion of the item cannot be delayed until a subsequent meeting.

The item may be allowed onto the agenda by resolution of the City Strategy Committee.

Minor Matters relating to the General Business of the City Strategy Committee.

The Chairperson shall state to the meeting that the item will be discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the City Strategy Committee for further discussion.

1.6 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under Standing Order 3.23.3 a written, oral or electronic application to address the meeting setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the meeting concerned, and subsequently approved by the Chairperson.

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

2. Policy

THE FIRE AND EMERGENCY NEW ZEALAND ACT 2017 AND RELATED BYLAW AMENDMENTS

Purpose

1. This report asks the City Strategy Committee to approve public consultation on amendments to the Consolidated Bylaw 2008: Fire Prevention (the fire bylaw). The proposed amendments give effect to changes required under the Fire and Emergency New Zealand Act 2017 (the FENZ Act).

Summary

2. The FENZ Act created Fire and Emergency New Zealand (FENZ), a new agency responsible for fire safety, setting fire seasons and issuing fire permits. The Council used to have these responsibilities and the powers were set out in the fire bylaw.
3. Under new provisions in the Local Government Act 2002 (the LGA) bylaws that are now inconsistent with FENZ powers have no effect. Councils must revoke or amend bylaws to remove the inconsistency.
4. Officers consider it is appropriate to continue to have a bylaw which in essence deals with nuisance effects arising from fire and smoke, that will not be addressed by any other agency. Officers propose amending the current fire bylaw to remove powers FENZ now has, and ensure the Council has regulatory tools to address nuisance effects arising from fires and smoke.
5. Officers propose that the public is consulted on the proposed amendments. After consultation the committee will be asked to consider a report on feedback and determine whether to adopt the amended bylaw, or whether any further amendments are required.

Recommendation/s

That the City Strategy Committee:

1. Receive the document for consultation on amendments to the Consolidated Bylaw 2008 Part 3: Fire Prevention.
2. Approve the document for public consultation.
3. Agree to delegate to the Chief Executive and the Portfolio Leader, the authority to amend the proposed consultation document to include any amendments agreed by the Committee and any associated minor consequential edits.

Background

6. The Fire and Emergency New Zealand Act 2017 (the FENZ Act) and Fire and Emergency New Zealand (Fire Permits) Regulations 2017, passed in May 2017, have now taken effect. The FENZ Act created a new agency, Fire and Emergency New Zealand (FENZ). The change has brought together urban and rural fire services into

the new agency, representing a historic restructure of these fire services. The Fire Service Act 1975 and the Forest and Rural Fires Act 1977 have both been repealed.

7. The FENZ Act also amended the Local Government Act 2002 to remove powers and responsibilities, about fire safety and related fire bylaws, that were previously held by local authorities. These powers and responsibilities are now held by FENZ.
8. Additions were made to the LGA (s 152B) to note that a bylaw will have no effect in the extent of any inconsistency (with the FENZ Act and FENZ powers), and require local authorities to revoke or amend their relevant fire bylaws to address any inconsistency.
9. The Council's relevant bylaw is the Consolidated Bylaw 2008 Part 3: Fire Prevention (the fire bylaw).

Discussion

10. Officers have reviewed the fire bylaw, in consultation with FENZ, under the new provisions in the LGA. The sections of the bylaw that are now inconsistent, because they are either in the FENZ Act or regulations or managed by FENZ, are those that address:
 - what fires are allowed without a permit
 - criteria for fire permits and application processes
 - conditions for safely lighting a fire
 - fire bans, and
 - handling live ash.
11. The removal of these sections, as inconsistent, is appropriate. FENZ are already responsible for issuing fire permits, and the safety considerations are either their responsibility, or set out in the FENZ Act and regulations. Information for the public is provided on FENZ websites and within fire permits. After considering removal of these sections, the amended sections are proposed which mainly:
 - prohibit fires that create a nuisance, health risk or safety risk to any person or property (excluding safety risks that may be subject to the FENZ Act), and
 - enable Council officers to take reasonable steps to abate the nuisance, which includes issuing a direction to extinguish such a fire.
12. It is anticipated that the majority of fires will be dealt with by FENZ or, where there is a nuisance, it can be dealt with between neighbours. However, not all nuisances arising from fire and smoke will be able to be dealt with in this way. The Council receives and responds to complaints about smoke, most commonly from pizza ovens and braziers. Usually complainants are asked to allow 20 minutes for smoke to clear and call again if smoke issues persist. Most issues resolve in this time as fires generate the most smoke when starting. If issues persist, an officer will visit the site.
13. Council officers therefore consider it appropriate to retain and amend the nuisance related content from the fire bylaw (rather than revoking it). Officers propose an amended bylaw (Attachment 1, p2) that reflects; the narrower scope of Council powers, the focus on nuisance, a simpler drafting style, and a minor change to clarify Council powers to abate fires under the Health Act 1956.
14. Under the proposed amendments Council officers will have powers to ask that a fire be abated, or to abate it (under powers to abate a nuisance under the Health Act). This is not a significant change from the current fire bylaw under which officers have powers to ask that a fire be extinguished or extinguish it. Abate is a broader term that could require extinguishing the fire, or a more flexible response. In practice, Council officers

have not extinguished fires or needed to – it is usually sufficient to ask that it be extinguished. Fires causing a safety risk will be referred to FENZ.

15. Greater Wellington Regional Council has some complementary powers in relation to air quality. They provide education and public information on what materials may be burnt in regard to clear air considerations, but neither they nor FENZ may ask that a fire be abated solely for nuisance-related reasons.

Consultation



16. The LGA provides that territorial authorities may, despite anything in the LGA, amend or revoke their bylaws to remove inconsistencies with FENZ powers by resolution publicly notified, without needing to consult (s 152B(4)). Council could therefore choose not to consult on amending the bylaw. However, consultation is recommended for the following main reasons:
 - it presents an opportunity to seek community views on the proposal to continue to regulate the nuisance related aspects arising from fire and smoke, and to raise awareness of the shift of fire permit responsibilities from the Council to FENZ;
 - statements in Council's Significance and Engagement Policy indicate that Council will consult on bylaw amendments; and
 - officers have taken the opportunity to simplify the drafting of the bylaw and so some consultation, while not legally required, is appropriate.
17. A consultation document has been developed (Attachment 1) which invites written feedback on the proposal. The proposed consultation process is considered proportionate to the significance of the proposed bylaw changes as assessed under the Council's Significance and Engagement Policy.

Options

18. If a change option is not progressed any inconsistent bylaw content will have no effect (LGA s 152B). The redundant content could be misleading for the public.
19. Alternatively, Council could choose to revoke the bylaw in its entirety. This option is not recommended as it is still considered useful to have a regulatory tool to manage smoke nuisance. The Council has some nuisance-related provisions in the Consolidated Bylaw 2008: Public Places, but reliance on these is not advised, as they are high level provisions and nuisance fires are most likely to be on private land.
20. Several other local authorities are still reviewing their bylaws. Of those that have completed the review process several are retaining a bylaw with that addresses nuisance from fire and smoke (e.g. New Plymouth District Council and Hutt City Council on which the proposed amendments are modelled).

Next Actions

21. It is recommended that City Strategy Committee agree to consult on the proposed bylaw using the attached consultation document (Attachment 1).
22. Officers will report to the City Strategy Committee on any feedback and ask the City Strategy Committee to approve seeking Council agreement to adopt the amended Consolidated Bylaw 2008 Part 3: Fire and Smoke Nuisance.

AttachmentsAttachment 1. [Attachment 1: Consultation Document](#)  

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Authoriser	Baz Kaufman, Manager Strategy Kane Patena, Director, Strategy and Governance

SUPPORTING INFORMATION

Engagement and Consultation

Officers have consulted with FENZ during the development of the proposed Fire Nuisance Bylaw and will keep them informed of consultation and progress. Consultation with the public is also recommended.

Treaty of Waitangi considerations

There are no Treaty of Waitangi considerations.

Financial implications

The proposed amendments will raise no additional costs.

Policy and legislative implications

The proposed bylaw amendments gives effect to changes required by legislation. The fire bylaw is not part of any wider strategies, and has no bearing on any other Council policies.

Risks / legal

The proposed amendments and consultation document have been reviewed by the legal team.

Climate Change impact and considerations

The conditions for lighting outdoor fires and for fire permits under the current fire bylaw are similar to those in the FENZ Act and regulations. Therefore the number of outdoor fires is unlikely to change.

Communications Plan

A communications plan has been developed in accordance with the Council's Significance and Engagement Policy. The consultation document will be provided online and brochures printed for libraries and the Council service centre. Former fire permit holders will be advised of the consultation by mail or email. Social media will also be used.

Health and Safety Impact considered

There are no changes to the status quo. Currently officers do not extinguish fires, and have not needed to as orders to extinguish have been sufficient. If required, the power to extinguish a fire for nuisance related reasons may be exercised by suitably trained individuals.

Attachment 1: Statement of Proposal Amendments to the Fire Prevention Bylaw

Fire safety management in New Zealand has changed

The Government has changed the way that fire safety rules work. The Fire and Emergency New Zealand Act 2017 was passed by Parliament in May 2017 and has now taken effect. It establishes a new agency, Fire and Emergency New Zealand (FENZ). This new agency is now responsible for fire safety, including setting fire bans and issuing fire permits when they are required. These used to be Council responsibilities.

New rules, fire ban information, and how to apply for a fire permit can be found on FENZ websites: www.fenz.co.nz or www.checkitsalright.nz or by phone 0800 658 628.

Amending the Council Fire Prevention Bylaw

The new rules and creation of FENZ mean that the Council's Consolidated Bylaw 2008 Part 3: Fire Prevention (the Bylaw) is out of date.

The Council has reviewed the Bylaw and consider that it is appropriate to continue to have a bylaw that focuses, on the nuisance arising from fires and smoke. Key amendments the Council proposes are to:

- align the Bylaw with the new FENZ Act by removing powers which FENZ has taken over - relating to fire safety and issuing fire permits
- clarify that Council officers can take reasonable steps to abate the nuisance caused by fire or smoke, for example, ask that a fire be extinguished
- make it clear that the bylaw has a narrower focus by renaming it the Consolidated Bylaw 2008 Part 3: Fire and Smoke Nuisance.

A copy of the proposed amended Bylaw is provided in this document. The current Bylaw is available at <https://wellington.govt.nz/your-council/plans-policies-and-bylaws/bylaws/wellington-consolidated-bylaw-2008/part-3-fire-prevention>.

Have your say

We welcome your views on the proposed amendments to the fire Bylaw. To have your say on the proposed amended you can:

- access a submission form from wellington.govt.nz/have-your-say/consultations that you can print and post, or download, complete and email
- Post completed forms (no stamp required) to:
Free Post Wellington City Council
Proposal: Fire Nuisance Bylaw
Wellington City Council
PO Box 2199
Wellington 6140.
- Email completed forms to: policy.submissions@wcc.govt.nz

- Printed copies of the proposed amended Fire bylaw and submission forms are also available at our service centre at 101 Wakefield Street and at Wellington Central Library. If you would like us to send you a copy of the proposal and submission form, please phone 04 499 4444 or email policy.submissions@wcc.govt.nz

Consultation opens on Friday 28 September and closes on Friday 26 October 2018.

Next steps

Please submit your feedback by 5pm Friday 26 October 2018

A report on feedback will be considered by the council's City Strategy Committee in November, with the Council making a decision in December.

Proposed Consolidated Bylaw 2008 - Part 3: Fire and Smoke Nuisance

Introduction

1. Purpose
2. Interpretation
3. Nuisance or health and safety risk from fires or smoke
4. Offences and cost recovery

This part of the Bylaw is made under section 145 of the Local Government Act 2002 and section 64(1)(a) of the Health Act 1956.

Nothing in this part of the Bylaw derogates from the Fire and Emergency New Zealand Act 2017 or any regulations made under that Act. To the extent that it is covered by that Act, nothing in this part of the Bylaw:

- relates to the removal of fire hazards; or
- declares prohibited or restricted fire seasons; or
- prohibits or otherwise regulates or controls the lighting of fires in open air; or
- relates to the prevent of the spread of fires involving vegetation.

These fire safety measures are now regulated by Fire and Emergency New Zealand (FENZ) following the Fire and Emergency Act 2017. All the new rules, fire ban information, and how to apply for a fire permit can be found on the FENZ websites www.fenz.co.nz and www.checkitsalright.nz or by contacting FENZ on 0800 658 628.

This part was adopted on 16 December 2015 amended on 12 December 2018.

1. Purpose

The purpose of this part of the Bylaw is to protect the public from the nuisance arising from fire and smoke, in regard to aspects other than fire safety.

2. Interpretation

In this part of the Bylaw, unless the context otherwise requires:

“**Authorised officer**” means an enforcement officer authorised under the Local Government Act 2002, an environmental health officer under the Health Act 1956, or any other person authorised by Council for the purposes of administering and enforcing this bylaw.

“**Nuisance or risk**” includes potential nuisance or risk.

“**Reasonable steps**” includes but is not limited to issuing a direction to extinguish the fire and/or extinguishing the fire.

3. Nuisance or health and safety risk from fires or smoke

3.1 No person may light, or allow to remain lit, any fire that creates a nuisance, health risk, or safety risk to any person or property.

3.2 No person may permit smoke, noxious fumes or any other matter to be emitted in such a way as to create a nuisance, health risk, or safety risk to any person or property.

3.3 If an authorised officer is of the opinion that clause 3.1 or 3.2 has been breached, or is likely to be breached, the officer may take reasonable steps to abate, or cause to be abated, the nuisance or risk.

3.4 To avoid doubt, nothing in this part of the bylaw applies to a fire safety risk to which the Fire and Emergency New Zealand Act 2017, or regulations made under that Act, applies.

4. Offences and cost recovery

4.1. Every person commits an offence who:

- (a) breaches clause 3.1 or 3.2 of this Bylaw; or
- (b) fails to comply with a direction of an authorised officer issued under clause 3.3.

4.2 The Council may recover any costs it incurs as a result of acting under this bylaw. Costs are recoverable from:

- (a) the owner of the property on or from which the nuisance or risk originated; and/or
- (b) any person who caused the nuisance or risk.

3. Monitoring

PACIFIC ADVISORY GROUP AND ACCESSIBILITY ADVISORY GROUP ANNUAL REPORTS 2016 AND 2017

Purpose

1. This report provides the City Strategy Committee with annual reports for two of Council's advisory groups:
 - Pacific Advisory Group (reporting on 2016 and 2017)
 - Accessibility Advisory Group (reporting on 2016 and 2017).

Recommendation/s

That the City Strategy Committee:

1. Receives the information.

Background

2. Wellington City Council operates the following advisory groups:
 - Accessibility Advisory Group
 - Environmental Reference Group
 - Pacific Advisory Group
 - Youth Council.
3. The advisory groups serve a range of general purposes:
 - To advise Council officers working on relevant policies, strategies and operations on how to improve outcomes for the city and communities, based on their experience and knowledge; and
 - To pass information on issues relevant to communities between Council and advisory groups.
4. Each advisory group has a terms of reference, which sets out its purpose and expectations.
5. Each advisory group is required to submit an annual report to the Committee which outlines work achieved over the previous year. Starting from 2016, the advisory groups report on the previous calendar year.
6. This report encloses the 2016 and 2017 annual reports for the Pacific Advisory Group and the Accessibility Advisory Group.
7. The Environmental Reference Group and Youth Council provided their annual reports for 2016 and 2017 at the City Strategy Committee on the 16 August 2018.

Discussion

Pacific Advisory Group

8. Under the Pacific Advisory Group (PAG) terms of reference its purpose is to:
 - Advise Council on how to help grow a great City, where Pasifika peoples thrive and contribute to Council's priorities.
 - Bring knowledge and extra insight into Council about how the different needs of Wellington's Pasifika communities can be addressed in the context of Council's roles and priorities.
9. The PAG's focus over the reporting period when providing advice and feedback to Council and its officers was building better engagement with Pacific communities, increasing the visibility of Pasifika peoples and their culture in Wellington City, and ensuring alignment between PAG's areas of focus and the Long Term Plan priorities.
10. The PAG has provided feedback and submissions on a number of strategies and plans, including:
 - Housing and Rent Review
 - Smoke-free Wellington Action Plan
 - Annual Plan and Long Term Plan
 - Sports and Active Recreation Plan
 - Pasifika Festival and the Events Review
 - Pacific Policy Frameworks
 - Te Reo Māori Policy
11. In the reporting period the PAG has experienced a major shift in its membership but has retained and benefited from a diverse mix of well qualified experienced members across a wide range of disciplines which has helped the PAG to achieve its purpose.
12. The PAG feels it has given Council valuable advice and feedback over the past two years and looks forward to the remainder of 2018.

Accessibility Advisory Group





13. Under the terms of reference its purpose is to:
 - Advise Council on how to help grow a great and accessible City, where barriers to people with impairments are minimised.
 - Bring lived experience and knowledge to Council around accessibility issues in the context of Council's roles and priorities.
14. The Accessibility Advisory Group's (AAG) focus over the reporting period when providing advice and feedback to Council and its officers was more effective engagement with communities who face accessibility challenges and improving the accessibility particularly of Wellington City Council buildings, property and venues.
15. The AAG has provided feedback and submissions on a number of strategies and plans, including:
 - Let's Get Welly Moving

- Accessibility Action Plan
 - Annual Plan and Long Term Plan
 - Mobility Parking
 - A number of waterfront developments
 - Cycling programmes
 - Walking initiatives and the communication of them
 - The accessibility of Wellington Airport
 - Accessibility and museums
16. The AAG feels it has given Council valuable advice and feedback over the past two years and looks forward to the remainder of 2018.

Next Actions

17. A review of the advisory groups will take place during the current financial year.
18. Findings resulting from the review of advisory groups will be reported to City Strategy Committee in 2019.

Attachments

Attachment 1.	Pacific Advisory Group annual report 2016/17 ↓ 	Page 21
Attachment 2.	Pacific Advisory Group annual report 2017/18 ↓ 	Page 32
Attachment 3.	Accessibility Advisory Group annual report 2016/17 ↓ 	Page 37
Attachment 4.	Accessibility Advisory Group annual report 2017/18 ↓ 	Page 39

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SUPPORTING INFORMATION

Engagement and Consultation

N/A

Treaty of Waitangi considerations

N/A

Financial implications

None identified at this time.

Policy and legislative implications

None identified at this time.

Risks / legal

N/A

Climate Change impact and considerations

N/A

Communications Plan

Not required.

Health and Safety Impact considered

None identified at this time.

PACIFIC ADVISORY GROUP

January 2016 – October 2017
Annual Report

***Tālofa lava, Taloha ni, Bula Vinaka, Kia Orana,
Mālo e lelei, Fakalofa lahi atu and Warm Pacific Greetings from
the Pacific Advisory Group.***

Purpose

The purpose of the Pacific Advisory Group is to:

- Advise Council on how to help grow a great City, where Pasifika peoples thrive and contribute to Council's priorities.
- Bring knowledge and extra insight into Council about how the different needs of Wellington's Pasifika communities can be addressed in the context of Council's roles and priorities.

Group Composition

The Pacific Advisory Group (PAG) consists of 15 members from 8 Pacific Island communities. Membership demonstrates the diversity of Pacific peoples as a multi ethnic group residing in Wellington.

PAG Members as at June 2017

Samoa

Anthony Leupepe
Meremine Auelua
Ida Faiumu-Isa'ako (Deputy Chair)

Fiji

Ledua Taucilagi
Sai Lealea (Chair)

Cook Islands

Kimi Higginson
Merio Marsters

Tuvalu

Alisa Logo

Tonga

Alapeta Faletau
Rev. Siofilisi Latu Ta'ufo'ou

Melanesia

Leina Isno

Niue

Dr Alvin Mitikulena
Nicole Rex

Micronesia

[vacancy]

Tokelau

Herbert Bartley
Sharon Samasoni

Council appointed members

Deputy Mayor Paul Eagle
Councillor Sarah Free

Reporting Structure

Please note that this Annual report covers a longer timespan than previous reports. As such PAG's contributions also includes the first 6 months of 2016.

Membership and Meetings

A new Tuvalu rep, Alisa Logo, joined following a call for nomination for two positons. Deputy PAG Chair, Ida Faiumu-Isa'ako, resigned as a member during this period and her years of service and contribution are greatly appreciated.

Under the Terms of Reference review in 2014, positions for a Melanesian and Micronesian representative were added. The aim of this was to provide a Melanesian and Micronesian voice and add to the diversity of PAG.

The Pacific Advisory Group met each month within the reporting period. The agendas and minutes of these meetings have been uploaded to the Wellington City Council's website.

The meetings have been well attended and member's contributions have been valuable.

Annual Work Programme

The Annual Work Programme sets out the priority work areas for the year that Council seeks involvement and early engagement from PAG.

As part of the 2014 Terms of Reference Review, a new process of agreeing a work programme between officers and the Pacific Advisory Group was instituted (see Appendix One).

PAG has contributed to those key priority areas as well as assisting Council on other policies and projects as they have arisen. PAG are pleased with this new process which has given good direction to the work of PAG and we look forward to reviewing and setting the new priority areas for the next year of work.

Activity

As well as the regular monthly meetings, PAG activities from January 2016 to June 2017 have included public events, community initiatives and input into Council policies and programmes.

PAG also provides the opportunity to discuss issues and topics relevant to Pacific communities. The meetings allow members to receive presentations from outside groups keen to engage PAG and their communities. Major events and activities in Pacific communities are also able to be tabled and shared by members during the meetings.

Pasifika Forum:

In April 2016, PAG held an *Inspiring Pasifika Leadership* forum to facilitate community input into the Council's 2016/17 Annual Plan. There was good discussion and engagement with Council staff, Deputy Mayor and Councillors enabling Pasifika input and feedback from those who attended.

Among the issues of major importance to Pasifika were housing, transport, youth, Pacific Fare, arts and culture and representation on council and its bodies.

In June 2017, a forum to welcome the new Mayor and Councillors and farewell outgoing PAG members was held at the Wesley Church Hall on Taranaki Street. The new mayor, Justin Lester, and new Councillor on PAG, Brian Dawson together with Deputy Mayor, Councillor Paul Eagle were in attendance.

The new mayor acknowledged PAG's contribution while Councillor Eagle introduced his replacement on PAG, Councillor Brian Dawson PAG.

As the current PAG's term was also ending, outgoing PAG members, Anthony Leaupepe, Siofilisi Latu Ta'ufo'ou and Kimi Higginson were farewelled as part of the forum.

The forum also included a presentation on the process for election of the new PAG.

Pasifika Festival

The 2016 Festival was well attended and food was sold out despite the absence of some community groups while the 2017 Festival was cancelled due to rain.

The Pasifika Festival continues to be an issue of interest to PAG. A subcommittee was set up in 2015 to consider PAG concerns around the organisation and planning of the festival. In particular, PAG would like to ensure:

- There is a good balance between cultural activities;
- An ability to showcase Pacific identity; and
- The promotion of those elements in today's contemporary and diverse environment.

More input by PAG into the organisation and planning of the Festival was also raised as part of the discussion.

There was keen interest by PAG to have greater say over future festivals in order to ensure the integrity of the *Pasifika* brand and identity associated with the festival.

Issues raised by PAG were discussed at meetings held with Council officers and there was a keen interest alround to resolve them.

PAG was advised that as part of a review of council festivals, the Pasifika Festival will also be included where the issues raised will be able to be properly considered and then addressed by Council.

Provision of Advice

In addition to the Forum, PAG also provided feedback and advice on the following:

- Housing and Rent Review
 - Wellington Pacific Community Patrol
 - Living Wage
 - Smokefree Wellington Action Plan
 - Wellington Waste Minimisation Plan
 - Playground policy
 - Resilience Strategy
 - Sports and Active Recreation Plan
 - Draft Annual Plan
 - Dog Policy and Animal Bylaw
-
- Central Government Pacific Programmes and Strategies
Various Pacific staff from central government agencies sought input from PAG on their Pasifika strategies and programmes and tabled the interest in engaging with Wellington Pasifika communities for the future as well as participating at the Pasifika Festival. They include Pharmac Pacific Strategy, The Treasury Pacific Strategy and MBIE, NZ Red Cross work in the Pacific.
-
- Pacific Language Weeks
 - PAG members contributed to their Language Week Programmes and facilitated support from Council via the provision of venues for some of the activities.
-
- Winston Cyclone Relief
 - PAG members sought and obtained the support of Council in fundraising efforts undertaken for the Fiji Cyclone relief with venue support and in partnership with NZ Red Cross in educating Pasifika communities on disaster relief management and fundraising for future natural disasters in New Zealand and the Pacific.

Aspirations and challenges for the year ahead

Overview:

To add value into Council events and policies, PAG remains keen on sharing ideas to provide Pacific perspectives and viewpoints into policy development and implementation as well as in engaging with Pasifika communities.

Pasifika Festival

PAG eagerly awaits the review of the festival and is very keen to explore ways to promote the festival while ensuring its authenticity and integrity as a Pasifika event.

Pacific Engagement

PAG is keen to ensure council information is accessible to the Pacific community by promoting the use of Pacific languages to translate key council documents and the use of Pacific media networks to promote council programmes and activities. To achieve this, PAG members are available to help Council connect better with their communities using radio and digital media channels and outlets.

Pasifika Fale:

PAG continues to promote this dream in partnership with the Council. PAG has called for a feasibility study to assess the viability of such a venture in adding value to the economic, cultural and social prospects of Wellington City. Victoria University's Pacific Studies department has been identified as a potential partner for the project and it is hoped momentum can now be generated.

Remuneration

PAG continues to advocate for an increase in the meeting fees to be on par with other Pacific advisory groups in government.

Council Support to Advisory Groups

A number of changes took place for staff providing support for PAG during this period of reporting as a result of management restructuring. There is a need for stable advisory support for PAG from Council to ensure continuity and productive engagement.

Pacific Forum

Having the opportunity for Council to directly engage with Pacific communities is a critical part of ensuring ongoing feedback on Council policies and programmes. While there is a need to examine the format and content for future fora, it is important not to lose sight of the value of engaging a wider audience than PAG from time to time, especially on key issues impacting on Pasifika peoples in Wellington.

Acknowledgements

The PAG has valued the contribution of Councillors Eagle and Free both have been strong advocates and allies over this reporting period. PAG now looks forward to working with new Councillors Brian Dawson and Jill Day.

In this reporting period, PAG has appreciated the continued support and services provided by the various Council Officers.

The PAG would also like to acknowledge those Councillors and Council Officers who seek to encourage greater participation of the Pacific Advisory Group, and Pasifika people in the decision-making process of Council. Our work would not have been possible without their support and commitment in the last year.

Appendix One: Annual Work Programme 2016

Chair – Pacific Advisory Group
 Wellington City Council
 101 Wakefield Street, PO Box 2199
 WELLINGTON 6140, New Zealand

This is an example only of an expectations- setting letter. This has not yet been formalised but reflects some of our initial thinking. We would be grateful for your feedback on both the format of this letter plus other ideas you have for work areas.

Dear Chair

Re: Letter setting the Work Programme for the Pacific Advisory Group (PAG)
Purpose of this letter

I am writing to you as the Chair to clarify the Council’s priorities and outline my expectations for your Reference Group over the next 12 months.

PAG is part of Council and I know that your group wants to contribute in the best possible way to our City. This letter will help focus the work of the group early so that you can add greatest value and that Council officers can engage with you at an early stage and in an effective way.

PAG’s work over the next 12 months

The City Council has recently finalised our Annual Plan (AP) and is working on drafting the Long Term Plan (LTP). It is important that the work of PAG align with the priorities of the AP and LTP.

We want you to bring your experience to the group to help solve problems and find solutions for the work streams below. This is consistent with your group having deeper and more-ongoing involvement with the work-streams of greatest priority to the City.

Key priorities	Expected PAG input
Strengthening connections between Wellington’s Pasifika communities and Council	Deepening and expanding your group’s networks to increase Pasifika people’s understanding of and ability to participate in Council’s processes and decision-making. Specific focus areas will include increasing links with Church congregations (through Ministers) and increasing links with Pasifika youth.
Advising Council on how to better engage Pasifika Communities	Help officers develop engaging events, activities and communications material to engage Pasifika communities on key priorities for Council, including how Pasifika communities can contribute to growing the economy, affordable housing, health and environmental challenges facing the City.
Home Energy Saver Programme – A programme to help home owners and residents save on power bills through reducing energy	Help identify how to effectively deliver this programme to customers (particularly Pasifika communities), including how far this programme

consumption.	should reach. For example, what are some practical options for households reducing costs and energy consumption? How far should the programme go (mainly focus on advice or also on repair)?
Eight Big Ideas for Economic Growth - Ideas to help boost Wellington’s economy and make it more diverse. These projects are at early stages and include a film museum, International air connections, a technology precinct (a project to grow high-tech industries in the CBD), conference and concert venues, a Miramar framework, better transport, being open for business and a liveable city. More information can be found at: http://wellington.govt.nz/your-council/structure-and-vision/vision-2040/big-ideas-for-economic-growth	Generate practical ideas for actions and projects around how WCC and our City can achieve the visions of the Big Ideas – “Better transport” and “Liveable City”.

As part of Council’s wider engagement, Council will also consult with other groups issues relating to Wellington’s Pacific communities. Further information on how we see PAG operating is set out in the Terms of Reference.

Meeting to discuss and agree the work programme

Once you have discussed the priorities and suggested work-streams outlined in this letter with the other members of your group, officers will meet with you to jointly agree the PAG’s work programme. This could include discussing other projects. You would need to demonstrate how other projects could contribute to Council and City priorities in order for them to be considered as part of your work programme.

Please respond to by2016

I look forward to hearing from you.

Yours sincerely

Kevin Lavery
CHIEF EXECUTIVE

Appendix Two: Individual Meeting Attendance

Name	Number of Meetings	Attended	% Attendance
Alapeta Faletau	18	4	66.6%
Alvin Mitikulena	6	5	83.3%
Anthony Leaupepe	6	6	100%
Herbert Bartley	6	5	83.3%
Ida Faiumu-Isa'ako	6	5	83.3%
Kimi Higginson	6	5	83.3%
Ledua Taucilagi	6	4	66.6%
Leina Isno	6	5	83.3%
Meremine Auelua	6	5	83.3%
Merio Marsters	6	5	83.3%
Nicole Rex	6	4	66.6%
Sai Lealea (Chair)	18	18	100%
Sharon Samasoni	6	5	83.3%
Siofilisi Taufou'ou	6	4	66.6%

PACIFIC ADVISORY GROUP

October 2017 – June 2018
Annual Report

***Tālofa lava, Taloha ni, Bula Vinaka, Kia Orana,
Mālo e lelei, Fakalofa lahi atu and Warm Pacific Greetings from
the Pacific Advisory Group.***

Purpose

The purpose of the Pacific Advisory Group is to:

- Advise Council on how to help grow a great City, where Pasifika peoples thrive and contribute to Council's priorities.
- Bring knowledge and extra insight into Council about how the different needs of Wellington's Pasifika communities can be addressed in the context of Council's roles and priorities.

Group Composition

The Pacific Advisory Group (PAG) consists of 12 representatives from seven Pacific Island communities. Membership demonstrates the diversity of Pacific peoples as a multi-cultural group in Wellington.

PAG Members as at June 2018

Samoa

Mino Cleverley

Cook Islands

Merio Marsters

Anne Allan-Moetaua

Tonga

Sunia Foliaki

Ilisapeti Pouvalu

Niue

Ofania Ikiua

Alvin Mitikulena

Tokelau

Samson Samasoni (Chair)

Jocelyn Kua (Deputy Chair)

Fiji

Saimoni Lealea

Aseri Kua

Tuvalu

[vacancy]

Melanesia

Christine (Kira) Hundleby

Micronesia

[vacancy]

Council appointed members

Councillor Brian Dawson

Councillor Sarah Free

Reporting Structure

The Pacific Advisory Group has organised itself into portfolio groups, enabling members to effectively monitor issues of interest to Pacific communities and build up backgrounds/capability in those portfolios. The groups include:

- Governance
- Economic Development
- Youth
- Arts & Culture
- Health & Wellbeing
- Communications

Portfolio groups have developed workplans that they report against at each Advisory Group meeting.

Membership and Meetings

The Pacific Advisory Group met each month within the reporting period. The agendas and minutes of these meetings have been uploaded to the Wellington City Council's website.

The meetings have been well attended and member's contributions have been valuable.

As of June 2018 an appointment process to recruit additional members to PAG was underway. More information about this and the outcome of the process will be included in the PAG Annual Report for the period June 2018 to June 2019.

Annual Work Programme

The Annual Work Programme is made up individual objectives and activities outlined in the Portfolio Groups workplans.

Activity

PAG initiated a number of activities as part of its annual workplan, highlights included:

- **Funding Information Workshop** – to support capability-building of Pacific NGOs and community groups, PAG co-hosted a funding information session with Generosity New Zealand which was attended by more than 50 community members and funders.
- **Pacific Youth Leadership Reception** – to acknowledge and recognise the growing leadership role that Pacific students are playing in Wellington secondary schools, the Deputy Mayor hosted a reception for more than Pacific 50 students and teachers.
- **Pacific Fale & Malae** – PAG formally met with Victoria University on the development of the Pacific Fale & Malae project. PAG emphasised the notion of the

three-member partnership between the University, Wellington City Council and Wellington's Pacific community.

- **Pacific Radio, 783AM Frequency** – PAG made submissions and actively advocated on behalf of Pacific communities with the appropriate Government agencies and Government Ministers to encourage the tendering of the 783AM frequency for the use of Pacific communities in Wellington.
- **Communications Newsletter** – PAG initiated a bi-monthly e-newsletter which was launched in May 2018 to support and enhance communications with Pacific leaders and community groups throughout the city. The newsletter is sent to more than 700 individuals and groups.
- **Wellington Youth Council** – PAG members actively promoted and encouraged Pacific youth to nominate themselves for Youth Council.
- **Formal Partnership** – PAG explored and initiated partnerships or linkages with groups that can effectively support Council's activities with Pacific communities:
 - **Citizens Advice Bureau** – PAG engaged with Wellington CAB to explore areas of mutual interest give the information and advice they provide Pacific community groups and individuals in Wellington.
 - **Wellington Pasifika Community Patrol** – engaging with the patrol group to jointly consider issues around Pacific community safety
 - **Generosity New Zealand** – in relation to building up capability regarding governance and funding
 - **Tu Tangata** – areas involving Pacific youth leadership development

Provision of Advice

PAG was able to provide the following advice during this report period:

- **Pasifika Festival** – participated in the review of the Pasifika Festival by providing an oral submission with consultants Angus Associates in December 2017.
- **Te Reo Maori Policy** – A formal submission supporting the Council's Te Reo Māori Policy. The submission emphasised the indelible links between tangata whenua and the city's Pacific communities. PAG supported the Wellington City Council leading the way in terms of making te reo Māori part of the city's cultural fabric.
- **10-Year Plan, Engaging with Pacific Communities** – Advising Council on engaging with Pacific communities for the 10-Year Plan process. PAG also actively promoted and encouraged Pacific communities to respond. The advice and engagement resulted in at least 54 Pacific responses (3% of submissions), a significant increase over the 5 submissions for the 2015 LTP process.
- **Pacific Policy Frameworks** – advising on appropriate Pacific policy frameworks and tools for upskilling Council policy and engagement staff on Pacific community issues.

- **Pacific Languages & Cultures** – advising council on how to acknowledge and increase understanding by Council staff of Pacific languages and cultures

Acknowledgements

Former PAG Chair and prominent Fiji community leader Sai Lealea was named in the Queens Birthday Honours list, receiving an Honorary appointment to The New Zealand Order of Merit for services to the Pacific community. Sai is a current PAG member and leads the PAG Economic Development Sub-Committee.

Aspirations and challenges for the year ahead

The Pacific Advisory Group will continue to support Council on how to help grow a City, where Pasifika peoples thrive and contribute to Council's priorities as well bringing knowledge and extra insight to Council.

The key areas of focus for the year ahead include:

- Appropriately recognising and celebrating Pacific arts and cultures with the public of Wellington, including enhancing the Wellington Pasifika Festival and other Wellington events
- Pacific housing will be key issue for PAG over the coming year, with a key focus on tenancies, home ownership, student accommodation and healthy homes
- Capability building for Pacific NGOs, social service and community providers in Wellington, with a view to Council leveraging existing and new partnerships
- Improving council understanding of Pacific community issues particularly in relation to policy development and effective engagement
- Explore opportunities to enhance economic development opportunities for Pacific businesses and communities in Wellington
- Exploring leadership and advisory roles for Pacific communities and individuals within the city, especially Pacific youth
- Continue to explore effective ways for Council to better communicate and engage with Pacific communities



Accessibility Advisory Group Annual Report 2016/17

1. Overview

1.1 Accessibility Advisory Group (AAG) structure and members

Accessibility Advisory Group membership:

Co-Chairs

Lee Rutene (until Oct 2016)

Michael Bealing (from Oct 2016 onwards)

Julia Aguilera (from Oct 2016 onwards)

Members

Tim Pate

Julia Aguilar

Lee Rutene

Tristram Ingham

Christine Richardson

Alan Royal

Christine O'Sullivan

Staff Support

Delia Nolan – Democracy Advisor

Nevada Lee Mariu – Democracy Advisor

Carline Thomas – Democracy Advisor

Crispian Franklin – Acting Advisor

Caleb Bridgeman – Senior Democracy Advisor

1.2 Purpose of the Accessibility Advisory Group

- Advise Council on how to help grow a great and accessible City, where barriers to people with impairments are minimised.
- Bring lived experience and knowledge to Council around accessibility issues in the context of Council's roles and priorities.

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- The AAG will not be seen as representing all views on accessibility in the City.

AAG meetings and topics of discussion

The AAG had a busy year and provided feedback to Council on a wide range of areas including:

- Let's Get Wellington Moving
- AAG's structure
- The Chinese Garden
- North Kumutoto Development
- Water Supply Resilience Project
- Accessibility Action Plan
- Parking developments
- Play spaces
- Accessibility of sport and recreation facilities
- Community and Engagement
- Johnsonville Library developments
- Annual Plan
- Mobility Parking

1.4 Challenges

- The high rate of turnover of supporting council staff and a lack of dedicated accessibility officers adversely affected the effectiveness and ability of AAG to improve accessibility in Wellington City.
- The Kaikoura earthquakes since November 2016 caused major damage to many Council buildings and this has caused ongoing accessibility issues and led to two AAG meetings being cancelled.



Accessibility Advisory Group Annual Report 2017/18

1. Overview

1.1 Accessibility Advisory Group (AAG) structure and members

Accessibility Advisory Group membership:

Co-Chairs

Michael Bealing

Nick Ruane

Members

Tristram Ingham

Alan Royal

Solmaz Nazari

Stuart Mills

Rachel Noble

Erikka Helliwell

Rosie MacLeod

Staff Support

Crispian Franklin Team Leader – Acting Advisor

Helena Patuwai – Democracy Advisor

Jenny Rains Community Services Manager

Anna-Marie Miller Community Resilience Advisor

The AAG continues to be co-chaired by both Michael Bealing and Nick Ruane where Michael is coming to the end of his second term in October. The group will need to appoint a new co-chair by October.

Membership of the AAG has changed over the last term. One of the AAG members was re-appointed to his second term but then left early this year.

These are the members from the previous term who have left AAG:

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Christine O'Sullivan and Lee Rutene left on 27 June 2017, Christine Richardson left on 26 September 2017, Julia Aguilar (2nd term) left in October 2017 and Tim Pate (2nd term) left in February 2018.

New appointments were made to replace the vacancies with the appointment of Stuart Mills, Nick Ruane, Solmaz Nazari Orakani who were appointed in August 2017 and Rachel Noble and Erikka Helliwell in March 2018.

Changes to AAG support personnel in the 2017-2018 year included the consecutive appointment of the following Democracy Advisors: Delia Nolan, Nevada Lee Mariu, Carline Thomas, Caleb Bridgeman (Senior Democracy Advisor) and Crispian Franklin (Team Leader). There were also changes to the AAG support team with Jenny Rains and Anna-Marie-Miller from Community Services providing support to AAG from June and Helena Patuwai from July 2018 onwards.

1.2 Purpose of the Accessibility Advisory Group

- Advise Council on how to help grow a great and accessible City, where barriers to people with impairments are minimised.
- Bring lived experience and knowledge to Council around accessibility issues in the context of Council's roles and priorities.

The AAG will not be seen as representing all views on accessibility in the City.

1.3 AAG meetings and topics of discussion

The AAG has had a busy year. Over 11 meetings that were held, AAG have provided feedback to Council on a wide range of areas including:

- Parking and mobility parks
- Several cycling projects and initiatives
- A number of waterfront developments
- The Chinese garden
- City planning
- the 10 year plan
- Let's Get Wellington Moving (several times)
- the development of the new Accessibility Plan
- The Accessibility Awards
- Walking initiatives and the communication of them
- The accessibility Wellington Airport
- Accessibility and museums

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1.4 Challenges

Accessibility is core Council business because it is a factor in everything the Council does. The first thing people think of about accessibility is the built environment. It is clearly an important issue. Uneven surfaces were identified as the most pressing concern raised in a recent Council survey about accessibility issues in Wellington City. But the accessibility of information is also critical, because it impacts the extent that people can use council services, in democracy and get the information they seek. Because people with a disability are overrepresented in unemployment statistics, accessibility is also a core issue in social housing and affordable housing.

This year, the AAG welcomed aboard five new members. The new team members bring a depth of experience in leadership at a national level on disability issues, accessibility and inclusive policy design.

AAG's core challenge remains the same. Despite accessibility being at the core of all council business, there are still no dedicated subject matter experts on accessibility within Council. Therefore, the AAG is the only consistent source of accessibility advice within the council. That advice is constrained to a maximum of 12 2-hour meetings annually. That advice is only heard by those that attend and does not transfer to others in the organisation.

We have been regularly confronted by the gap in accessibility subject matter expertise within Council. On a regular basis the AGG has needed to explain the basic technicalities of accessibility requirements to officers. For example, we often need to reiterate the national standards for accessible information. This is a specialisation not held by council communications staff, presently. We are also regularly asked to advise on non-compliant mobility parking designs - with council staff being unaware that non-compliance can lead to 'mobility parks' that are inaccessible and don't get used. Recently, AAG was asked for its view on 'giving up' parks in the CDB, so that they can be made available for other users. Meanwhile, parks in the same area are being designated as car-share only. Because the Council committed to inclusiveness, positive ageing and resilience then it also needs to be committed to accessibility and accessible design standards.

New Zealand is currently undergoing examination by the Committee on the Rights of Persons with Disabilities. Part of that process is the answering of a List of Issues (LOI). Two questions within the List of Issues (LOI) that Government is required to answer have specific relevance for the work of Council and AAG.

(c) Measures taken for the provision of universal access to safe, inclusive, and accessible, green and public spaces for persons with disabilities in line with Goal 11.7 of the Sustainable Development Goals, and considering particular barriers faced by women, children and older persons with disabilities;

*(d) Steps to ensure that the wide application of the concept of **universal design** is endorsed by authorities at all levels of public service provision;*

Council must be mindful of this larger international challenge as Central Government currently is. To meet this challenge will require information from Council to support central Governments work at the UN. With AAG as a trusted partner to support this work resourcing must be dedicated to specific technical subject matter expertise to support Council and AAG with the technical nature of much of this work.

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Accessibility is an area of increasing importance and policy significance, locally, nationally and internationally. Accessibility cuts across all council activities. AAG believes that the Council is committed to improving accessibility. But it is an area that demands greater in-house capability and capacity on the technical expertise on delivering accessibility.

4. Operational

TRAFFIC RESOLUTIONS

Purpose

1. This report outlines the recommended amendments to the Wellington City Council Traffic Restrictions. These recommendations support the achievement of the Council's Transport Strategy Outcomes of safety, accessibility, efficiency and sustainability.

Summary

2. Seventeen proposed resolutions were advertised on 31 July 2018, and the public were given 18 days to provide feedback. Five were initiated by Officers/Council, ten initiated by residents/businesses/schools, and two were initiated by other stakeholders (Greater Wellington Regional Council).
3. All feedback received during the Consultation period has been included in the attachments of this report and, where appropriate, officer's responses have been included.
4. After reviewing the feedback received:
 - 13 proposals are being recommended for approval as advertised
 - 3 have been amended:
 - TR 111-18 Tacy Street – Change of time restriction parking
 - TR 119-18 Pickering Street – Change of time restriction parking
 - TR 120-18 Tacy Street – Change of time restriction parking
 - 2 have been deferred:
 - TR 105-18 Hobart Street – Deferred as further investigation is required
 - TR 113-18 Rangiora Road – Deferred as further investigation is required
5. A previously deferred Traffic Resolution has been included in this round:
 - TR 67-18 MacFarlane Street – No Stopping At All Times

Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.

(Unshaded sections of the table indicate a deletion to the Traffic Restrictions and the shaded sections indicate an addition to the Traffic Restrictions)

a.	McFarlane Street, Mt Victoria (TR 67-18) No Stopping At All Times		
	Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	McFarlane Street	No stopping at all times	Lower part, East side, commencing 49.5 metres north of its intersection with Roxburgh Street and extending in a northerly direction following the eastern kerbline for 21 metres.
	McFarlane Street	No stopping at all times	Lower part, east side, commencing 94 metres north of its intersection with Roxburgh Street and extending in a northerly direction following the eastern kerbline for 10 metres.
	McFarlane Street	No stopping at all times	Lower part, East side, commencing 111.5 metres east of its intersection with Roxburgh Street and extending in a northerly direction following the eastern kerbline for 7.5 metres.
	McFarlane Street	No stopping at all times	Lower part, East side, commencing 140.5 metres east of its intersection with Roxburgh Street and extending in a northerly direction following the eastern kerbline for 8.5 metres.
	Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	McFarlane Street	No stopping at all times	Lower part, East side, commencing 96m north from its intersection with Roxburgh Street (grid coordinates X= 1,749,677.6m, Y= 5,427,191.5m), and extending in a northerly direction following the eastern kerbline for 62 metres.
b.	TR104 - 18 Bus Stop Removals Various Locations		
	Remove from Schedule B (class restricted parking) of the Traffic Resolution		

Schedule		
Column One	Column Two	Column Three
1. Pollen Street	2. Bus stop 3. At All Times	4. East side, commencing 23 metres from its intersection with Fraser Avenue and extending in a southerly direction following the kerbline for 12 metres
5. Tarawera Street	6. Bus stop 7. At All Times	8. East side, commencing 74 metres from its intersection with Dominion Park Street and extending in a northerly direction following the kerbline for 12 metres
9. Haumia Street	10. Bus stop 11. At All Times	12. South side, commencing 49 metres from its intersection with Fraser Avenue and extending in an easterly direction following the kerbline for 12 metres
13. Bannister Avenue	14. Bus stop 15. At All Times	16. West side, commencing 84.5 north of its intersection with Elliot Street and extending in an northerly direction following the western kerbline for 12 metres
17. Donald Street	18. Bus stop 19. At All Times	20. East side commencing 63 metres from its intersection with Cooper Street and extending in a southerly direction for 12 metres
21. Donald Street	22. Bus stop 23. At All Times	24. West side, commencing 142 metres west of its intersection with Scapa Terrace (Grid coordinates, x= 1745980.7 m, y= 5427950.5 m), and extending in a northerly direction following the western kerbline for 30.5 metres.
25. Coutts Street	26. Bus stop 27. At All Times	28. North side, commencing 33.5 metres west of its intersection with Tirangi Road and extending in a westerly direction following the northern kerbline for 12 metres
29. Coutts Street	30. Bus stop 31. At All Times	32. South side, commencing 57 metres west of its intersection with Tirangi Road and extending in a westerly direction following the southern 33. kerbline for 12 metres
34. Plunket Street	35. Bus stop 36. At All Times	37. East side, commencing 332.5 metres east of its intersection with Upland Road and extending in a southerly direction following the eastern kerbline for 12 metres
38. Plunket	39. Bus stop	41. North side, commencing 189

	Street	40. At All Times	metres north of its intersection with Upland Road and extending in a westerly direction following the western kerbline for 13 metres.
	42. Plunket Street	43. Bus stop 44. At All Times	45. South side, commencing 160.5 metres south of its intersection with Upland Road and extending in a westerly direction following the east of its intersection with 12 metres.
	46. Farnham Street	47. Bus stop 48. At All Times	49. North side, commencing 16.5 metres north of its intersection with Havelock Street and extending in an easterly direction following the northern kerbline for 12 metres.
	50. Farnham Street	51. Bus stop 52. At All Times	53. North side, commencing 375 metres north of its intersection with Havelock Street and extending in a southerly direction following the northern kerbline for 11.5 metres.
	54. Farnham Street	55. Bus stop 56. At All Times	57. North side, commencing 526 metres north of its intersection with Havelock Street and extending in a northerly direction following the northern kerbline for 12 metres.
	58. Lambton Quay	59. Bus stop 60. At All Times	61. East side, following the kerbline 97 metres south of its intersection with Ballance Street (Grid Coordinates X=2658775.796657 m, Y=5990341.713817 m) and extending in a southerly direction for 23 metres.
	62. The Parade	63. Bus stop 64. At All Times	65. West side, commencing 6.5 metres north of the northern kerb line of Reef Street (Grid coordinates x= 1748113.5m y=5421675.6m) and extending in a northerly direction for 14 metres.
c.	Queens Drive, Lyall Bay (TR 106 - 18) No Stopping At All Times		
	Delete from the Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Queens Drive	No stopping at all times	East side, commencing from its intersection with Cruickshank Street and extending in a southerly direction following the east of its intersection with 7.5 metres.

Add to the Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule			
Column One	Column Two	Column Three	
Queens Drive	No stopping at all times	East side, commencing from its intersection with Cruickshank Street (Grid coordinates, X= 1,750,124.7m, Y= 5,424,081.1m), and extending in a southerly direction following the eastern kerblines for 26 metres.	
Queens Drive	No stopping at all times	East side, commencing from its intersection with Cockburn Street (Grid coordinates, X= 1,750,102.6m, Y= 5,424,017.2m), and extending in a northerly direction following the eastern kerblines for 10 metres.	
d.	Lyall Parade/Cochrane Street, Kilbirnie (TR 107 - 18) Pedestrian Crossing and No Stopping At All Times		
Add to Schedule H (Pedestrian Crossing) of the Traffic Restrictions Schedule			
Column One	Column Two	Column Three	
Lyall Parade	Pedestrian Crossing	Located 19 metres west of its intersection with Cochrane Street X= 1,750,930.6m, Y= 5,423,224.3m)	
Add to the Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule			
Lyall Parade	No stopping at all times	North side, commencing from its intersection with Cochrane Street (Grid coordinates, X= 1,750,930.6m, Y= 5,423,224.3m), and extending in a westerly direction following the northern kerblines for 55 metres.	
Lyall Parade	No stopping at all times	South side, commencing 102m east from its intersection with Tirangi Road (Grid coordinates, X= 1,750,776.9m, Y= 5,423,257.3m), and extending in an easterly direction following the southern kerblines for 89 metres.	
Cochrane Street	No stopping at all times	West side, commencing from its intersection with Lyall Parade (Grid	

			coordinates, X= 1,750,930.6m, Y= 5,423,224.3m), and extending in a northerly direction following the western kerbline for 20 metres.
	Cochrane Street	No stopping at all times	East side, commencing from its intersection with Lyall Parade (Grid coordinates, X= 1,750,945.9m, Y= 5,423,219.9m), and extending in a northerly direction following the eastern kerbline for 22 metres.
e.	Hania Street, Mount Victoria (TR 108 - 18) P10 Loading Zone Goods and Authorised Service Vehicles Only		
	Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Hania Street	P10, Goods Vehicles and Authorised Vehicles Only, Monday to Sunday 8:00am - 6:00pm.	East side, commencing 213 metres south of its intersection with Pirie Street (Grid Coordinates 1,749,292.43 m, 5,426,686.6228 m) and extending in a southerly direction following the eastern kerbline for 6 metres.
f.	San Sebastian Road, Kelburn (TR 109 - 18) Residents Parking At All Times		
	Add to Schedule E (Residents Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	San Sebastian Road	No stopping except for authorised residents vehicles At All Times	North side, commencing 41 metres west of its intersection with Clifton Terrace (Grid Coordinates 1,748,484.3558 m, 5,428,423.594 m) and extending in a southerly direction following the eastern kerbline for 11.5 metres.
g.	Taranaki Street, Te Aro (TR 110-18) No Stopping At All Times		
	Remove from Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Taranaki Street	Clearway, Monday to Friday 4:00pm - 6:00pm.	East side, commencing 48 metres south of its intersection with Courtenay Place (Grid coordinates x= 1748950.3 m y= 5427237.2 m), and extending in a southerly direction following the eastern kerbline for 5.5 metres.

	Taranaki Street	No Stopping, At All Times.	East side, commencing 52.5 metres south of its intersection with Courtenay Place (Grid Coordinates X=2658970.591186 m, Y=5988950.687511 m) and extending in a southerly direction following the kerbline for 6.5 metres.
Remove from Schedule F (Metered Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Taranaki Street	P120 Maximum, Monday to Thursday 8:00am - 4:00pm, Friday 8:00am - 4:00pm, 6:00pm - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, commencing 48 metres south of its intersection with Courtenay Place (Grid coordinates x= 1748950.3 my=5427237.2 m,) and extending in a southerly direction following the eastern kerbline for 5.5 metres. (1 parallel parking space)
Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Taranaki Street	No Stopping, At All Times.	East side, commencing 48 metres south of its intersection with Courtenay Place (Grid Coordinates 1,748,949.5948 m, 5,427,236.7716 m) and extending in a southerly direction following the eastern kerbline for 11.5 metres.
h.	Tacy Street, Kilbirnie (TR 111-18) Time Limited Parking P90, (8am – 6pm, Mon – Sun)		
Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Tacy Street	P90, Saturday & Sunday, 8:00am-6:00pm	North side, commencing 80m northeast from its intersection with Kemp street (Grid coordinates, X= 1,750,446.5m, Y=5,424,465.6m), and extending in a north easterly direction following the western kerbline for 10 metres. (4 angle parks)
	Tacy Street	P90, Saturday & Sunday, 8:00am-6:00pm	North side, commencing 97m northeast from its intersection with Kemp street (Grid coordinates, X= 1,750,446.5m,

			Y=5,424,465.6m), and extending in a north easterly direction following the western kerbline for 42 metres. (16 angle parks)
i.	Maida Vale Road, Roseneath (TR 112 - 18) No parking except for Pick Up/Drop Off (Mon- Fri, 8:30am – 9:00am, 2:45pm – 3:15pm, During School Terms Only)		
	Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Maida Vale Road	No stopping, except for 66. Drop off / Pick Up 8:30am-9:00am, 2:45pm – 3:15pm, 67. Monday- Friday During School Terms	North side, commencing 68 metres east of its intersection with Carlton Gore Road(Grid coordinates X= 1,750,854.3m, Y= 5,427,696.1m), and extending in a easterly direction following the northern kerbline for 6 metres (1 parallel park)
j.	Wellington Botanic Garden - Lady Norwood Rose Garden, Anderson Park and Bolton Street Cemetery (TR 114-18) Confirming existing restrictions: No Stopping At All Times, Time Limited Parking (P120), Class Restricted (Coach Stop, Coach Parking, Mobility Parking & Authorised Vehicles Only Parking)		
	Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Glenmore Street (Access Way and Car Park Near Lady Norwood Rose Garden)	P120, At All Times	North side, commencing 151.4 metres northeast from its intersection with Glenmore Street and Kilmister Avenue (Grid coordinates X= 1,748,031.1176 m, Y= 5,428,621.6652 m) and extending in an easterly direction following the northern kerbline for 36.0 metres (6 parallel parking spaces)
	Glenmore Street (Access Way and Car Park Near Lady Norwood Rose Garden)	P120, At All Times	North side, commencing 192.4 metres northeast from its intersection with Glenmore Street and Kilmister Avenue (Grid coordinates X= 1,748,031.1176 m, Y= 5,428,621.6652 m) and extending in an easterly direction following the northern kerbline for 6.6 metres (1 parallel parking space)
	Glenmore Street (Access Way and	P120, At All Times	North side, commencing 199.0 metres northeast from its

	Car Park Near Lady Norwood Rose Garden)		intersection with Glenmore Street and Kilmister Avenue (Grid coordinates X= 1,748,031.1176 m, Y= 5,428,621.6652 m) and extending in an easterly direction following the northern kerbline for 66.2 metres (23 angled parking spaces)
	Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)	P120, At All Times	East side, commencing 43.0 metres north of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,340.9383 m, Y= 5,428,647.7696 m) and extending in a northerly direction following the eastern kerbline for 15.4 metres (6 angled parking spaces)
	Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)	P120, At All Times	West side, commencing 67.1 metres north of the northern public road boundary of Kinross Street (Grid coordinates X= 1,748,340.9383 m, Y= 5,428,647.7696 m) and extending in a south-westerly direction following the western kerbline for 16.5 metres (3 parallel parking spaces)
	Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)	P120, At All Times	East side, commencing 41.0 metres north and then 34.4 metres southwest of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m) and extending in a south-westerly direction following the eastern kerbline for 6.8 metres (3 angled parking spaces)
	Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)	P120, At All Times	West side, commencing 106.1 metres of the northern public road boundary end of Kinross Street Street (Grid coordinates X= 1,748,340.9383 m, Y= 5,428,647.7696 m) and extending in a southerly direction following the eastern building wall for 5.0 metres (2 angled parking spaces)
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Kinross Street (Access Way and Car Park Near	No stopping except for vehicles displaying an	West side, commencing 103.6 metres of the northern public road boundary end of Kinross Street

	Anderson Park and Lady Norwood Rose Garden)	operation mobility card at all times.	Street (Grid coordinates X= 1,748,340.9383 m, Y= 5,428,647.7696 m) and extending in a southerly direction following the eastern building wall for 2.5 metres (1 angled parking space)
	Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)	No stopping except for vehicles displaying an operation mobility card at all times.	East side, commencing 41.0 metres north and then 178.8 metres southwest of the northern public road boundary of Kinross Street Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m)and extending in a south-westerly direction following the eastern kerbline for 15.0 metres
	Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)	No stopping except for authorised vehicles only, at all times.	East side, commencing 41.0 metres north and then 193.8 metres southwest of the northern public road boundary end of Kinross Street Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m)and extending in a south-westerly direction following the eastern kerbline for 15.2 metres
	Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)	Coach Stop 8.00am – 4.00pm as notified and signposted, P120 at all other times for all vehicles	East side, commencing 41.0 metres north and then 41.2 metres southwest of the northern public road boundary end of Kinross Street Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m)and extending in a south-westerly direction following the eastern kerbline for 26.5 metres
	Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)	Bus Stop, At All Times	East side, commencing 41.0 metres north and then 122.9 metres southwest of the northern public road boundary end of Kinross Street Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m)and extending in a south-westerly direction following the eastern kerbline for 48.5 metres
	Add to Schedule C (Direction, Placement and Lane Use) of the Traffic Restrictions Schedule		
	Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood	No Entry, At All Times	No entry to Botanic Garden from the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,338.61 m, Y= 5,428,646.87 m)

	Rose Garden)		
	Glenmore Street (Access Way and Car Park Near Lady Norwood Rose Garden)	One Way Restriction	Northbound and then eastbound, commencing from its intersection with Glenmore Street and Kilmister Avenue (Grid coordinates X= 1,748,027.4417 m, Y= 5,428,617.958 m)
	Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)	One Way Restriction	Northbound, commencing 41.0 metres north and then 122.9 metres southwest of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,338.61 m, Y= 5,428,646.87 m)
Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Glenmore Street (Access Way and Car Park Near Lady Norwood Rose Garden)	No Stopping, At All Times	East side, commencing from its intersection with Glenmore Street and Kilmister Avenue (Grid coordinates X= 1,748,023.2131 m, Y= 5,428,613.4631 m) and extending in a northerly direction following the eastern kerblines for 131.0 metres
	Glenmore Street (Access Way and Car Park Near Lady Norwood Rose Garden)	No Stopping, At All Times	West side, commencing from its intersection with Glenmore Street and Kilmister Avenue (Grid coordinates X= 1,748,023.2131 m, Y= 5,428,613.4631 m) and extending in a northerly direction following the western kerblines for 127.6 metres.
	Glenmore Street (Access Way and Car Park Near Lady Norwood Rose Garden)	No Stopping, At All Times	South side, commencing 131.0 metres north from its intersection with Glenmore Street and Kilmister Avenue (Grid coordinates X= 1,748,022.15 m, Y= 5,428,620.24 m) and extending in an easterly direction following the southern kerblines for 144.1 metres.
	Glenmore Street (Access Way and Car Park Near Lady Norwood Rose Garden)	No Stopping, At All Times	North side, commencing 127.6 metres north from its intersection with Glenmore Street and Kilmister Avenue (Grid coordinates X= 1,748,031.1176 m, Y= 5,428,621.6652 m) and extending in an easterly direction following the northern kerblines for 23.8 metres.
	Glenmore Street (Access Way and	No Stopping, At All Times	North side, commencing 187.4 metres northeast from its

	Car Park Near Lady Norwood Rose Garden)		intersection with Glenmore Street and Kilmister Avenue ((Grid coordinates X= 1,748,031.1176 m, Y= 5,428,621.6652 m) and extending in an easterly direction following the northern kerbline for 5.0 metres.
	Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)	No Stopping, At All Times	East side, commencing from the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,340.9383 m, Y= 5,428,647.7696 m) and extending in a northerly direction following the eastern kerbline for 43.0 metres.
	Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)	No Stopping, At All Times	West side, commencing from the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m) and extending in a northerly direction following the western kerbline for 41.0 metres.
	Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)	No Stopping, At All Times	North side, commencing 61.2 metres north of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,340.9383 m, Y= 5,428,647.7696 m) and extending in a westerly direction following the northern kerbline for 12.2 metres.
	Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)	No Stopping, At All Times	West side, commencing 50.6 metres north of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,340.9383 m, Y= 5,428,647.7696 m) and extending in a south-westerly direction following the western kerbline for 142.5 metres.
	Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)	No Stopping, At All Times	East side, commencing 41.0 metres north of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,340.9383 m, Y= 5,428,647.7696 m) and extending in a south-westerly direction following the eastern kerbline for 34.4 metres.
	Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)	No Stopping, At All Times	East side, commencing 41.0 metres north and then 67.5 metres southwest of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m) and extending in a south-westerly direction following

			the eastern kerbline for 55.4 metres.
	Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)	No Stopping, At All Times	West side, commencing 50.6 metres north and then 151.4 metres southwest of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m) and extending in a south-westerly direction following the western kerbline for 110.8 metres.
	Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)	No Stopping, At All Times	East side, commencing 41.0 metres north and then 171.4 metres southwest of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m) and extending in a south-westerly direction following the eastern kerbline for 7.4 metres.
	Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)	No Stopping, At All Times	East side, commencing 41.0 metres north and then 209.0 metres southwest of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m) and extending in a south-westerly direction following the eastern kerbline for 18.0 metres.
k.	Gloucester Street, Wilton (TR 115 - 18) No Stopping At All Times		
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Gloucester Street	No Stopping, At All Times.	Eastern side, commencing at its intersection with Wilton Road (Grid Coordinates 1,747,184.5532 m, 5,429,968.1493 m) and extending in a southerly direction following the eastern kerbline for 12.0 metres.
I.	Hanson Street, Newtown (TR 116-18) Mon-Fri 8am-6pm, except for authorised residents vehicles		
	Delete from Schedule E (Residents Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Hanson Street	P120, Monday to Friday 8:00am – 6:00pm,	West side, commencing 13.5 metres north of its intersection with Hall

		except for vehicles displaying an authorised resident's vehicle parking permit.	Street (Grid coordinates, x= 1748643.7m, y= 5425274.6m) and extending in a northerly direction following the western kerbline for 12 metres.
	Add to Schedule E (Residents Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Hanson Street	Monday to Friday 8:00am – 6:00pm, except for vehicles displaying an authorised resident's vehicle parking permit.	West side, commencing 13.5 metres north of its intersection with Hall Street (Grid coordinates, x= 1748643.7m, y= 5425274.6m) and extending in a northerly direction following the western kerbline for 12 metres.
m.	Cleveland Street, Brooklyn (TR 117 – 18) Convert two P30 angle parks to A P60 parallel mobility park		
	Remove from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Cleveland Street	P30, Monday to Saturday 8:00am – 6:00pm	South side, commencing 74 metres west of its intersection with Harrison Street and extending in a westerly direction following the southern kerbline for 18.5 metres (angle parking 6 spaces)
	Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Cleveland Street	<i>P30, Monday to Sunday 8:00am – 6:00pm</i>	South side, commencing 74 metres west of its intersection with Harrison Street and extending in a westerly direction following the southern kerbline for 12 metres (angle parking 4 spaces)
	Add to Schedule B (Class Restricted Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Cleveland Street	<i>No stopping except for vehicles displaying an operation mobility card at all times, P60 Monday to Sunday 8:00am – 6:00pm</i>	South side, commencing 86 metres west of its intersection with Harrison Street and extending in a westerly direction following the southern kerbline for 6.5 metres (parallel mobility park)

n.	Mauldeth Terrace, Churton Park (TR 118-18) Give Way Control and No Stopping At All Times (NSAAT) Road Markings		
	Delete from Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Melksham Drive	Give Way Control	Melksham Drive at its south bound approach to its intersection with Mauldeth Terrace.
	Melksham Drive	Give Way Control Straight Ahead Traffic	Melksham Drive at its north bound approach to its intersection with Mauldeth Terrace.
	Add to Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Mauldeth Terrace	Give Way Control	Mauldeth Terrace at its east bound approach to its intersection with Melksham Drive.
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Melksham Drive	No Stopping, At All Times	East side, commencing 15.0 metres south of its intersection with Mauldeth Terrace (Grid coordinates X= 1,751,566.146 m, Y= 5,437,604.8375 m) and extending in a northerly direction following the eastern kerblines for 30.0 metres.
	Melksham Drive	No Stopping, At All Times	West side, commencing from its intersection with Mauldeth Terrace (Grid coordinates X= 1,751,561.4364 m, Y= 5,437,626.9567 m) and extending in a northerly direction following the western kerblines for 11.5 metres.
	Melksham Drive	No Stopping, At All Times	West side, commencing from its intersection with Mauldeth Terrace (Grid coordinates X= 1,751,558.9493 m, Y= 5,437,617.5904 m) and extending in a southerly direction following the western kerblines for 12.8 metres.
	Mauldeth Terrace	No Stopping, At All Times	North side, commencing from its intersection with Melksham Drive (Grid coordinates X=

			1,751,561.4364 m, Y= 5,437,626.9567 m) and extending in a westerly direction following the northern kerbline for 15.0 metres.
	Mauldeth Terrace	No Stopping, At All Times	South side, commencing from its intersection with Melksham Drive (Grid coordinates X= 1,751,558.9493 m, Y= 5,437,617.5904 m) and extending in a westerly direction following the southern kerbline for 15.0 metres.
o.	Pickering Street, Kaiwharawhara (TR 119-18) P60 Time Limited Parking		
	Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Pickering Street	P60, 8am-6pm, Monday to Friday	East side, commencing 5.0 metres northeast of its intersection with Kaiwharawhara Road (Grid coordinates X= 1,749,902.97 m, Y= 5,430,846.39 m) and extending in a north-easterly direction following the eastern kerbline for 5.2 metres (one parallel parking space).
	Pickering Street	P60, 8am-6pm, Monday to Friday	East side, commencing 14.5 metres northeast of its intersection with Kaiwharawhara Road (Grid coordinates X= 1,749,902.97 m, Y= 5,430,846.39 m) and extending in a north-easterly direction following the eastern kerbline for 5.0 metres (one parallel parking space).
p.	Tacy Street, Kilbirnie (TR 120-18) Time Limited Parking P60, (8am – 6pm, Mon – Fri)		
	Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Tacy Street	P90, Monday to Friday, 8:00am-6:00pm	North side, commencing 298m east from its intersection with Kemp Street (Grid coordinates, X= 1,750,446.5m, Y=5,424,465.6m), and extending in an easterly direction following the northern kerbline for 47 metres. (15 angle parks)
	Tacy Street	P90, Monday to Friday, 8:00am-6:00pm	North side, commencing 355m east from its intersection with Kemp Street (Grid coordinates,

			X= 1,750,446.5m, Y=5,424,465.6m), and extending in a easterly direction following the northern kerblne for 6 metres. (2 angle parks)
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Background

6. Seventeen proposed traffic resolutions were publicly advertised in the Dominion Post on 31 July 2018. Copies were hand delivered to all properties in the affected area and electronic copies were sent to local Ward Councillors, and residents and business associations. Electronic copies were also available on the Wellington City Council website.
7. A summary report for each traffic resolution can be found in the attachments. Each summary contains:
 - a. the proposed traffic resolution report including map(s) as advertised for public feedback, or subsequently modified as a result of public feedback
 - b. any feedback received
 - c. where appropriate, Council Officers responses to the feedback.

Attachments

Attachment 1.	TR 67-18 McFarlane Street, Mount Victoria ↓ 	Page 63
Attachment 2.	TR104 - 18 Bus Stop Removals Various Locations ↓ 	Page 73
Attachment 3.	TR 106-18 Queens Drive, Kilbirnie ↓ 	Page 88
Attachment 4.	TR 107-18 Lyall Parade, Lyall Bay ↓ 	Page 93
Attachment 5.	TR 108-18 Hania Street, Mount Victoria ↓ 	Page 98
Attachment 6.	TR 109-18 San Sebastian Road, Kelburn ↓ 	Page 101
Attachment 7.	TR 110-18 Taranaki Street, Te Aro ↓ 	Page 105
Attachment 8.	TR 111-18 Tacy Street, Kilbirnie ↓ 	Page 113
Attachment 9.	TR 112-18 Maida Vale Road, Roseneath ↓ 	Page 120
Attachment 10.	TR 114-18 Lady Norwood Rose Garden, CBD ↓ 	Page 125
Attachment 11.	TR 115-18 Gloucester Street, Wilton ↓ 	Page 144
Attachment 12.	TR 116-18 Hanson Street, Newtown ↓ 	Page 148
Attachment 13.	TR 117-18 Cleveland Street, Brooklyn ↓ 	Page 151
Attachment 14.	TR 118-18 Mauldeth Terrace, Churton Park ↓ 	Page 155
Attachment 15.	TR 119-18 Pickering Street, Kaiwharawhara ↓ 	Page 164
Attachment 16.	TR 120-18 Tacy Street, Kilbirnie ↓ 	Page 170

Author	Lindsey Hill, Project Coordinator, Network Operations
Authoriser	Moana Mackey, Chief Advisor to the Chief City Planner David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

Recommendations have been publicly advertised.

Treaty of Waitangi considerations

Not applicable.

Financial implications

The work required is contained in a range of Operating Project budgets.

Policy and legislative implications

The recommendations comply with the legal requirements for amendments to traffic restrictions as laid down in the Bylaws. Where possible and where appropriate, the Council's transport hierarchy approach is considered and applied, noting that not all resolutions result in improved outcomes for pedestrians and other active modes.

Risks / legal

None identified.

Climate Change impact and considerations

Not applicable.

Communications Plan

Not required.

Health and Safety Impact considered

Not applicable.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 67 – 18

Location: McFarlane Street - Mt Victoria

Proposal: No Stopping At All Times

Information: It has been brought to our attention that people are parking on the narrow section of lower McFarlane Street (outside no. 17) making it near impossible for cars to pass through. Residents have experienced difficulty recently and in the past and expressed the concern of denied access to property. The measured available carriageway width (outside #17) is 3.6m. A car parked at this location leaves only 1.8m of available road space. This often restricts access/egress to the residents beyond this point.

Council officers therefore propose to install 7m of No Stopping restrictions (outside #17) to ensure clear access/egress to the street is maintained.

The purpose of this resolution is also to update the resolutions database to match the current road markings on site.

Parking loss: 1 space

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 8 May 2018
- 2) Feedback period closes. 25 May 2018
- 3) If no objections received report sent to City Strategy Committee for approval. 21 June 2018
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
McFarlane Street	No stopping at all times	Lower part, East side, commencing 49.5 metres north of its intersection with Roxburgh Street and extending in a northerly direction following the eastern kerbline for 21 metres.
McFarlane Street	No stopping at all times	Lower part, east side, commencing 94 metres north of its intersection with Roxburgh Street and extending in a northerly direction following the eastern kerbline for 10 metres.
McFarlane Street	No stopping at all times	Lower part, East side, commencing 111.5 metres east of its intersection with Roxburgh Street and extending in a northerly direction following the eastern kerbline for 7.5 metres.
McFarlane Street	No stopping at all times	Lower part, East side, commencing 140.5 metres east of its intersection with Roxburgh Street and extending in a northerly direction following the eastern kerbline for 8.5 metres.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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

Column One	Column Two	Column Three
McFarlane Street	<i>No stopping at all times</i>	<i>Lower part, East side, commencing 96m north from its intersection with Roxburgh Street (grid coordinates X= 1,749,677.6m, Y= 5,427,191.5m), and extending in a northerly direction following the eastern kerbline for 62 metres.</i>

Prepared By: **Gagandeep Singh** (Southern Area Traffic Engineer)
Approved By: **Steve Spence** (Chief Transport Advisor)
Date: **04/09/18**

WCC Contact:
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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Original Plan



McFarlane Street, Mt Victoria, TR-67-18
No Stopping At All Times (opposite #17)

Amended Plan



McFarlane Street, Mt Victoria, TR-67-18
Confirmation of existing parking restrictions

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Feedback Received:**

Name: Andrew Miller
Suburb: Mt Victoria
Agree: No

Recent builds in the street have reduced the convenience of turning for vehicles. I'm not sure why this was overlooked when consents were granted and development fees were paid to WCC. It is also noticeable residents are bringing wider cars into the street, when maybe they should be looking towards social responsibility of smaller vehicles. I'm not sure why we don't have a requirement that only small vehicles are allowed in the street. At the entrance of the street there are two large wide bodied vehicles. One is often parked away from the wall and difficult to pass. But with a smaller car we squeeze by. Maybe improved road marking guiding drivers into the space could be an option.

Since that submission I experienced a car parking opposite a house towards 17. I can now understand the frustration from residents. It was a small car and almost impassable.

Name: Ian and Pip Twomey
Suburb: Mt Victoria
Agree: Yes

Yes, we are happy to have the yellow no stopping line extended along McFarlane Street outside #17.

Name: Charles Morley-Hall
Suburb: Mt Victoria
Agree: No

McFarlane St is a unique little bit of Wellington and has always been a narrow cul de sac. This is part of its charm and has never caused any major issues, that I am aware of, in the 21 years I have lived on the street. Any one buying a house in the street knows well in advance of purchasing that the road is narrow and that you will need to be considerate to your neighbours. This is part of living in an inner city community. Since the removal of a number of carparks on lower McFarlane St already due to the recent building of 2 new houses, we have noticed a considerable increase in the number of cars parking on Upper McFarlane St, which already has very limited parking. The removal of any further parks would add to the already congested nature of the street which has a combination of Residents Parking (Mon - Fri) and coupon parking. As part of my submission, I would like to suggest that the parking along both parts of McFarlane St becomes Residents Parking At All Times. This would mean that the number of cars parked on the street was at least limited to those those who actually live locally, rather than people using it as a long term park in the evenings and weekends when they are going into Courtney Place and the City.

Name: Doug Braithwaite
Suburb: Mt Victoria
Agree: No

We are lucky to have our own off street parking.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

The above resolution, to remove a further car park from lower McFarlane st , by no. 17, is the next step by the new residents at no 23 McFarlane to progressively clear out the entire road as though it is their own driveway, which it clearly isn't.

This narrow street has many houses with no parking of their own, but residents have got by just fine due to understanding and consideration between neighbours.

That has not been the case since no. 23 started building, completely clogging up the street for 2.5 years with trucks, which incidently managed to get up and down the street with cars all parked.

They is now new garage parking, but there seems to be a desire to have the rest of the street cleared . The driver of a white BMW, in particular is extremely rude, and toots their horn while people in front are carefully parking or backing into their own garage. Particularly impatient and aggressive driving is now on regular display.

Of course this is the second portion of clearing off parking to have occurred recently, with the first new yellow lines outside 21-23. This will continue, and continue further down the street after this case in front of you now has been completed.

You will have to decide whether you work for the interests of the majority of Residents in the street, or of a vocal minority.

Name: John Bristed
Suburb: Mt Victoria
Agree: No

I have been living in lower Mcfarlane street for more than 40 years and in that time there have been many different residents in those properties at the farther end of the street.

1 In that time no permanent resident (that I know of) has complained about the street being impossible to pass through.

2 I, and many other residents take our cars right to the turning area at the bottom of the street outside no 21 or 23 – to turn round – often, a number of times a day, and we manage just fine. Cars were doing just that long before I moved into the street and have always managed.

3 Currently, quite large trucks come in regularly to collect weekly rubbish bags, or deliver building materials to No 23 - and backwards at that (either in or out) - and they seem to manage alright even when cars are parked on the proposed no stopping area.

4 If the street were impossible to pass through because of bad parking I'm sure the traffic people could deal with the culprit in a very forthright manner, but I think that seldom happens.

5 The latest lot of new owners who think their cars are very wide, seem to want the street as their own private driveway.

They ignore the fact that there has always been a bit of give and take in the street as we make allowances for each other when moving house, or other unusual circumstances which block the road temporarily .

An example would be the rebuilding of their properties over the past years by new owners of 19, 21, and 23 McFarlane street, which have limited every other other resident's access to the turning

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Wellington City Council
Me Heke Ki Pōneke

area or on occasion the street, in one case for much of the time over 3 ½ years. Delivery trucks bringing in large quantities of building material managed to back in or out alright, and when necessary other residents moved their cars to make way for them. During much of that time we all had to back in, or out.

6 Most houses in the street are unable to provide offstreet parking, and this selfish restriction will further limit their ability to access their vehicles.

I repeat, the 'new' owners at the bottom of lower McFarlane Street appear to want the street as their own private driveway.

We strongly object to the proposed resolution which in our view would unfairly impinge on other residents of the street.

Name: Dougal Dunlop
Suburb: Mt Victoria
Agree: No

Objection Regarding Parking Northern End of Lower McFarlane Street : TR-67-18 We have lived in 7 McFarlane Street for nearly 15 years now and for all that time there has been resident parking at the southern end of the Street and what was once free parking has now been changed to coupon parking at the northern end. There has always been some yellow dotted lines outside some of the northern residences and there has never been a problem getting past cars parked on the eastern side of lower McFarlane Street. However, since new properties have been built at the end of the Street and while they were being built, builders' vehicles, including trucks of all sizes had no problem getting up and down. We have now been left with a lot less parking space because of the design of the new properties. With the little space left as noted on your proposal, there is no difficulty getting past cars parked there. As stated we, along with a number of other households on the street, have resided on the street for a long time and there has never been concerns raised as the Council has pointed out in this Proposal, so it is a worry to me that after all of this time major changes could be made so suddenly. I feel that it comes down to drivers' competency not road space. We feel there is no need to remove what is the last bit of non-resident parking available, resident parking is already limited on the Street and is also unaffordable for some residents. As long time residents of the Street we would be very disappointed to see this bit of parking removed. I stress again that road space is not the problem and with a parked car there, there is ample space for cars to drive through. I hope you take our letter into consideration. Sincerely, Hazel and Dougal Dunlop

Name: Gretchen Leuthart
Suburb: Mt Victoria
Agree: No

Proposed Traffic Resolution (TR 67-18 - McFarlane St) * We are residents in the street and have been living here for nearly 16 years. * We have never been confronted with this problem before. * The street is narrow and parking for owners is very limited. * Very few houses have garages and this means most parking is on the street - it is limited and there is currently not enough space for existing residents. * Since the re-development of 21 McFarlane there has already been a loss of 2-3 car parks at the north end of the street which has resulted in pushing cars further to the south - where there is a parking bay for a very limited number of residents. * The loss of this park in question will put additional pressure on the already high in-demand parking space. It will simply transfer a current problem to another part of the street. * Careful attention to parked cars on the Eastern side of the street has always been required when driving up or down the street. The width

PROPOSED TRAFFIC RESOLUTION

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of the street varies across its length - and the park being contested is at one of the narrowest points. However, negotiating parked cars all along this street has always been a challenge and one that we as neighbours and residents have managed to work around for decades - in the interests of good neighbourly behaviour. * We have noticed that one recent owner (no 21) has taken an impatient approach to the parked cars along the entire length of the street - showing an intolerance for the narrowness of the street. This impatience is exacerbated by their lack of confidence in negotiating the narrow, hilly street. * All new owners quickly become aware of the narrowness of the street at the time of their purchase ('Buyer Beware') * All other occupiers manage the dimensions of the street. We strongly object to the proposed resolution.

Name: E-Lyn Tan
Suburb: Mt Victoria
Agree: Yes

I support the proposal for no stopping at all times at #17 as the road is so narrow (3.6 m) at that point that a car parked in that location will block access for residents and visitors. This has happened on many occasions. However, I do not support the proposed update of the resolutions database to match the current road markings on site as it is not directly relevant to the proposal for no stopping restrictions at #17 McFarlane.

Subsequent to the closure of the consultation:

Please note No 19 has since sent in a Confirm request as follows:

Called to request BYLs (opposite no.17) as the road is too narrow for vehicles to park on the side and it forces drivers into the wrong lane while swerving to miss parked cars. Please assist.

Officer's response to all submitters:

In reviewing the submissions in opposition to the TR with regard to the proposed 7m of NS, we can confirm the following:

- We have re-considered the traffic resolution (TR) and have decided to recommend this TR to the City Strategy Committee (CSC) on the 13 September in relation to the proposed installation of the 7m. of No Stopping (NS) opposite #17, consulted on between 8-20 May 18.

The submissions received totalled 8 with 6 of these registering a 'No' to the proposal. Council Officers are conscious, in this case, in recommending a proposal for NS contrary to the majority view. This 7m of NS will fill the gap in the NS that is currently in place between 15 and to the end of the street, and in a location where the road is particularly narrow. In coming to this decision, we have also considered the concerns raised from the 6 submitters in opposition to the TR. These submitters do not have to pass no.17 to gain access to their properties. We acknowledge however, that some may need to pass no.17 and turn around if they want to park on the road on the southern side opposite their properties. The 7m of NS will assist in this case.

- On page 2 of the proposed TR under *Legal Description*, and to confirm the current parking available on the street opposite no's 7-9, we are confirming the deletion of 21m of NS. Although this NS restriction is in our TR database, it has not been in place on the street for a number of years. The road was resealed around about 2001 and from aerial photography this section of NS was not reinstated for reasons unknown to current council officers. This confirmation/ consolidation is to assist Parking enforcement to reflect the current on-street road markings and signs that are in place. The reasons for this action is as follows:

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1. No adverse concerns have been raised in the past regarding access, except until recently from E-Lyn Tan and [REDACTED] who are new owners in the street. Some residents have lived in this street for a considerable number of years with no issues passing a vehicle opposite 7-9. None of the submissions, other than E-Lyn Tan, raised issues with the deletion of the current TRs to reflect the current parking on the street.
2. We have also checked our enquiry database for the last 18 months to come to the conclusion above in 1. We do acknowledge that Ms Tan did report access difficulties by a vehicle parked outside #11-13 on 6th April 2018 which indicates that this narrow street can become blocked at any point by poorly parked cars. To address this we will inspect the current kerb on the southern side and see if any action can be taken to marginally allow cars to park further over and, or install a sign to allow parking to the left of the kerb. This is aimed at providing a small amount of extra travel width in places. We are bounded by the toe of the bank in what work we can undertake in this area. It is noted that this street is listed in the resealing programme for this year and the above investigations will be a good opportunity to undertake any physical works before the road is resealed.
3. It is noted that the availability of visitor and/ or resident parking in this street is at a premium. Providing for on-street parking is always a careful balance between demand and vehicle access.
4. Realising the road is also limited with regard to vehicles being able to turn- around; we will also install a sign at the start of Lower McFarlane Street to inform drivers that no formal turning area is available in the street.

All existing road markings that were currently on the street in 1997 were consolidated in a report to TRAFFIC COMMITTEE (25 August 1997) - Confirmation of Parking Restrictions-Wellington City- (96/97). We have searched our archived documents but do not have any further information on why the NS opposite 7-9 is no longer in place, other than discussed above. With the latest traffic resolution (TR67-18) we are recommending a consolidation of the current parking restrictions so parking services can legally enforce.

We have notified all the submitters of our recommended course of action and submitters have been given the opportunity to attend and speak at the Committee if they so wish.

PROPOSED TRAFFIC RESOLUTION

Reference Number: TR 104-18

Location: Pollen Street, Johnsonville
Tarawera Road, Johnsonville
Haumia Street, Johnsonville
Bannister Avenue,
Johnsonville
Donald Street, Karori
Coutts Street, Rongotai
Plunket Street, Kelburn
Farnham Street, Mornington
Lambton Quay, Wellington
Central
The Parade, Island Bay

Proposal: To remove a number of existing bus stops across the city that are no longer required as part of Wellington's new bus network.

Background: The following narrative was provided by GWRC - "Wellington city is growing and changing. The bus network needs to adapt and meet this growing demand. It's been more than 20 years since Wellington city's bus network was comprehensively reviewed. In that time, passenger numbers in the region have grown greatly – and will continue to do so. Journeys on buses, trains and ferries are expected to increase by 20 per cent between now and 2021 (from 35 million to 42 million trips a year).

To keep our city and region moving, we need a bus network that can carry more people to more places – every day of the week.

The new Wellington city bus network is based on feedback from customers, research and the approaches adopted by other cities in New Zealand and overseas.

From 15 July 2018 when the new bus routes and timetables came into affect, bus users can expect:

more choice about when to travel

- 15 per cent more services on weekdays
- 45 per cent more services at weekends
- more regular off-peak services for 26 suburbs
- new evening and weekend services for 12 suburbs

service based on demand

- more buses for growth areas and under-serviced suburbs
- bigger buses, including double-deckers, on busy routes

PROPOSED TRAFFIC RESOLUTION

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one electronic payment method

- Snapper accepted on all buses across the region
- free transfers between buses using Snapper

more destinations within easy reach

- a new, simpler network of routes
- new feeder buses from outer suburbs to main routes
- buses timed to connect with other buses
- short-wait transfers at new or upgraded bus hubs

more buses arriving on time

- incentives for bus operators to be more punctual
- fewer buses on similar routes through the city to reduce traffic congestion
- new routes designed to minimise delays caused by city traffic

To make sure this new network works for its users and the wider community new bus stops were added, the layout of some stops were changed, and some stops need to be removed as they're not needed by Metlink bus services anymore.

The bus stops included in this report are no longer required as a result of changes to local bus routes (i.e. route 21 services will use Beauchamp Street instead of Donald Street in Karori) or as an attempt to speed up bus services along a high frequency corridor (i.e. Lambton Quay). In all cases, an alternative bus stop is located within a 500m (approx. 5 minute) walk.

The removal of the Lambton Quay at Stout Street bus stop is consistent with the Lets Get Welly Moving Project and has resulted as a 'quick-win' for speeding up buses along the Golden Mile as part of the project.

A map of the new network, showing routes and frequencies, is provided in *Attachment 1*".

Consultation

No specific consultation was undertaken by Wellington Regional Council in regard to the removal of these bus stops. They are a result of the network changes implemented in July and other new stops installed to meet service requirements.

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The public have, however, been made aware of the removal of these bus stops through a public notice advertised in the Dominion Post newspaper on 31 July and a draft of the report was available on the Council's website for public feedback.

Key Dates:

- | | |
|---------------------------------------------------------------------------------------------------------------|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 31 July 2018 |
| 2) Feedback period closes. | 17 August 2018 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 13 September 2018 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

Remove from Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Pollen Street	Bus stop At All Times	East side, commencing 23 metres from its intersection with Fraser Avenue and extending in a southerly direction following the kerbline for 12 metres
Tarawera Street	Bus stop At All Times	East side, commencing 74 metres from its intersection with Dominion Park Street and extending in a northerly direction following the kerbline for 12 metres
Haumia Street	Bus stop At All Times	South side, commencing 49 metres from its intersection with Fraser Avenue and extending in an easterly direction following the kerbline for 12 metres

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Bannister Avenue	Bus stop At All Times	West side, commencing 84.5 north of its intersection with Elliot Street and extending in an northerly direction following the western kerbline for 12 metres
Donald Street	Bus stop At All Times	East side commencing 63 metres from its intersection with Cooper Street and extending in a southerly direction for 12 metres
Donald Street	Bus stop At All Times	West side, commencing 142 metres west of its intersection with Scapa Terrace (Grid coordinates, x= 1745980.7 m, y= 5427950.5 m), and extending in a northerly direction following the western kerbline for 30.5 metres.
Coutts Street	Bus stop At All Times	North side, commencing 33.5 metres west of its intersection with Tirangi Road and extending in a westerly direction following the northern kerbline for 12 metres
Coutts Street	Bus stop At All Times	South side, commencing 57 metres west of its intersection with Tirangi Road and extending in a westerly direction following the southern kerbline for 12 metres
Plunket Street	Bus stop At All Times	East side, commencing 332.5 metres east of its intersection with Upland Road and extending in a southerly direction following the eastern kerbline for 12 metres
Plunket Street	Bus stop At All Times	North side, commencing 189 metres north of its intersection with Upland Road and extending in a westerly direction following the western kerbline for 13 metres.
Plunket Street	Bus stop At All Times	South side, commencing 160.5 metres south of its intersection with Upland Road and extending in a westerly direction following the east of its intersection with 12 metres.
Farnham Street	Bus stop At All Times	North side, commencing 16.5 metres north of its intersection with Havelock Street and extending in an easterly direction following the northern kerbline for 12 metres.

PROPOSED TRAFFIC RESOLUTION

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Farnham Street Bus stop
At All Times North side, commencing 375 metres north of its intersection with Havelock Street and extending in a southerly direction following the northern kerbline for 11.5 metres.

Farnham Street Bus stop
At All Times North side, commencing 526 metres north of its intersection with Havelock Street and extending in a northerly direction following the northern kerbline for 12 metres.

Lambton Quay Bus stop
At All Times East side, following the kerbline 97 metres south of its intersection with Ballance Street (Grid Coordinates X=2658775.796657 m, Y=5990341.713817 m) and extending in a southerly direction for 23 metres.

The Parade Bus stop
At All Times West side, commencing 6.5 metres north of the northern kerb line of Reef Street (Grid coordinates x=1748113.5m y=5421675.6m) and extending in a northerly direction for 14 metres.

Prepared By : **Stephen Harte**

(Implementation Manager
Network Improvements)

Approved By : **Steve Spence**

(Chief Transport Advisor)

Date: **04/09/18**

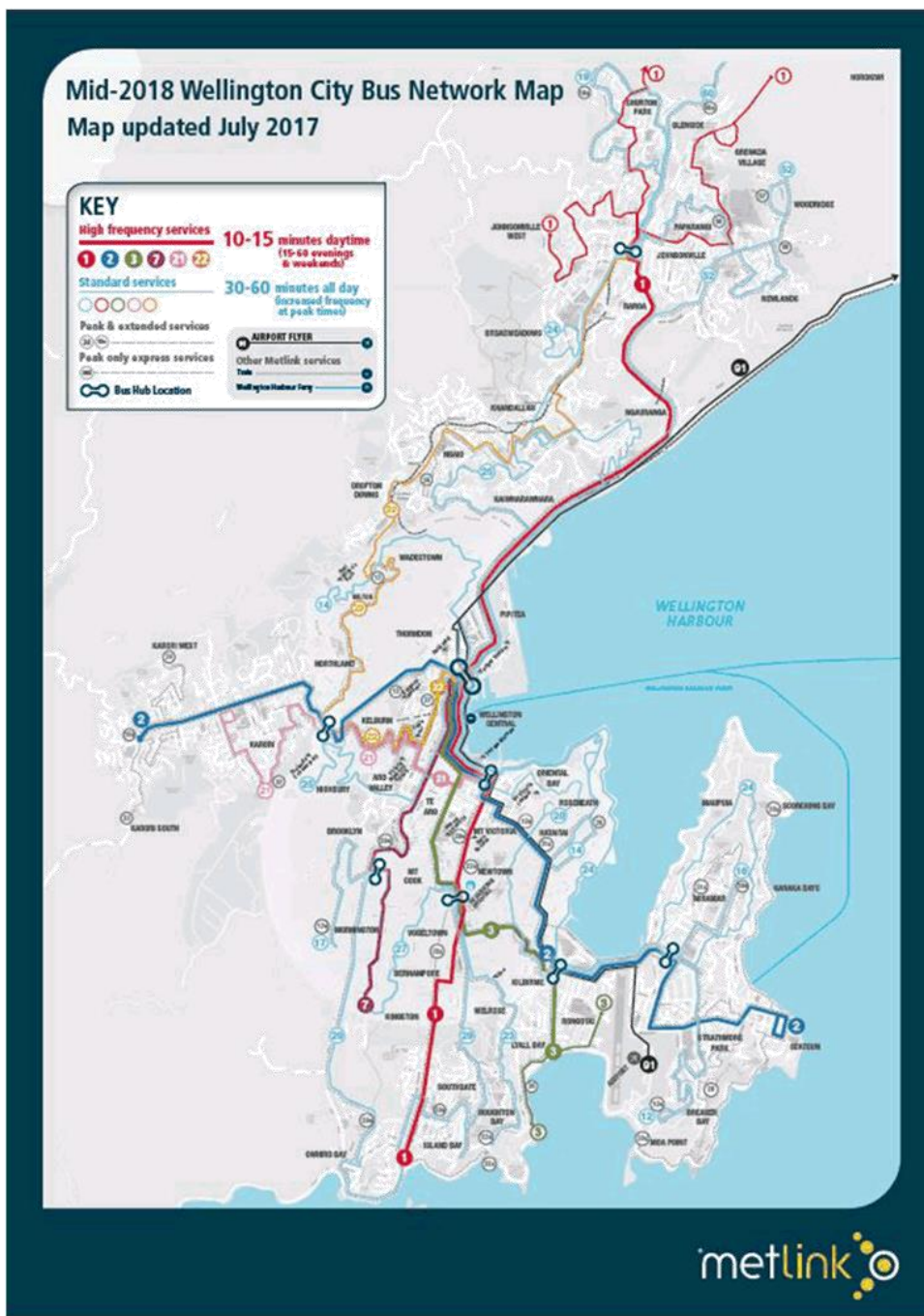
WCC Contact:

Stephen Harte
Implementation Manager Network
Improvements
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8084
Email: Stephen.Harte@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

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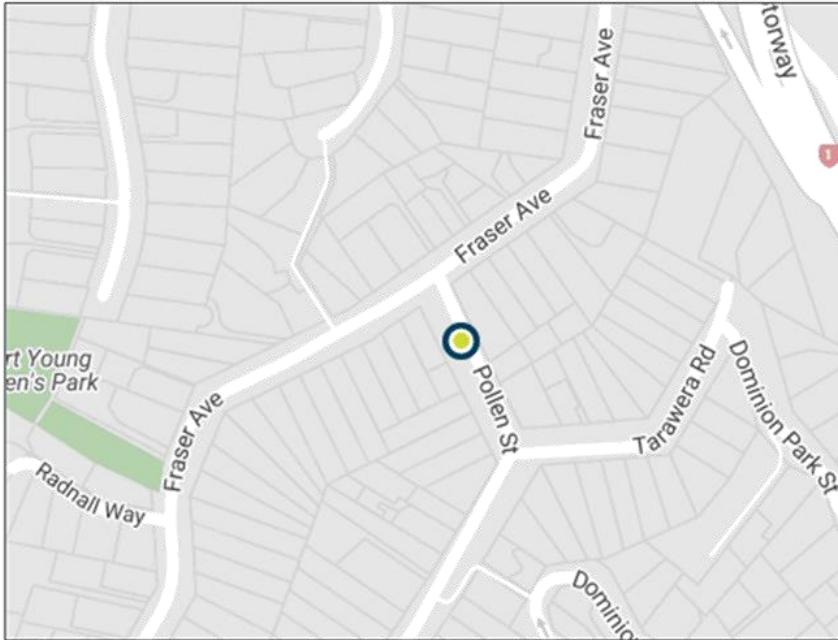
Attachment 1: New Wellington Bus Network Map



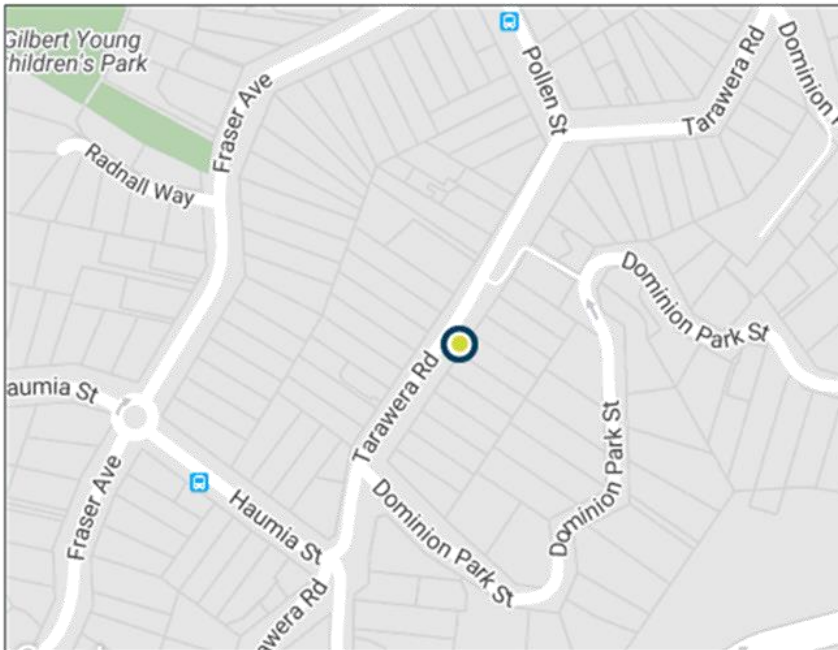
PROPOSED TRAFFIC RESOLUTION

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Wellington City Council
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Attachment 2: #3800 Pollen Street



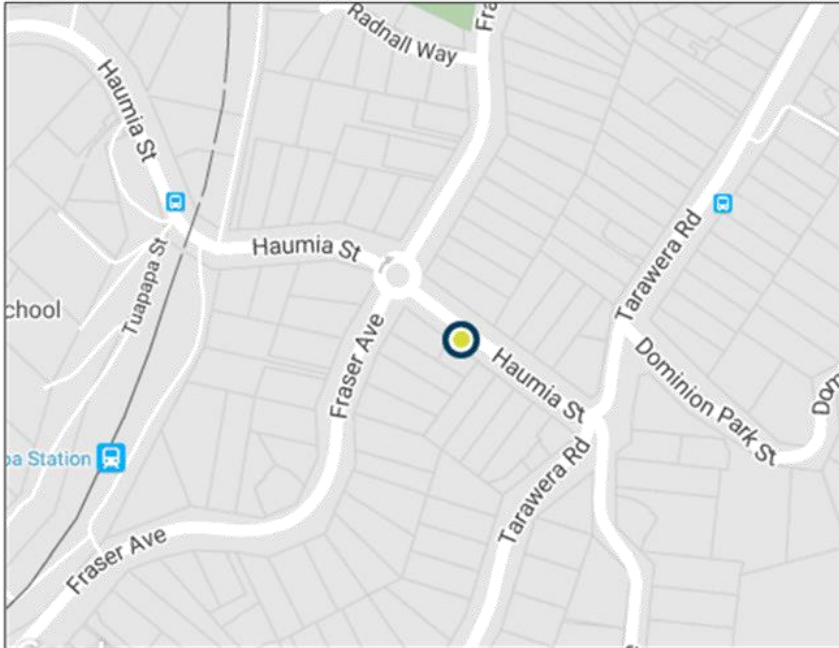
Attachment 3: #3802 Tarawera Road



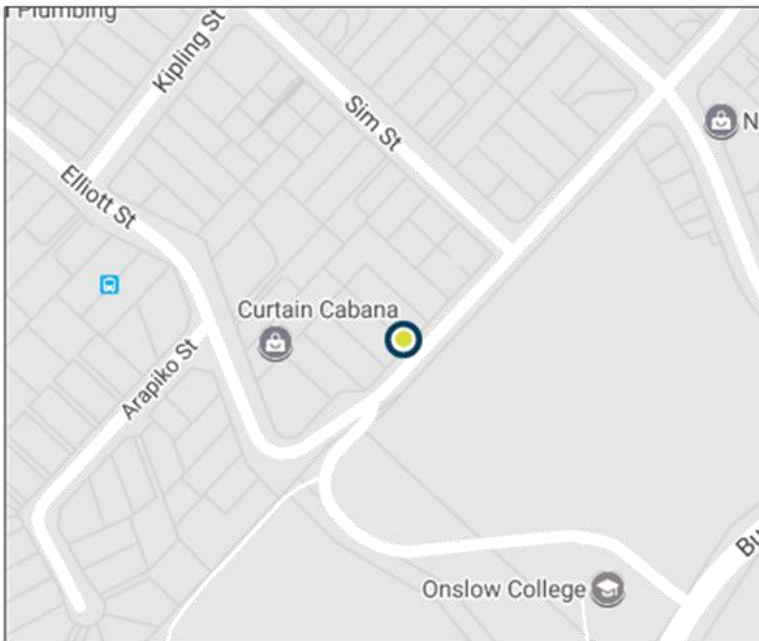
PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Attachment 4: #3804 Haumia Street



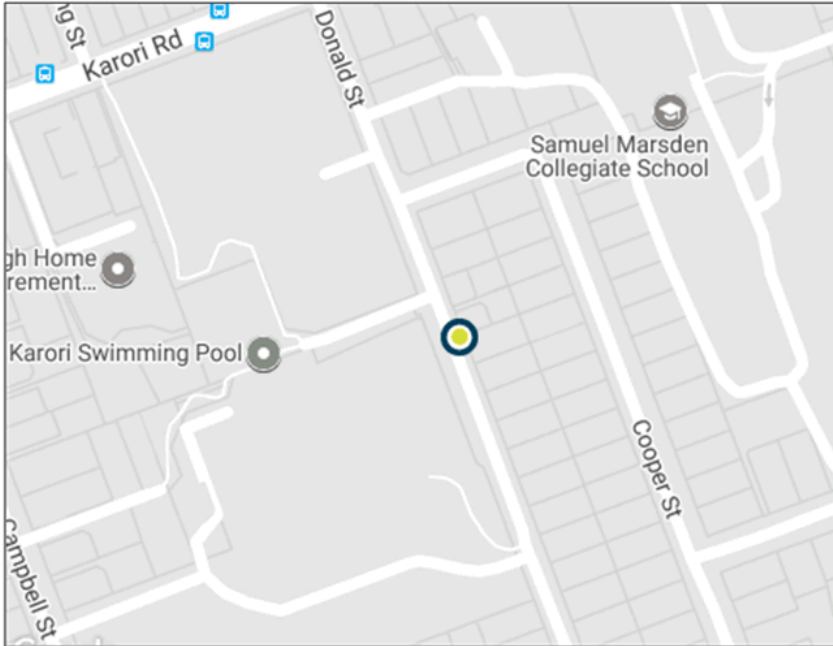
Attachment 5: #3838 Bannister Avenue



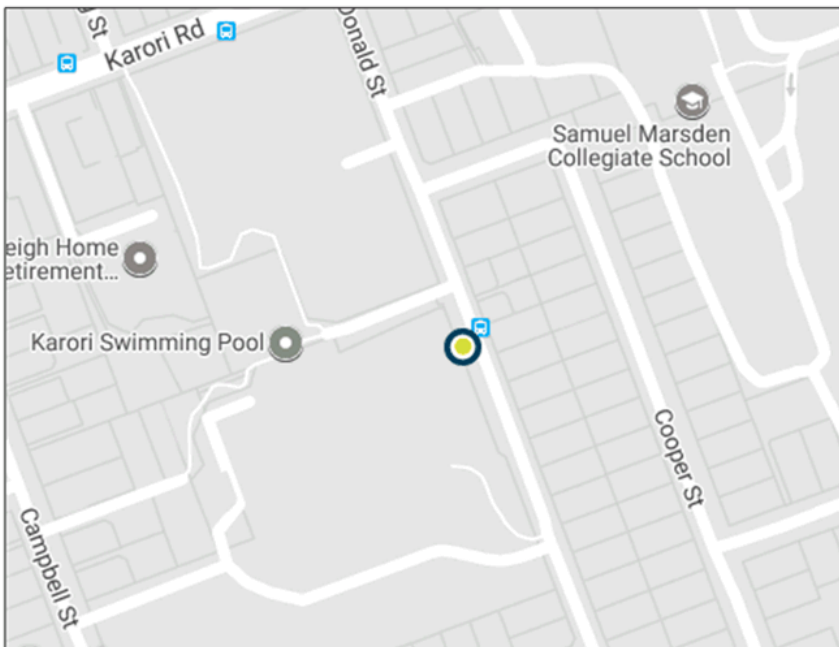
PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Attachment 6: #4308 Donald Street



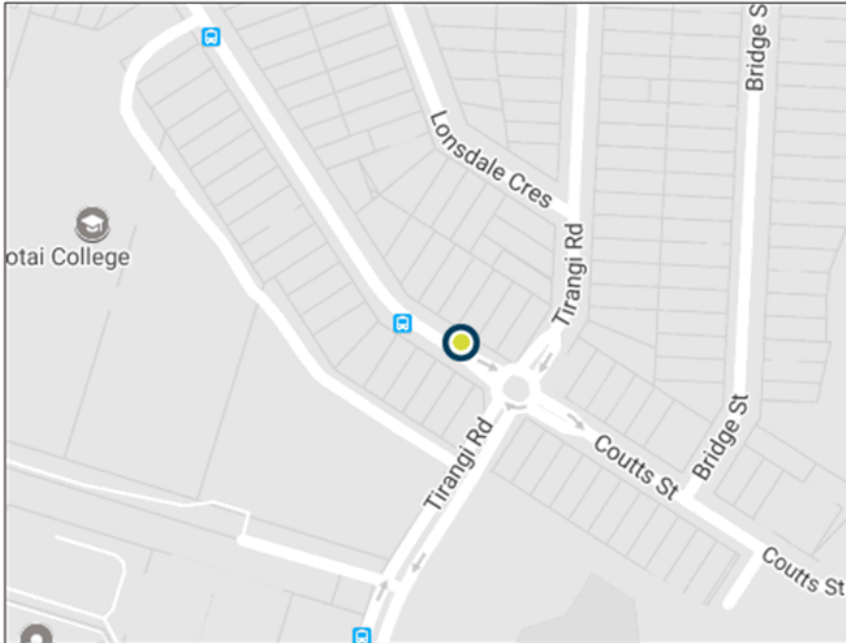
Attachment 7: #5308 Donald Street



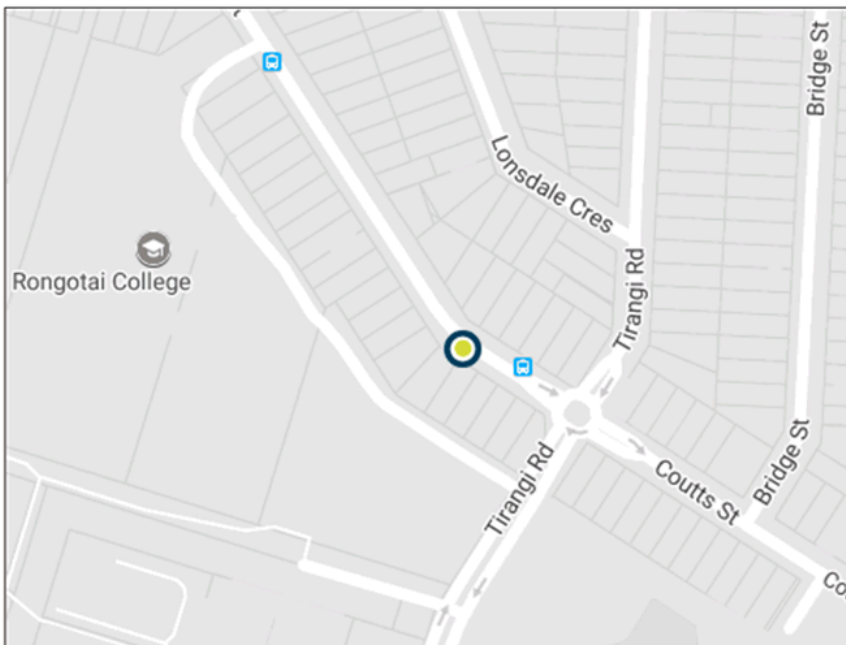
PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Attachment 8: #6344 Coutts Street



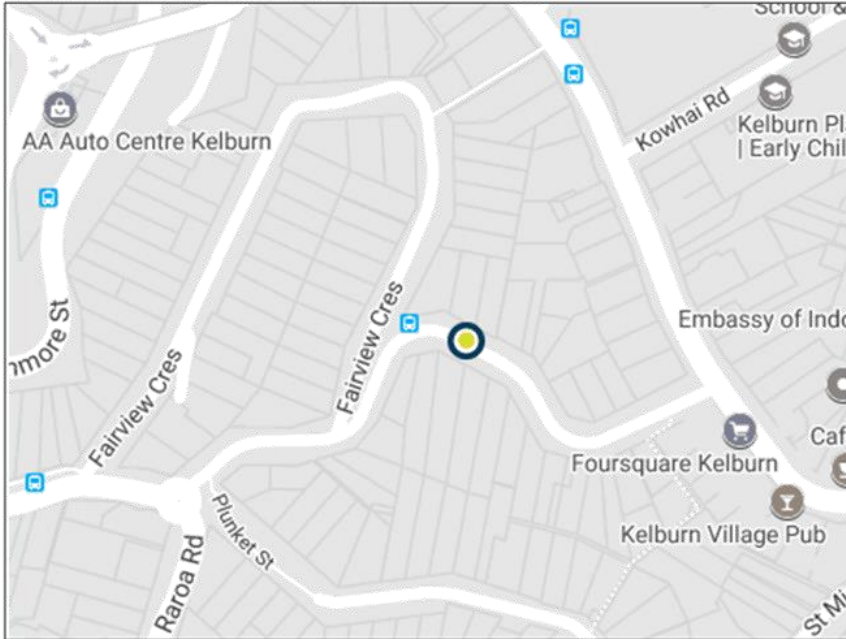
Attachment 9: #7344 Coutts Street



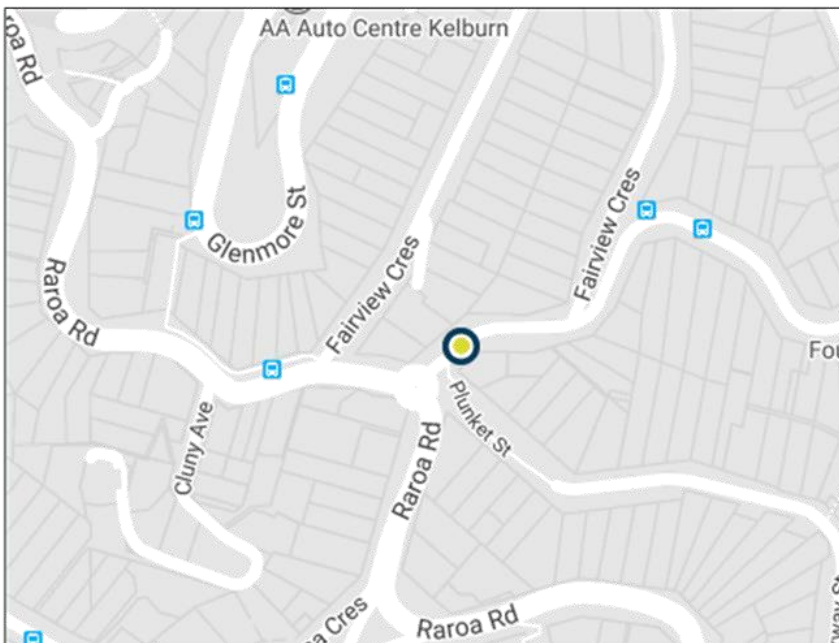
PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Attachment 10: #5938 Plunket Street



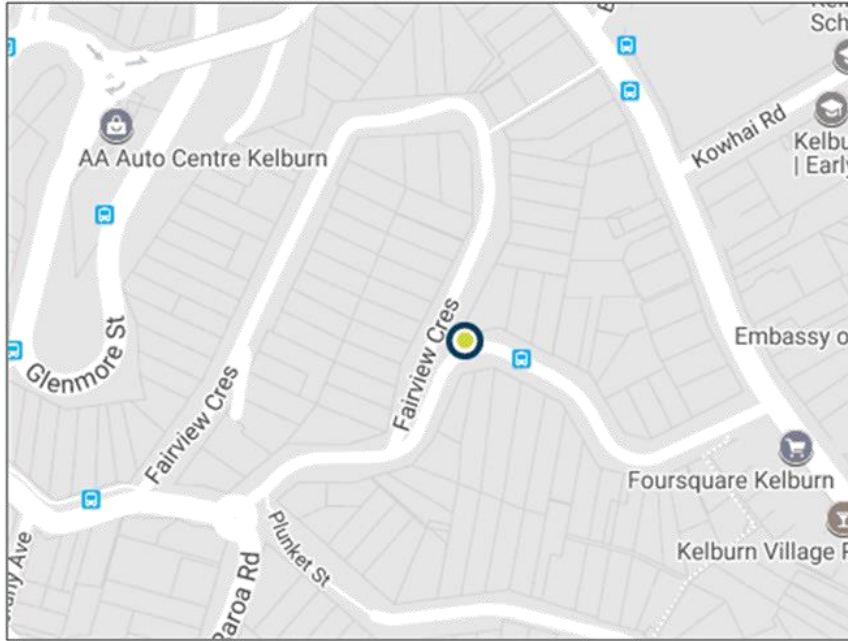
Attachment 11: #5939 Plunket Street



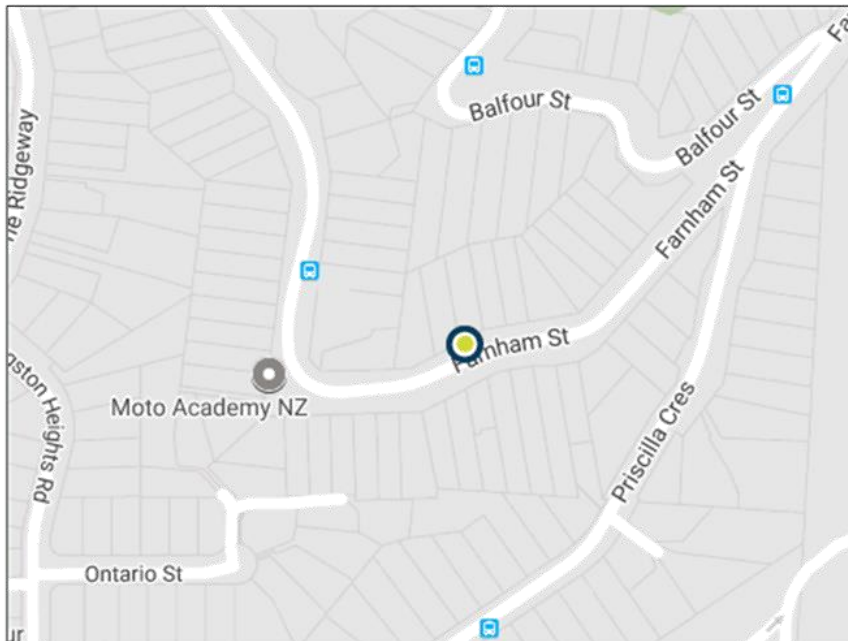
PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Attachment 12: #4938 Plunket Street



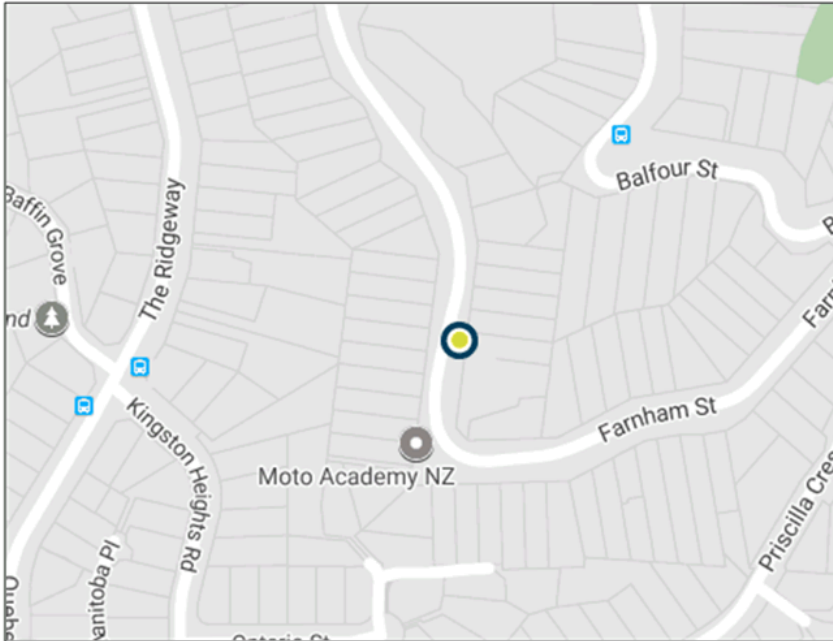
Attachment 13: #7756 Farnham Street



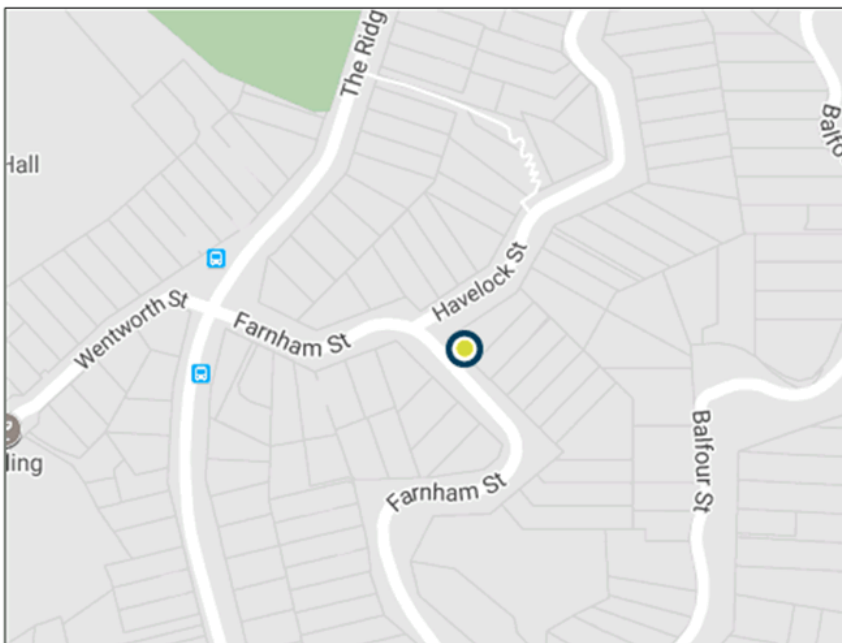
PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Attachment 14: #7757 Farnham Street



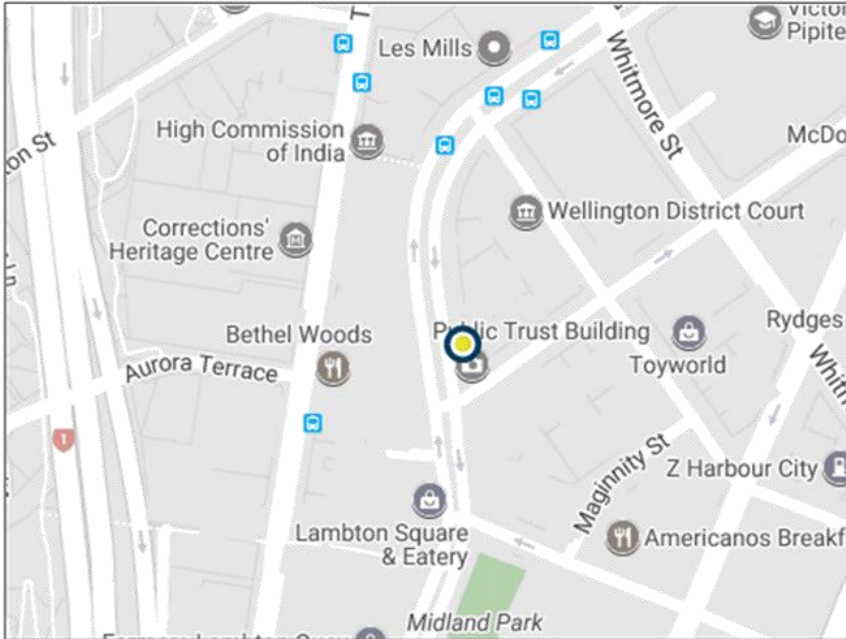
Attachment 15: #7759 Farnham Street



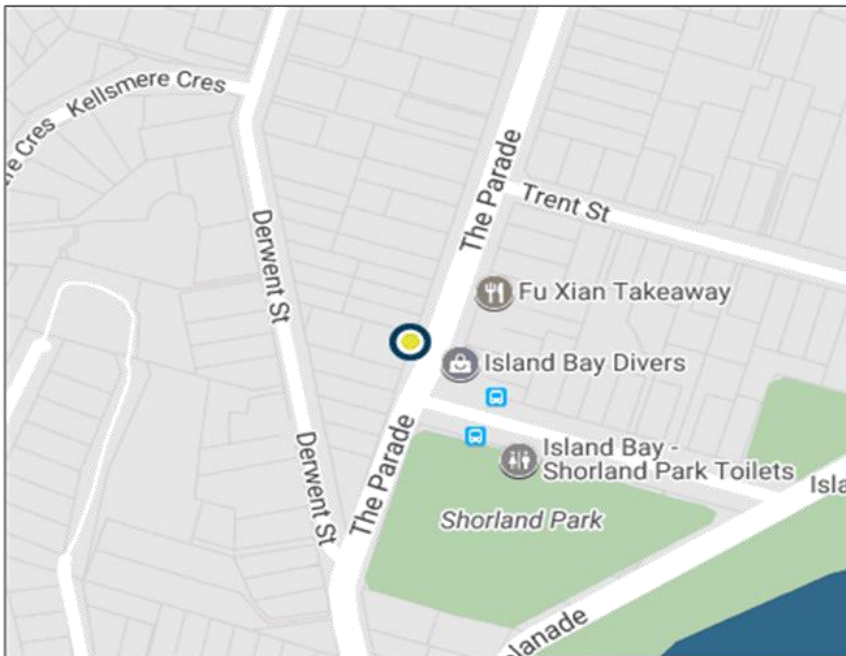
PROPOSED TRAFFIC RESOLUTION

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Attachment 16: #5504 Lambton Quay



Attachment 17: #7135 The Parade



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Helen Chapman on behalf of GWRC
Suburb: Not given
Agree: Yes

GWRC supports this proposal to remove the listed bus stops and has worked with Wellington City Council in the preparation of this traffic resolution as these bus stops are no longer required for use by buses in the Metlink network.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Reference:** TR106 – 18**Location:** Queens Drive - Lyall Bay**Proposal:** No stopping at all times**Information:** There is a requirement to confirm / formally legalise 36 metres of no stopping restrictions that are currently in place on Queens Drive.

This has resulted from the kerb line changes after the eastern footpath on Queens Drive was recently widened.

The purpose of this resolution is to match the existing road markings that are currently on site.

Parking Loss: Nil

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 31 July 2018
- 2) Feedback period closes. 17 August 2018
- 3) If no objections received report sent to City Strategy Committee for approval. 13 September 2018
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Queens Drive	<i>No stopping at all times</i>	<i>East side, commencing from its intersection with Cruickshank Street and extending in a southerly direction following the east of its intersection with 7.5 metres.</i>

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

Column One	Column Two	Column Three
Queens Drive	<i>No stopping at all times</i>	<i>East side, commencing from its intersection with Cruickshank Street (Grid coordinates, X= 1,750,124.7m, Y= 5,424,081.1m), and extending in a southerly direction following the eastern kerbline for 26 metres.</i>
Queens Drive	<i>No stopping at all times</i>	<i>East side, commencing from its intersection with Cockburn Street (Grid coordinates, X= 1,750,102.6m, Y= 5,424,017.2m), and extending in a northerly direction following the eastern kerbline for 10 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Gagandeep Singh (Southern Area Traffic Engineer)
Approved By: Steve Spence (Chief Transport Advisor)
Date: 04/09/18

WCC Contact:

Charles Kingsford
Principal Traffic Engineer
Transport & Infrastructure
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington

Email: charles.kingsford@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

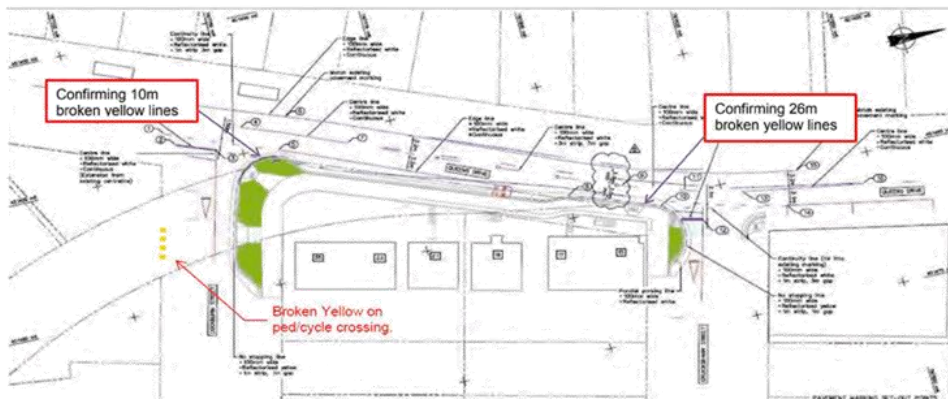
Name: Matt Mckee
Suburb: Not given
Agree: Yes

Firstly I want to say how great to work is and it is really improving the area.

My feedback is for some additional broken yellow lines to be added on the southern Ped/Cycle crossing that was a part of the first stage of this work. There are currently only broken yellows on the northern side which was included in this second stage of works that was completed late last year.

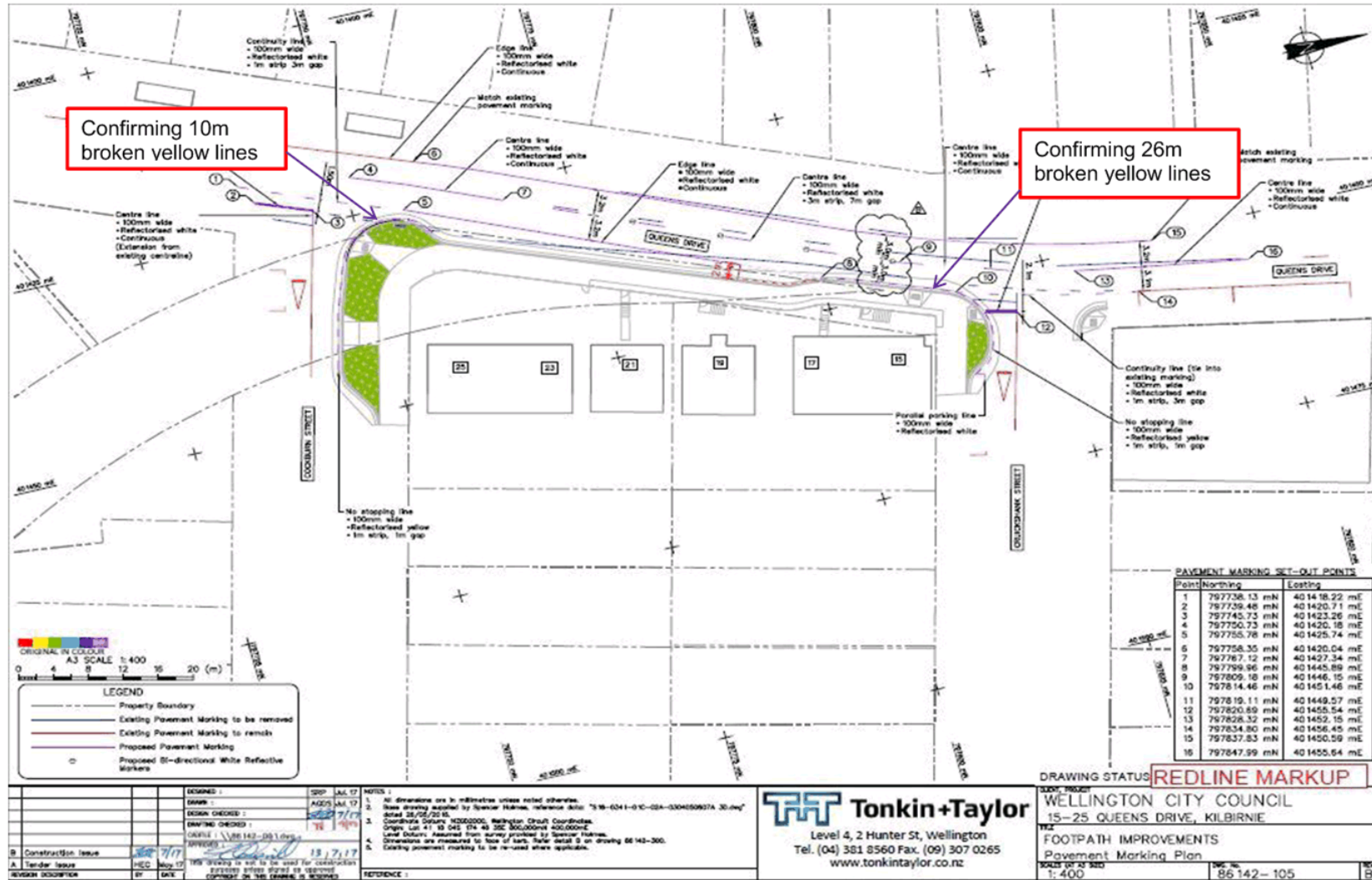
I am asking that these be put in due to the sheer volume of people the park in front of the crossing and block access. I have called WCC multiple times for to have these cars ticketed and at that time asked if the yellows could match the other side of the road. I have also witnessed cyclists stopping at this location to report vehicles to WCC for blocking access for them to the path.

I have marked up in the pdf with the lines. See attached.



Officer's Response:

Thank you for bringing this concern to our attention. The request for additional no stopping restrictions on the southern side of Cockburn street adjacent to the pedestrian cycle ramp will require further consultation. This will be investigated.



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR107 – 18

Location: Lyall Parade/Cochrane Street - Lyall Bay

Proposal: Pedestrian Crossing
No stopping at all times

Information: The purpose of this traffic resolution is to confirm the proposed floodlighted zebra crossing and the associated no stopping restrictions which are required to provide sight lines to pedestrians waiting to cross Lyall Parade and in accordance with the Traffic Control Devices Rule. The new zebra crossing will facilitate a safe crossing point across Lyall Parade on the expected desire line from the proposed 25 space carpark and surrounds. The zebra crossing will also provide a gateway feature (from the east) to Lyall Bay and surrounds, slowing traffic as they enter from the northern end of the Bay. With the proposed foreshore seawall works at the northern end of Lyall Bay and the resultant loss of parking adjacent to the beach frontage, the proposed carpark on the northern side of Lyall Parade with the proposed zebra crossing and associated no stopping were seen as a necessary addition to safely manage traffic and pedestrian movements in this area.

Parking Loss: 17-20 spaces

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 31 July 2018
- 2) Feedback period closes. 17 August 2018
- 3) If no objections received report sent to City Strategy Committee for approval. 13 September 2018
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Lyall Parade	<i>Pedestrian Crossing</i>	<i>Located 19 metres west of its intersection with Cochrane Street X= 1,750,930.6m, Y= 5,423,224.3m)</i>

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

Column One	Column Two	Column Three
Lyall Parade	<i>No stopping at all times</i>	<i>North side, commencing from its intersection with Cochrane Street (Grid coordinates, X= 1,750,930.6m, Y= 5,423,224.3m), and extending in a westerly direction following the northern kerbline for 55 metres.</i>
Lyall Parade	<i>No stopping at all times</i>	<i>South side, commencing 102m east from its intersection with Tirangi Road (Grid coordinates, X= 1,750,776.9m, Y= 5,423,257.3m), and extending in a easterly direction following the southern kerbline for 89 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Cochrane Street	<i>No stopping at all times</i>	<i>West side, commencing from its intersection with Lyall Parade (Grid coordinates, X= 1,750,930.6m, Y= 5,423,224.3m), and extending in a northerly direction following the western kerbline for 20 metres.</i>
Cochrane Street	<i>No stopping at all times</i>	<i>East side, commencing from its intersection with Lyall Parade (Grid coordinates, X= 1,750,945.9m, Y= 5,423,219.9m), and extending in a northerly direction following the eastern kerbline for 22 metres.</i>

Prepared By: **Charles Kingsford** (Principal Traffic Engineer / T/L)
Approved By: **Steve Spence** (Chief Transport Advisor)
Date: **04/09/18**

WCC Contact:

Charles Kingsford
Principal Traffic Engineer / Team Leader
Transport Group – Transport and Infrastructure
Wellington City Council
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Wellington
Phone: +64 4 803 8641
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Email: Charles.Kingsford@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Feedback Received:**

Name: Michael Lowe
Suburb: Mt Victoria
Agree: Yes

I am an urban design consultant with experience working on many street upgrade projects throughout New Zealand. I don't believe the proposed design goes far enough in ensuring pedestrian safety. Please consider installing further traffic calming measures on both the pedestrian crossing as well as the adjacent intersection: - Raised table pedestrian crossing to guarantee a reduced design speed environment. - OR speed cushions on approach (note these sometimes have implications for safety of on road cyclists as they require cyclists to veer out of centre lane, however, speed cushions should be appropriate in this location as there are no parked car conflicts). - Reduce the turning radius on the adjacent intersection with kerb extensions and OR raised table at side road so pedestrians have right of way. Thanks and good luck

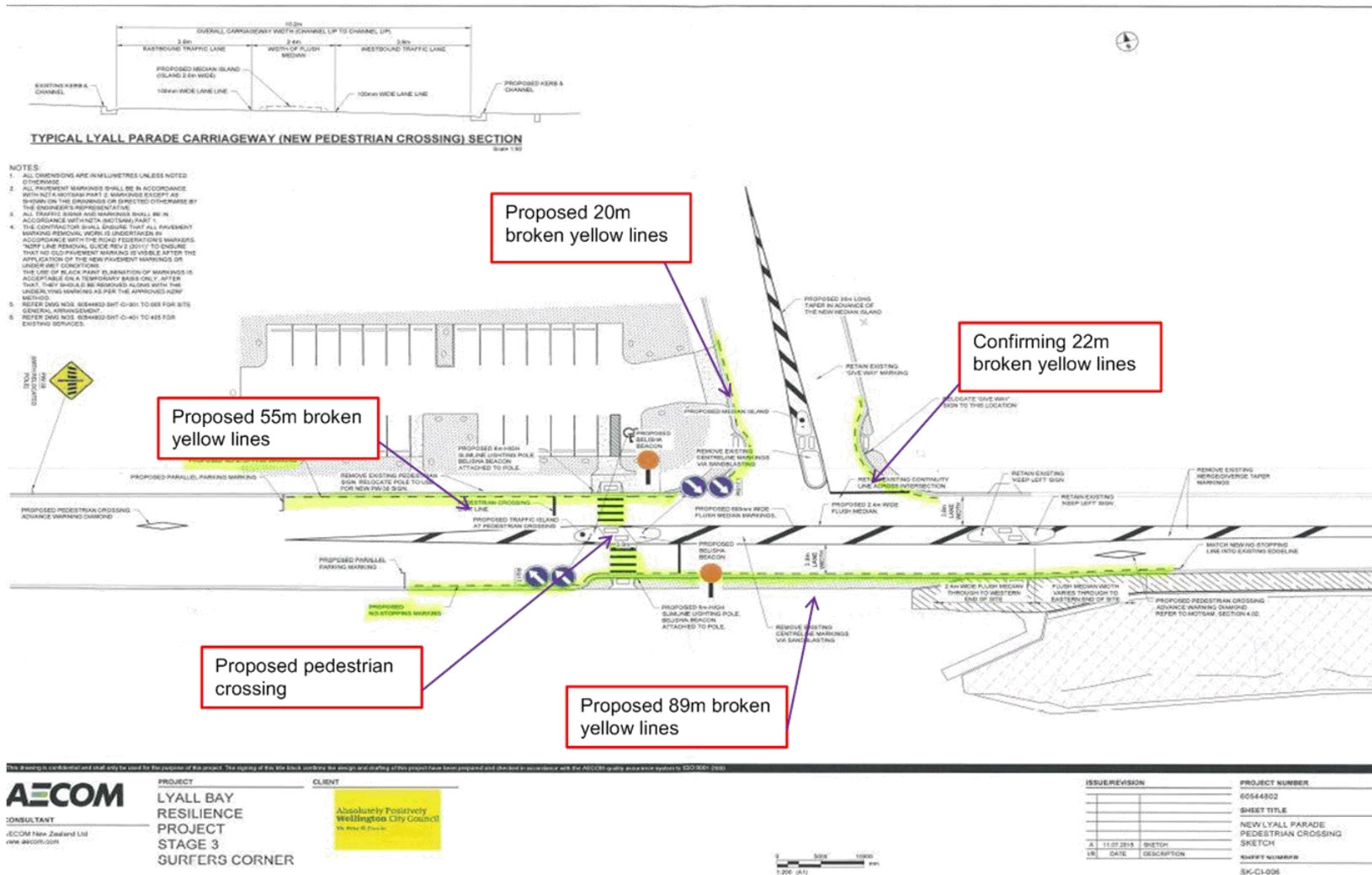
Officer's Response:

The zebra crossing provides a gateway feature (from the east) to Lyall Bay and surrounds, slowing traffic as they enter from the northern end of the Bay. We are also proposing a Gateway entry sign (to Lyall Bay) with a reminder of the 50km/h speed limit. We will monitor speed in this area.

The turning radii to Cochrane Street have been provided to facilitate the turning movements of trucks to the adjacent area. A central refuge island has been provided to provide pedestrians a safe central refuge when crossing Cochrane Street which is a significant improvement to pedestrian safety in this area and also provides an important link to the new carpark.

Name: Helen Chapman on behalf of GWRC
Suburb: Not given
Agree: Yes

Improving pedestrian accessibility and safety between the beach, the airport retail centre and the new carpark under development is well aligned with the RLTP vision and objectives.



PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 108 – 18
- Location:** Hania Street - Mount Victoria
- Proposal:** P10 Loading Zone Goods and Authorised Service Vehicles Only
- Information:** Council Officers have received requests to address a loading zone shortage on Hania Street. It has been determined that the current parking arrangements do not fully cater to demands.

The purpose of this resolution is to allocate an on-street parking facility designated as a loading space to meet existing demand.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with the appropriate signs and markings is introduced.

Net parking gain: 1 Loading Zone
Net parking loss: 2 Coupon Parking Zone spaces

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 31 July 2018
- 2) Feedback period closes. 17 August 2018
- 3) If no objections received report sent to City Strategy Committee for approval. 13 September 2018
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Hania Street	<i>P10, Goods Vehicles and Authorised Vehicles Only, Monday to Sunday 8:00am - 6:00pm.</i>	<i>East side, commencing 213 metres south of its intersection with Pirie Street (Grid Coordinates 1,749,292.43 m, 5,426,686.6228 m) and extending in a southerly direction following the eastern kerbline for 6 metres.</i>

Prepared By: **Patrick Padilla** (Intermediate Traffic Engineer)

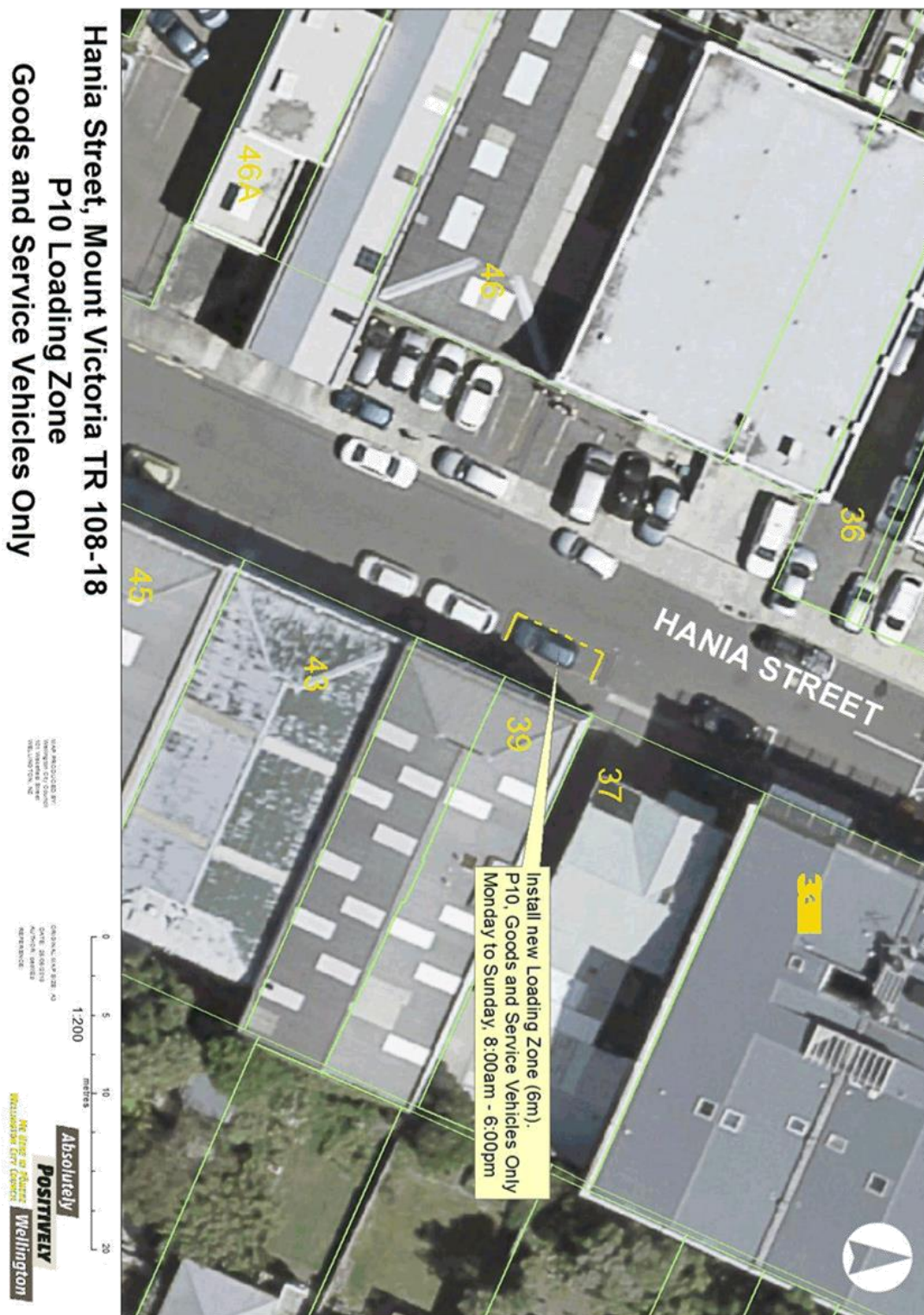
Approved By: **Steve Spence** (Chief Transport Advisor)

Date: **04/09/18**

No feedback was received for this Traffic Resolution.

WCC Contact:

Patrick Padilla
Intermediate Traffic Engineer
Transport & Infrastructure
Wellington City Council
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Wellington
Phone: +64 4 803 8242
Fax: +64 4 801 3009
Email: patrick.padilla@wcc.govt.nz



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 109 – 18

Location: San Sebastian Road - Kelburn

Proposal: Residents Parking At All Times

Information:

Council Officers are addressing ongoing parking conflicts between the residents and commuters on San Sebastian Road.

The recent addition of No Stopping Lines across and between the driveways of #11-15 we're installed to manage these conflicts. However, this restriction impacts residents as they can no longer utilise the space in front of their homes and driveways.

The purpose of this resolution is to allocate dedicated parking spaces for residents who require on-street parking.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with the appropriate signs and markings are introduced.

Net parking gain: 2 residents parking spaces

Net parking loss: 2 coupon parking spaces

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 31 July 2018
- 2) Feedback period closes. 17 August 2018
- 3) If no objections received report sent to City Strategy Committee for approval. 13 September 2018
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Legal Description:***Add to Schedule E (Residents Parking) of the Traffic Restrictions Schedule*

San Sebastian Road	<i>No stopping except for authorised residents vehicles At All Times</i>	<i>North side, commencing 41 metres west of its intersection with Clifton Terrace (Grid Coordinates 1,748,484.3558 m, 5,428,423.594 m) and extending in a southerly direction following the eastern kerbline for 11.5 metres.</i>
---------------------------	------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Prepared By:	Patrick Padilla	(Intermediate Traffic Engineer)
Approved By:	Steve Spence	(Chief Transport Advisor)
Date:	04/09/18	

WCC Contact:

Patrick Padilla
Intermediate Traffic Engineer
 Transport & Infrastructure
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 Fax: +64 4 801 3009
 Email: patrick.padilla@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Lorraine Smith
Suburb: Te Aro
Agree: No

The residences in San Sebastian have off street parking.

Officer's response:

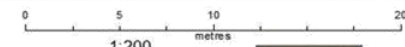
Thank you for your response. It has been considered that resident's of San Sebastian Road have off street parking.

It's worth noting that San Sebastian Road is often populated by commuters that work nearby. This has been to the detriment of the residents who occasionally are unable to access their driveways as commuters sometimes obstruct their driveways. This has been an ongoing concern and we have recently placed a no stopping restriction across the driveways of 11-15 incl.

The addition of on-street Resident's Parking is part of our parking management plan to provide residents more parking flexibility on this street.



**San Sebastian Road, Kelburn TR 109-18
Residents Parking
At All Times**



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

ORIGINAL MAP SIZE: A3
DATE: 24/10/18
AUTHOR: Kinga
REFERENCE:



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 110 – 18

Location: Taranaki Street - Te Aro

Proposal: No Stopping At All Times

Information: Council Officers have received requests to address ongoing parking conflicts on Taranaki Street, outside #51 (in front of the bus stop).

There is one metered parking space in front of the bus stop that is subject to a clearway (4-6pm). Complaints have been received by motorists, nearby businesses, bus drivers, and Parking Officers regarding the functionality of this parking space. Due to the resulting inconveniences, it has been decided to remove the space permanently.

The purpose of this resolution is to remove the single space metered parking with clearway.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with the appropriate signs and markings is introduced.

Net parking loss: 1 metered parking space

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 31 July 2018
- 2) Feedback period closes. 17 August 2018
- 3) If no objections received report sent to City Strategy Committee for approval. 13 September 2018
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Legal Description:***Remove from Schedule D (No Stopping) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
Taranaki Street	Clearway, Monday to Friday 4:00pm - 6:00pm.	East side, commencing 48 metres south of its intersection with Courtenay Place (Grid coordinates x= 1748950.3 m y= 5427237.2 m), and extending in a southerly direction following the eastern kerbline for 5.5 metres.
Taranaki Street	No Stopping, At All Times.	East side, commencing 52.5 metres south of its intersection with Courtenay Place (Grid Coordinates X=2658970.591186 m, Y=5988950.687511 m) and extending in a southerly direction following the kerbline for 6.5 metres.

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

Column One	Column Two	Column Three
Taranaki Street	P120 Maximum, Monday to Thursday 8:00am - 4:00pm, Friday 8:00am - 4:00pm, 6:00pm - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, commencing 48 metres south of its intersection with Courtenay Place (Grid coordinates x= 1748950.3 m y=5427237.2 m,) and extending in a southerly direction following the eastern kerbline for 5.5 metres. (1 parallel parking space)

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

Column One	Column Two	Column Three
Taranaki Street	No Stopping, At All Times.	East side, commencing 48 metres south of its intersection with Courtenay Place (Grid Coordinates 1,748,949.5948 m, 5,427,236.7716 m) and extending in a southerly direction following the eastern kerbline for 11.5 metres.

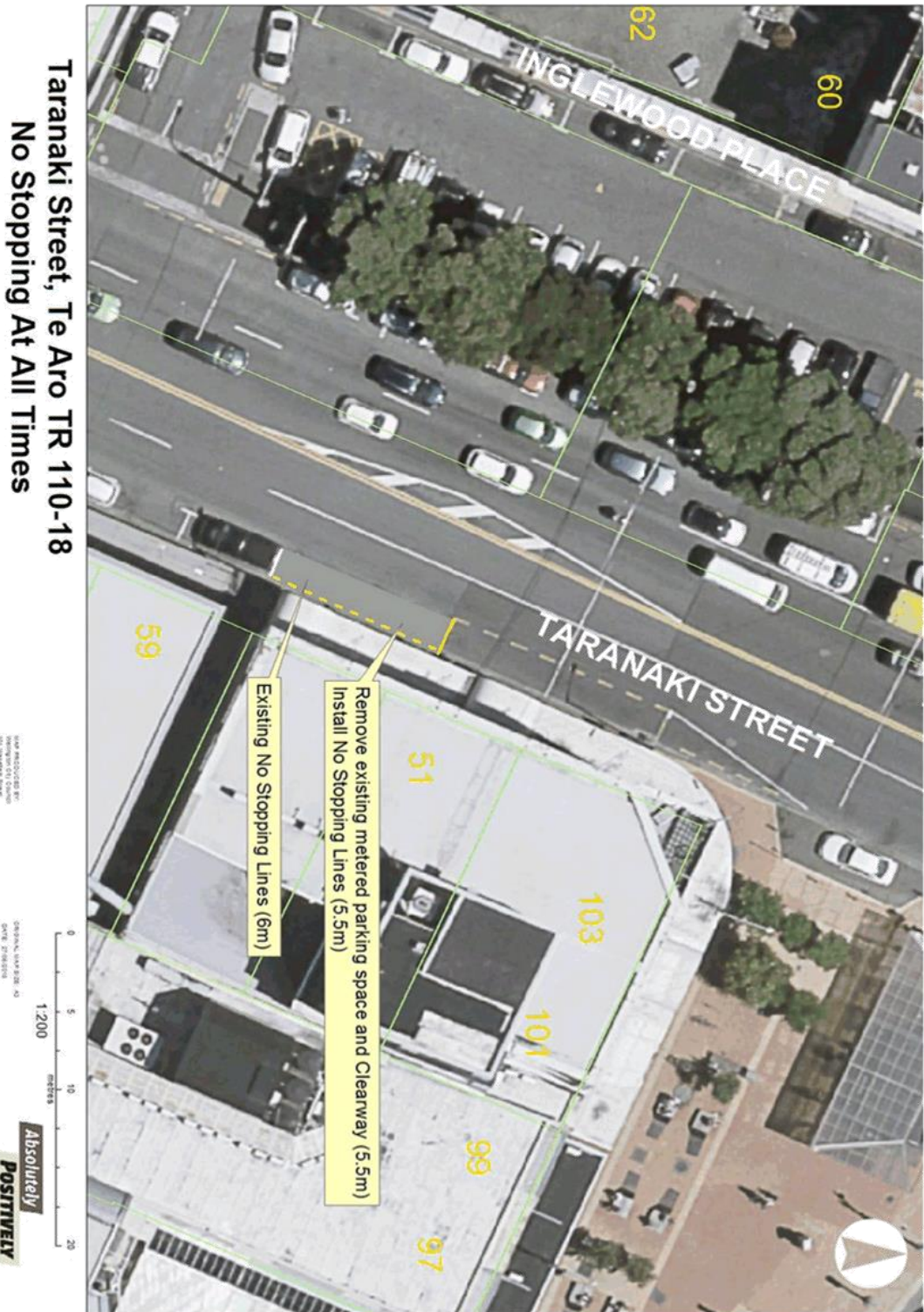
PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: **Patrick Padilla** (Intermediate Traffic Engineer)
Approved By: **Steve Spence** (Chief Transport Advisor)
Date: **04/09/18**

WCC Contact:

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Email: patrick.padilla@wcc.govt.nz



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Catherine Crisp on behalf of Sixes and Sevens Deli
Suburb: Island Bay
Agree: No

The current carpark should be changed to a loading zone. There are now two very busy hospitality businesses right here, four if you include burger fuel and gentlemen's beans on the corner. Each of these businesses receives several deliveries every day, and there is not a nearby loading zone, leading to delivery vehicles either using the bus stop or double parking unsafely on York Street. I believe conversion to a loading zone in this case would solve all issues with use of the current park.

Officer's response:

Thank you for your response. We strive to preserve as many parking spaces as possible, and implement restrictions that best serve the surrounding areas.

In this particular instance however, the parking space in question has not been of overall benefit, having caused a number of inconveniences to members of the public and others for quite some time. The main concerns that arise from vehicles parking in this space are:

- The vehicles obstruct buses from pulling into and out of the bus stop, and
- Non-compliance of the clearway restriction

Parking in this location often results in buses being unable to pull up close to the kerb to assist passengers when boarding/exiting the bus. A bus that is too far away from the kerb also obstructs the live traffic lane causing delays. Furthermore, the non-compliance of the clearway appears to be a regular occurrence, which during the peak period, raises traffic safety concerns and parking compliance issues.

Non-complying vehicles are often towed or issued an infringement which understandably causes grievances not only from the affected vehicle owner, but from the businesses they are patrons of.

Over time, we have received requests from members of the public, nearby business owners, and Parking Officers to remove the parking space. Greater Wellington Regional Council have also supported the parking space removal to provide better service to their patrons.

Due to the nature of the concerns, we have been monitoring and looking at ways to improve the functionality and compliance of this space for some time. The need to mitigate the issue by removing the parking space which will holistically serve the community better is required.

Name: Lorraine Smith on behalf of Port Nicholson Medical Centre
Suburb: Te Aro
Agree: No

Courtenay Place and the surrounds have lost numerous car parking spaces in recent years, including 2 car parking buildings and the majority of available parking in York St which was originally instigated to mitigate the loss of parking when the slip way between Courtenay Place and Taranaki St was removed. Courtenay Place is home to numerous medical providers including, Southern Community Laboratory, The children's Dental clinic, Symes De Silva dentist, Courtenay Medical, Port Nicholson Medical Centre, Horizon Radiology, The Podiatry Clinic, Te Aro Physiotherapy clinic, Food Savvy Dietitians, Dr Vaughan Richardson Pediatrician, Endonist

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Deborah Creagh and Scott Turner Many people/patients visiting these businesses have limited mobility due to age ,infirmity, or disability. Lack of parking in the area is already making access for many people difficult. Further loss of parking will further compromise access. We request this decision is reconsidered.

Officer's response:

Thank you for your response. We strive to preserve as many parking spaces as possible, and implement restrictions that best serve the surrounding areas.

In this particular instance however, the parking space in question has not been of overall benefit, having caused a number of inconveniences to members of the public and others for quite some time. The main concerns that arise from vehicles parking in this space are:

- The vehicles obstruct buses from pulling into and out of the bus stop, and
- Non-compliance of the clearway restriction

Parking in this location often results in buses being unable to pull up close to the kerb to assist passengers when boarding/exiting the bus. A bus that is too far away from the kerb also obstructs the live traffic lane causing delays. Furthermore, the non-compliance of the clearway appears to be a regular occurrence, which during the peak period, raises traffic safety concerns and parking compliance issues.

Non-complying vehicles are often towed or issued an infringement which understandably causes grievances not only from the affected vehicle owner, but from the businesses they are patrons of.

Over time, we have received requests from members of the public, nearby business owners, and Parking Officers to remove the parking space. Greater Wellington Regional Council have also supported the parking space removal to provide better service to their patrons.

Due to the nature of the concerns, we have been monitoring and looking at ways to improve the functionality and compliance of this space for some time. The need to mitigate the issue by removing the parking space which will holistically serve the community better is required

Name: Sue Dovey
Suburb: Hataitai
Agree: No

There are limited numbers of car parks available in this area as it is. There are 2 medical centres, a radiology facility and a major laboratory in this area. The council has already gone ahead and removed a park on Inglewood place to put in an electric car charging station - against the recommendations of a number of rate payers. IF the WCC did an audit of the number of car parks that have removed in the last 5 years they would absolutely horrified. Do the council not want people to shop in Wellington City? Because removing yet more parks are just encouraging people to drive to the Hutt or Porirua where they can find a car park!!!

Officer's response:

Thank you for your response. We strive to preserve as many parking spaces as possible, and implement restrictions that best serve the surrounding areas.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

In this particular instance however, the parking space in question has not been of overall benefit, having caused a number of inconveniences to members of the public and others for quite some time. The main concerns that arise from vehicles parking in this space are:

- The vehicles obstruct buses from pulling into and out of the bus stop, and
- Non-compliance of the clearway restriction

Parking in this location often results in buses being unable to pull up close to the kerb to assist passengers when boarding/exiting the bus. A bus that is too far away from the kerb also obstructs the live traffic lane causing delays. Furthermore, the non-compliance of the clearway appears to be a regular occurrence, which during the peak period, raises traffic safety concerns and parking compliance issues.

Non-complying vehicles are often towed or issued an infringement which understandably causes grievances not only from the affected vehicle owner, but from the businesses they are patrons of.

Over time, we have received requests from members of the public, nearby business owners, and Parking Officers to remove the parking space. Greater Wellington Regional Council have also supported the parking space removal to provide better service to their patrons.

Due to the nature of the concerns, we have been monitoring and looking at ways to improve the functionality and compliance of this space for some time. The need to mitigate the issue by removing the parking space which will holistically serve the community better is required

Name: Lynda Arona on behalf of Port Nicholson Medical Centre
Suburb: Lyall Bay
Agree: No

I work in Taranaki Street and it is becoming increasingly harder for our patients to get a park in this vicinity. First a slew of car parks were taken with the removal of the 'slip street' along Courtenay Place to make a walk way and sitting area. A small consolation were some car parks added to York Street however there is now construction in this street and more than half these parks are unavailable, I have called a tow truck on public for parking in or across the back of my car park nearby twice already! I am also aware of the removal of a car park outside Les Mills to accommodate an electric car charging station, I mean wot tha! Ok so it's one park, but it seems to be one park here and one park there. My work place aside, why bother even coming into the CBD when I can drive to Petone, Lower Hutt, and Porirua where the parking is a plenty and free!

Officer's response:

Thank you for your response. We strive to preserve as many parking spaces as possible, and implement restrictions that best serve the surrounding areas.

In this particular instance however, the parking space in question has not been of overall benefit, having caused a number of inconveniences to members of the public and others for quite some time. The main concerns that arise from vehicles parking in this space are:

- The vehicles obstruct buses from pulling into and out of the bus stop, and
- Non-compliance of the clearway restriction

Parking in this location often results in buses being unable to pull up close to the kerb to assist passengers when boarding/exiting the bus. A bus that is too far away from the kerb also obstructs the live traffic lane causing delays. Furthermore, the non-compliance of the clearway appears to be

FEEDBACK RECEIVEDAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

a regular occurrence, which during the peak period, raises traffic safety concerns and parking compliance issues.

Non-complying vehicles are often towed or issued an infringement which understandably causes grievances not only from the affected vehicle owner, but from the businesses they are patrons of.

Over time, we have received requests from members of the public, nearby business owners, and Parking Officers to remove the parking space. Greater Wellington Regional Council have also supported the parking space removal to provide better service to their patrons.

Due to the nature of the concerns, we have been monitoring and looking at ways to improve the functionality and compliance of this space for some time. The need to mitigate the issue by removing the parking space which will holistically serve the community better is required

Name: Helen Chapman on behalf of GWRC
Suburb: Not given
Agree: Yes

GWRC supports this proposal to remove a car park as it will improve access into and out of the bus stop. Ensuring bus stops have entry and exit tapers is a high priority for GWRC as it helps buses pull up parallel to the kerb, therefore improving our customer experience as customers can board/alight the bus with ease, as well as making the movements easier for our drivers.

TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR111 – 18
Location: Tacy Street - Kilbirnie
Proposal: Time Limited Parking P90, (8am – 6pm, Saturday and Sunday)

Information It has been brought to our attention by the General Manager of Netball Wellington Centre, Kilbirnie, that due to lack of parking on Tacy Street, it is becoming impossible for families to find suitable parking when attending the sporting activities, especially on weekends.

There is a very high parking demand in the area being close to several businesses and ASB sports Centre. Currently there is limited short term parking on Tacy Street. Council officers have reviewed the current parking demand and consider there is an opportunity to introduce additional time restricted parking adjacent to the Netball Courts to facilitate improved parking turnover.

Council officers therefore recommend changing the current unrestricted angle parks to time restricted P90 parking. This will increase the availability of short-medium term parking in this area and especially during the sporting/netball activities.

Net parking loss: Nil
Conversion to short – medium term parking

Post Consultation: In the light of the submissions received, Officers have reviewed the proposals and have decided the most appropriate restriction is P90 8am-6pm Saturday and Sunday. Outside these hours the parking will remain unrestricted.

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 31 July 2018
- 2) Feedback period closes. 17 August 2018
- 3) If no objections received report sent to City Strategy Committee for approval. 13 September 2018
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke*Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
Tacy Street	<i>P90, Saturday & Sunday, 8:00am-6:00pm</i>	<i>North side, commencing 80m northeast from its intersection with Kemp street (Grid coordinates, X= 1,750,446.5m, Y=5,424,465.6m), and extending in a north easterly direction following the western kerbline for 10 metres. (4 angle parks)</i>
Tacy Street	<i>P90, Saturday & Sunday, 8:00am-6:00pm</i>	<i>North side, commencing 97m northeast from its intersection with Kemp street (Grid coordinates, X= 1,750,446.5m, Y=5,424,465.6m), and extending in a north easterly direction following the western kerbline for 42 metres. (16 angle parks)</i>

Prepared By: **Gagandeep Singh** (Southern Area Traffic Engineer)

Approved By: **Steve Spence** (Chief Transport Advisor)

Date: **04/09/18**

WCC Contact:

Charles Kingsford
Principal Traffic Engineer / Team Leader
Transport & Infrastructure
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington

Email: charles.kingsford@wcc.govt.nz

TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Post Consultation Plan
Tacy Street, Kilbirnie, TR111-18
P90, Mon - Sun, 8:00am - 6:00pm

MAP PRODUCED BY:
100 TRAFALGAR DRIVE
WELLINGTON, NZ

ORIGINAL MAP FOR AS
DATE: 2018/08/16
BY: TRAFFIC ENGINEERING
REFERENCES:
ABSOLUTELY
POSITIVELY
Wellington
Me Heke Ki Pōneke
WELLINGTON CITY COUNCIL

1:500
0 12.5 25 50
METRES

TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Feedback Received:**

Name: Kylee Seumanu on behalf of Airways Corporation
Suburb: Kilbirnie
Agree: No

The ASB Sports Centre have a huge carpark for parents to use all the time. You should not be reducing the time limits in Tacy Street during work hours. This is not a retail area now and office workers. If anything you should be increasing the parking times to unlimited between 8 and 5pm week days.

Name: Kevin Mooney
Suburb: Kilbirnie
Agree: No

This complex has no off street parking for visitors, so we rely on street parking for their use. It should be noted the following points when arriving at the final outcome. Netball is only played on Saturday's and for a short season and not played during school holiday's. They also have a "Coffee Caravan" parked during the playing times which takes up 3 car parks.

With the recent build of new apartment complex, no consideration was given for their resident parking, and in some cases, more than one car per unit which has exasperated the issue.

The largest number of car's parked in the area TR111 - 18 is created by the business of RAD Rentals Car's, who's always have a large number of their car's parked in this area of Tacy Street, and they continually keep moving them around in various parking area's to meet current time limits. On any giving day a drive bye you will observe these rental cars in the parking area, identified by the RAD signage on their registration plates etc.

Trust the above information is helpful. We would like the existing parking limits to stay. Limiting RAD Rental Car's parking would assist this problem greatly.

Name: Rob Campbell & Sue Steere
Suburb: Kilbirnie
Agree: No

We are surprised at the inaccurate info regarding the Netball at the Tacy St Courts which takes place on Saturdays and Sundays ONLY.

Now that construction on the Apartments next to the courts has been completed, parking has eased somewhat and if parents would walk a short distance, parking should not be a problem.

The driveway outside 24 Tacy St is used by parents to drop off and pick up children and supporters for the netball. However this has become very dangerous as most perform a three point turn within 35 mts of the corner with Kemp St. As vehicles enter Tacy St at approx. 50 kph, there needs to be a traffic calming measure (speed bump) outside the Freemasons building in Kemp St to slow vehicles entering this area.

This would be the perfect time to put a pedestrian crossing across Kemp St to enable the elderly residents safe passage to the Supermarket.

TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

A sign (NO U TURNS) should also be installed in the garden next to the corner of the Courts, as it would be far safer to make any turns further down the street. These measures should all be included in Netball Wellington's Safety Plan to prevent any accidents from happening in this area at this busy time.

Name: Pauline Broadbent
Suburb: Kilbirnie
Agree: No

I live in Tacy Street and I am unsure whether I agree to change in parking restrictions. I would have to comment that there are some netball parents who are not prepared to walk to a car park round the corner and insist in parking in front of driveway, yes they leave their cars unattended. They drive 4 wheel drives onto the grass verge, damage trees and tear up the grass which we pay to have maintained. They park cars and bikes on gardens They leave us lots of mess to pick up and I am not sure that a changer of half an hour would improve this behaviour.

Name: Sam Hughes
Suburb: Kilbirnie
Agree: No

I agree with making the parks P90 on the weekends (as that is when the problems are occurring). However, during the week, these car parks are needed for staff from all of the businesses in our precinct as well as Placemakers. If these longer term parks are taken away there will be very little room for people who work in the area for the day. And to make matters worse, the two rental car businesses already take up a lot of the parks. The new restrictions should be P60 or P90 Sat/Sun 8am-6pm.

Name: Mike Connolly on behalf of Airways
Suburb: Kilbirnie
Agree: No

We are writing regarding the proposed traffic resolution: ref TR120 – 18;/TR 111 – 18; proposal Time Limited Parking P60, (8am – 6pm, Mon – Fri).

Airways fully agree with the sentiment and feedback in the email below from Andy Cardno of Weda Digital.

To further assist Netball New Zealand and ASB, we would be happy to allow the sporting community to use our Airways marked car parks that we pay for on weekends when we are not using them.

Reference our joint proposal: "We propose reducing the time limited parking (8am – 6pm) for Saturdays and Sundays only and posting signs to reflect that. We also propose the car parks outlined in your proposal increase to 12 hour parks (Monday to Friday)."

We could add signage for weekend parking in our marked car parks if it was helpful to you and the sporting community.

Having a Family and being a heavy user of ASB for my personal sporting endeavours I'm keen to work together to find a good solution for the community.

TRAFFIC RESOLUTIONAbsolutely Positively
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Name: Marcia Isles on behalf of Chair Kilbirnie Villas Body Corporate Committee
Suburb: Kilbirnie
Agree: No

This submission represents 45 households in Tacy Street which are directly affected by the proposed parking restrictions.

Let us say from the outset that we are supportive of Wellington Netball seeking a solution to the parking problem. The residents are only too aware of it as we regularly have to ask parents of netball players to move their cars from our driveways.

It is of concern to us that the council is approaching parking in this street (this is the 3rd proposed change residents have received in 2018) in a piecemeal way rather than looking for a longer term solution to the wider issues.

Part of the issue is the tension between parking for workers in the area and an increase in medium density housing in Tacy Street. However the greatest impact on the availability of parking is the two rental car companies in the area that consistently use up approximately 30 parks in Kemp and Tacy streets on an "all day every day" daily basis (see appendix A) that could otherwise be used by people coming and going for visits, sports events and work and thus ease the congestion. We estimate very conservatively that a minimum of 25 parks would be freed up daily if the rental cars were not there.

We have raised this matter with an Eastern Ward councillor (Simon Marsh) who stated that they are prepared to "turn a blind eye" to businesses in the area but this is inconsistent with a requirement for the ASB Stadium and Indian Cultural and Sports Centre to provide a certain number of parks for people attending activities in their complexes.

Considering all of the above we would support the change in parking limit if it was for Monday to Saturday, leaving Sunday free for visitors to Tacy Street residents.

In addition we would welcome the opportunity to speak to this proposal and specifically the wider issues.

Name: Andy Cardno on behalf of Weta Digital
Suburb: Kilbirnie
Agree: No

We are writing regarding the proposed traffic resolution: ref TR120 – 18;/TR 111 – 18; proposal Time Limited Parking P60, (8am – 6pm, Mon – Fri).

As members of the community, and of the local business community operating out of 50 Tacy Street, we would appreciate you considering the day-to-day operational impact this proposal will have on our people.

The carparks affected are shared between a number of businesses all contributing to the local economy and culture in their own unique ways.

- Weta Digital are a world-renowned visual effects company, producing the shots for some of the biggest Hollywood blockbusters;

TRAFFIC RESOLUTION

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- Geeks on Wheels are a group of IT Support techies who help locals with their computer problems;
- Rent a Dent provide a competitive rental car service for those flying into Wellington airport;
- Habitat gym supporting the region with their physical health;
- Placemakers, providing building and hardware solutions and
- Airways, helping operate our busy Wellington airport (and beyond).

While we wholeheartedly support community sporting projects within the area, we feel we can work together to find a solution that works for both the businesses and those using the ASB centre for sports.

We support your proposal to reduce the time limited parking (8am – 6pm) for Saturdays and Sundays and posting signs to reflect that.

We also propose the car parks outlined in your proposal increase to 12 hour parks (Monday to Friday). ASB stadium have in excess of 300 carparks on the weekends available to patrons so the parks along Tacy street are of far more economic importance to the local businesses. We support the proposal for unrestricted parking on weekends.

We ask that the WCC go further and extend the restricted parking to 12 hours Monday to Friday as it will work to reduce pressure on surrounding residential streets during the work day week when the stadium carparks are under-utilised.

Airways NZ have offered the use of their reserved parking at 50 Tacy street to Netball NZ during the weekend hours of operation.

We also feel policing a reduced restricted policy will be far easier to manage and that the Mon – Sun option may pose challenges.

Officer's response to all submitters:

In the light of the submissions received, Officers have reviewed the proposals and have decided the most appropriate restriction is P90 8am-6pm Saturday and Sunday to address the high parking demand/turnover in the area of the proposed restriction. Outside these hours the parking will remain unrestricted. Providing this parking restriction will also provide short term parking away from the intersection with Kemp Street, and improve road safety on Tacy Street near the intersection and improve parking turnover in this area. Officers thank the submitters for the submissions received which have assisted in more fully understanding the on-street parking in the area.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
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- Reference:** TR112 – 18
- Location:** Maida Vale Road - Roseneath
- Proposal:** No parking except for Pick Up/Drop Off
(Mon- Fri, 8:30am – 9:00am, 2:45pm – 3:15pm, During School Terms Only)

Information: Officers have received concerns regarding parking on Maida Vale Road outside Roseneath School. The road safety concern is especially the case occurring during peak school drop-off and pick-up times. The school Principal has advised there is limited parking available for the parents to park near the school.

A site visit and assessment has been undertaken. The proposal is to convert 1 unrestricted parking space into a pick-up/drop-off park located near to the school entrance. This will allow parents to drop off their kids more easily during peak times.

Council officers therefore propose to convert 1 unrestricted parking space to a pick up/drop off park during peaks times. The details are shown on the plan attached.

Net parking loss: nil
Conversion to a Pick-up and Drop-off park during peak times and School Terms

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 31 July 2018
- 2) Feedback period closes. 17 August 2018
- 3) If no objections received report sent to City Strategy Committee for approval. 13 September 2018
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
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Legal Description:

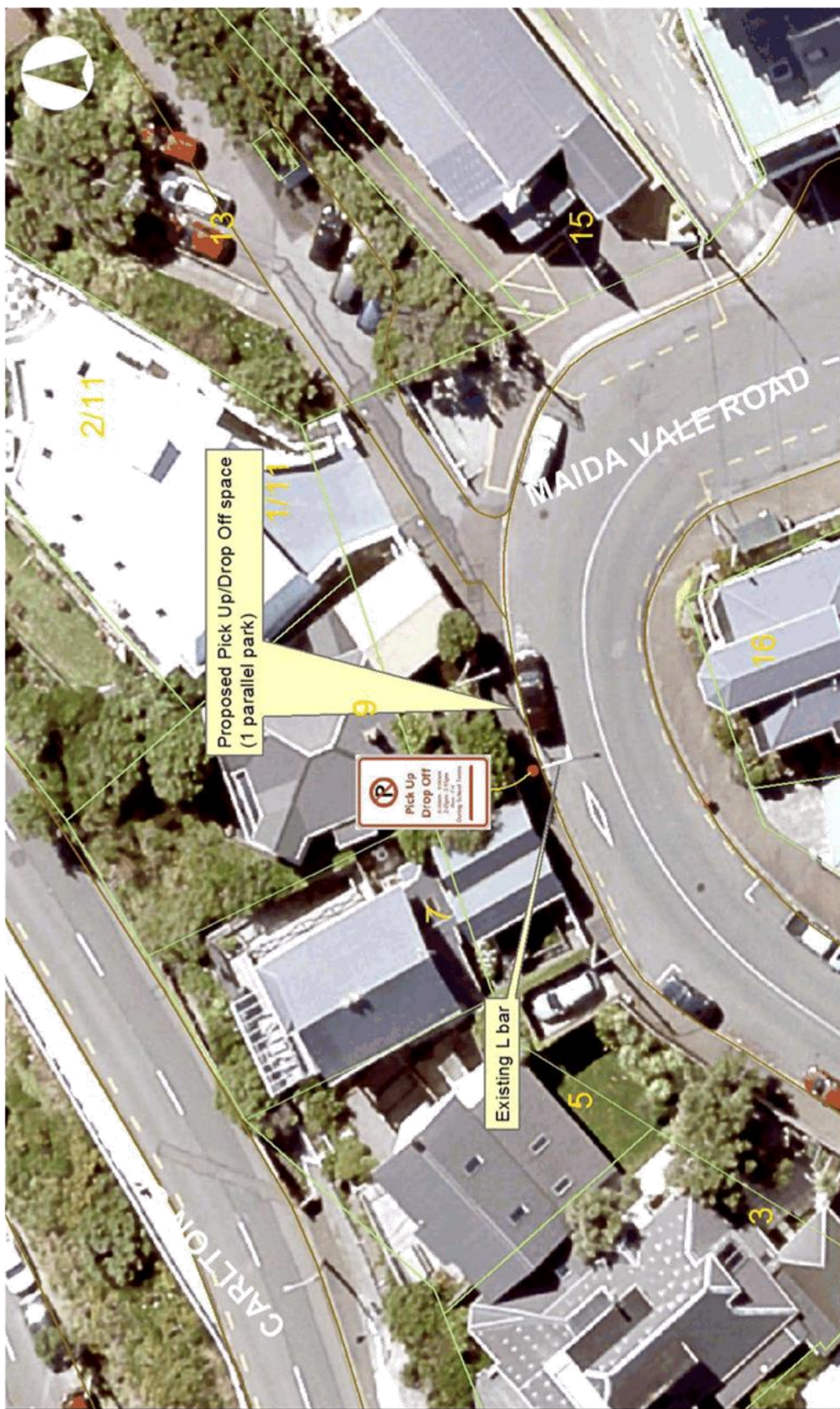
Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Maida Vale Road	<i>No stopping, except for Drop off / Pick Up 8:30am-9:00am, 2:45pm – 3:15pm, Monday- Friday During School Terms</i>	<i>North side, commencing 68 metres east of its intersection with Carlton Gore Road(Grid coordinates X= 1,750,854.3m, Y= 5,427,696.1m), and extending in a easterly direction following the northern kerbline for 6 metres (1 parallel park)</i>

Prepared By: **Gagandeep Singh** (Southern Area Traffic Engineer)
Approved By: **Steve Spence** (Chief Transport Advisor)
Date: **04/09/18**

WCC Contact:

Gagandeep Singh
Southern Area Traffic Engineer
Transport and Infrastructure
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 0294
Fax: +64 4 801 3009
Email: gagan.singh@wcc.govt.nz



Maida Vale Road, Seatoun TR 112 -18
No Stopping Except For Pick Up/Drop Off
(Mon-Fri, 8:30am - 9am, 2:45pm - 3:15pm, During School Terms)

0 5 10 20 metres
1:212

ABSOLUTELY POSITIVELY
No More to Absolve Wellington
Wellington City Council

MAP PRODUCED BY:
WELLINGTON CITY COUNCIL
WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
DATE: 20/05/2018
AUTHOR: RYAN
REFERENCE:

FEEDBACK RECEIVED

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Feedback Received:

Name: Gabrielle Giesen
Suburb: Not given
Agree: No

The above proposal directly affects me as the parking space is in front of my house. I suggest a better space to close would be the space slightly further up the road in front of the war memorial.

Name: Maire Smith
Suburb: Hataitai
Agree: Yes

I'm in support of the Maida Vale Road Pick up / Drop off. However, we also need irregular but frequent traffic warden presence. Many school parents behave irresponsibly around the school before and after school, and it's not safe.

Name: Mandy Zukerman
Suburb: Roseneath
Agree: Yes

I agree with is proposal, but don't believe it goes far enough. The parking spot between the school driveway and the bus stop should also change to pickup/drop off status - otherwise this change won't make a significant impact.

Name: David Cooling on behalf of Chair, Roseneath School Board of Trustees
Suburb: Roseneath
Agree: Yes

The Board of Trustees of Roseneath School ("The Board") supports the proposal. However, the Board submits that while the proposal to convert a single unrestricted parking space into a pick-up/drop-off park on the north western side of the school driveway is an improvement, the proposal does not materially alleviate road safety concerns identified by Council Officers.

The Board submits that the conversion of the single space on the north-eastern side of the school driveway (adjacent to the War Memorial) in addition to the north western space would, address road safety concerns highlighted by the Principal. It would allow two spaces to be used for pick-up and drop-off. Further, it would permit younger students: to remain in the area around the War Memorial while waiting to be picked-up; and to get into vehicles without having to cross the school driveway.

The net parking loss resulting from the inclusion of an additional space under this proposal is nil.

Thank you for the opportunity to submit on the proposal; and for the time that Council Officers have put into their assessment.

Name: Lynn Purcell
Suburb: Roseneath
Agree: No

I am a resident of 7 Maida Vale Road and also a parent of a child at Roseneath School and I am well aware of difficulties for parents dropping off and picking up their children.

FEEDBACK RECEIVEDAbsolutely Positively
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You state in your letter that the parking loss would be nil. The park outside 9 Maida Vale Road is used by residents at that address. I am well aware that residents do not have exclusive rights to street parking.

I am writing in support of the residents of No 9 and suggesting that instead of the park outside their residence being made restricted, the park on the same side between the school drive and St Barnabas Church be used, and this would not effect residents in any way.

Another option would be one of the parks outside the three commercial shops as only one is used as a sole operator hairdresser and I consider the parking restrictions you propose would not inconvenience them.

I consider either of these parks to be safe options for the school.

Parking in Maida Vale Road is difficult at all times and I appreciate frustrating for parents. It is frequently used by motorists leaving their cars in the morning and either walking or biking to work, returning in the evening.

Officer's Response to Submitters:

Thank you for your response. A number of spaces within reasonable distance from the school have been considered for the pick-up/drop-off space. The most suitable space had to be selected to ensure best functionality and improved safety for the children and parents using the space.

The suggestion to use the space between the school drive and St Barnabas Church would have been good however, vehicles in this space will prevent buses from pulling into the bus stop properly. Buses require a clear lead-in to the bus stop so they can pull up close to the kerb, allowing better passenger convenience. Buses parked close to the kerb also facilitate safer travel past the bus by vehicles on the roadway.

Please note that the pick-up/drop-off restriction only applies between 8:30am-9:00am, 2:45pm-3:15pm, Monday-Friday, during school terms. There is no restriction outside these times, where residents are free to use this as they currently do.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
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- Reference:** TR 114 - 18
- Location:** Wellington Botanic Garden - Lady Norwood Rose Garden, Anderson Park and Bolton Street Cemetery.
- Proposal:** Confirming existing restrictions:
No Stopping At All Times,
Time Limited Parking (P120),
Class Restricted (Coach Stop, Coach Parking, Mobility Parking & Authorised Vehicles Only Parking)

Information: Background

This traffic resolution has been promoted by the Botanic Gardens Manager in liaison and consultation with the City Networks Transport Group.

Vehicle parking at Lady Norwood Rose Garden is P120 and is mostly not monitored and is largely unenforced. Signs advise that if a visitor stays over this limit their car may be towed. Currently, towing rarely occurs and does so after persistent offending is noticed by garden staff and warning letters are posted on the offending vehicles. Visitors often park their cars on yellow lines and in the bus stops. This is currently unenforced though signs advise vehicles may be removed. Parking on yellow lines causes congestion when buses are blocked from their normal parking spots and when entering and leaving the garden.

The Rose Garden access is one-way from Glenmore Street, with two-way entry from Kinross Street leading to difficulties as opposing traffic streams meet.

This area is intensively used by private vehicles and tour buses October to April each year. This year buses from 81 ships, in addition to the scheduled local tour buses, visited the garden (in one instance 11 at the same time) and next year there will be 100+ ships with greater passenger capacity putting significantly more pressure on available parking.

Taxi standing using Botanic Garden, Anderson Park and Seddon Memorial carparks is an ongoing problem as they wait for fares in the city and occupy the limited number of carparks that are available to visitors.

Proposal

Wellington City Council (WCC) Officers propose that all the existing traffic restrictions at Wellington Botanic Garden (Lady Norwood Rose Gardens, Anderson Park and Bolton Street Cemetery) be confirmed through this Traffic Resolution. This will allow Council's parking officers to now

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enforce the parking restrictions and issue parking tickets which is not currently possible so that the following offences become enforceable:

- Overstaying at P120 parking
- Parking on yellow lines
- Parking on bus stops by vehicles that are not buses
- Change to entirely one-way from Glenmore St entrance, with turnaround area at the Seddon Memorial next to Bolton Street Cemetery, just after the end of Kinross Street by the Botanic Garden

Benefits:

- Reduced congestion in the Rose Garden from illegal parking on yellow lines
- Steady stream of visitors able to access vehicle parks
- Discourages commuters and business visitors to the city from all day parking
- Discourages freedom camping
- A one-way flow of traffic with no conflict points
- Improved health and safety with buses not having to conduct dangerous manoeuvres
- Garden staff can focus on their core duties
- Less heavy-handed approach than immediate towing

Key Dates:

- | | |
|---------------------------------------------------------------------------------------------------------------|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 31 July 2018 |
| 2) Feedback period closes. | 17 August 2018 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 13 September 2018 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

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Legal Description:

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

Column One	Column Two	Column Three
Glenmore Street (Access Way and Car Park Near Lady Norwood Rose Garden)	P120, At All Times	<i>North side, commencing 151.4 metres northeast from its intersection with Glenmore Street and Kilmister Avenue (Grid coordinates X= 1,748,031.1176 m, Y= 5,428,621.6652 m) and extending in an easterly direction following the northern kerbline for 36.0 metres (6 parallel parking spaces)</i>
Glenmore Street (Access Way and Car Park Near Lady Norwood Rose Garden)	P120, At All Times	<i>North side, commencing 192.4 metres northeast from its intersection with Glenmore Street and Kilmister Avenue (Grid coordinates X= 1,748,031.1176 m, Y= 5,428,621.6652 m) and extending in an easterly direction following the northern kerbline for 6.6 metres (1 parallel parking space)</i>
Glenmore Street (Access Way and Car Park Near Lady Norwood Rose Garden)	P120, At All Times	<i>North side, commencing 199.0 metres northeast from its intersection with Glenmore Street and Kilmister Avenue (Grid coordinates X= 1,748,031.1176 m, Y= 5,428,621.6652 m) and extending in an easterly direction following the northern kerbline for 66.2 metres (23 angled parking spaces)</i>

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Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)	<i>P120, At All Times</i>	<i>East side, commencing 43.0 metres north of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,340.9383 m, Y= 5,428,647.7696 m) and extending in a northerly direction following the eastern kerbline for 15.4 metres (6 angled parking spaces)</i>
Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)	<i>P120, At All Times</i>	<i>West side, commencing 67.1 metres north of the northern public road boundary of Kinross Street (Grid coordinates X= 1,748,340.9383 m, Y= 5,428,647.7696 m) and extending in a south-westerly direction following the western kerbline for 16.5 metres (3 parallel parking spaces)</i>
Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)	<i>P120, At All Times</i>	<i>East side, commencing 41.0 metres north and then 34.4 metres southwest of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m) and extending in a south-westerly direction following the eastern kerbline for 6.8 metres (3 angled parking spaces)</i>
Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)	<i>P120, At All Times</i>	<i>West side, commencing 106.1 metres of the northern public road boundary end of Kinross Street Street (Grid coordinates X= 1,748,340.9383 m, Y= 5,428,647.7696 m) and extending in a southerly direction following the eastern building wall for 5.0 metres (2 angled parking spaces)</i>

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

Column One	Column Two	Column Three
Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)	<i>No stopping except for vehicles displaying an operation mobility card at all times.</i>	<i>West side, commencing 103.6 metres of the northern public road boundary end of Kinross Street Street (Grid coordinates X= 1,748,340.9383 m, Y= 5,428,647.7696 m) and extending in a southerly direction following the eastern building wall for 2.5 metres (1 angled parking space)</i>
Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)	<i>No stopping except for vehicles displaying an operation mobility card at all times.</i>	<i>East side, commencing 41.0 metres north and then 178.8 metres southwest of the northern public road boundary of Kinross Street Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m)and extending in a south-westerly direction following the eastern kerblines for 15.0 metres</i>
Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)	<i>No stopping except for authorised vehicles only, at all times.</i>	<i>East side, commencing 41.0 metres north and then 193.8 metres southwest of the northern public road boundary end of Kinross Street Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m)and extending in a south-westerly direction following the eastern kerblines for 15.2 metres</i>

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<p>Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)</p>	<p><i>Coach Stop 8.00am – 4.00pm as notified and signposted, P120 at all other times for all vehicles</i></p>	<p><i>East side, commencing 41.0 metres north and then 41.2 metres southwest of the northern public road boundary end of Kinross Street Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m)and extending in a south-westerly direction following the eastern kerbline for 26.5 metres</i></p>
<p>Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)</p>	<p><i>Bus Stop, At All Times</i></p>	<p><i>East side, commencing 41.0 metres north and then 122.9 metres southwest of the northern public road boundary end of Kinross Street Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m)and extending in a south-westerly direction following the eastern kerbline for 48.5 metres</i></p>

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

Column One	Column Two	Column Three
<p>Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)</p>	<p><i>No Entry, At All Times</i></p>	<p><i>No entry to Botanic Garden from the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,338.61 m, Y= 5,428,646.87 m)</i></p>
<p>Glenmore Street (Access Way and Car Park Near Lady Norwood Rose Garden)</p>	<p><i>One Way Restriction</i></p>	<p><i>Northbound and then eastbound, commencing from its intersection with Glenmore Street and Kilmister Avenue (Grid coordinates X= 1,748,027.4417 m, Y= 5,428,617.958 m)</i></p>

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Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)	One Way Restriction	<i>Northbound, commencing 41.0 metres north and then 122.9 metres southwest of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,338.61 m, Y= 5,428,646.87 m)</i>
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Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Glenmore Street (Access Way and Car Park Near Lady Norwood Rose Garden)	<i>No Stopping, At All Times</i>	<i>East side, commencing from its intersection with Glenmore Street and Kilmister Avenue (Grid coordinates X= 1,748,023.2131 m, Y= 5,428,613.4631 m) and extending in a northerly direction following the eastern kerbline for 131.0 metres</i>
Glenmore Street (Access Way and Car Park Near Lady Norwood Rose Garden)	<i>No Stopping, At All Times</i>	<i>West side, commencing from its intersection with Glenmore Street and Kilmister Avenue (Grid coordinates X= 1,748,023.2131 m, Y= 5,428,613.4631 m) and extending in a northerly direction following the western kerbline for 127.6 metres.</i>
Glenmore Street (Access Way and Car Park Near Lady Norwood Rose Garden)	<i>No Stopping, At All Times</i>	<i>South side, commencing 131.0 metres north from its intersection with Glenmore Street and Kilmister Avenue (Grid coordinates X= 1,748,022.15 m, Y= 5,428,620.24 m) and extending in an easterly direction following the southern kerbline for 144.1 metres.</i>

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Glenmore Street (Access Way and Car Park Near Lady Norwood Rose Garden)	<i>No Stopping, At All Times</i>	<i>North side, commencing 127.6 metres north from its intersection with Glenmore Street and Kilmister Avenue (Grid coordinates X= 1,748,031.1176 m, Y= 5,428,621.6652 m) and extending in an easterly direction following the northern kerbline for 23.8 metres.</i>
Glenmore Street (Access Way and Car Park Near Lady Norwood Rose Garden)	<i>No Stopping, At All Times</i>	<i>North side, commencing 187.4 metres northeast from its intersection with Glenmore Street and Kilmister Avenue (Grid coordinates X= 1,748,031.1176 m, Y= 5,428,621.6652 m) and extending in an easterly direction following the northern kerbline for 5.0 metres.</i>
Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)	<i>No Stopping, At All Times</i>	<i>East side, commencing from the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,340.9383 m, Y= 5,428,647.7696 m) and extending in a northerly direction following the eastern kerbline for 43.0 metres.</i>
Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)	<i>No Stopping, At All Times</i>	<i>West side, commencing from the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m) and extending in a northerly direction following the western kerbline for 41.0 metres.</i>

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<p>Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)</p>	<p><i>No Stopping, At All Times</i></p>	<p><i>North side, commencing 61.2 metres north of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,340.9383 m, Y= 5,428,647.7696 m) and extending in a westerly direction following the northern kerbline for 12.2 metres.</i></p>
<p>Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)</p>	<p><i>No Stopping, At All Times</i></p>	<p><i>West side, commencing 50.6 metres north of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,340.9383 m, Y= 5,428,647.7696 m) and extending in a south-westerly direction following the western kerbline for 142.5 metres.</i></p>
<p>Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)</p>	<p><i>No Stopping, At All Times</i></p>	<p><i>East side, commencing 41.0 metres north of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,340.9383 m, Y= 5,428,647.7696 m) and extending in a south-westerly direction following the eastern kerbline for 34.4 metres.</i></p>
<p>Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)</p>	<p><i>No Stopping, At All Times</i></p>	<p><i>East side, commencing 41.0 metres north and then 67.5 metres southwest of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m) and extending in a south-westerly direction following the eastern kerbline for 55.4 metres.</i></p>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
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Me Heke Ki Pōneke

Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)	<i>No Stopping, At All Times</i>	<i>West side, commencing 50.6 metres north and then 151.4 metres southwest of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m) and extending in a south-westerly direction following the western kerbline for 110.8 metres.</i>
Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)	<i>No Stopping, At All Times</i>	<i>East side, commencing 41.0 metres north and then 171.4 metres southwest of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m) and extending in a south-westerly direction following the eastern kerbline for 7.4 metres.</i>
Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)	<i>No Stopping, At All Times</i>	<i>East side, commencing 41.0 metres north and then 209.0 metres southwest of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m) and extending in a south- westerly direction following the eastern kerbline for 18.0 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: **Charles Kingsford** (Principal Traffic Engineer, T/L)
Approved By: **Steve Spence** (Chief Transport Advisor)
Date: **04/09/18**

WCC Contacts:

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PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Feedback Received:**

Name: James Whyte
Suburb: Thorndon
Agree: No

Bus parking should be allocated on Glenmore Street with a defined drop off area in Botanical Gardens for those that require it. Buses can then loop around and wait. The passengers have been sitting on a boat for weeks, a little walk is good for them! Can't imagine any other municipality extending car or bus parking in a public botanical reserve in this day and age - aren't we moving away from that ?

Officer's Response:

We have considered additional Glenmore Street parking but think it may cause more problems than it would resolve. There are two bus parks on Glenmore Street which are rarely used by tour buses. There are safety concerns in having that number of people of the roadway into the rose garden and many visitors who arrive by bus have disabilities. It also lengthens the bus turnaround time when they are often only at the garden for around half an hour. There is no proposal to extend car or bus parking – the resolution is providing flexibility to manage congestion during peak visitor times.

Name: Elizabeth Whyte
Suburb: Kelburn
Agree: No

Very little notification re this matter. Many people affected by these changes are unaware of this Resolution. Having lived in the area for 50 years and my husband for 70 years we are very familiar with the area and the on- going traffic problems. The extra bus parks that are planned are presently used by the Cricket club, other sporting bodies and visitors to the area. The area of the Lady Norwood Rose Garden and Anderson Park is one of our treasured and beautiful attractions and vehicle movements and bus parking should be kept to minimum. We should be protecting our green spaces and not detracting from their beauty by a wall of buses. Why not consider a drop off zone within the Rose Garden and provide longer term bus parking on Glenmore Street. Passengers could then either walk the short distance from Glenmore Street (overseas tourist sites nearly always require some walking) or utilise the drop off zone. The buses could then do a circuit back to Glenmore Street. Your resolution seems to cater for the tourists who spend less than an hour in the area and it jeopardises the regular users of the Park. I would like you to note my points and reconsider the Resolution. Many thanks.

Officer's Response:

We have considered additional Glenmore Street parking but think it may cause more problems than it would resolve. There are two bus parks on Glenmore Street which are rarely used by tour buses. There are safety concerns in having that number of people of the roadway into the rose garden and many visitors who arrive by bus have disabilities. It also lengthens the bus turnaround time when they are often only at the garden for around half an hour. There is no proposal to extend car or bus parking – the resolution is providing flexibility to manage congestion during peak visitor times.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

It is noted that this resolution is not expected to have any additional effect(s) on local residents. The traffic resolution is managing the existing use of the Rose Garden roadways and parking in a way to provide for safety and parking.

Name: Scott Ryland on behalf of Wellington Collegians Cricket Club
Suburb: Kelburn
Agree: No

Thank you for the opportunity to submit on the changes to parking and access to the Lady Norwood Rose Gardens and Anderson Park. Wellington Collegians Cricket Club have been located at Anderson Park since 1968, and our members use Anderson Park for significant periods of time during the summer. We agree with the proposal to change access to one-way only from Glenmore Street to Kinross Street. We understand the need and reasons for enforcing the p120 limit, however, note that this will have an impact on our members who are often playing and in the field for longer (sometimes significantly longer) than 120 minutes. We'd appreciate if consideration or leniency could be given to those playing at Anderson Park who may not have the ability to shift their vehicles. We strongly support the provision of additional options of enforcement for poor parking. We disagree with the additional bus parking. The road access alongside Anderson Park is very narrow and is further restricted with additional bus parking. Many buses parking makes the area very crowded - we recommend further consideration be given to where the buses park.

Officer's Response:

This is at odds with their pre public consultation submissions. Unrestricted weekend parking is available in Glenmore Street and Bolton Street.

Name: Monica Franklin
Suburb: Kelburn
Agree: No

My attention was drawn to the proposed resolution by sheer chance. Noted 31 July 2018 was the first time this public notice appeared and the feedback time quite limited to respond – one would suggest there was 'hope' that no one would notice. I have tried to contact you on two occasions and left messages and contact 'phone details.

We have lived in Kinross Street for 40 years and are aware of the congestion that has built up in the area. This particularly is brought about by tourist buses, the inconvenience to Kinross Street and neighbourhood at large and in summer the local population finds it difficult to park – this is a rate payer amenity not a tourist amenity who do not pay to visit. I cannot think of any other similar 'show' piece where entry is entirely free for those who are not local ratepayers and an ability to drive up to the 'door' and park. Something which the majority of inner city households are unable to do.

I specifically object to the **extra parking area for buses**. The plan encourages further buses. I do not understand why tourist buses need to drive into the Norwood Gardens at all. There is scope for bus parking on Glenmore Street with passengers either walking up the adjacent steps or the path alongside the drive way which was built some 30 years ago. Staggered bus times would suggest this was an easy fix.

Anderson Park is extensively used from early morning until the evening all summer by the local cricket club and other sporting participants. This area was gifted originally for the use of the children of Thorndon – it doesn't need bus congestion.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

It is simply not possible for the increasing number of tourist buses to park in the location of your proposed resolution.

Possible solutions.

- Use the **existing** bus parking facility for small buses – mini bus operators
- Mark up and make available parks in Glenmore Street for large tourist buses
- Passengers alight an extremely easy walk to the Rose Garden.
- There is no need for tourist buses to come into Anderson Park area.
- The number of large buses exiting from the area into Kinross Street makes this quiet street a major thoroughfare with many buses then making right hand turns into Bolton Street which is tight in a car let alone a large bus – an accident waiting to happen.
- Regular usage of the car parks available both in the Rose Garden area and also adjacent to Andersons Park need the city councillors responsible to visit and see how Wellingtonians use this facility every day.

In summary the resolution caters for the tourist but it is local Wellingtonians who are undermined over summer, use of the facilities is swamped. Tourists visit would be probably at most one hour which would include using the café which is private enterprise, and extra parking facilitates tour buses.

Officer's Response:

We have considered additional Glenmore Street parking but think it may cause more problems than it would resolve. There are two bus parks on Glenmore Street which are rarely used by tour buses. There are safety concerns in having that number of people of the roadway into the rose garden and many visitors who arrive by bus have disabilities. It also lengthens the bus turnaround time when they are often only at the garden for around half an hour. There is no proposal to extend car or bus parking – the resolution is providing flexibility to manage congestion during peak visitor times.

We don't have any control over the number of buses and when they will be on site. This resolution is in part intended to ensure that long term parking does not occur to the exclusion of other and regular visitors to the Botanic Garden. It is putting in place management tools for restrictions that are already in place but currently unenforceable. Cruise ship tourism is becoming a major part of the Wellington economy and the Botanic garden is one part of that. Tourists do contribute through shop sales and café patronage. The Botanic Garden team is trying to balance the needs of visitors to the city with those of its residents and to ensure that all users of the garden are as safe as can be made possible. This contributes to the city being recognised as one of the country's top cruise ship destinations.

It is also noted that this is at odds with their pre public consultation submissions. Unrestricted weekend parking is available in Glenmore Street and Bolton Street.

Name: Mazz Scannell
Suburb: Kelburn
Agree: No

I would like to challenge the proposal in regards to the buses parking in the rose gardens. As your photos illustrate there are too many buses for this limited space. This area was not designed for buses and is not capable of being changed to accommodate them in a logical manner. If they are going to be considered at all I would suggest that the buses dropped their passengers off on the

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Glenmore access way or at the proposed roundabout by the Collegians Cricket Club rooms and came back for them at an agreed time. The rose gardens are well used by the residents of Wellington and currently it is difficult to walk through let alone park or consider driving through without becoming snarled up with at least one and sometime three or four buses. I notice in your map that you are going to continue with the existing bus parks by the duck pond and add maybe two more by digging out the bank opposite Anderson Park. Therefore all this proposed traffic resolution is doing is moving the buses around so to speak, in your photo there are four buses and they have no where to go - merely making a place for one more bus to park won't fix the problem.

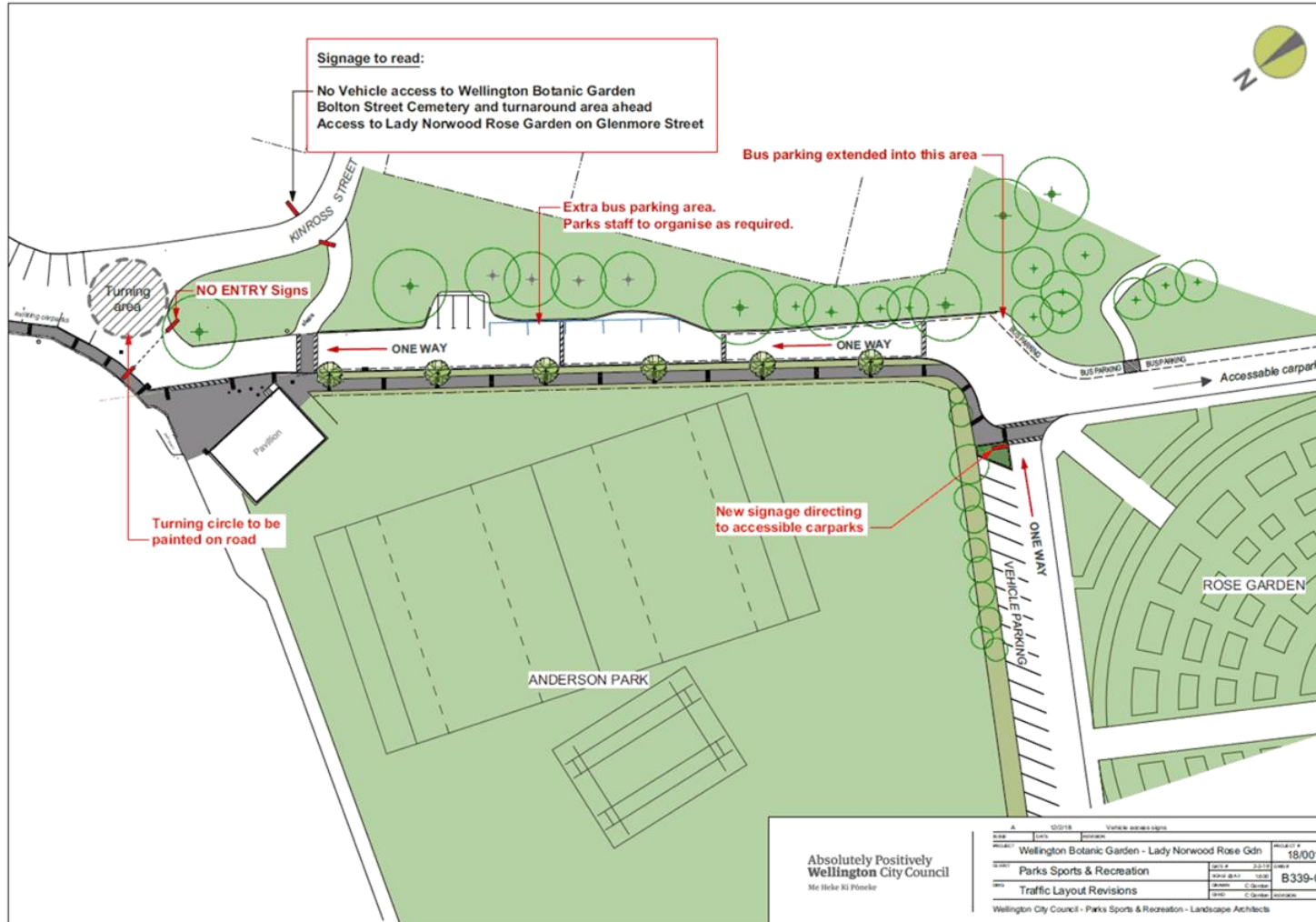
Many of these buses have travelled from Rotorua or Waitomo and the reason they stop in the gardens is so their passengers can use the public toilets, nothing to do with the gardens at all. These gardens deserve better than that. Restrict or remove the bus parks, encourage the buses to drop their people on the Glenmore access or as they depart by the cricket club. My recommendation Implement drop off only for buses and let the people of Wellington have their gardens back.

Officer's Response:

There is no proposal to 'dig out' banks to create additional bus parks. The resolution proposes to change four carparks to bus stops on cruise ship days with these reverting to carparks when not required for bus stops. The resolution seeks to relieve congestion from buses but will not, and cannot, address large numbers of buses arriving at the same time. We have little or no control over their arrival times. Buses cannot turnaround at the Collegians Club rooms. Congestion is increased when cars park on the broken yellow lines and the buses cannot exit to Kinross Street. The submitter's comment is correct about the origin of some of the bus tours - our concern is primarily with buses servicing the cruise ships.

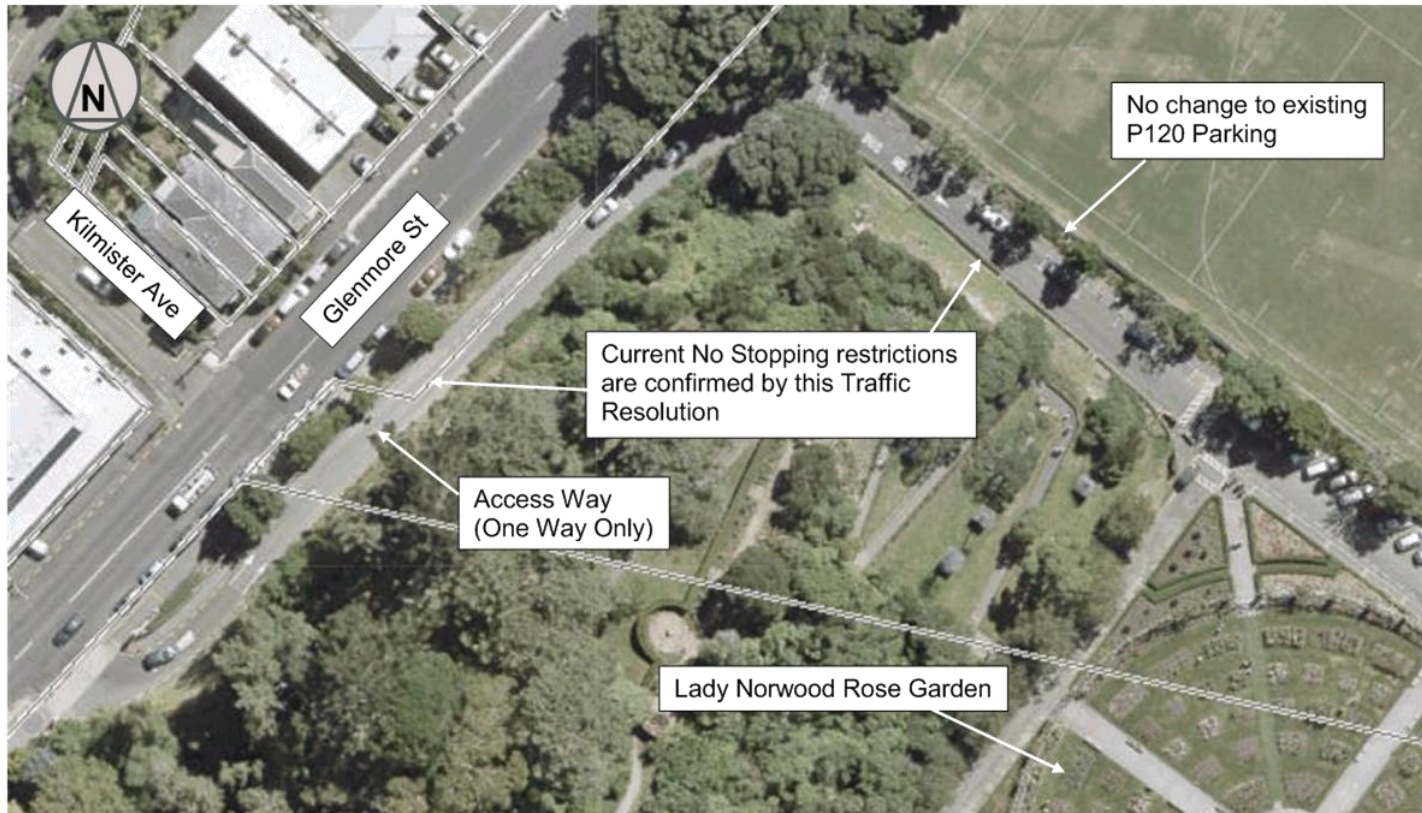
The proposed parking restrictions will legalise the current parking restrictions (no stopping and parking time limits) and has addressed the current traffic (2-way) flow on the southern side of Anderson Park by proposing a 1 way traffic flow towards Kinross Street.

Proposed Changes Near Lady Norwood Rose Garden and Anderson Park



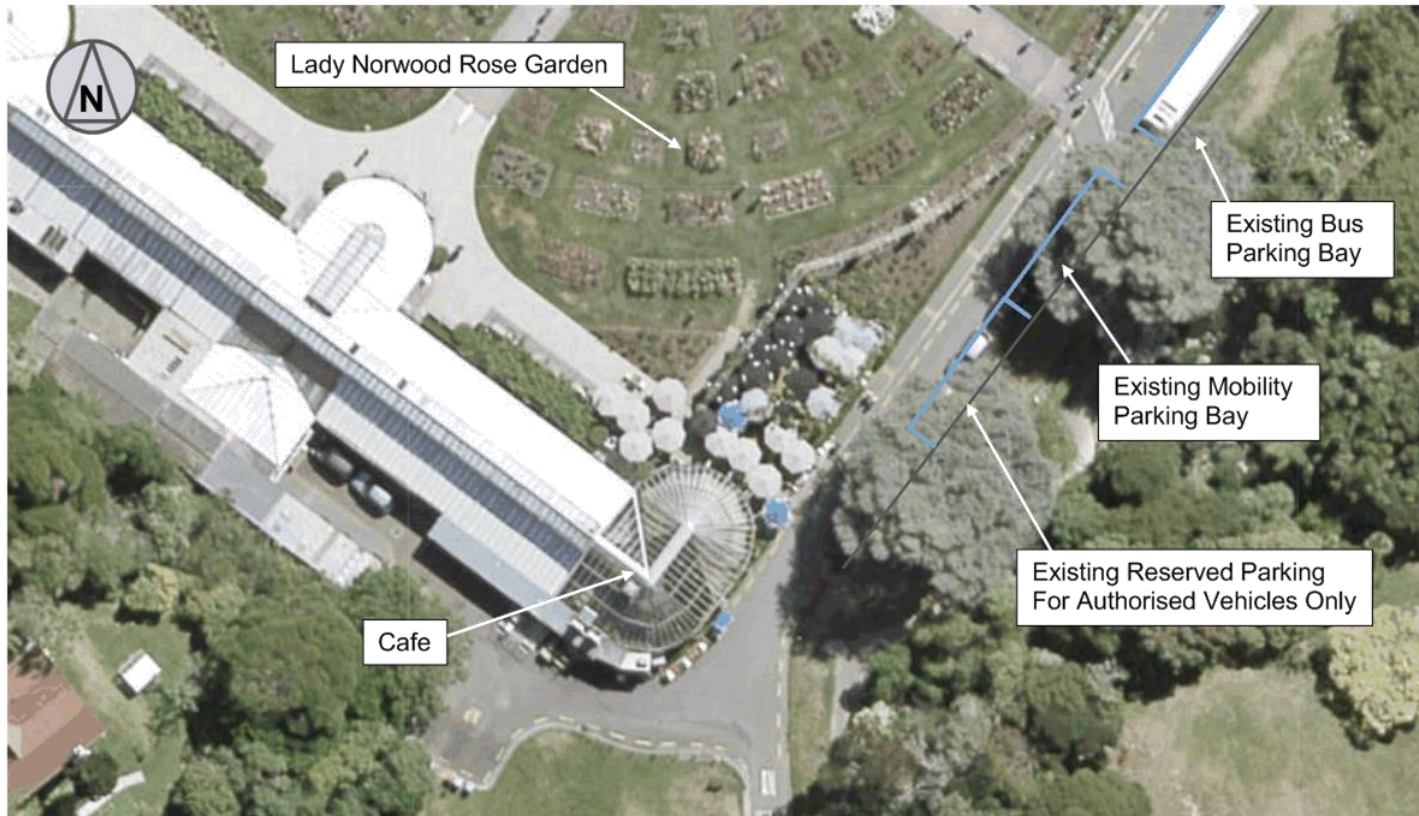
PROPOSED TRAFFIC RESOLUTION Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Aerial Photo of Glenmore St Access Way to Lady Norwood Rose Garden (No change)



PROPOSED TRAFFIC RESOLUTION Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Aerial Photo of Access Way Adjacent to Lady Norwood Rose Garden (No change)



PROPOSED TRAFFIC RESOLUTION Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

PHOTOGRAPH OF PROBLEMS:



PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 115 – 18
- Location:** Gloucester Street - Wilton
- Proposal:** No Stopping At All Times
- Information:** Council Officers have received requests to address a traffic safety concern along the eastern corner of Gloucester Street and Wilton Road.

This section of road is currently unrestricted and legally you are not permitted to park within six metres of an intersection. Westbound vehicles turning into Gloucester Street from Wilton Road, particularly larger vehicles, occasionally come across parked vehicles unexpectedly, which have brought forward the concern of potential crashes.

The purpose of this resolution is to install no stopping restrictions on the eastern corner of Wilton Road and Gloucester Street to reinforce the road rule and improve the safety at this intersection.

Net parking loss : nil

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 31 July 2018
- 2) Feedback period closes. 17 August 2018
- 3) If no objections received report sent to City Strategy Committee for approval. 13 September 2018
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Gloucester Street	<i>No Stopping, At All Times.</i>	<i>Eastern side, commencing at its intersection with Wilton Road (Grid Coordinates 1,747,184.5532 m, 5,429,968.1493 m) and extending in a southerly direction following the eastern kerbline for 12.0 metres.</i>

Prepared By: **Patrick Padilla** (Intermediate Traffic Engineer)
Approved By: **Steve Spence** (Chief Transport Advisor)
Date: **04/09/18**

WCC Contact:

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FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Linda Caddick
Suburb: Wilton
Agree: Yes

It is clearly unsafe the way people park along Gloucester St at school drop off and pick up time and at other busy times of day/ week. No stopping signs might help... of course people may well ignore these the way they are currently ignoring the road rules about not parking within 6 meters of an intersection. For people to learn the rules it will need to be enforced (regular checks over the first few months and infringement notices if appropriate). Then spot checks on an ongoing basis. We believe that for safety of turning vehicles and for bus access to Gloucester St it would be sensible to have no stopping as far as the first driveway on Gloucester St. Otherwise I am sure people will try and squeeze two or three cars into the small gap past the no stopping area resulting in further havoc. We note that the empty section next along from the corner (along Wilton Rd) has been cleared. Much of the section belongs to the council in road reserve and storm water access. We see that now it is cleared people are parking in there. We suggest that the council makes this an official parking area. This would be especially useful for school parents and when there is a function on at Otari Bush. These times when parking is at a premium is when people are most likely to park in an unsafe manner.

Officer's response:

Parking Services will be informed of this new traffic resolution and we will monitor parking in the area.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Reference:** TR 116 - 18**Location:** Hanson Street - Newtown**Proposal:** Mon-Fri 8am-6pm, except for authorised residents vehicles**Information:** Council officers received a petition from residents of 116 to 124 Hanson Street to remove the P120 time restriction on the two residents' parks outside their properties.

Residents on this side of Hanson Street do not have off street parking and are finding it difficult to find a park during the day.

It is proposed that the current two parks will continue to be for residents parking only between Mon-Fri 8am-6pm but without the current P120 time restriction.

Net parking loss: nil

Conversion from P120 Mon-Fri 8am-6pm residents parks to Mon-Fri 8am-6pm residents parks

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 31 July 2018
- 2) Feedback period closes. 17 August 2018
- 3) If no objections received report sent to City Strategy Committee for approval. 13 September 2018
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Hanson Street	<i>P120, Monday to Friday 8:00am – 6:00pm, except for vehicles displaying an authorised resident's vehicle parking permit.</i>	<i>West side, commencing 13.5 metres north of its intersection with Hall Street (Grid coordinates, x= 1748643.7m, y= 5425274.6m) and extending in a northerly direction following the western kerbline for 12 metres.</i>

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

Column One	Column Two	Column Three
Hanson Street	<i>Monday to Friday 8:00am – 6:00pm, except for vehicles displaying an authorised resident's vehicle parking permit.</i>	<i>West side, commencing 13.5 metres north of its intersection with Hall Street (Grid coordinates, x= 1748643.7m, y= 5425274.6m) and extending in a northerly direction following the western kerbline for 12 metres.</i>

Prepared By: **Orencio Gueco** (Area Traffic Engineer)
Approved By: **Steve Spence** (Chief Transport Advisor)
Date: **04/09/18**

No feedback was received for this Traffic Resolution.

WCC Contact:

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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Hanson Street TR116-18
Residents parking

Property boundaries, 30m contours, road names, lot line, address & lot points sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-0.1m in urban areas, +/-0.2m in rural areas. Contour data sourced from Statistics NZ. Potable water sourced from NZ PWS. Sewer, stormwater, 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: gwr020
DATE: 6/07/2018
REFERENCE:

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR117 - 18

Location: Cleveland Street - Brooklyn

Revised Proposal: Convert two P30 angle parks to
A P60 parallel mobility park

Information: WCC officers received a request from the Brooklyn local community to provide a mobility park within the Brooklyn shopping area on Cleveland Street. This is supported by the local businesses and the Brooklyn Residents Association.

This will greatly assist mobility users availing of the different amenities in the vicinity.

It is proposed to convert two P30 angled parks outside the fire station to a single P60 parallel mobility park.

Net parking loss: 1

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 31 July 2018
- 2) Feedback period closes. 17 August 2018
- 3) If no objections received report sent to City Strategy Committee for approval. 13 September 2018
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Legal Description:***Remove from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
Cleveland Street	<i>P30, Monday to Saturday 8:00am – 6:00pm</i>	<i>South side, commencing 74 metres west of its intersection with Harrison Street and extending in a westerly direction following the southern kerbline for 18.5 metres (angle parking 6 spaces)</i>

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

Column One	Column Two	Column Three
Cleveland Street	<i>P30, Monday to Sunday 8:00am – 6:00pm</i>	<i>South side, commencing 74 metres west of its intersection with Harrison Street and extending in a westerly direction following the southern kerbline for 12 metres (angle parking 4 spaces)</i>

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

Column One	Column Two	Column Three
Cleveland Street	<i>No stopping except for vehicles displaying an operation mobility card at all times, P60 Monday to Sunday 8:00am – 6:00pm</i>	<i>South side, commencing 86 metres west of its intersection with Harrison Street and extending in a westerly direction following the southern kerbline for 6.5 metres (parallel mobility park)</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: **Orencio Gueco** (Area Traffic Engineer)
Approved By: **Steve Spence** (Chief Transport Advisor)
Date: **04/09/18**

No feedback was received for this Traffic Resolution.

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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 118 – 18
- Location:** Mauldeth Terrace, Churton Park
- Proposal:** Give Way Control and No Stopping At All Times (NSAAT) Road Markings
- Information:** In 2016, Wellington City Council undertook minor road marking and signage improvement works (TR 10- 16) at the intersection of Melksham Drive/ Mauldeth Terrace and confirmed the traffic along Melksham Drive (southern section) – Mauldeth Terrace direction had the priority over the traffic from the northern section of Melksham Drive (controlled by a “Give Way” sign). At that stage, there was a very limited number of vehicles travelling north of the intersection as the development of the new subdivision had just started.

Recently, the increased housing development activities north of the intersection have resulted in a sharp increase in the number vehicles, including heavy commercial vehicles, heading straight through along Melksham Drive at this intersection rather than turning into and out of Mauldeth Terrace.

Tube count results from the week between 15 March 2018 and 22 March 2018 clearly indicate that a change in intersection priority should now be considered at this intersection:

- Melksham Drive (southern section, 150m north of Westchester Drive, outside #20): 5-day average daily traffic volumes: northbound 821 vehicles per day (vpd), southbound 868 vpd and both directions 1,689 vpd.
- Melksham Drive (northern section, 70m north of Mauldeth Terrace, outside #36): 5-day average daily traffic volumes: northbound 386 vehicles per day (vpd), southbound 386 vpd and both directions 772 vpd.
- Mauldeth Terrace (60m west of Melksham Drive, outside #62): 5-day average daily traffic volumes: eastbound 542 vehicles per day (vpd), westbound 504 vpd and both directions 1,046 vpd.

Additionally, the Council has received a number of public enquiries asking for clarification on the intersection priority. Confusions around this has caused a number of near misses which have been reported by the residents regularly using this intersection. Some vehicles often fail to give way to Mauldeth Terrace traffic when travelling from or to the northern section of Melksham Drive.

According to Austroads guide and Traffic Control Devices (TCD) Manual, *Stop* or *give way* signs should be provided at this three-leg

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

unsignalised intersection with Melksham Drive as the major road and Mauldeth Terrace as the minor one.

A *give way* sign on Mauldeth Terrace is adequate based on sight distance requirements for drivers on the minor road approach as outlined in the Austroads guide and *TCD Manual*.

Key Dates:

- | | |
|--------------------------------------------------------------------------------------------------------------|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 31 July 2018 |
| 2) Feedback period closes | 17 August 2018 |
| 3) If no objections received, report sent to City Strategy Committee for approval | 13 September 2018 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Delete from Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Melksham Drive	Give Way Control	<i>Melksham Drive at its south bound approach to its intersection with Mauldeth Terrace.</i>
Melksham Drive	Give Way Control Straight Ahead Traffic	<i>Melksham Drive at its north bound approach to its intersection with Mauldeth Terrace.</i>

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

Column One	Column Two	Column Three
Mauldeth Terrace	Give Way Control	<i>Mauldeth Terrace at its east bound approach to its intersection with Melksham Drive.</i>

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

Column One	Column Two	Column Three
Melksham Drive	No Stopping, At All Times	<i>East side, commencing 15.0 metres south of its intersection with Mauldeth Terrace (Grid coordinates X= 1,751,566.146 m, Y= 5,437,604.8375 m) and extending in a northerly direction following the eastern kerbline for 30.0 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Melksham Drive	<i>No Stopping, At All Times</i>	<i>West side, commencing from its intersection with Mauldeth Terrace (Grid coordinates X= 1,751,561.4364 m, Y= 5,437,626.9567 m) and extending in a northerly direction following the western kerbline for 11.5 metres.</i>
Melksham Drive	<i>No Stopping, At All Times</i>	<i>West side, commencing from its intersection with Mauldeth Terrace (Grid coordinates X= 1,751,558.9493 m, Y= 5,437,617.5904 m) and extending in a southerly direction following the western kerbline for 12.8 metres.</i>
Mauldeth Terrace	<i>No Stopping, At All Times</i>	<i>North side, commencing from its intersection with Melksham Drive (Grid coordinates X= 1,751,561.4364 m, Y= 5,437,626.9567 m) and extending in a westerly direction following the northern kerbline for 15.0 metres.</i>
Mauldeth Terrace	<i>No Stopping, At All Times</i>	<i>South side, commencing from its intersection with Melksham Drive (Grid coordinates X= 1,751,558.9493 m, Y= 5,437,617.5904 m) and extending in a westerly direction following the southern kerbline for 15.0 metres.</i>

PROPOSED TRAFFIC RESOLUTION

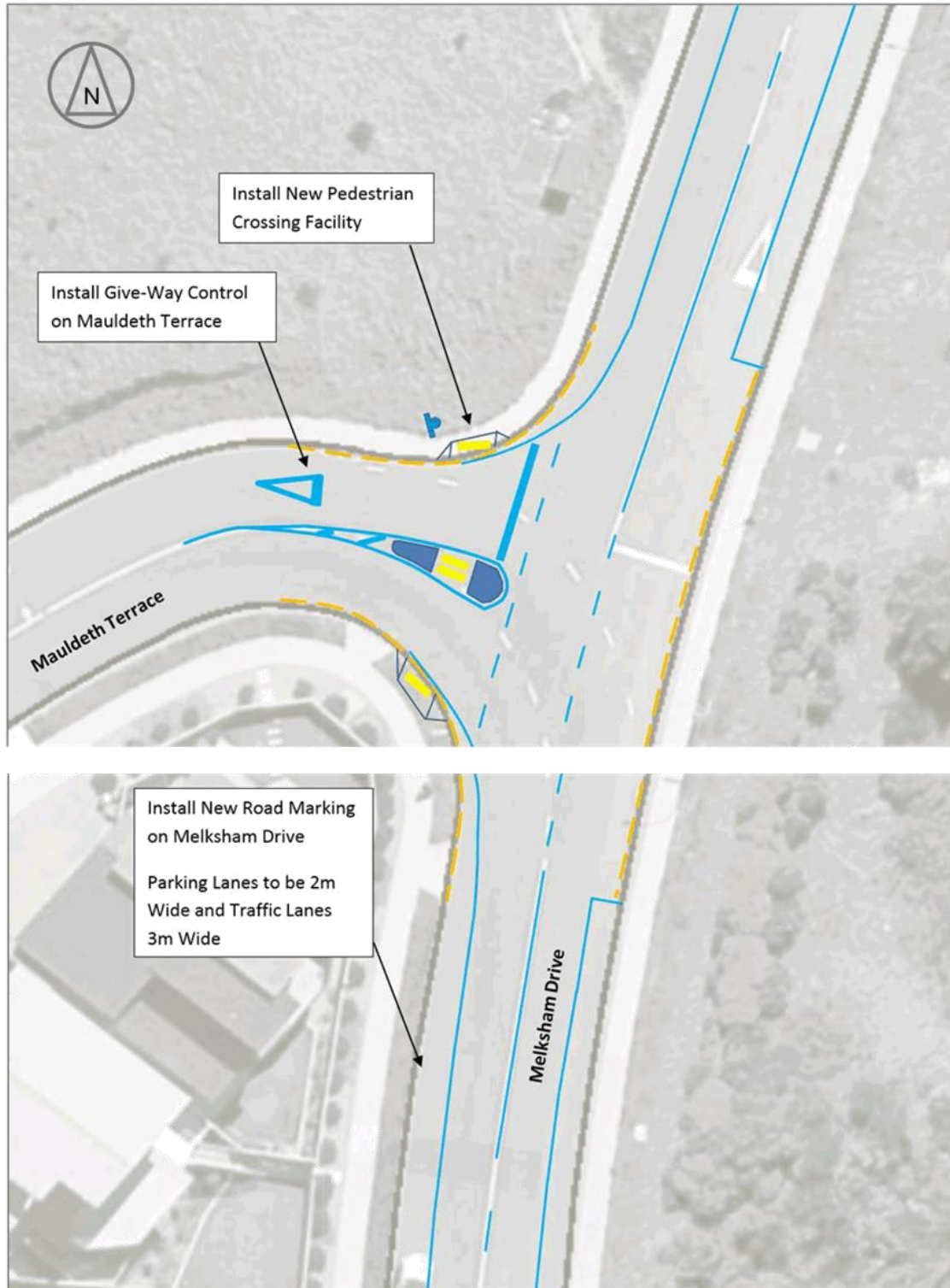
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: **Charles Kingsford** (Principal Traffic Engineer, T/L)
Approved By: **Steve Spence** (Chief Transport Advisor)
Date: **04/09/18**

WCC Contact:

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Traffic Resolution Plan:



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Matthew Tristram
Suburb: Churton Park
Agree: Yes

No Objection- this change is well overdue. I witness almost daily near-miss incidents due to the blind bend created by the current layout for northbound Melksham Drive traffic continuing on Melksham Drive. Regarding new number 1 bus route, I've observed very few drivers even obey the current give way. Without change, an accident is overdue.

Name: Lew Henderson
Suburb: Churton Park
Agree: No

I support the changing of the Give Way control from Melksham Drive to Mauldeth Terrace. It is obvious that the predominant traffic flow will be along Melksham Drive as this leads to the developing area. However I consider the design of the intersection to be at fault. I would like to question if the traffic island to be constructed on Mauldeth Terrace is to be painted only or be a raised kerb feature. The indication from the diagram shows a dramatic narrowing of both lanes in and out of Mauldeth which will create a poorly designed intersection. If it is only painted then how is any safe haven to be given to foot traffic as they cross the road. If the island is raised then the road becomes dangerously narrow for little benefit especially as vehicles turn a quite sharp corner as well as pass through an intersection. The areas indicated for yellow marking is also poorly thought out as it will create danger areas for turning traffic due to their short length. On the south side of Mauldeth the yellow marks should extend to the first driveway so there is no chance of a vehicle parking in the narrow part of the lane. On the north side the yellow marks should also be extended so traffic is not forced to cross the new centre markings to enter the give way area. The shape of Melksham road has not been considered when forming this plan. The road at the intersection is on the crest and visibility for vehicles approaching the intersection is therefore restricted. By design Melksham is a wide throughway road and with out the current give way will encourage much higher speeds in this area. It may be that in the future speed control at this point will need to be considered. Already the traffic flow has dramatically increased with the new bus route on this street. By adjusting the no stopping yellow lines to extend past the intersection both north and southwards to the bus stops will remove the prospect of cars parked just through the intersection in the blind area as cars crest the hill. A couple of parking spaces will be lost but there is little likely hood that it will affect locals as there are no houses or drives in this area. It would appear no consideration of the dangers to foot traffic attempting to cross Melksham. The new bus stops on each side of the road now encourage people, including children, to cross to the stops however no safe method has been proposed. At present there is no pedestrian crossing at any part of Melksham for any one to cross as they travel from the expanding housing estate to the shopping area or to any of the new bus stops. No facility is made to accommodate children walking to Amesbury school in this area.

Officer's Response: The proposed traffic island on Mauldeth Terrace will be solid in part to provide protection and a refuge to those who are waiting in the middle of the road to cross the 'second' half of the road. The traffic island has been designed to facilitate the design truck to manoeuvre safely within the lane. The no stopping restrictions have been carefully located to facilitate turning vehicles to remain to the left of the centre-line. The turning manoeuvres and the no stopping restrictions will be monitored once in place together with the parking demand and location of parking. If concerns are noted, officers will revisit the intersection and recommend

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

appropriate changes. A growing pedestrian demand to cross the road is noted and this demand and appropriate pedestrian facilities will be investigated in the future.

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Name: Helen Chapman on behalf of GWRC
Suburb: Not given
Agree: Yes

GWRC supports this proposal to the change of intersection priority at the intersection of Melkhsam Drive and Mauldeth Terrace. Metlink operates buses through this intersection every 20-30 minutes so the changed priority would improve reliability of bus services, as well as improve access through the intersection for drivers.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Reference:** TR 119 – 18**Location:** Pickering Street, Kaiwharawhara**Proposal:** P60 Time limited parking**Information** Original Proposal

Council officers have been contacted by a business located on Pickering Street regarding lack of on-street visitor parking during business hours.

There are around ten different businesses based along Pickering Street. Most businesses have off-street parking available. Currently, no parking is allowed along the north-western kerb line on Pickering Street. On the south-eastern side, there are eight parallel parking spaces currently with no time restriction.

Commuters from outer suburbs often choose to drive to the bottom of Ngaio Gorge, park their cars on Pickering Street and leave for work in the adjacent area or in the City for a whole day. These car parks are often occupied by the same vehicles throughout a day. Adjacent streets such as Kaiwharawhara Road and Cameron Street all have time restrictions on car parks to limit all-day commuter parking.

Council officers have taken this opportunity to review the existing parking restriction on Pickering Street. It is therefore proposed to add P60 time restriction to the eight parallel parking spaces on Pickering Street. This will provide short to medium term on-street parking for visitors to the businesses in Pickering Street and surrounds.

Net parking loss: Nil
Conversion of 8 spaces to P60 At All Times

Revised proposal following feedback

Following the public consultation undertaken in August 2018 and discussions with concerned business and property owners on Pickering Street, Council officers have agreed to reduce the number of parking spaces to be converted to P60 parking. Only the first two car parks from Kaiwharawhara Road will have a new time restriction of P60, 8 a.m. to 6 p.m. Monday to Friday. The "legal Description" and the plan have been amended accordingly.

Net parking loss: Nil
Conversion of 2 spaces to P60 8 a.m. to 6 p.m. Monday to Friday.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Key Dates:

- | | |
|---------------------------------------------------------------------------------------------------------------|-------------------|
| 1) Advertisement in the Dominion Post Newspaper. | 31 July 2018 |
| 2) Feedback period closes. | 17 August 2018 |
| 3) If no objections received, report sent to City Strategy Committee for approval. | 13 September 2018 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
Pickering Street	<i>P60, 8am-6pm, Monday to Friday</i>	<i>East side, commencing 5.0 metres northeast of its intersection with Kaiwharawhara Road (Grid coordinates X= 1,749,902.97 m, Y= 5,430,846.39 m) and extending in a north-easterly direction following the eastern kerbline for 5.2 metres (one parallel parking space).</i>
Pickering Street	<i>P60, 8am-6pm, Monday to Friday</i>	<i>East side, commencing 14.5 metres northeast of its intersection with Kaiwharawhara Road (Grid coordinates X= 1,749,902.97 m, Y= 5,430,846.39 m) and extending in a north-easterly direction following the eastern kerbline for 5.0 metres (one parallel parking space).</i>

PROPOSED TRAFFIC RESOLUTION

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

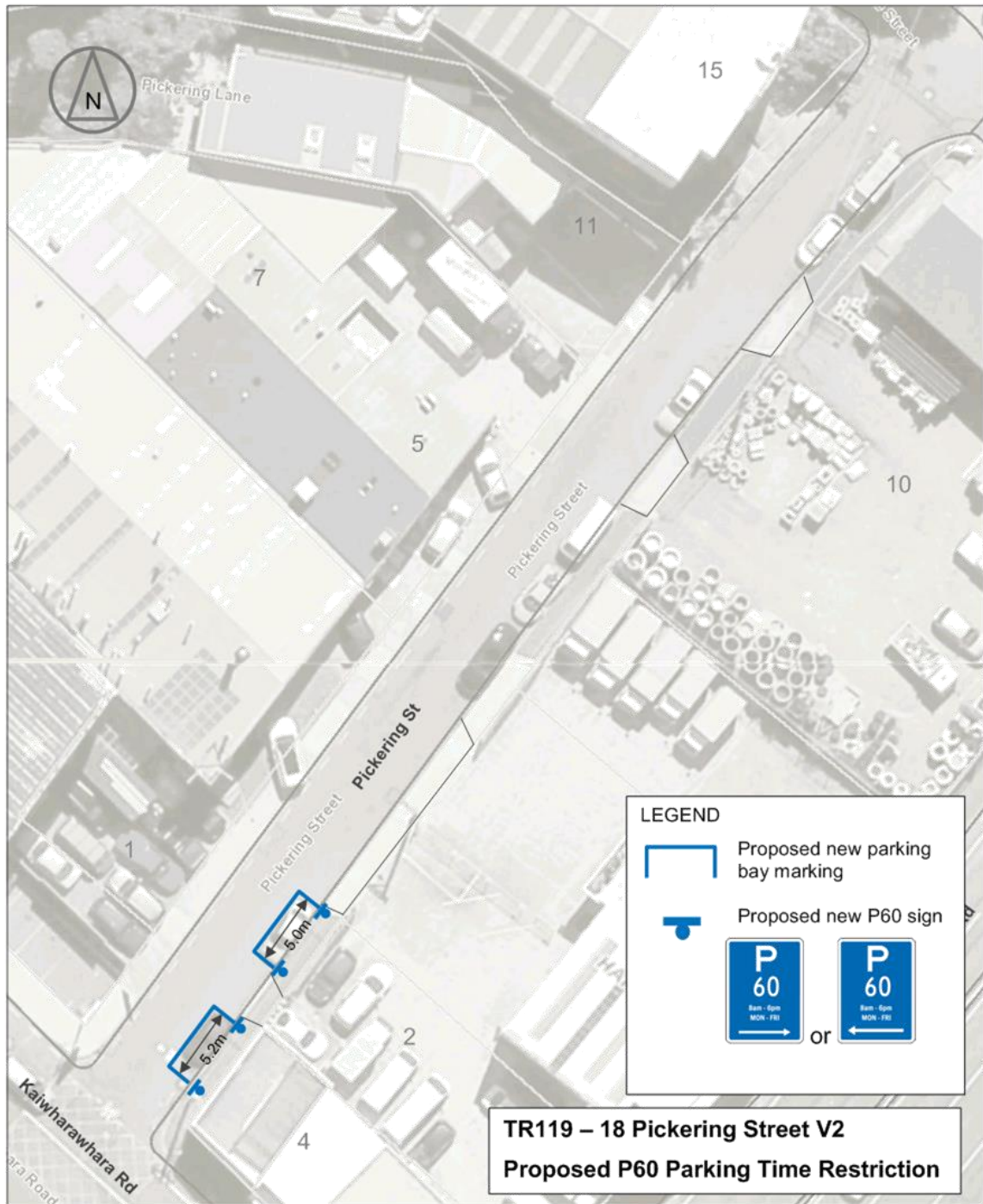
Prepared By: **Charles Kingsford (Principal Traffic Engineer, T/L)**
Approved By: **Steve Spence (Chief Transport Advisor)**
Date: **04/09/18**

WCC Contact:

**Charles Kingsford
Principal Traffic Engineer, T/L**

Transport & Infrastructure
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8641
Email: Charles.kingsford@wcc.govt.nz

Traffic Resolution Plan (Revised on 28/08/2018):



PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Feedback Received:**

Name: Ellen Smith on behalf of Bryan Park Office Furniture
Suburb: Kaiwharawhara
Agree: No

I have worked in Kaiwharawhara opposite Pickering Street for the past 14 years and have seen the area grow. You will find it is the workers of the businesses based in Pickering Street, or tenants of apartments either on Pickering St or Kaiwharawhara Road that are parking there not commuters heading into town. Can you please advise where we are to park if the proposal goes ahead to turn Pickering Street into P60 zone Will you remove all P30 and P60 parking from Kaiwharawhara Road?

Name: Cassie Angell on behalf of Capital Produce
Suburb: Kaiwharawhara
Agree: No

I disagree with this proposal as I work on Pickering Street and have to drive to work each morning. I get to work at 5am and leave at 3pm. I park outside work. If these parks were to change to 60 minutes parks, I would have absolutely no where to park in walking distance. There are no trains or buses before 6am, therefore I have no way of getting to work without parking my car. All our delivery drivers also need to park their cars outside in order to load up and unload after each delivery. You cannot expect them to walk miles with heavy boxes as there is not enough room in our driveway for all of the vans. They are also here for more than 60 minutes at a time packing orders. We are trying to run a business here and if these parks changed to 60 minute parks, this would make it EXTREMELY difficult for us to operate effectively.

Name: Alastair Lang on behalf of Capital Produce
Suburb: Kaiwharawhara
Agree: No

Feedback on proposed P60 time limited parking on Pickering Street, Kaiwharawhara We submit that the proposal to restrict parking to a time limit of 60 minutes, for the eight parallel parking spaces on the south-eastern side of Pickering Street, not go ahead. We employ 12 staff members, who require car parking. Our business operates from 4:00am and we believe it would not only be an inconvenience (as there is no adequate long term parking in the vicinity) but also a significant health and safety issue walking a longer distance to our workplace. In the 10 years we have been in business we have not experienced any problems with customers being unable to find a park. It has not been our experience that commuters from outer suburbs have occupied the parks and left for work the city for the whole day. Many of the businesses located on Pickering Street have off street parking available or areas where people can park for short terms while carrying out their business. While it is unfortunate that someone has no parking for their customers but as is the case in parts of Wellington city you usually have to wait for a park as there are no guarantees that there will be a space outside your business for customers. It would be detrimental to our business to have no parking available for staff members and we oppose the time limited proposal. Yours sincerely Capital Produce Limited Alastair Lang Director.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Johnny Bell
Suburb: Kaiwharawhara
Agree: No

I own a property at 5-7 Pickering St. The property has 3 tenancies, one of which is residential. There are several other residential apartments on the street. If you are to turn the street into a P60 zone those tenants who live on the street will be severely disadvantaged as they will not be able to park on the street. The same will apply to people who work on the street.

You comment that the cars that park on the street during the day are commuters who park there and then walk to work. Before you implement a system such as you propose I suggest that you canvas the drivers of the cars that park on the street during the day. I think you will find that they mostly live or work on the street. I am not sure where else those people can park.

I would like to be heard at a hearing to discuss this. It is disappointing that you have chosen to make a change such as this without consulting the adjacent property owners.

Name: Chris Brown
Suburb: Kaiwharawhara
Agree: No

More than half the street is outside our property (which we own) and we have no problem with the current situation.

However if this must proceed does it really need to be 24 hours 7 days a week.

Could the P60 not be business hours ie. 9am to 5pm Monday to Friday, or similar.

Officer's Response:

Council officers have agreed to reduce the amount of parking spaces to be converted to P60 parking following feedback from businesses and residents. Only the first two car parks from Kaiwharawhara Road will have a new time restriction of P60, 8 a.m. to 6 p.m. Monday to Friday.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Reference:** TR120 – 18**Location:** Tacy Street - Kilbirnie**Proposal:** Time Limited Parking P90, (8am – 6pm, Mon – Fri)**Information:** It has been brought to our attention that businesses at #50 Tacy Street have changed from retail to offices. There is currently a signed time restriction of P60, (8am – 6pm, Mon- Sun) outside #50 Tacy Street for on-street parking.

A review the existing signed parking restrictions have been undertaken. Council officers believe that the current time/day restrictions are not now appropriate to the operational hours of businesses and in particular offices that are now operating in the area adjacent to the on-street parking.

It is therefore proposed to change the currently signed time restriction from P60, (8am – 6pm, Mon- Sun) to P60 (8am -6pm, Mon – Fri). This will provide unrestricted parking during weekends and will assist with the on-street parking demand in the area.

Post Consultation: In the light of the submissions received, Officers have reviewed the proposals and are recommending the most appropriate parking restriction is P90 8am-6pm Monday-Friday to address the parking demand/turnover in the area of the proposed restriction. Outside these hours the parking will remain unrestricted.

Net parking loss: Nil
Conversion to unrestricted parking during weekends

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 31 July 2018
- 2) Feedback period closes. 17 August 2018
- 3) If no objections received report sent to City Strategy Committee for approval. 13 September 2018
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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

Column One	Column Two	Column Three
Tacy Street	<i>P90, Monday to Friday, 8:00am-6:00pm</i>	<i>North side, commencing 298m east from its intersection with Kemp Street (Grid coordinates, X= 1,750,446.5m, Y=5,424,465.6m), and extending in an easterly direction following the northern kerbline for 47 metres. (15 angle parks)</i>
Tacy Street	<i>P90, Monday to Friday, 8:00am-6:00pm</i>	<i>North side, commencing 355m east from its intersection with Kemp Street (Grid coordinates, X= 1,750,446.5m, Y=5,424,465.6m), and extending in a easterly direction following the northern kerbline for 6 metres. (2 angle parks)</i>

Prepared By: Gagandeep Singh **(Southern Area Traffic Engineer)**

Approved By: Steve Spence **(Chief Transport Advisor)**

Date: 04/09/18

WCC Contact:

Gagandeep Singh
Southern Area Traffic Engineer
Charles Kingsford
Principal traffic Engineer / Team Leader
Transport and Infrastructure
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 0294 / 04 803 8641

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Feedback Received:**

Name: Matt Woolston
Suburb: Kilbirnie
Agree: No

Yes, the businesses at #50 Tacy Street have changed from retail to offices and I agree that the current time/day restrictions are not now appropriate to the operational hours of the business in the area. The proposed time restriction "should" change to 8am-6pm, Mon-Fri HOWEVER should be P90 and not P60 to better suit the parking needs of the offices in the area.

Name: Andy Cardno on behalf of Weta Digital
Suburb: Kilbirnie
Agree: No

We are writing regarding the proposed traffic resolution: ref TR120 – 18;/TR 111 – 18; proposal Time Limited Parking P60, (8am – 6pm, Mon – Fri).

As members of the community, and of the local business community operating out of 50 Tacy Street, we would appreciate you considering the day-to-day operational impact this proposal will have on our people.

The carparks affected are shared between a number of businesses all contributing to the local economy and culture in their own unique ways.

- Weta Digital are a world-renowned visual effects company, producing the shots for some of the biggest Hollywood blockbusters;
- Geeks on Wheels are a group of IT Support techies who help locals with their computer problems;
- Rent a Dent provide a competitive rental car service for those flying into Wellington airport;
- Habitat gym supporting the region with their physical health;
- Placemakers, providing building and hardware solutions and
- Airways, helping operate our busy Wellington airport (and beyond).

While we wholeheartedly support community sporting projects within the area, we feel we can work together to find a solution that works for both the businesses and those using the ASB centre for sports.

We support your proposal to reduce the time limited parking (8am – 6pm) for Saturdays and Sundays and posting signs to reflect that.

We also propose the car parks outlined in your proposal increase to 12 hour parks (Monday to Friday). ASB stadium have in excess of 300 carparks on the weekends available to patrons so the parks along Tacy Street are of far more economic importance to the local businesses. We support the proposal for unrestricted parking on weekends.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

We ask that the WCC go further and extend the restricted parking to 12 hours Monday to Friday as it will work to reduce pressure on surrounding residential streets during the work day week when the stadium carparks are under-utilised.

Airways NZ have offered the use of their reserved parking at 50 Tacy street to Netball NZ during the weekend hours of operation.

We also feel policing a reduced restricted policy will be far easier to manage and that the Mon – Sun option may pose challenges.

Officer's response to all submitters:

In the light of the submissions received, Officers have reviewed the proposals and have decided the most appropriate restriction is P90 8am-6pm Monday-Friday to address the parking demand/turnover in the area of the proposed restriction. Outside these hours the parking will remain unrestricted.

Officers thank the submitters for the submissions received which have assisted in more fully understanding the on-street parking in the area.



Post Consultation Plan
Tacy Street, Kilbirnie, TR120-18
P90, Mon - Fri, 8:00am - 6:00pm

MAP PRODUCED BY
WELLINGTON CITY COUNCIL
121 WILSONS BAY
WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
DATE: 4/09/2018
AUTHOR: JAMES
REFERENCE:

0 12.5 25 50
metres
1:450

Absolutely
POSITIVELY
We Stand by Plans
Wellington City Council