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**ORDINARY MEETING**

**OF**

**CITY STRATEGY COMMITTEE**

**AGENDA**

**Time:** 9:30am  
**Date:** Thursday, 18 April 2019  
**Venue:** Ngake (16.09)  
Level 16, Tahiwī  
113 The Terrace  
Wellington

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**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](mailto:public.participation@wcc.govt.nz) or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about.*

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## 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

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### 1.1 Mihi

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

***Taiō Pōneke<sup>†</sup> – 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.

<sup>†</sup> 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 11 April 2019 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](mailto:public.participation@wcc.govt.nz), by post to Democracy Services, Wellington City Council, PO Box 2199, Wellington, or by phone at 04 803 8334, giving the requester's name, phone number and the issue to be raised.

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## **2. Policy**

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### **TRADE WASTE CHARGES POLICY - UPDATE**

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#### **Purpose**

1. To recommend that the Committee recommend to Council to adopt a revised Trade Waste Charges Policy.

#### **Summary**

2. The Council's wastewater and stormwater system provides for the safe, sanitary removal of wastewater from homes and businesses, and ensures it is treated and disposed of in ways that do not harm people or the environment. Trade waste is a type of wastewater discharged from trade premises such as restaurants, breweries, hairdressers, dentists and food processing plants. It is approximately 7.5% of total sewage treated at the Council's treatment plants.
3. Trade waste can cause additional load on the wastewater system and adversely affect treatment processes. Charging trade waste users of the wastewater system contributes to the cost of conveying, treating and disposing of their wastes and promotes cleaner production.
4. The Trade Waste Bylaw 2016 (the TW Bylaw) provides the Council with powers to control discharges of trade wastes to the Council's wastewater system and provides for the setting and payment of fees and charges. The Trade Waste Charges Policy (the TWC Policy) supports the TW Bylaw by providing the framework (methodology) for the trade waste charges and the domestic sewage allowance. The TWC Policy was adopted in 2008.
5. The scope of this TWC Policy review was to; remove material repeated in the TW Bylaw, remove out of date information, and simplify the text to result in a concise, user-friendly policy that explains the methodology for the trade waste charges regime. The scale of the changes are relatively minor and consequently no consultation is required.
6. The review did not include who, why or how much is charged. The Council annually reviews trade waste fees and charges through the annual plan process. A more comprehensive review of whom and why we charge should be considered regionally once national direction is received from the Three Waters Review and Essential Freshwater programme (Cabinet to consider policy proposals mid-2019).
7. This review concluded that the content of the TWC Policy is out of date and no longer aligned with the TW Bylaw.

#### **Recommendation/s**

That the City Strategy Committee:

1. Receive the information.
2. Note the Trade Waste Charges Policy was adopted in August 2008 and this is the first time it has been reviewed.

3. Note the Trade Waste Bylaw was reviewed in 2015-16 and an amended bylaw adopted in 2016.
4. Note the scope of the policy review did not include the setting of fees and charges in respect of the trade waste application process, administration and monitoring of trade waste discharge consents and for the conveyance, treatment and disposal of trade waste.
5. Note public consultation is not required as the proposed changes to the current Trade Waste Charges Policy are considered minor changes, therefore adopting the amended Trade Waste Charges Policy only requires a publicly notified resolution.
6. Note the deletions marked up in the Trade Waste Charges Policy, shown in strikethrough (Attachment 1).
7. Agree to amendments to the Trade Waste Charges Policy.
8. Recommend to council to adopt the amended Trade Waste Charges Policy (Attachment 2).

## Background

8. The Council is responsible for more than 1,000 kilometres of sewer pipes and tunnels plus 63 pumping stations. This wastewater and stormwater system provides for the safe, sanitary removal of wastewater from homes and businesses, and ensures it is treated and disposed of in ways that do not harm people or the environment.
9. Trade waste means “any liquid, with or without matter in suspension or solution therein, that is or may be discharged from trade premises in the course of any trade or industrial process or operation or in the course of any activity or operation of a like nature”.
10. Trade waste is discharged from premises such as restaurants, breweries, hairdressers, dentists and food processing plants to the Council’s wastewater (sewer) network, transported to the wastewater treatment plants, treated and discharged. Approximately 7.5% of total sewage treated through the Council’s treatment plants is ‘trade waste’.
11. Discharging trade waste to the wastewater system places an additional load on the system which may cause accelerated corrosion; blockages; generate odours and dangerous gases; unacceptably high levels of metals or pesticides which can adversely affect the treatment processes or the disposal options for biosolids and effluents; and additional risks for staff working on our wastewater system.
12. The Trade Waste Bylaw 2016 (the TW Bylaw) provides the Council with powers to control discharges of trade wastes to the Council’s wastewater system and provides for the setting and payment of fees and charges in respect of the trade waste application process, administration and monitoring of trade waste discharge consents and for the conveyance, treatment and disposal of trade waste.
13. Charging trade waste users of the wastewater system contributes to the cost of conveying, treating and disposing of their wastes and promotes cleaner production. The highest risk and volume dischargers are charged the highest rates. The Trade Waste Charges Policy (the TWC Policy) supports the TW Bylaw by providing the framework (methodology) for the trade waste charges.

## **Discussion**

### **Amending the current Trade Waste Charges Policy**

14. The TWC Policy 2008 is over ten years old and was not reviewed at the same time as the TW Bylaw in 2016.
15. At the request of the Council's Public Health Group, the current TWC Policy was reviewed. The scope was limited to the wording of the policy and how it interacts with the TW Bylaw only. This is because a more comprehensive review of whom and why council charge should be considered regionally with Wellington Water Ltd, Hutt, Porirua, Upper Hutt and Wellington city councils and Greater Wellington Regional Council. It is likely to also require discussion with Central Government and potentially changes to national legislation. This is discussed in more detail in paragraphs 18 to 22.
16. The review has revealed the following issues with the current TWC Policy, it:
  - contains content that is repeated in the TW Bylaw, therefore not required in both documents;
  - includes references to pricing from the time the policy was adopted (2008-2009), therefore out of date and potentially confusing;
  - contains content superfluous to the trade waste charges operations, therefore unnecessary; and
  - refers to national policy and legislation that has subsequently been updated, therefore out of date.
17. Based on the above, the proposed deletions have been marked up in an updated version of the TWC Policy (Attachment 1). As the updated TWC Policy has only been changed in respect of the above issues, the updates are minor and do not affect an existing right, interest, title, immunity or duty, or an existing status or capacity of any person to whom the TWCP applies.

### **Broader wastewater policy considerations**

18. A related issue presented to Council via the "Sewage Collection and Disposal Network activity compliance review 2018/19 – Revenue and Financing Policy (R&F)", concerns the ongoing trend of declining trade waste volumes. This is partly due to efforts by trade waste dischargers to pre-treat their wastewater and introduce cleaner production methods, and the decrease in trade waste dischargers. The issue of non-compliance to the R&F Policy can be addressed through the Long-term Plan process.
19. Although it is positive that trade waste volumes and risks from trade waste have decreased, the costs of delivering a wastewater treatment service are increasing. This is due to a number of factors including an aging network that requires higher maintenance costs; a high proportion of fixed costs (71%) so less scope to realise cost savings; and rising depreciation and insurance costs.
20. The Council is not able to increase trade waste fees and charges disproportionate to their impact on the network (volume and risk level of trade waste) due to adherence to the New Zealand Standards 9201 series model Trade Waste Bylaw. There is little room to reduce the costs of the wastewater service, the trade waste customer base is small and not growing significantly and fairness prevents a significant increase in charges.
21. Given the delivery and management of the city's three waters is managed regionally by Wellington Water, any review of how we manage trade waste should be done

regionally in collaboration with Wellington Water Ltd, Hutt, Porirua, Upper Hutt and Wellington city councils and Greater Wellington Regional Council.

22. The timing of the options analysis could be started once clearer national direction is received from the Three Waters Review and Essential Freshwater programme (Cabinet to consider policy proposals mid-2019) and the final report is released from the Productivity Commission inquiry in to Local Government Funding and Financing (final report due to Government 30 November 2019). Wellington's current 20-year contract for the provision of its wastewater services is also due for renewal, a revised contract may present possible efficiencies and other benefits. The TW Bylaw would need to be reviewed and potentially amended following a comprehensive policy review.



## Options

23. The Council could choose to leave the TWC Policy as it is. Officers do not recommend this option as it is important that Council's policy documents are relevant, up to date, communicate the key information to the public and inform our business operations.
24. The Council could choose to wait until the TW Bylaw is reviewed again and consider making amendments to the TW Bylaw and/or TWC Policy. This must be done in 2026. Officers do not recommend this option as seven years is a long time to leave an out of date policy in place.
25. The Council could agree to the minor changes to the TWC Policy now, and then at a later date, such as when the TW Bylaw needs reviewing, to make more substantial changes to the TWC policy and/or Bylaw.

## Next Actions

26. Subject to City Strategy Committee approval, the resolution to revise the TWC Policy will be publicly notified following the meeting. Web pages will be updated with the updated policy as soon as possible following decisions.

## Attachments

- Attachment 1. Attachment 1 marked up version of the current Trade Waste Charges Policy [↓](#)  Page 12
- Attachment 2. Attachment 2 Amended Trade Waste Charges Policy [↓](#)  Page 32

Authors	Helen Bolton, Senior Policy Advisor Geoff Lawson, Principal Advisor
Authoriser	Baz Kaufman, Manager Strategy Hayley Evans, Acting Director, Strategy and Governance

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## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

As the policy position is not changing, nor is the methodology and approach to charging for trade waste changing; consultation is not necessary or required. Several discussions have occurred with the Trade Waste Tech Officer at Wellington Water to ensure that the updated TWC Policy remains fit for purpose, plus reviews by the Manager of the Public Health Group and the Principal Advisor Infrastructure Resilience.

### **Treaty of Waitangi considerations**

There are no Treaty of Waitangi considerations.

### **Financial implications**

There are no financial implications as the policy position of who to charge and how much is out of scope of this review. Trade waste fees and charges are revised annually as part of the Revenue and Financing Policy Activity Compliance review.

### **Policy and legislative implications**

The proposed changes do not alter the Council's methodology on Trade Waste Charges and therefore are considered to be minor changes. Public consultation is not required as the proposed changes to the current Trade Waste Charges Policy are considered minor changes that neither affects an existing right, interest, title, immunity or duty, or an existing status or capacity, of any person to whom the Trade Waste Charges Policy applies. Adopting the amended Trade Waste Charges Policy requires a publicly notified resolution.

### **Risks / legal**

Any associated risk or legal implication are considered to be low because neither the methodology nor the trade waste fees and charges are changing.

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

There are no climate change considerations.

### **Communications Plan**

The updated policy will be shared with current trade waste premises by Wellington Water's Trade Waste Tech Officer and the Public Health Group.

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

There are no health and safety impacts.

**WELLINGTON CITY COUNCIL**  
**TRADE WASTE CHARGES POLICY**

Red text = proposed new content



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## 1. Introduction

The Council is responsible for providing and managing wastewater services for the city. It does this by providing a wastewater transportation network comprising more than 1,000 kilometres of pipes and tunnels with 63 pumping stations. The wastewater is treated at treatment plants at Moa Point, Karori and Porirua[1]. The sludge from the treatment process at Moa Point and Karori is currently taken to the Council's Southern Landfill, where it is dewatered and then disposed of to landfill. In the long-term, the Council has committed funds to solutions to significantly reduce the volume of sludge disposed of to landfill.

~~The cost of transporting, processing and disposing of the City's wastewater is funded by ratepayers through a targeted rate with 60% payable by the residential sector and 40% by the commercial sector. The Council's total operating cost to collect, treat and discharge wastewater is budgeted at \$34.9 million for the 2008/09 year.~~

~~Approximately 10% of total sewage treated through the Council's treatment plants is 'trade waste' — waste produced by businesses who are required to have a trade waste consent to discharge nondomestic waste into the public wastewater system.~~

**Although trade waste is a small proportion of the total wastewater entering the wastewater system, it can lead to undesirable outcomes within the city's sewer network and treatment plants if not appropriately managed.**

Discharging trade waste to the wastewater system places additional load on the system which may cause accelerated corrosion, generate odours and dangerous gases, adversely affect the treatment processes or adversely impact on the reuse of bio-solids (the waste remaining after the treatment and de-watering process) and effluents. The additional load is created by the concentration of the substances discharged and their total mass.

This policy sets out a framework to determine and implement a 'mass flow charging regime' where trade waste producers will be expected to contribute to the cost of disposing of trade waste. **This policy must be read in conjunction with the Trade Waste Bylaw which provides a basis for charging trade waste users and ensures that the costs of treatment and disposal are shared fairly between trade waste and domestic wastewater dischargers.**

## **2. Policy objectives**

### **2.1 New Zealand Waste Strategy 2002**

The New Zealand Waste Strategy 2002 covers solid, liquid and gaseous waste, and recognises that moving 'towards zero waste and a sustainable New Zealand' is a long-term challenge. It has three core goals:

- ▲ lowering the social costs and risks of waste
- ▲ reducing the damage to the environment from waste generation and disposal
- ▲ increasing economic benefit by more efficient use of materials.

Key actions from the New Zealand Waste Strategy were for territorial authorities to produce Waste Management Plans and incorporate these into the Long Term Council Community Plan. Specific targets were also set for trade wastes and hazardous wastes. A fundamental policy principle was to implement a 'polluter pays' system where disposal and treatment costs of trade waste can be recovered through consumption based charges instead of the less precise capital value based targeted rates system.

### **2.2 Liquid Waste Management Plan**

Wellington City Council agreed its Solid Waste Management Plan in August 2003 and in 2005 adopted a Liquid Waste Management Plan. This plan meets the requirements as set out in the Local Government Act 2002 and the New Zealand Waste Strategy 2002. Council operates under legislation that makes waste reduction a primary objective of any waste plan. The waste management hierarchy (in order of importance) is:

1. Reduction,
2. Reuse,
3. Recycling,
4. Recovery,
5. Treatment and
6. Disposal.

Every territorial authority is required to promote effective and efficient waste management and:-

1. have regard to environmental and economic costs and benefits for the district and
2. ensure that the management of waste does not cause a nuisance or be injurious to health.

Liquid wastes<sup>1</sup> are those that are generated in or converted to a liquid form for disposal. Wastewater in Wellington city is collected by a network of pipes discharging to treatment facilities at Moa Point, Karori and Porirua.

The principles underlying the Council's Liquid Waste Management Plan include:

1. Sustainable development

All members of society are responsible for looking after the environment and for the impact of wastes they produce.

2. Liquid waste is a resource

There are beneficial opportunities for reusing sewage and stormwater. Where opportunities are identified, the viability of any systems will need to be explored.

3. Integrated solutions

Potential solutions will take into account systems that, if possible:

- maximise use and benefits of natural catchment areas
- are planned in conjunction with other infrastructural developments
- are as flexible as possible
- fit with community plans and views.

4. Maori and Iwi values are incorporated

Recognise and provide for the kaitiakitanga or guardianship role of local Iwi as defined in the 1991 Resource Management Act.

5. Partnerships

Where appropriate, a co-operative approach to liquid waste planning will be taken with other regional territorial authorities, the Greater Wellington Regional Council, local Iwi and the community to achieve joint priorities.

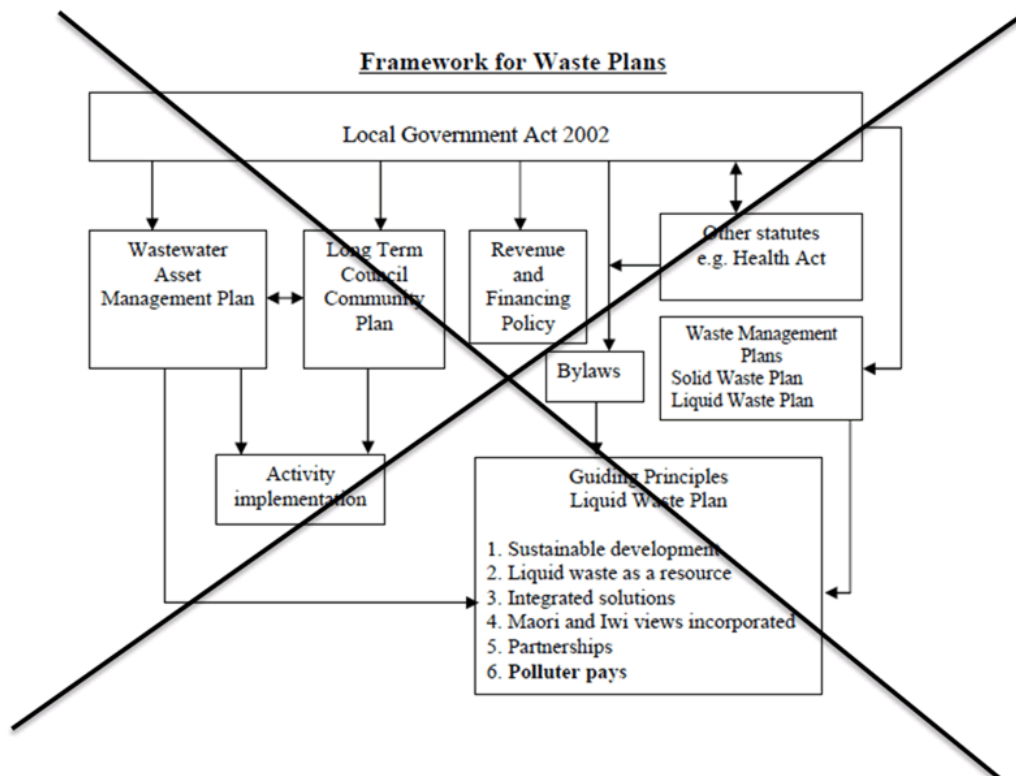
6. Polluter pays

This reflects the concept that those who produce waste are responsible for its disposal (or otherwise). In practice, this will only be relevant for trade waste at this stage.

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<sup>1</sup>New Zealand Waste Strategy (Ministry for the Environment, Local Government NZ) 2002. Sustainable Wastewater Management (Ministry for the Environment) 2003





### 2.3 Future Challenges

The Wellington City Council sewer and stormwater system are operating effectively and efficiently under current standards as set out under the Resource Management Act 1991 and as required by Greater Wellington Regional Council consents. However, the city faces several challenges over the next 10-15 years as new legislative requirements come into place. The Council works to continually improve its management of assets as the community's expectations about the environment and sustainability change. The challenges that need to be addressed include determining:

- the desirable stormwater quality standards for the natural waters in the city (that is, Wellington harbour, south coast and streams)
- the acceptable frequency and extent of sewage overflows into natural waters
- how sewage sludge will be disposed of in the future
- the most effective and efficient way to manage trade waste.

Given the nature of liquid waste, the concept of 'zero liquid waste' is not a realistic expectation in the foreseeable future. This means that Council will have a secondary, complementary objective to those set out under the Local Government Act and the New Zealand Waste Strategy and that is to ensure that we manage liquid waste in an environmentally, economically, socially and culturally sustainable manner.

#### 2.4 Development of a Trade Waste Fees and Charges Policy

The Council's Liquid Waste Management Plan identified the need to determine an appropriate charging structure for the discharge of trade waste. The development and implementation of a 'polluter pays' charging policy is the logical next step in the activation of this plan.

The introduction of a trade waste charging policy will:

- a. provide a mechanism by which trade waste disposers will be liable for the costs
- b. provide an incentive for trade waste disposers to reduce the level of waste entering the sewer network, reducing the risk of increased degradation of the network and limiting the environmental impacts of waste disposal.

Introducing a charging system based on the amount and concentration of trade waste will bring Wellington City in line with other major cities in New Zealand. The user pays charging philosophy provides a financial incentive to waste minimisation initiatives. This is a key driver for influencing behaviour of business in Wellington City to move towards increased sustainability.

This policy is enabled by the provisions for setting trade waste charges under the Council's Trade Waste Bylaw 2004 and is consistent with the provisions for setting fees and charges under the Local Government Act 2002.

### 3. Policy Rationale

#### 3.1 Policy Fundamentals

All activities that require a trade waste consent under the Council's Trade Waste Bylaw will be liable to pay trade waste charges.

Trade waste charges will incorporate three components:

1. Volume – the amount of waste disposed through the sewer – measured in cubic metres (m<sup>3</sup>)
2. BOD - biological oxygen demand, a measure of the level of bacteria in the waste – measured in kilograms (kg)
3. Suspended solids – the content of solid material in the trade waste disposed – measured in kilograms (kg)

The revenue anticipated to be collected through trade waste charges in any year will reduce by an equivalent amount, the level of rates required to be collected through the commercial sewerage rate.

All trade waste disposers will continue to pay sewage rates, but will receive a 'domestic credit' to avoid double charging for services provided. Section 5.3 details the domestic credit calculation.

#### 3.2 Existing fees and charges

The total cost of the Council's wastewater (sewage) collection, treatment and disposal is funded through a targeted rate of which 60% is met by the residential (base<sup>2</sup>) and 40% by non-residential property.

Prior to the introduction of this policy:

- residential ratepayers pay a fixed charge (\$112.50 per connected property for 2008/09) with the balance of the sectors share being funded through a rate per dollar of capital value payable on each connected property.
- non-residential ratepayers pay for their share of wastewater activity entirely through a rate per dollar of capital value payable on each connected property.

Existing trade waste consent fees set under the Council's trade waste bylaw will continue to apply, as follows:

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<sup>2</sup>The base sector incorporates all land used for residential purposes, but excluding short-stay accommodation, vacant residential land and land used for recreation, sporting or community purposes and which does not generate any pecuniary benefit.

<i>Service</i>	<i>Charge</i>
Trade Waste Consent Fee – Initial application fee	\$161.25
Trade Waste Consent Fee – High risk	\$1,612.50
Trade Waste Consent Fee – Medium risk	\$806.25
Trade Waste Consent Fee – Low risk	\$268.75
Trade Waste Consent – Low risk <i>(where a restaurant's grease trap is discharging more than 500g/m<sup>3</sup> of BOD or suspended solids and/or more than 100g/m<sup>3</sup> animal oil, fat and grease)</i>	\$250.00
Trade Waste Consent Fee – Minimal risk	\$86.00
Grease and Grease Traps – Initial application fee	Nil
Trade Waste: Grease traps	\$107.50
Trade Waste: Shared grease trap (per premises)	\$26.88
Trade Waste: Charge after first hour (per hour)	\$107.50
Trade Waste: Monitoring (lab) charges	Actual



#### 4. Policy Application

The method and frequency of monitoring of trade waste discharge on which trade waste charges will be based will vary dependant on the disposer's trade waste index (TWI). TWI is a function of average historical daily BOD multiplied by the average historical daily suspended solids.

TWI category	TWI range	Monitoring basis	Billing frequency
1	TWI of less than 3	Flow: Annual – based on water in (meter) less domestic credit. If unmetered – based on Flow meter. (Flow meter costs will apply) BOD: Annual – grab sample SS: Annual – grab sample	Annual
2	TWI between 3 and 50	Flow: Annual – Flow meter BOD: Quarterly – grab sample SS: Quarterly – grab sample	Quarterly
3	TWI between 50 and 2000	Flow: Quarterly – Flow meter BOD: Quarterly – 24 hour sampler SS: Quarterly – 24 hour sampler	Quarterly
4	TWI greater than 2000	Flow: Daily – in line meter BOD: Daily – 24 hour auto-sampler SS: Daily – 24 hour auto-sampler sample	Monthly

All trade disposer's will be subject to the same charging regime irrespective of TWI category.

The responsibility to comply with the prescribed monitoring regime rests with the trade waste disposer. This will be a condition of maintaining a trade waste consent.

Monitoring costs will continue to remain the responsibility of the trade waste disposer, as per the exiting requirements of the trade waste consent with the exception of TWI Category 4 disposers: the Council will conduct monitoring and recover the cost from the disposer on an "actual and reasonable" basis.

**5. Calculating fees and charges****5.4 Trade Waste Limits and Charges**

Trade waste limits will be governed by a trade waste consent, which will be consistent with the Council's Trade Waste **Bylaw** Policy.

Trade waste charges will be based on the following formulae:

	Charging basis	Threshold	Maximum pricing based on 2008/09 budgets
Volume (total flow)	\$ per cubic meter of volume	Up to 100m <sup>3</sup> /day	\$0.20/m <sup>3</sup> (variable cost)
		Between 100m <sup>3</sup> /day and 7,000m <sup>3</sup> /day	\$0.10 /m <sup>3</sup> (marginal cost)
		Above 7,000m <sup>3</sup> /day	\$0.73/m <sup>3</sup> (full cost – applicable from 1/07/09)
B.O.D	\$/kg based on composite daily sample	Up to 3,150 kg per day	\$0.24/kg (variable cost)
		Above 3,150 kg per day	\$0.57/kg (full cost – applicable from 1/07/09)
Suspended solids	\$/kg based on composite daily sample	Up to 1,575 kg per day	\$0.24/kg (variable cost)
		Above 1,575 kg per day	\$0.54/kg (full cost – applicable from 1/07/09)
Council Monitoring	Actual and reasonable	TWI Category 4	TWI Category 1-3 responsible for own monitoring costs per consent conditions.

- For the purposes of establishing charges for BOD and suspended solids, variable costs and marginal costs are the same.
- The variable/marginal pricing mechanism for Volume promotes the 'polluter pays' principle and provides an incentive for low trade waste disposers to maintain trade waste discharges at or below 100m<sup>3</sup>/day.

**5.2 Additional monitoring**

In addition to the measurements above, the following monitoring will also be conducted for TWI Category 4 disposers and results provided to the Council:

	Measurement method	Frequency	Guideline
BOD	In-line meter	Hourly composite sample	Less than 150kg/hour

Sulphate	Random grab samples	To be agreed	Less than 200mg/l
Temperature	Temperature logger	Variable	Less than 35 degrees celsius

The additional monitoring recognises that:

- ~~spikes in BOD levels may have an impact on sewer degradation. Accordingly trade waste disposers will attempt to limit maximum BOD discharge to 150 kg/hr.~~
- ~~high sulphate and temperature levels may contribute to accelerated sewer degradation, particularly when experienced in conjunction with high BOD levels.~~
  - ~~2007 monitoring showed no evidence of accelerated degradation in the area of the sewer potentially most at risk (the Ngaio Interceptor sewer).~~
  - ~~Accordingly no sulphate or temperature based charges are proposed at this time. However it is prudent to maintain guidelines to limit the potential for accelerated degradation and associated charges at some time in the future.~~
  - ~~Being within the guidelines indicated above does not exclude a trade waste disposer from the possibility of charges for temperature and/or sulphate components of trade waste should these be required to reflect accelerated degradation of the sewer in the future.~~
- ~~TWI Category 4 disposers will be required to meet the cost of camera and/or manual inspections of pre-specified sewers. The timing of each inspection will be at the discretion of the Council but shall be at an average frequency of not less than seven years.~~
- ~~Should future sewer inspections indicate accelerated degradation of the sewer (i.e. beyond reasonable depreciation expectations) the Council reserves the right to introduce trade waste charges for temperature and/or sulphate components of trade waste to reflect the incurring of any costs directly related to this accelerated degradation.~~

### 5.3 Domestic sewage allowance

The domestic portion of waste is funded through sewage rates. It is therefore appropriate to provide an allowance or "credit" for the domestic portion of waste entering the sewerage system.

The domestic credit reflects the proportion of wastewater generated by employees and/or customers of trade waste disposers.

#### Domestic credit component calculation:

Base assumptions used in establishing the domestic component of waste are as follows:

$a$  = Number of FTE's  
 $b$  = Number of hours per day per FTE  
 $c$  = Average number of days worked per year per FTE  
 Flow = 50 litres per day (24 hours).  
 BOD = 220 mg/litre of water  
 SS = 220 mg/ litre of water  
 $b / 24$  hours =  $d\%$  = daily allowance per shift  
 $Z$  litres =  $d\%$  x 1.1 (10% margin) x 50 litres x  $a$  persons x  $c$  days

	<i>Quantity</i>	<i>Rate</i>	<i>Credit</i>
Total Flow	$Z/1000$ m <sup>3</sup> x	\$ 0.73	= \$x,xxx
SS	$Z*0.00022$ kg x	\$ 0.54	= \$x,xxx
BOD	$Z*0.00022$ kg x	\$ 0.57	= \$x,xxx

\$x,xxx
---------

- \* The domestic credit rate is based on the 'full cost' of sewerage activity.
- \* Any adjustment to this rate will be as per section 6 of this schedule.

**6. Trade Waste Charging Methodology**

Trade waste charges will be based on the following calculations:

**Volume:**

Cost of sewerage collection, transportation and 50% of treatment costs*	divided by	Total inflow (m3) to sewerage treatment facilities**	= flow charge per m3 of waste
Up to 100m3 per day	=	based on variable cost	
Between 100m3 per day and 7,000m3 per day	=	based on marginal cost	
Above 7000m3 per day	=	based on full costs (from 01/07/09)	

\* Total cost is per Sewerage Activity budget per Council 2008/09 **current** Annual Plan.

\*\* Total treatment facility inflow based on 3 year rolling average (revised annually)

**BOD:**

25% of sewerage treatment costs*	divided by	Total BOD inflow (kg) to sewerage treatment facilities**	= BOD charge per kg
Up to 3,150kg/day	=	based on variable cost	
Above 3,150kg/day	=	based on full cost (from 01/07/09)	

\* Total cost is per Sewerage Activity budget per Council 2008/09 **current** Annual Plan.

\*\* Total treatment facility BOD based on 3 year rolling average (revised annually)

**Suspended solids:**

25% of sewerage treatment costs plus cost of solid waste disposal*	Divide by	Total suspended solid inflow (kg) to sewerage treatment facilities**	= suspended solid charge per kg
Up to 1,575kg/day	=	based on variable cost	
Above 1,575kg/day	=	based on full cost (from 01/07/09)	

\* Total cost is per Sewerage Activity budget per Council 2008/09 **current** Annual Plan.

\*\* Total treatment facility suspended solids based on 3 year rolling average (revised annually)



## **7. Introduction, review and transitional provisions**

### **7.1 Policy initiation**

Base level trade waste charges (marginal/variable cost basis) will be applicable from 1 July 2008. The charges will be derived from the operating costs shown in the Council's 2008/09 Annual Plan.

Trade waste charge based on full cost will be applicable from 1 July 2009. Between 1 July 2008 and 30 June 2009 trade waste charges for exceeding permitted limits will be charged as follows:

1. Volume: \_\_\_\_\_ at marginal cost charge rate and
2. BOD & suspended solids: \_\_\_\_\_ at the variable cost charge rate.

### **7.2 Policy review**

Charges will be reviewed annually to reflect changes in:

- a. the cost of delivery of sewage transportation, treatment and disposal services
- b. the volume of liquid waste delivered to Council's treatment plants
- c. the mass of BOD delivered to Council's treatment plants
- d. The mass of suspended solids delivered to Council's treatment plants.

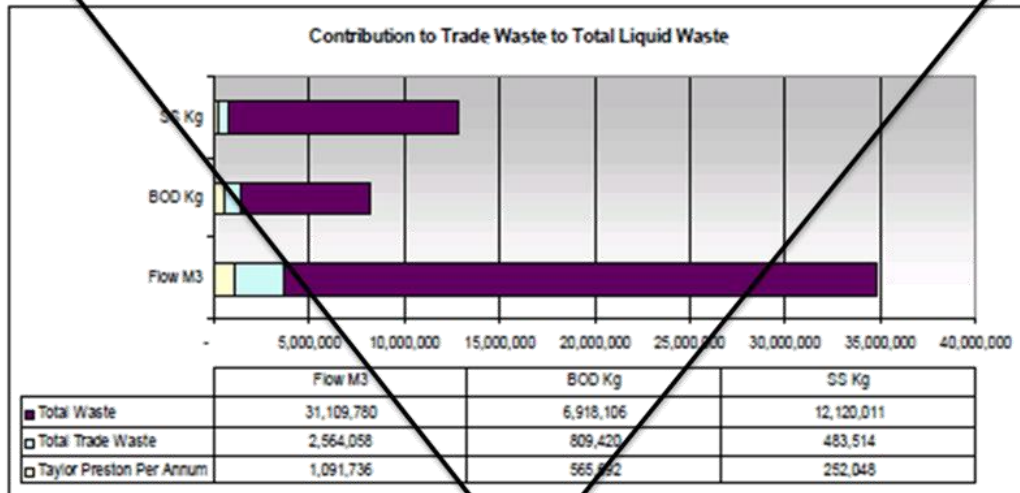
### **7.3 Additional charges**

The introduction of charges based on temperature and sulphate in trade waste will be considered on a periodic basis and in response to inspections of sewers. Trade waste component charges for temperature and/or sulphate will only be introduced if evidence of accelerated sewer degradation is detected.

For the purposes of this policy "accelerated degradation" is defined as the situation where sewer infrastructure is deteriorating at a faster rate than the anticipated life of the infrastructure components as reflected in Council's Asset Management Plans. Where accelerated degradation occurs, additional charges will be required to fund the increased rate of depreciation on the asset.

**8. Indicative Charges**

**Chart 1. Contribution of trade waste to total liquid waste**



**Chart 2a. Trade Waste Charges for 2008/09 (GST exclusive)**

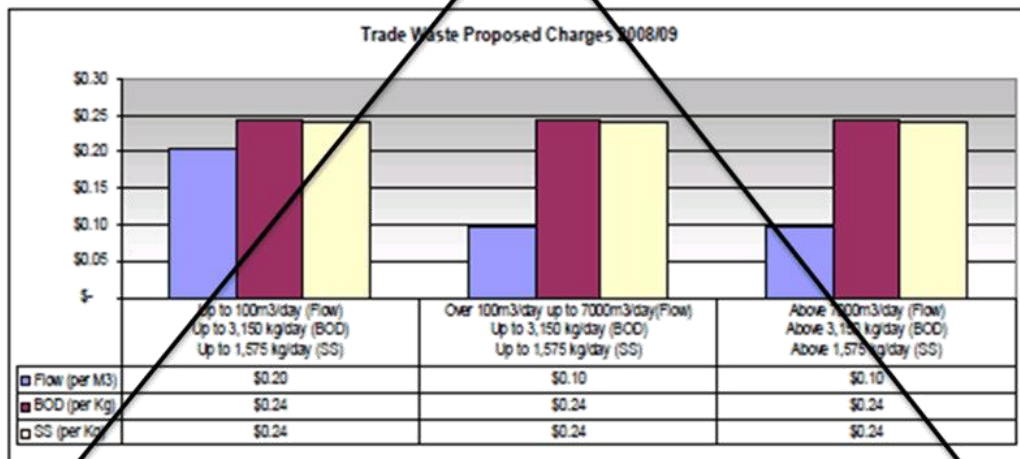


Chart 2b. Trade Waste Charges for 2009/10 (GST exclusive)

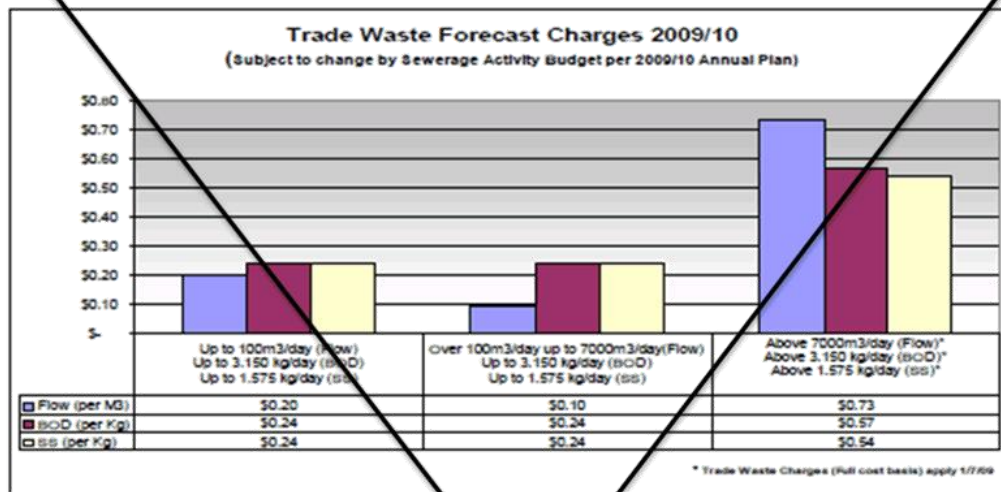
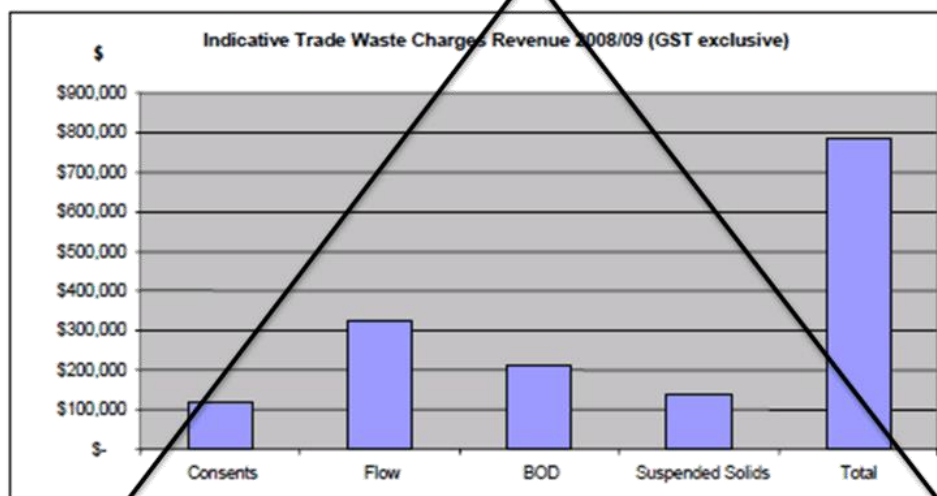
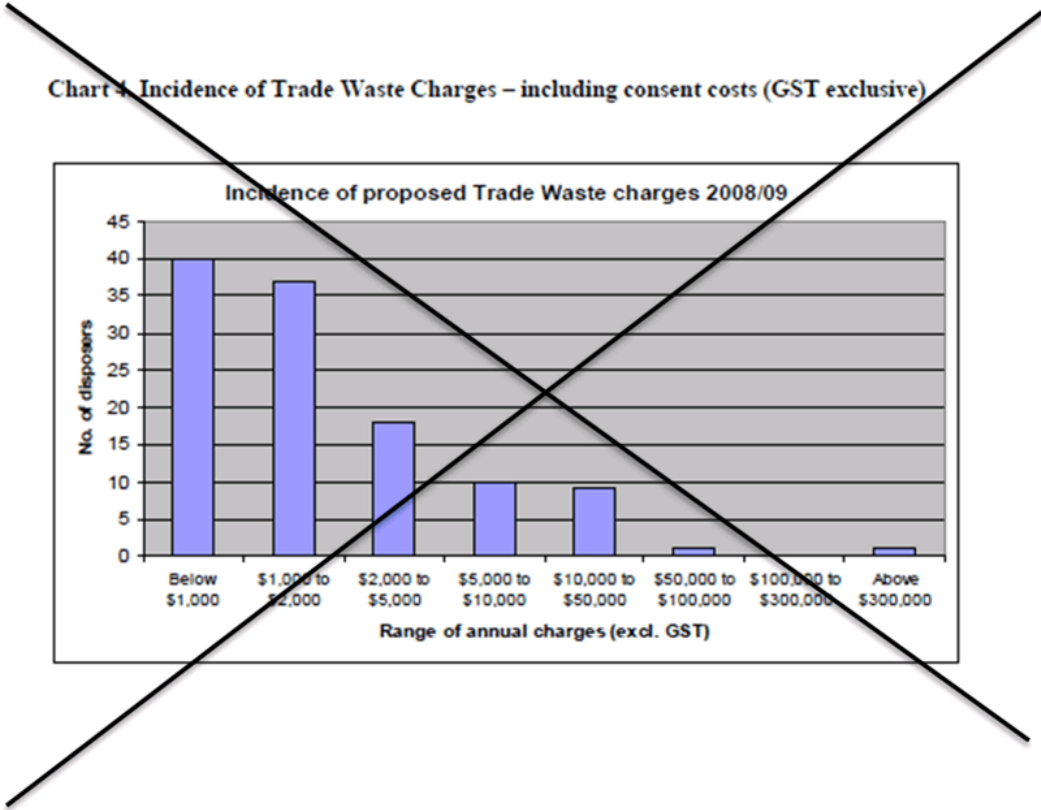


Chart 3. Indicative Trade Waste Charge Revenue 2008/09 (GST exclusive)







**Appendix 1 – 2008/09 Trade Waste Charge Input Calculation**

1. Calculation of charges applying to:  
 Volume: Up to 100m<sup>3</sup> per day  
 BOD: Up to 3,150kg per day  
 Suspended solids: Up to 1,575 kg per day

**TRADE WASTE CHARGE CALCULATION - ACTIVITIES 6.4.3 + 6.4.4 VARIABLE COSTS**

Reception, Conveyancing & Discharging Cost 08/09 Draft Annual Plan			Total AP Opex	Exclude Fixed Costs	Total	Flow	BOD	SS
KAA	Project	Project Name						
6.4.3	A041	Sewerage Network Asset Stewardship	11,725,350	(11,664,390)	60,960	60,960		
6.4.3	C084	Trade Waste Enforcement	260,039	(75,135)	184,904	184,904		
6.4.3	C085	SPE Unplanned Maintenance	292,581	(68,803)	223,778	223,778		
6.4.3	C086A	Sewerage Network Unplanned Maintenance	1,641,860	(237,453)	1,404,407	1,404,407		
6.4.3	C089	Sewer Interceptor Flow Monitoring	115,986	(21,056)	94,930	94,930		
6.4.3	C495	Critical Drain Inspections	461,094	(98,576)	362,518	362,518		
6.4.3	C497	Sewer Network Asset Information	292,744	(77,779)	214,965	214,965		
6.4.3	C501	Pollution Detection & Monitoring	60,925	(7,148)	53,777	53,777		
6.4.3	C502	Pump Station Ops & Maintenance	790,521	(63,716)	726,805	726,805		
<b>Treatment Costs of Sewage 07/08 DAP</b>								
6.4.4	C087	Cleanwater Operations & Maintenance	15,976,713	(11,462,902)	4,513,811	2,256,906	1,128,453	1,128,453
6.4.4	C088	Porirua Sewage Treatment Contribution	1,428,331	(2,653)	1,425,678	712,839	356,420	356,420
<b>Suspended Solids Cost</b>								
6.4.4	C347	Living Earth Green waste Contract	1,943,649	(990,448)	953,201			953,201
<b>Total Opex Cost</b>			<b>34,989,793</b>	<b>(24,770,059)</b>	<b>10,219,734</b>	<b>6,296,789</b>	<b>1,484,872</b>	<b>2,438,073</b>

Total Volume for 12 mths  
Unit Rate

Flow	BOD	SS
M <sup>3</sup>	Kg	Kg
30,860,500	6,101,703	10,081,473
0.20	0.24	0.24

2. Calculation of charges applying to:  
 Volume: Between 100m<sup>3</sup> per day and 7,000m<sup>3</sup> per day  
 BOD: Up to 3,150kg per day  
 Suspended solids: Up to 1,575 kg per day

**TRADE WASTE CHARGE CALCULATION - ACTIVITY 6.4.4 MARGINAL COST**

Reception, Conveyancing & Discharging Cost 08/09 Annual Plan			Total AP Opex	Less fixed & non-marginal	Total	Flow	BOD	SS
KAA	Project	Project Name						
6.4.3	A041	Sewerage Network Asset Stewardship	11,725,350	(11,664,390)	60,960			
6.4.3	C084	Trade Waste Enforcement	260,039	(75,135)	184,904			
6.4.3	C085	SPE Unplanned Maintenance	292,581	(68,803)	223,778			
6.4.3	C086A	Sewerage Network Unplanned Maintenance	1,641,860	(237,453)	1,404,407			
6.4.3	C089	Sewer Interceptor Flow Monitoring	115,986	(21,056)	94,930			
6.4.3	C495	Critical Drain Inspections	461,094	(98,576)	362,518			
6.4.3	C497	Sewer Network Asset Information	292,744	(77,779)	214,965			
6.4.3	C501	Pollution Detection & Monitoring	60,925	(7,148)	53,777			
6.4.3	C502	Pump Station Ops & Maintenance	790,521	(63,716)	726,805			
<b>Treatment Costs of Sewage 07/08 DAP</b>								
6.4.4	C087	Cleanwater Operations & Maintenance	15,976,713	(11,462,902)	4,513,811	2,256,906	1,128,453	1,128,453
6.4.4	C088	Porirua Sewage Treatment Contribution	1,428,331	(2,653)	1,425,678	712,839.2	356,420	356,420
<b>Suspended Solids Cost</b>								
6.4.4	C347	Living Earth Green waste Contract	1,943,649	(990,448)	953,201			953,201
<b>Total Opex Cost</b>			<b>34,989,793</b>	<b>(24,770,059)</b>	<b>10,219,734</b>	<b>2,969,745</b>	<b>1,484,872</b>	<b>2,438,073</b>

Total Volume for 12 mths  
Unit Rate

Flow	BOD	SS
M <sup>3</sup>	Kg	Kg
30,860,500	6,101,703	10,081,473
0.10	0.24	0.24

3. Calculation of charges applying to:  
 Volume: Above 7,000m<sup>3</sup> per day  
 BOD: Above 3,150kg per day  
 Suspended solids: Above 1,575 kg per day

Reception, Conveyancing & Discharging Costs 08/09 Annual Plan			Total AP Opex	Adjustments*	Total	Flow	BOD	\$5
KAA	Project	Project Name						
6.4.3	A041	Sewerage Network Asset Stewardship	11,725,350		11,725,350	11,725,350		
6.4.3	C094	Trade Waste Enforcement	260,039		260,039	260,039		
6.4.3	C095	SPE Unplanned Maintenance	292,581		292,581	292,581		
6.4.3	C095A	Sewerage Network Unplanned Maintenance	1,641,860		1,641,860	1,641,860		
6.4.3	C099	Sewer Interceptor Flow Monitoring	115,986		115,986	115,986		
6.4.3	C495	Critical Drain Inspections	461,094		461,094	461,094		
6.4.3	C497	Sewer Network Asset Information	292,744		292,744	292,744		
6.4.3	C501	Pollution Detection & Monitoring	60,925		60,925	60,925		
6.4.3	C502	Pump Station Ops & Maintenance	790,521		790,521	790,521		
<b>Treatment Costs of Sewage 07/08 DAP</b>								
6.4.4	C097	Clearwater Operations & Maintenance	15,976,713	(3,447,000)	12,529,713	6,264,857	3,132,428	3,132,428
6.4.4	C088	Porirua Sewage Treatment Contribution	1,428,331		1,428,331	714,166	357,083	357,083
<b>Suspended Solids Cost</b>								
6.4.4	C347	Living Earth Green Waste Contract	1,943,649		1,943,649			1,943,649
<b>Total Opex Cost</b>			<b>34,985,793</b>	<b>-3,447,000</b>	<b>31,542,793</b>	<b>22,720,122</b>	<b>3,489,511</b>	<b>5,433,160</b>

Total Volume for 12 mths		Unit Rate	
Flow	BOD	Flow	BOD
M <sup>3</sup>	Kg	M <sup>3</sup>	Kg
30,860,600	6,104,703	10,081,473	
0.73	0.54		0.54

**WELLINGTON CITY COUNCIL**  
**TRADE WASTE CHARGES POLICY**

April 2019

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April 2019

## 1. Introduction

The Council is responsible for providing and managing wastewater services for the city. It does this by providing a wastewater transportation network comprising more than 1,000 kilometres of pipes and tunnels with 63 pumping stations. The wastewater is treated at treatment plants at Moa Point, Karori and Porirua[1]. The sludge from the treatment process at Moa Point and Karori is currently taken to the Council's Southern Landfill, where it is dewatered and then disposed of to landfill. In the long-term, the Council has committed funds to solutions to significantly reduce the volume of sludge disposed of to landfill.

Although trade waste is a small proportion of the total wastewater entering the wastewater system, it can lead to undesirable outcomes within the city's sewer network and treatment plants if not appropriately managed.

Discharging trade waste to the wastewater system places additional load on the system which may cause accelerated corrosion, generate odours and dangerous gases, adversely affect the treatment processes or adversely impact on the reuse of bio-solids (the waste remaining after the treatment and de-watering process) and effluents. The additional load is created by the concentration of the substances discharged and their total mass.

This policy sets out a framework to determine and implement a 'mass flow charging regime' where trade waste producers will be expected to contribute to the cost of disposing of trade waste. This policy must be read in conjunction with the Trade Waste Bylaw which provides a basis for charging trade waste users and ensures that the costs of treatment and disposal are shared fairly between trade waste and domestic wastewater dischargers.

April 2019

## **2. Policy Fundamentals**

All activities that require a trade waste consent under the Council's Trade Waste Bylaw will be liable to pay trade waste charges.

Trade waste charges will incorporate three components:

1. Volume – the amount of waste disposed through the sewer – measured in cubic metres (m<sup>3</sup>)
2. BOD - biological oxygen demand, a measure of the level of bacteria in the waste – measured in kilograms (kg)
3. Suspended solids – the content of solid material in the trade waste disposed – measured in kilograms (kg)

The revenue anticipated to be collected through trade waste charges in any year will reduce by an equivalent amount, the level of rates required to be collected through the commercial sewerage rate.

All trade waste disposers will continue to pay sewage rates, but will receive a 'domestic credit' to avoid double charging for services provided. Section 3.2 details the domestic credit calculation.

April 2019



### 3. Calculating fees and charges

#### 3.1 Trade Waste Limits and Charges

Trade waste limits will be governed by a trade waste consent, which will be consistent with the Council's Trade Waste Bylaw.

Trade waste charges will be based on the following formulae:

	Charging basis	Threshold
<b>Volume (total flow)</b>	\$ per cubic meter of volume	Up to 100m <sup>3</sup> /day
		Between 100m <sup>3</sup> /day and 7,000m <sup>3</sup> /day
		Above 7,000m <sup>3</sup> /day
<b>B.O.D</b>	\$/kg based on composite daily sample	Up to 3,150 kg per day
		Above 3,150 kg per day
<b>Suspended solids</b>	\$/kg based on composite daily sample	Up to 1,575 kg per day
		Above 1,575 kg per day
<b>Council Monitoring</b>	Actual and reasonable	TWI Category 4
	TWI Category 1-3 responsible for own monitoring costs as per consent conditions.	

- The variable/marginal pricing mechanism for Volume promotes the 'polluter pays' principle and provides an incentive for low trade waste disposers to maintain trade waste discharges at or below 100m<sup>3</sup>/day.



**3.2 Domestic sewage allowance**

The domestic portion of waste is funded through sewage rates. It is therefore appropriate to provide an allowance or "credit" for the domestic portion of waste entering the sewerage system.

The domestic credit reflects the proportion of wastewater generated by employees and/or customers of trade waste disposers.

Domestic credit component calculation:

Base assumptions used in establishing the domestic component of waste are as follows:

- a = Number of FTE's
- b = Number of hours per day per FTE
- c = Average number of days worked per year per FTE
- Flow = 50 litres per day (24 hours).
- BOD = 220 mg/litre of water
- SS = 220 mg/ litre of water
- b / 24 hours = d% = daily allowance per shift
- Z litres = d% x 1.1 (10% margin) x 50 litres x a persons x c days

	<i>Quantity</i>	<i>Rate</i>	<i>Credit</i>
<b>Total Flow</b>	Z/1000 m <sup>3</sup> x	\$ 0.73	= \$x,xxx
<b>SS</b>	Z*0.00022 kg x	\$ 0.54	= \$x,xxx
<b>BOD</b>	Z*0.00022 kg x	\$ 0.57	= \$x,xxx
			\$x,xxx

- \* The domestic credit rate is based on the 'full cost' of sewerage activity.
- \* Any adjustment to this rate will be as per section 6 of this schedule.

**4. Trade Waste Charging Methodology**

Trade waste charges will be based on the following calculations:

**Volume:**

Cost of sewerage collection, transportation and 50% of treatment costs*	divided by	Total inflow (m3) to sewerage treatment facilities**	= flow charge per m3 of waste
Up to 100m3 per day	=	based on variable cost	
Between 100m3 per day and 7,000m3 per day	=	based on marginal cost	
Above 7000m3 per day	=	based on full costs (from 01/07/09)	

\* Total cost is per Sewerage Collection and Disposal Network Activity budget per Council current Annual Plan.

\*\* Total treatment facility inflow based on 3 year rolling average (revised annually)

**BOD:**

25% of sewerage treatment costs*	divided by	Total BOD inflow (kg) to sewerage treatment facilities**	= BOD charge per kg
Up to 3,150kg/day	=	based on variable cost	
Above 3,150kg/day	=	based on full cost (from 01/07/09)	

\* Total cost is per Sewerage Collection and Disposal Network Activity budget per Council current Annual Plan.

\*\* Total treatment facility BOD based on 3 year rolling average (revised annually)

**Suspended solids:**

25% of sewerage treatment costs plus cost of solid waste disposal*	divided by	Total suspended solid inflow (kg) to sewerage treatment facilities**	= suspended solid charge per kg
Up to 1,575kg/day	=	based on variable cost	
Above 1,575kg/day	=	based on full cost (from 01/07/09)	

\* Total cost is per Sewerage Collection and Disposal Network Activity budget per Council current Annual Plan.

\*\* Total treatment facility suspended solids based on 3 year rolling average (revised annually)

April 2019

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### **3. Monitoring**

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## **UPDATED FORWARD PROGRAMME FOR CITY STRATEGY COMMITTEE MEETING FOR 2019**

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### **Purpose**

1. This report provides an updated copy of the City Strategy Committee's Forward Programme for 2019.

### **Summary**

2. This updated Forward Programme sets out the strategy, policy and briefing reports that are planned for the City Strategy Committee meetings for 2019.
3. The Forward Programme includes both large scale strategy and policy documents, projects, unit work streams, and also a number of operational reports that require committee consideration.
4. The Forward Programme is a working document that is subject to change on a regular basis.
5. A number of items are listed which do not have as yet agreed reporting timeframes. These have been added separately to ensure that the Committee has visibility of the fuller work programme. These will be included as scheduled items, as dates are confirmed.

### **Recommendation/s**

That the City Strategy Committee:

1. Receives the information.
2. Notes the attached forward programme.

### **Attachments**

Attachment 1. Forward Programme 2019 [!\[\]\(b792654f2cef9719eabeb6c5be00811e\_img.jpg\)](#) 

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Author	Esther Hoskin, Democracy Advisor
Authoriser	Anusha Guler, Head of Governance Hayley Evans, Director, Strategy and Governance (Acting)

## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

Not applicable.

### **Treaty of Waitangi considerations**

Not applicable.

### **Financial implications**

Not applicable.

### **Policy and legislative implications**

Timeframes and deliverables are reliant on organisational resourcing and priorities.

### **Risks / legal**

Not applicable.

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

Not applicable.

### **Communications Plan**

Not applicable.

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

Not applicable.

FORWARD PROGRAMME 2019: THIS IS A WORKING DRAFT, THE CONTENTS ARE SUBJECT TO CHANGE

Date	Meetings	Report Title	Description	Officer	ELT	Portfolio leader	Priority
<b>2019 - First Quarter (Feb - Mar) NO CSC meetings in January</b>							
Date	Meetings	Report Title	Description	Officer	ELT	Portfolio leader	Priority
18 Apr	City Strategy Committee	Traffic Resolutions		Lindsey Hill	D Chick	Cr Calvi-Freeman	Triennium Plan, Priority 1
18 Apr	City Strategy Committee	Community and Recreation Leases on Town Belt	Wellington Rugby Football Union Inc Lease, Harbour City gymsports	Kristine Ford/Sarah Murray	B McKerrow	Cr Gilbert / Cr Fitzsimons	BAU, Priority 2
18 Apr	City Strategy Committee	Band Rotunda Development Proposal	This item is public excluded	Peter Brennan	A Matthews	Cr Pannett	BAU, Priority 2
18 Apr	City Strategy Committee	Trade Waste Charges Policy update	The current policy is out of date	Geoff Lawson	H Evans	Cr Pannett	BAU, Priority 2
18 Apr	City Strategy Committee	Forward Programme	An updated forward programme will be provided to Councillors for discussion	Esther Hoskin	H Evans	Cr Pannett	BAU, Priority 2
<b>2019 - Second Quarter (Apr - Jun)</b>							
9 May	City Strategy Committee	City Housing Update	Update for Councillors on City Housing Operational Policy	Michelle Riwai	B McKerrow	Cr Dawson	Triennium Plan, Priority 1
9 May	City Strategy Committee	Wrights Hill DoC Land	Proposal for WCC to control and manage this land on behalf of DoC	Joel De Boer	B McKerrow	Cr Gilbert	BAU, Priority 2
9 May	City Strategy Committee	Arts and Culture Update		Jim Robertson	B McKerrow	Mayor / Cr Young	Triennium Plan, Priority 1
9 May	City Strategy Committee	Wastewater easement over reserve land: Monorgan Road Play Area, Strathmore	Seeking to obtain Committee approval for a wastewater easement through land held under the Reserves Act 1977 at Monorgan Road Play Area.	Julia FAMILTON	B McKerrow	Cr Gilbert	BAU, Priority 2
9 May	City Strategy Committee	Wastewater easement over reserve land: Raroa Reserve, Tawa	Seeking to obtain Committee approval for a wastewater easement through land held under the Reserves Act 1977 at the reserve adjacent to Raroa Terrace, Tawa (Raroa Reserve).	Julia FAMILTON	B McKerrow	Cr Gilbert	BAU, Priority 2
9 May	City Strategy Committee	Licence to occupy over reserve land: Otari Wilton Bush, Wilton	Seeking to obtain Committee approval for a Licence to Occupy over land held under the Reserves Act 1977 at Otari Wilton Bush, Wilton.	Julia FAMILTON	B McKerrow	Cr Gilbert	BAU, Priority 2
<b>2019 - Third Quarter (Jul - Sep)</b>							
16 May	City Strategy Committee	Consolidated Bylaw Pt 1 Review	Statutory Requirement to review part 1	Policy	H Evans	Cr Dawson	Statutory Requirement,
16 May	City Strategy Committee	Social Framework - Child Friendly and Positive Ageing	These strategies are being reviewed and aligned. This was added by Councillors amendment at the CSC meeting 7 Dec 2017	Geoff Lawson	H Evans	Deputy Mayor / Cr Dawson	Triennium Plan, Priority 1
16 May	City Strategy Committee	Quarter 3 Report	Reporting on the third quarter of the FY 2018/19	Bronwen Green	A Matthew/H Evans	Deputy Mayor	Statutory Requirement, Priority 3
16 May	City Strategy Committee	Forward Programme	An updated forward programme will be provided to Councillors for discussion	Esther Hoskin	H Evans	Cr Pannett	BAU, Priority 2
16 May	City Strategy Committee	Combined paper for multiple leases	Wellington Region Hockey Stadium Trust, Wade Street Community Tennis Club Inc, Wellington Smallbore Rifle Association Inc, Innemost Gardens Inc, Cook Island Society Inc.	Kobie Child/Kristine Ford	B McKerrow	Cr Gilbert	BAU, Priority 2
<b>2019 - Fourth Quarter (Oct - Dec)</b>							
28 May	City Strategy Committee	Oral Hearing - alcohol control bylaw (Kelburn & Kilbirnie)		Jim Lewis	H Evans	Cr Dawson	



Date	Meetings	Report Title	Description	Officer	ELT	Portfolio leader	Priority
13 Jun	City Strategy Committee	Wellington Urban Cycling Programme - Newtown	Recommendations for Newtown cycleway project	Paul Barker	D Chick	Cr Free	Triennium Plan, Priority 1
13 Jun	City Strategy Committee	Leisure Card Review	To present the review of the leisure card and seek approval to move forward with the recommendations	Ali Whitton	B McKerrow	Cr Fitzsimons	BAU, Priority 2
13 Jun	City Strategy Committee	Alcohol Bylaw	Final report with recommendations after oral hearings	Jim Lewis	H Evans	Cr Dawson/ Cr Fitzsimons	
13 Jun	City Strategy Committee	Review of Standing Orders and incorporating tikanga into Council meetings		Penny Langley	H Evans	Deputy Mayor	BAU, Priority 2
13 Jun	City Strategy Committee	Alcohol Management Strategy Review	Background and Issues paper	Geoff Lawson	H Evans	Cr Fitzsimons / Cr Dawson	BAU, Priority 2
<b>2019 - Third Quarter (Sep) No meetings in July; Election in October</b>							
20 Jun	City Strategy Committee	Alcohol Control Bylaw (Kelburn and Kilbirnie) - report back from oral hearings	Presents recommendations to the Council based on oral hearings	Jim Lewis	H Evans	Cr Dawson	BAU, Priority 2
20 Jun	City Strategy Committee	Draft Parking Policy	For consultation	Geoff Lawson	D Chick	Cr Calvi-Freeman	BAU, Priority 2
20 Jun	City Strategy Committee	Traffic Resolutions		Lindsey Hill	D Chick	Cr Calvi-Freeman	BAU, Priority 2
20 Jun	City Strategy Committee	Footpath Management Policy	Issues paper	Geoff Lawson	H Evans	Cr Free	BAU, Priority 2
20 Jun	City Strategy Committee	Forward Programme	An updated forward programme will be provided to Councillors for discussion	Esther Hoskin	H Evans	Cr Pannett	BAU, Priority 2
20 Jun	City Strategy Committee	Report from the Finance, Audit and Risk Management Subcommittee	This item is public excluded	Esther Hoskin	H Evans	Cr Foster	
<b>2019 - Third Quarter (Sep) No meetings in July; Election in October</b>							
8 Aug	City Strategy Committee	Renewal of licence for Glover Park	Renewal of Licence over Part of Glover Park for 'Rogue and Vagabond' – Pursuant to the reserves Act 1977	Joel De Boer	B McKerrow	Cr Gilbert	
8 Aug	City Strategy Committee	Review of Advisory and Reference Groups	Update on review of Advisory and Reference Groups to update and improve consistency	Carolyn Dick	H Evans	Deputy Mayor / Cr Calvert	BAU, Priority 2
15 Aug	City Strategy Committee						
22 Aug	City Strategy Committee	Regional Waste Management and Minimisation Plan	Papers on implementation actions of WMMP, including regional bylaw, optimal waste collection services etc.	Emily Taylor Hall	D Chick	Cr Pannett	Triennium Plan, Priority 1
22 Aug	City Strategy Committee	Forward Programme	An updated forward programme will be provided to Councillors for discussion	Esther Hoskin	H Evans	Cr Pannett	BAU, Priority 2
5 Sep	City Strategy Committee	Remuneration Authority Report	Reporting to the Authority on governance pool remuneration and related issues	Democracy Services	H Evans	Deputy Mayor	BAU, Priority 2
12 Sep	City Strategy Committee	Traffic Resolutions		Lindsey Hill	D Chick	Cr Calvi-Freeman	BAU, Priority 2
12 Sep	City Strategy Committee	Advisory and Reference Group Annual Reports	Reporting will cover the June 2018 to June 2019 period	Penny Langley	H Evans	Deputy Mayor	BAU, Priority 2

Date	Meetings	Report Title	Description	Officer	ELT	Portfolio leader	Priority
25 Sep	City Strategy Committee	Annual Report		Bronwen Green	Andy Matthews / H Evans	Cr Foster	Statutory Requirement, Priority 3

TO BE SCHEDULED - 2019							
	City Strategy Committee	Housing Strategy Update	This report will provide the City Strategy Committee with an update on the Wellington City Council Housing Strategy (the Housing Strategy) and the Housing Action Plan (the Action Plan).	John McDonald / Moana Mackey	D Chick	Cr Dawson	Triennium Plan, Priority 1
	City Strategy Committee	Urban Development Agency options		Ian Pike / Anna Harley	D Chick	Cr Foster	Triennium Plan, Priority 1
	City Strategy Committee	Let's Get Welly Moving	Recommend report go to Council for adoption	Anna Harley	D Chick	Mayor / Cr Calvi-Freeman	Triennium Plan, Priority 1
	City Strategy Committee	Bus Priority Programme		Anna Harley	D Chick	Cr Free / Cr Calvi-Freeman	Triennium Plan, Priority 1
	City Strategy Committee	Speed Limits - CBD and Suburban	Recommendations on changing speed limits in the CBD and around school areas	Paul Barker	D Chick	Cr Calvi-Freeman	Triennium Plan, Priority 1
	City Strategy Committee	Traffic Resolutions - Electric Vehicles	The report requests approval for approx 35 electric vehicle car park spaces which require traffic resolutions.	Tom Pettit / Lindsey Hill	D Chick	Cr Calvi-Freeman / Cr Lee	BAU, Priority 2
	City Strategy Committee	Climate Adaption Action Plan	Adapting to climate driven change - toward a framework and approach for making long-term decisions such as locating, upgrading or moving key infrastructure and defending or abandoning assets) that will be affected by future climate change effects. Very early days. Working with Hutt City Council to develop a shared approach but with enough flexibility to accommodate unique aspects of each city	Tom Pettit	D Chick	Cr Lee	Triennium Plan, Priority 1
	City Strategy Committee	Community Water Resilience (for households)		Wellington Water LTD	D Chick	Cr Sparrow / Cr Pannett	Triennium Plan, Priority 1
	City Strategy Committee	Strategic Housing Investment Plan Update (Business Case)	This item is public excluded	John McDonald	D Chick	Cr Dawson	
	City Strategy Committee	Southern Connection Cycleway Development	Projects for Berhampore, Newtown and Mt Cook area	Paul Barker	D Chick	Cr Free	
	City Strategy Committee	Parking Policy	Final paper	Geoff Lawson	D Chick	Cr Calvi-Freeman	BAU, Priority 2
	City Strategy Committee	Civic Precinct Redevelopment	Future options for the Civic Precinct, including the upgrade and redevelopment of the Town Hall, and next steps for Jack Ilott Green.	Ian Pike/ P Brennan	K Lavery	Mayor Lester	Triennium Plan, Priority 1
	City Strategy Committee	Te Whare Okioki (Wet House)	Paper giving an update on progress by lead agencies	Jenny Raines / Phil Becker	B McKerrow	Cr Dawson	Triennium Plan, Priority 1
	City Strategy Committee	Town Belt Leases - Report Back on Consultation: Wellington Swords Club	Reports back on consultation before approval of leases.	Kristine Ford / Kobie Child	B McKerrow	Cr Gilbert	BAU, Priority 2
	City Strategy Committee	Cemeteries Plan Review	Scoping paper - approve for review	Bec Ramsay	B McKerrow	Cr Dawson / Cr Gilbert	BAU, Priority 2
	City Strategy Committee	Town Belt Leases - Report Back on Consultation: Wellington Croquet Club	Reports back on consultation before approval of leases.	Kristine Ford / Kobie Child	B McKerrow	Cr Gilbert	BAU, Priority 2
	City Strategy Committee	Community and Recreation Leases on Town Belt	Squash New Zealand, Kelburn Park and Play Area (Town Belt)	Kristine Ford/Sarah Murray	B McKerrow	Cr Gilbert/ Cr Fitzsimons	
	City Strategy Committee	Newtown Library Hours		Laurinda Thomas	B McKerrow	Cr Fitzsimons	

Date	Meetings	Report Title	Description	Officer	ELT	Portfolio leader	Priority
	City Strategy Committee	Northern Reserves Management Plan Review	Scheduled for review, needs to be considered alongside wider urban growth plans for the northern area	Mitch Lendowski / Paul Andrews	B McKerrow	Cr Gilbert	BAU, Priority 2
	City Strategy Committee	Review of the Shelly Bay Project		H Evans	H Evans	Mayor Lester	BAU, Priority 2







## 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. Thirty two proposed resolutions were advertised on 26 February 2019, and the public were given 18 days to provide feedback. Ten were initiated by Officers/Council, seventeen were initiated by residents/businesses/schools, and five 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:
  - 28 proposals are being recommended for approval as advertised
  - 1 has been amended:  
TR 20-19 Antico Street – Reducing extent of restriction
  - 3 have been withdrawn/deferred:  
TR 04-19 Oxford Street  
TR 10-19 Maldiva Street  
TR 22-19 Ferguson Street
5. 1 previously deferred Traffic Resolutions have been included in this round:  
TR 105-18 Hobart Street – New Bus Stop

#### 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)*

<b>a.</b>	<b>Hobart Street at Wexford Road, Miramar (TR 105-18) New Bus Stop</b>		
	Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three

	Hobart Street	Bus Stop, at all times	Western side of Hobart Street opposite 96 Hobart Street. The bus box commences 12m south of the prolonged southern kerblines of Wexford Road(X = 1,751,852.6, Y = 5,424,196.7) and extends in a southerly direction following the western kerblines of Hobart Street for a distance of 15m.
Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Hobart Street	No Stopping, at all times	Western side of Hobart Street opposite 96 Hobart Street. The bus box commences 26m south of the prolonged southern kerblines of Wexford Road(X = 1,751,852.6, Y = 5,424,196.7) and extends in a southerly direction following the western kerblines of Hobart Street for a distance of 9m
Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Hobart Street	Bus Stop, at all times	East side, commencing 10.5 metres south of its intersection with Chelsea Street and extending in a southerly direction following the eastern kerblines for 12 metres.
<b>b.</b>	<b>Amesbury Drive, Churton Park (TR 06-19) No Stopping At All Times</b>		
Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Amesbury Drive	<i>No Stopping, At All Times</i>	North East side, commencing 385 metres south west of its intersection with Mauldeth Terrace (Grid coordinates X= 1,751,179.3135 m, Y= 5,437,843.3166 m) and extending in a southerly direction following

			the north eastern kerb line for 61 metres.
	Amesbury Drive	No Stopping, At All Times	North East side, commencing 450 metres south west of its intersection with Mauldeth Terrace (Grid coordinates X= 1,751,179.3135 m, Y= 5,437,843.3166 m) and extending in a southerly direction following the north eastern kerb line for 11.5 metres.
	Amesbury Drive	No Stopping, At All Times	South west side, commencing 78.5 metres north of its intersection with Claverton Grove (Grid coordinates X= 1,751,203.7593 m, Y= 5,437,426.1868 m) and extending in a southerly direction following the north eastern kerb line for 24 metres.
	Amesbury Drive	No Stopping, At All Times	South west side, commencing 106.5 metres north of its intersection with Claverton Grove (Grid coordinates X= 1,751,203.7593 m, Y= 5,437,426.1868 m) and extending in a southerly direction following the north eastern kerb line for 44 metres.
Add to Schedule H (Pedestrian Crossing) of the Traffic Restrictions Schedule			
	Amesbury Drive	Zebra Pedestrian Crossing	102.5 metres north of its intersection with Claverton Grove (Grid coordinates X= 1,751,203.7593 m, Y= 5,437,426.1868 m) and occupying the kerb line for 4 metres in a northerly direction
<b>c.</b>	<b>Evans Bay Parade, Hataitai (TR07-19) Remove one P5 (Monday – Friday, 7am - 9am, 4pm - 6pm)</b>		
Delete from Schedule A (Time Restriction) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Evans Bay Parade	P5, Monday to Friday 7:00am - 9:00am, 4:00pm - 6:00pm	West side, commencing 548 metres north of its intersection with Rata Road (Grid coordinates X=1750710.3m, Y=5425800.1m), and extending in a northerly direction following the western kerbline for 28 metres (4 parallel parks)
Add to Schedule A (Time Restriction) of the Traffic Restrictions Schedule			

	Evans Bay Parade	P5, Monday to Friday 7:00am - 9:00am, 4:00pm - 6:00pm	West side, commencing 548 metres north of its intersection with Rata Road (Grid coordinates X=1750710.3m, Y=5425800.1m), and extending in a northerly direction following the western kerbline for 17 metres (3 parallel parks)
Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule			
	Evans Bay Parade	No Stopping, At All Times.	West side, commencing 565.8 metres north of its intersection with Rata Road (Grid coordinates X=1750710.3m, Y=5425800.1m), and extending in a northerly direction following the western kerbline for 7.5 metres
<b>d.</b>	<b>Hanson Lane, Mt Cook (TR 08-19) No Stopping At All Times</b>		
Delete from Schedule A (Time Restricted Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Hanson Lane	P120	East side, commencing 119.5 metres south of its intersection with Hanson Street and extending in a southerly direction following the eastern kerbline for 10 metres.
Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Hanson Lane	No Stopping, At All Times	North side, commencing at its intersection with Hanson Street and extending in an easterly then southerly direction following the northern kerbline for 60.5 metres.
	Hanson Lane	No Stopping, At All Times	East side, commencing 74 metres south of its intersection with Hanson Street extending in a southerly direction following the eastern kerbline for 10.5 metres.
	Hanson Lane	No Stopping, At All Times	East side, commencing 95 metres south of its intersection with Hanson Street extending in a southerly direction following the eastern kerbline for 24.5 metres.
	Hanson Lane	No Stopping, At All Times	East side, commencing 129.5 metres south of its intersection with Hanson Street extending in a southerly then westerly direction following the eastern kerbline for



			12.5 metres.
	Hanson Lane	No Stopping, At All Times	South side, commencing at its intersection with Hanson Street extending in an easterly then southerly direction following the southern kerbline for 127 metres.
<b>e.</b>	<b>Hanson Street Service Lane (TR 09-19) No Stopping At All Times</b>		
Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Hanson Street Service Lane	No Stopping, At All Times.	North side, commencing at its intersection with Hanson Street (Grid Coordinates X=1,748,778.4194 m Y= 5,425,764.7592 m) and extending in an easterly then southerly direction following the northern kerb line for 60.5 metres.
	Hanson Street Service Lane	No Stopping, At All Times.	East side, commencing 74 metres south of its intersection with Hanson Street (Grid Coordinates X=1,748,778.4194 m Y= 5,425,764.7592 m) extending in a southerly direction following the eastern kerb line for 8 metres.
	Hanson Street Service Lane	No Stopping, At All Times.	East side, commencing 91.5 metres south of its intersection with Hanson Street (Grid Coordinates X=1,748,778.4194 m Y= 5,425,764.7592 m) extending in a southerly direction following the eastern kerb line for 28.5 metres.
	Hanson Street Service Lane	No Stopping, At All Times.	East side, commencing 131.5 metres south of its intersection with Hanson Street (Grid Coordinates X=1,748,778.4194 m Y= 5,425,764.7592 m) extending in a southerly then westerly direction following the eastern kerb line for 9.5 metres.
	Hanson Street Service Lane	No Stopping, At All Times	South side, commencing at its intersection with Hanson Street (Grid Coordinates X=1,748,778.4194 m Y= 5,425,764.7592 m) extending in an easterly then southerly direction following the southern kerb line for 127 metres.

<b>f.</b>	<b>Moorefield Road Access Lane, Johnsonville (TR 12-19) Reconfirmation of parking restrictions and P60</b>		
	Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Moorefield Road Access Lane	No Stopping, At All Times	East side, commencing 24.5 metres south of its intersection with Ironside/Bassett Roads and extending in a southerly direction following the eastern kerbline for 5 metres.
	Moorefield Road Access Lane	No Stopping, At All Times	East side, commencing 6 metres south of its intersection with Ironside/Bassett Roads and extending in a southerly direction following the eastern kerbline for 15 metres
	Delete from Schedule B (Class Restricted Parking) of the Traffic Resolutions Schedule		
	Moorefield Road Access Lane	Vehicles Displaying an Operation Mobility Card Only	East side, commencing 21 metres south of its intersection with Ironside /Bassett Roads and extending in a southerly direction following the eastern kerb line for 3.5 metres.
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Moorefield Road Access Lane	No Stopping, At All Times	West side, commencing with the intersection with Ironside/Bassett Road (Grid Coordinates 1,751,501.5508 m, 5,435,203.4227 m) and extending in a southerly direction following the Western kerb line for 29 metres.
	Delete from Schedule A (Time Restricted Parking) of the Traffic Resolutions Schedule		
	Moorefield Road Access Lane	P60	East side, commencing 24.5 metres south of its intersection with Ironside/Bassett Roads and extending in a southerly direction following the eastern kerb line for 15.5 metres.
	Add to Schedule A (Time Restricted Parking) of the Traffic Resolutions Schedule		
	Moorefield Road Access Lane	P60 Mon-Sun 8am-6pm	West side, commencing 38 metres south of its intersection with Ironside/Bassett Roads (Grid Coordinates 1,751,501.5508 m, 5,435,203.4227 m) and extending in an easterly direction following the southern kerb line for 5 metres.
<b>g.</b>	<b>Thatcher Crescent, Crofton Downs (TR 13-19) No Stopping At All Times</b>		

	Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Thatcher Crescent	No Stopping, At All Times	West side, commencing 97.5 metres north of its intersection with Silverstream Road (Grid coordinates x= 1,747,945.1 m y= 5,431,513 m), and extending in a northerly direction following the western kerbline for 9.5 metres
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Thatcher Crescent	No Stopping, At All Times	West side, commencing 97.5 metres north of its intersection with Silverstream Road (Grid coordinates x= 1,747,945.1 m y= 5,431,513 m), and extending in a northerly direction following the western kerb line for 21.5 metres.
	Thatcher Crescent	No Stopping, At All Times	West side, commencing 135.5 metres north of its intersection with Silverstream Road (Grid coordinates x= 1,747,945.1 m y= 5,431,513 m), and extending in a northerly direction following the western kerb line for 7 metres.
<b>h.</b>	<b>Rongotai Road, Kilbirnie (TR 14-19) No Stopping At All Times</b>		
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Rongotai Road	No Stopping, At All Times	North Side, commencing 108.4 metres west of its intersection with Jean Batten Street (Grid coordinates X= 1751169.9m, Y=5424299.6m), and extending in a westerly direction following the western kerbline for 10.5 metres
	Rongotai Road	No Stopping, At All Times	North Side, commencing 133.0 metres west of its intersection with Jean Batten Street (Grid coordinates X= 1751169.9m, Y=5424299.6m), and extending in a westerly direction following the western kerbline for 14.0 metres
	Rongotai Road	No Stopping, At All Times	North Side, commencing 158.1 metres west of its intersection with Jean Batten Street (Grid coordinates X= 1751169.9m, Y=5424299.6m), and extending in a westerly direction following the western kerbline for 38.0 metres

<b>i.</b>	<b>Yarnbrook Grove, Churton Park (TR 15-19) No Stopping At All Times</b>		
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Yarnbrook Grove	No Stopping, At All Times	West side, commencing 32 metres north of its intersection with Monston Grove (Grid coordinates x= 1,751,045.4377 m y= 5,437,849.8543 m), and extending in a northerly direction following the western kerb line for 5 metres.
<b>j.</b>	<b>Cecil Road, Wadestown (TR 16-19) No Stopping At All Times</b>		
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Cecil Road	No Stopping, At All Times	West side, commencing 76.0 metres south of its intersection with Rangimarie Way (Grid coordinates x= 1,748,154.3 m, y= 5,430,329.3 m), and extending in a southerly direction following the western kerblines for 16.4 metres.
<b>k.</b>	<b>Ohariu Valley Road and Rifle Range Road, Ohariu Valley (TR 17-19) Stop Control</b>		
	Add to Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule.		
	Column One	Column Two	Column Three
	Ohariu Valley Road	Stop Control	Southbound at its intersection with Takarau Gorge Road and Rifle Range Road
	Rifle Range Road	Stop Control	Northbound at its intersection with Takarau Gorge Road and Ohariu Valley Road
<b>l.</b>	<b>Antico Street, Melrose (TR 20-19) No Stopping At All Times</b>		
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Antico Street	No Stopping, At All Times	West side, commencing 107.2 metres north of its intersection with Caprera Street (Grid coordinates X= 1749634.231m, Y= 5423985.177m) and extending in a northerly direction following the western kerblines for 15.1 metres, to the end of the street.

<b>m.</b>	<b>Birkhall Grove, Strathmore Park (TR 21-19) No Stopping At All Times</b>		
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Birkhall Grove	No Stopping, At All Times	West side, commencing 87.8 metres south of its intersection with Bowes Crescent (Grid coordinates X= 1752410.303m, Y= 5422381.701m) and extending in a northerly direction following the western kerb line for 8.2 metres.
<b>n.</b>	<b>Owen Street, Newtown (TR 24-19) P5 (8:15am – 8:45am, 2:15pm – 2:45pm, Mon- Fri)</b>		
	Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Owen Street	P5 Pick up / Drop off only Monday- Friday 8:15am-8:45am, 2:15pm – 2:45pm	East Side, commencing 173.6 metres south of its intersection with Constable Street (Grid coordinates: X = 1,749,370.1 m, Y = 5,424,960.9m), and extending in a southerly direction following the eastern kerblines for 11 metres.
<b>o.</b>	<b>Bute Street, Te Aro (TR 26-19) No Right Turn at Intersection, No Stopping At All Times, Metered Parking, Metered Mobility Parking</b>		
	Delete from Schedule B (Class Restricted) of the Traffic Resolutions Schedule		
	Column One	Column Two	Column Three
	Bute Street	Loading zone - goods vehicles and authorised vehicles only, P5, Monday to Saturday 8:00am - 6:00pm.	West side, commencing 65 metres north of its intersection with Vivian Street (Grid Coordinates X=2658553.303911 m, Y=5988751.451772 m) and extending in a northerly direction following the kerblines for 7 metres.
	Delete from Schedule C (Direction) of the Traffic Resolutions Schedule		
	Column One	Column Two	Column Three
	Bute Street	No Left Turn	Southbound Traffic, no left turn onto Vivian Street.
	Delete from Schedule D (No Stopping Restriction) of the Traffic Resolutions Schedule.		
	Column One	Column Two	Column Three
	Bute Street	No Stopping at all times.	East side, commencing 1.5 metres north of its intersection

			with Vivian Street (Grid Coordinates X=2658561.188096 m, Y=5988747.850278 m) and extending in a northerly direction following the kerbline for 18 metres.
	Bute Street	No Stopping at all times	East side, commencing 47 metres north of its intersection with Vivian Street (Grid Coordinates X=2658561.188096 m, Y=5988747.850278 m) and extending in a northerly direction following the kerbline for 9.5 metres.
	Bute Street	No Stopping at all times	East side, commencing 62 metres north of its intersection with Vivian Street (Grid Coordinates X=2658561.188096 m, Y=5988747.850278 m) and extending in a northerly direction following the kerb line for 12.5 metres.
	Bute Street	No Stopping at all times.	West side, commencing from its intersection with Vivian Street (Grid Coordinates X=2658553.303911 m, Y=5988751.451772 m) and extending in a northerly direction following the kerbline for 65 metres.
Delete from Schedule F (Metered Parking) of the Traffic Resolutions Schedule.			
	Column One	Column Two	Column Three
	Bute Street	Metered Parking, P120 Maximum, Monday to Thursday 9:00am - 3:00pm, Friday 9:00am - 3:00pm, 6:00pm - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, commencing 21.5 metres north of its intersection with Vivian Street (Grid coordinates x=1748539.3 m, y=5427035.78 m), and extending in a northerly direction following the eastern kerbline for 18 metres. (3 parallel carparks)
	Bute Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 56.5 metres north of its intersection with Vivian Street (Grid coordinates x= 1748539.3 m, y= 5427035.8 m), and extending in a northerly direction following the kerbline for 5.5 metres. (1 parallel carpark)
	Bute Street	Metered mobility parking - displaying an operation mobility	East side, commencing 39.5 metres north of its intersection with Vivian Street (Grid



		permit only, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	Coordinates X=1748539.27m, Y=5427035.78m) and extending in a northerly direction following the eastern kerbline for 7.5 metres.
<b>Add to Schedule B (Class Restricted) of the Traffic Resolutions Schedule</b>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	Bute Street	Loading zone - goods vehicles and authorised vehicles only, P5, Monday to Saturday 8:00am - 6:00pm.	West side, commencing 62.5 metres north of its intersection with Vivian Street (Grid Coordinates X = 1748531.3985, Y = 5427039.6183) and extending in a northerly direction following the kerbline for 7 metres.
<b>Add to Schedule C (Direction) of the Traffic Resolution Schedule</b>			
	Bute Street	No Right Turn	Southbound Traffic, no right turn onto Vivian Street.
<b>Add to Schedule D (No Stopping Restriction) of the Traffic Resolutions Schedule.</b>			
	Bute Street	No Stopping at all times	East side, commencing from its intersection with Vivian Street (Grid Coordinates X = 1748540.6155 Y = 5427038.7373) and extending in a northerly direction following the kerbline for 15 meters.
	Bute Street	No Stopping at all times	East side, commencing 46 meters from its intersection with Vivian Street (Grid Coordinates X = 1748540.6155 Y = 5427038.7373) and extending in a northerly direction for 8.4 meters
	Bute Street	No Stopping at all times	East side, commencing 60 meters from its intersection with Vivian Street (Grid Coordinates X = 1748540.6155 Y = 5427038.7373) and extending in a northerly direction for 12.6 meters
	Bute Street	No Stopping at all times	West side, commencing from its intersection with Vivian Street (Grid Coordinates X = 1748531.3985, Y = 5427039.6183) and extending in a northerly direction following the kerbline for 62 meters

	Bute Street	Not Stopping at all times	West side, commencing 69 meters from its intersection with Vivian Street (Grid Coordinates X = 1748531.3985, Y = 5427039.6183) and extending in a northerly direction for 3 meters
	Add to Schedule F (Metered Parking) of the Traffic Resolutions Schedule.		
	Column One	Column Two	Column Three
	Bute Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 15 metres north of its intersection with Vivian Street (Grid Coordinates X = 1748540.6155 Y = 5427038.7373) and extending in a northerly direction following the eastern kerbline for 23.6 metres. (4 parallel carparks)
	Bute Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 54.4 metres north of its intersection with Vivian Street (Grid Coordinates X = 1748540.6155 Y = 5427038.7373) and extending in a northerly direction following the eastern kerbline for 5.2 metres. (1 parallel carpark)
	Bute Street	Metered mobility parking - displaying an operation mobility permit only, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am – 6:00pm	East side, commencing 38.5 metres north of its intersection with Vivian Street (Grid Coordinates X = 1748540.6155 Y = 5427038.7373) and extending in a northerly direction following the eastern kerbline for 7.5 metres.
<b>p.</b>	<b>Laura Avenue, Brooklyn (TR 29-19) No Stopping At All Times</b>		
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Laura Avenue	No Stopping, At All Times	South side, commencing 20.5 metres southwest of its intersection with Tanera Crescent (Grid coordinates x= 1,747,653.30 m, y= 5,426,362.73 m), and extending in a westerly direction following the southern kerbline for 10.0 metres.
<b>q.</b>	<b>McMillan Court, Newlands (TR 30-19) P120 (Monday – Friday, 8am – 6pm)</b>		

Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	McMillan Court	P120, Monday to Friday, 8:00am-6:00pm	As indicated by the "yellow" shaded area on the attached plan.
<b>r.</b>	<b>Main Road, Tawa (TR 31-9) Parking Re-arrangement (adjustment to existing angle car parks and additional bicycle parking)</b>		
Delete from Schedule A (Time Restriction) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Main Road	P60, Monday to Saturday, 8:00am - 6:00pm	East side, commencing 132 metres east of its intersection with Cambridge Street and extending in a northerly direction following the eastern kerbline for 50 metres.
	Main Road	P60, Monday to Saturday, 8:00am - 6:00pm	South side, commencing 115 metres west of its intersection with Lyndhurst Road and extending in a westerly direction following the southern kerbline for 11 metres.
	Main Road	P60, Monday to Saturday, 8:00am - 6:00pm	South side, commencing 6.5 metres south of its intersection with Essex Street and extending in a westerly direction following the southern kerbline for 78.5 metres.
	Main Road	P60, Monday to Saturday, 8:00am - 6:00pm	East side, commencing 254 metres south of its intersection with Surrey Street and extending in a southerly direction following the eastern kerbline for 42 metres.
	Main Road	P60, Monday to Saturday, 8:00am - 6:00pm	North side, commencing 177.5 metres north of its intersection with Cambridge Street and extending in an easterly direction following the northern kerbline for 25.5 metres.
Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Main Road	Loading Zone. P5 Monday to Friday, 8:00am - 6:00pm	East side, commencing 191 metres north of its intersection with Cambridge Tce and extending in a northerly direction following the eastern kerbline for 21 metres.
	Main Road	No Stopping Except for Motorcycles Monday to Saturday, 8:00am - 6:00pm	East side, commencing 216 metres north of its intersection with Cambridge Street and extending in a northerly direction following the eastern kerbline for 9 metres.
Add to Schedule A (Time Restriction) of the Traffic Restrictions Schedule			

	Column One	Column Two	Column Three
	Main Road	P60, Monday to Saturday, 8:00am - 6:00pm	West side, commencing 52.4 metres north of its intersection with Lyndhurst Road (Grid coordinates x= 1753074.19 m, y= 5440596.16 m), extending in a northerly direction following the western kerbline for 11.5 metres.
	Main Road	P60, Monday to Saturday, 8:00am - 6:00pm	West side, commencing 69.2 metres north of its intersection with Lyndhurst Road (Grid coordinates x= 1753074.19 m, y= 5440596.16 m), extending in a northerly direction following the western kerbline for 26.7 metres.
	Main Road	P60, Monday to Saturday, 8:00am - 6:00pm	West side, commencing 141.7 metres north of its intersection with Lyndhurst Road (Grid coordinates x= 1753074.19 m, y= 5440596.16 m), extending in a northerly direction following the western kerbline for 28.7 metres.
	Main Road	P60, Monday to Saturday, 8:00am - 6:00pm	East side, commencing 254 metres south of its intersection with Surrey Street (Grid coordinates x= 1753128.69 m, y= 5441029.35 m), and extending in a southerly direction following the eastern kerbline for 39.7 metres.
<b>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</b>			
	Column One	Column Two	Column Three
	Main Road	Parking place in the form of bicycles only parking, at all times	East side, commencing 293.7 metres south of its intersection with Surrey Street (Grid coordinates x= 1753128.69 m, y= 5441029.35 m), and extending in a southerly direction following the eastern kerbline for 2.3 metres.
<b>Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule</b>			
	Column One	Column Two	Column Three
	Main Road	No stopping, at all times	West side, commencing 63.9 metres north of its intersection with Lyndhurst Road (Grid coordinates x= 1753074.19 m, y= 5440596.16 m), extending in a northerly direction following the western kerbline for 5.3 metres.
<b>s.</b>	<b>Onslow Road, Khandallah (TR 32-19) P60 (Monday - Sunday, 10am – 5pm)</b>		
<b>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</b>			

	Column One	Column Two	Column Three
	Onslow Road	P60, 10:00am-5:00pm, Monday to Sunday	North side, commencing 985.7 metres south of its intersection with Lohia Street (Grid coordinates x= 1,751,054.66 m, y= 5,431,976.14 m), and extending in a south-westerly direction following the northern kerb line for 11.2 metres.
<b>t.</b>	<b>Kingsford Smith Street, Lyall Bay (TR 34–19) P10 (Monday – Sunday, 12pm – 8pm)</b>		
Add to Schedule A (Time Restriction) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Kingsford Smith Street	P10, 12:00pm-8:00pm, Monday to Sunday	West side, commencing 61.0 metres north of its intersection with Lyall Parade (Grid coordinates x= 1750644.9 m, y= 5423271.6 m), extending in a northerly direction following the western kerblines for 2.7 metres (1 angle car park)
<b>u.</b>	<b>Frankmoore Avenue, Johnsonville (TR 35-19) P120 (Monday - Sunday 8am - 6pm), Mobility Park (At All Times, P120 Monday - Sunday 8am to 6pm)</b>		
Delete from Schedule A (Time Limited Parking) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Frankmoore Avenue	P30, Monday to Saturday, 8am to 6pm	South side commencing 122 metres from its intersection with Dr Traylor Drive and extending in an easterly direction for 21 metres.
	Frankmoore Avenue	P30, Monday to Saturday, 8am to 6pm	South side commencing 148 metres from its intersection with Dr Taylor Drive and extending in an easterly direction for 21 metres.
Delete from Schedule B (Class Restricted Parking) of the Traffic Resolution Schedule			
	Frankmoore Avenue	Mobility Parking at all times	South side commencing 140.5 metres from its intersection with Dr Taylor Drive and extending in an easterly direction for 7.5 metres.
Add to Schedule A (Time Limited Parking) of the Traffic Resolution Schedule			
	Frankmoore Avenue (Johnsonville Community Center)	P120, Monday to Sunday, 8am to 6pm	South side commencing 42 metres from its intersection with Moorefield Road (Grid Coordinates X=1,751,368.168m, Y=5,434,997.7789m) and extending in a westerly direction for 21 metres. (8 angle parks)
	Frankmoore Avenue	P120, Monday to	South side commencing 13

	(Johnsonville Community Center)	Sunday, 8am to 6pm	metres from its intersection with Moorefield Road (Grid Coordinates X=1,751,368.168m, Y=5,434,997.7789m) and extending in a westerly direction for 21 metres. (8 angle parks)
Add to Schedule B (Class Restricted Parking) of the Traffic Resolution Schedule			
	Frankmoore Avenue (Johnsonville Community Center)	Mobility Parking, displaying a mobility parking permit only at all times P120, Monday to Sunday, 8am to 6pm	South side commencing 34 metres from its intersection with Moorefield Road (Grid Coordinates X=1,751,368.168m Y=5,434,997.7789m) and extending in a westerly direction for 8 metres. (2 mobility parks)
<b>v.</b>	<b>Nevay Road, Karaka Bays (TR 36-19) No Stopping At All Times</b>		
Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Nevay Road	No stopping at all times	West side, commencing from its intersection with Awa Road and extending in a northerly direction following the western kerb line for 40 metres.
Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Nevay Road	No stopping at all times	West side, commencing from its intersection with Awa Road (X= 1,752,964.4m, Y= 5,424,980.0m), and extending in a northerly direction following the western kerb line for 68.5 metres.
<b>w.</b>	<b>Nevay Road, Karaka Bays (TR 37-19) No stopping at all times</b>		
Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Nevay Road	No stopping at all times	West side, commencing 102.6m north of its intersection with Taipakupaku Road (X= 1,753,155.4m, Y= 5,425,636.3m), and extending in a northerly direction following the western kerblines for 24.2 metres.
<b>x.</b>	<b>Bond Street, Wellington Central (TR 38-19) Car Share Vehicle Parking Space</b>		
Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Bond Street	Metered parking, P120	Southwest side, commencing 8.7



		Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	metres northwest of its intersection with St Hill Street at (Grid coordinates x= 1748689.6 m, y= 5427611.3 m), and extending in a northwesterly direction following the kerbline for 6.0 metres. (1 parallel carpark)
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Bond Street	Car share, at all times	Southwest side, commencing 8.7 metres northwest of its intersection with St Hill Street at (Grid coordinates x= 1748689.6 m, y= 5427611.3 m), and extending in a northwesterly direction following the kerbline for 6.0 metres. (1 parallel carpark)
<b>y.</b>	<b>Cable Street, Wellington Central (TR 39-19) Car Share Vehicle Parking Spaces</b>		
Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Cable Street	No Stopping, at all times.	Southwest side, following the kerbline 103.5 metres southeast of its intersection with Taranaki Street (Grid Coordinates X=2659076.776477 m, Y=5989176.752521 m) and extending in a south-easterly direction for 9.5 metres.
Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Cable Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, following the kerbline 23.5 metres southeast of its intersection with Taranaki Street (Grid coordinates x= 1749054.9 m, y= 5427464.6 m), and extending in a south-easterly direction for 11 metres. (2 parallel carparks)
	Cable Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, following the kerbline 64.5 metres southeast of its intersection with Taranaki Street (Grid coordinates x= 1749054.9 m, y= 5427464.6 m), and extending in a south-easterly direction for 39 metres. (7 parallel carparks)
	Cable Street	Metered parking, P120	Southwest side, following the

		Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	kerbline 113 metres southeast of its intersection with Taranaki Street (Grid coordinates x= 1749054.9 m, y= 5427464.6 m), and extending in a south-easterly direction for 28.5 metres. (5 parallel carparks)
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Cable Street	Car share, at all times	Southwest side, following the kerbline 23.5 metres southeast of its intersection with Taranaki Street (Grid coordinates x= 1749054.9 m, y= 5427464.6 m), and extending in a south-easterly direction for 11.0 metres. (2 parallel carparks)
Add to Schedule F (Metered parking) of the Traffic Restrictions Schedule			
	Cable Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, following the kerbline 64.5 metres southeast of its intersection with Taranaki Street (Grid coordinates x= 1749054.9 m, y= 5427464.6 m), and extending in a south-easterly direction for 22.0 metres. (4 parallel carparks)
	Cable Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, following the kerbline 99.0 metres southeast of its intersection with Taranaki Street (Grid coordinates x= 1749054.9 m, y= 5427464.6 m), and extending in a south-easterly direction for 36.8 metres. (6 parallel carparks)
<b>z.</b>	<b>Marion Street, Te Aro (TR 40-19) Car Share Vehicle Parking Spaces</b>		
Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Marion Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 141.5 metres north of its intersection with Vivian Street (Grid coordinates x= 1748689.7 m, y= 5426967.8 m), and extending in a northerly direction following the kerbline for 23 metres. (4 parallel carparks)
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Marion Street	Car share, at all times	West side, commencing 153.8

			metres north of its intersection with Vivian Street (Grid coordinates x= 1748689.7 m, y= 5426967.8 m), and extending in a northerly direction following the kerbline for 10.7 metres. (2 parallel carparks)
Add to Schedule F (Metered parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Marion Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 141.5 metres north of its intersection with Vivian Street (Grid coordinates x= 1748689.7 m, y= 5426967.8 m), and extending in a northerly direction following the kerbline for 12.3 metres. (2 parallel carparks)
<b>aa.</b>	<b>The Terrace, Te Aro (TR 41-19) Car Share Vehicle Parking Spaces</b>		
Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	The Terrace	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 460 metres south of its intersection with Bowen Street (Grid Coordinates X=2658730.590837 m, Y=5990478.584852 m) and extending in a southerly direction following the kerbline for 40.5 metres. (7 parallel carparks)
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	The Terrace	Car share, at all times	East side, commencing 488.7 metres south of its intersection with Bowen Street (Grid Coordinates X=2658730.590837 m, Y=5990478.584852 m) and extending in a southerly direction following the kerbline for 11.8 metres. (2 parallel carparks)
Add to Schedule F (Metered parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	The Terrace	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 460 metres south of its intersection with Bowen Street (Grid Coordinates X=2658730.590837 m, Y=5990478.584852 m) and extending in a southerly direction following the kerbline for 28.7 metres. (5 parallel carparks)

<b>bb.</b>	<b>Victoria Street, Wellington Central (TR 42-19) Car Share Vehicle Parking Space</b>		
Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Victoria Street	Metered parking, P120 maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	East side, commencing 14.5 metres south of its intersection with Willeston Street (Grid coordinates x= 1748811.6 m, y= 5427883.7 m), and extending in a southerly direction following the kerbline for 34.5 metres. (6 parallel carparks)
	Victoria Street	Metered parking, P120 maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	West side, commencing 15.5 metres south of its intersection with Willeston Street (Grid coordinates x= 1748803.8 m, y= 5427887.8 m), and extending in a southerly direction following the kerbline for 30.0 metres. (5 parallel carparks)
Remove from Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Victoria Street	Car share, at all times	West side, commencing 45.5 metres south of its intersection with Willeston Street (Grid coordinates x= 1748803.8 m, y= 5427887.8 m), and extending in a southerly direction following the kerbline for 5.5 metres. (1 parallel carpark)
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Victoria Street	Car share, at all times	East side, commencing 37.5 metres south of its intersection with Willeston Street (Grid coordinates x= 1748811.6 m, y= 5427883.7 m), and extending in a southerly direction following the kerbline for 11.5 metres. (2 parallel carparks)
Add to Schedule F (Metered parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Victoria Street	Metered parking, P120 maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am –	East side, commencing 14.5 metres south of its intersection with Willeston Street (Grid coordinates x= 1748811.6 m, y= 5427883.7 m), and extending in a southerly direction following the

		6:00pm.	kerbline for 23.0 metres. (4 parallel carparks)
	Victoria Street	Metered parking, P120 maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	West side, commencing 15.5 metres south of its intersection with Willeston Street (Grid Coordinates X=2658825.572819 m, Y=5989599.851915 m) and extending in a southerly direction following the kerbline for 35.5 metres. (6 parallel carparks)
<b>cc.</b>	<b>Duncan Street, Tawa (TR 43-19) New Bus Stop</b>		
	Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	Duncan Street	Bus Stop, 3.00-4.00pm Monday to Friday During School Term	Western side commencing 134 metres South of the prolonged Southern kerbline of McLellan Street (X = 1,753,641.00, Y = 5,441,567.04) and extending in a Southerly direction for a distance of 21 metres.
<b>dd.</b>	<b>Waipapa Road, Waitoa Road, Arawa Road, Hataitai (TR 44-19) Bus Stop Time Restriction Changes</b>		
	Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	Waipapa Road	Bus Stop 7.15am – 7.45am 3.45pm – 4.15pm Monday to Friday School Term Only	TR 04-18 West side, commencing 329 metres South from its intersection with Arawa Road (Grid Coordinates x= 1750803.59, y= 5426373.63) and extending in a Southerly direction for 12 metres. (Metlink bus stop #7533).
	Waipapa Road	Bus Stop 7.15am – 7.45am 3.45pm – 4.15pm Monday to Friday School Term Only	TR04-18 West side, commencing 5 metres South from its intersection with Arawa Road (Grid Coordinates x= 1750803.59, y= 5426373.63) and extending in a Southerly direction for 12 metres. (Metlink bus stop #7531).
	Waipapa Road	Bus Stop 7.15am – 7.45am 3.45pm – 4.15pm Monday to Friday School Term Only	TR 04-18 West side, commencing 532 metres South from its intersection with Arawa Road (Grid Coordinates x= 1750803.59, y= 5426373.63) and extending in a Southerly direction for 12 metres. (Metlink bus stop #7534).

	Waitoa Road	Bus Stop 7.15am – 7.45am 3.45pm – 4.15pm Monday to Friday School Term Only 1.00am – 3.15am Saturday and Sunday	TR 04-18 South side, commencing 49 metres East of its intersection with Moxham Avenue (Grid Coordinates X= 1750214.052, Y= 5425929.404) and extending in an Easterly direction following the Southern kerbline for 12 metres. (Metlink bus stop #6535).
	Waitoa Road	Bus Stop 7.15am – 7.45am 3.45pm – 4.15pm Monday to Friday School Term Only	TR 04-18 North side, commencing 61 metres east of its intersection with Hataitai Road (Grid Coordinates X= 1750214.180, Y=5425935.572) and extending in an Easterly direction following the Northern kerbline for 15.5 metres. (Metlink bus stop #7535).
	Arawa Road	Bus Stop 7.15am – 7.45am 3.45pm – 4.15pm Monday to Friday School Term Only	TR 04-18 South side, commencing 9 metres East from its intersection with Hohiria Road (Grid Coordinates x= 1750785.47, y= 5426518.42) and extending in an Easterly direction for 12 metres. (Metlink bus stop #7530)
Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Waipapa Road	Bus Stop At All Times	West side, commencing 329 metres South from its intersection with Arawa Road (Grid Coordinates x= 1750803.59, y= 5426373.63) and extending in a Southerly direction for 12 metres. (Metlink bus stop #7533).
	Waipapa Road	Bus Stop At All Times	West side, commencing 122 metres South from its intersection with Arawa Road (Grid Coordinates x= 1750803.59, y= 5426373.63) and extending in a Southerly direction for 12 metres. (Metlink bus stop #7532).
	Waipapa Road	Bus Stop At All Times	West side, commencing 5 metres South from its intersection with Arawa Road (Grid Coordinates x= 1750803.59, y= 5426373.63) and extending in a Southerly direction for 12 metres. (Metlink bus stop #7531).
	Waipapa Road	Bus Stop At All Times	West side, commencing 532 metres South from its intersection with Arawa Road (Grid











			Coordinates x= 1750803.59, y= 5426373.63) and extending in a Southerly direction for 12 metres. (Metlink bus stop #7534).
	Waitoa Road	Bus Stop At All Times	South side, commencing 49 metres East of its intersection with Moxham Avenue (Grid Coordinates X= 1750214.052, Y= 5425929.404) and extending in an Easterly direction following the Southern kerbline for 12 metres. (Metlink bus stop #6535).
	Waitoa Road	Bus Stop At All Times	North side, commencing 61 metres east of its intersection with Hataitai Road (Grid Coordinates X= 1750214.180, Y=5425935.572) and extending in an Easterly direction following the Northern kerbline for 15.5 metres. (Metlink bus stop #7535).
	Arawa Road	Bus Stop At All Times	South side, commencing 9 metres East from its intersection with Hohiria Road (Grid Coordinates x= 1750785.47, y= 5426518.42) and extending in an Easterly direction for 12 metres. (Metlink bus stop #7530)

## Background

6. Thirty two proposed traffic resolutions were publicly advertised in the Dominion Post on 26 February 2019. 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

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

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## **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 105 – 18**Location:** Hobart Street at Wexford Road - Miramar**Proposal:** Class Restricted Parking (At All Times, Monday to Sunday)

- New Bus Stop (one) Hobart Street
- No stopping restrictions adjacent to bus stops.

Removal of Class Restricted Parking

- Removal of Bus Stop (one) on Hobart Street

**Information: Purpose**

To provide revised bus stops on Hobart Street

This involves installing one new bus stop on Hobart Street and as a result, removing one bus stop on Hobart Street

**Background**

From mid-July 2018, new and amended bus routes have been operating throughout Wellington City. Of the many changes, bus routes in Miramar have been amended to run the full length of Hobart Street so that all routes on the Peninsula provide access to Miramar Shops at the new Miramar Shops bus hub.

As a result of this, revised bus stop locations are required on Hobart Street at Chelsea Street to allow for a bus shelter to be installed to serve the greater capacity of passengers expected at this bus stop.

This includes removing the current stop at 107 Hobart Street as a shelter here would greatly impact the houses entrance ways and impact on their house frontages.

**Proposed changes**

Existing bus stop #7232 is proposed to be relocated from 107 Hobart Street to the small grassed area at the junction of Hobart Street and Wexford Road. A plan of the proposed bus stop layout is provided in *Attachments 1*.

The new bus stop would be supported with no stopping restrictions adjacent to the bus stop to facilitate safe access to/from the bus stop.

Greater Wellington will manage the installation of infrastructure at the new location in consultation with WCC.

**Traffic Safety Assessment**

Greater Wellington officers have reviewed the site and believe that the proposed location is the safest and most suitable position for the bus stop.

## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

The proposed new stop location would offer more space to install a shelter for the passengers without impact on house frontages.

The installation of a shelter at the old stop will affect the residents' vision when coming out of their driveways 20m from the Wexford Road, Chelsea Street junction, posing a significant hazard.

The proposed location does mean bus patrons would have to cross the road to gain access to the stop, a reasonable number of possible bus patrons would have to cross Hobart Street anyway to gain access to the current stop.

### Consultation

WCC are the owners of the road and road reserve.

As the proposed position of the stop would not directly impact any residential property no consultation has been undertaken by GWRC.

**Parking Changes:** This proposal will result in a net parking loss of three parking spaces. The current bus stop outside 107 (to be removed) will free up 1 parking space. This stop straddles 1 driveway and adjacent driveways provide the lead-in and departure 'zones'.

### Information following feedback:

Following feedback from residents, WCC propose to include a new footpath, pedestrian crossing and pedestrian ramps to assist in crossing the road to access the new bus stop.

### 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.                             | 18 April 2019  |
| 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 parking) of the Traffic Resolution Schedule

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Hobart Street</b>	Bus Stop, at all times	Western side of Hobart Street opposite 96 Hobart Street. The bus box commences 12m south of the prolonged southern kerbline of Wexford Road(X = 1,751,852.6, Y = 5,424,196.7) and extends in a southerly direction following the western kerbline of Hobart Street for a distance of 15m.

Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Hobart Street</b>	No Stopping, at all times	Western side of Hobart Street opposite 96 Hobart Street. The bus box commences 26m south of the prolonged southern kerbline of Wexford Road(X = 1,751,852.6, Y = 5,424,196.7) and extends in a southerly direction following the western kerbline of Hobart Street for a distance of 9m

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Hobart Street</b>	Bus Stop, at all times	East side, commencing 10.5 metres south of its intersection with Chelsea Street and extending in a southerly direction following the eastern kerbline for 12 metres.

**PROPOSED TRAFFIC RESOLUTION**

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

**Prepared By:** Charles Kingsford  
**Approved By:** Steve Spence  
**Date:** 09/04/2019

**(Principal Traffic Engineer)**  
**(Chief Transport Advisor)**

**WCC Contact:**

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**Principal Traffic Engineer / Team Leader**  
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Attachment 1: Indicative layout Hobart Street and Wexford Road Junction – plan consulted on in August 2018



Attachment 2: Proposed new layout Hobart Street and Wexford Road Junction – following feedback from consultation in August 2018





## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

### Feedback Received:

**Name:** Byron Walker  
**Suburb:** Miramar  
**Agree:** Yes

Yes, ONLY if it does not result in damage to the mature tree on the traffic island. I approve in general to that stop getting a shelter, as I live nearby and often use it... and dislike standing in the rain. It may improve parking in front of those houses as well, when the 107 Hobart bus stop is removed.

**Name:** David & Irene Cossar  
**Suburb:** Miramar  
**Agree:** No

Thank you for giving us the opportunity to respond to the proposal for the re-siting of Bus Stop #7232.

We had previously responded to the GWRC proposal to site a Bus shelter outside 107A Hobart Street. (See Bus Shelter Consultation - GWRC.docx which is attached).

We do not agree with the Traffic Safety Assessment that your proposed location on the grassed area at the junction of Hobart Street and Wexford Road is the safest position for the bus stop, for the following reasons:

1. Every Bus passenger will have to cross a busy and wide roadway to get to or from the bus stop and in some instances two roadways, depending on where they choose to cross
2. The junction of Chelsea, Ellesmere, Hobart & Wexford is a dangerous intersection for both motor traffic and pedestrians as:
  - a. drivers:
    - i. turning left from Wexford Road on to Hobart Street or from Chelsea Street on to Hobart Street:
      - o speed through this intersection when they can easily see that there is no traffic coming from their right
      - o frequently fail to look to their left for any vehicles on the roadway or exiting from the properties nearest the corner. (103A, 103B, 103,107B, 107C & 107A).
      - o ignore the road markings when crossing Hobart Street to Chelsea Street thus posing a danger to pedestrians crossing the road
    - ii. exiting Ellesmere Avenue or Chelsea Street right on to Hobart Street similarly ignore the road markings
    - iii. frequently exceed the speed limit because of the width of Hobart Street
  - b. the height and thickness of the trees on Wexford Road and the location of the proposed bus stop considerably diminishes the effectiveness of the street lighting
  - c. bus passengers crossing Hobart Street from near Chelsea Street are unable to see traffic coming along Hobart Street from the South

Another factor, that does not appear to have been considered, is that proposed location of the bus stop is wide open to the elements so a bus shelter will, in these circumstances, provide only limited shelter.

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

As far as we are aware there have not been many crashes at this junction, but judging by the not infrequent 'screeching' of brakes and 'honking' of horns, this intersection is a 'crash site waiting to happen' because drivers fail to take sufficient care as outlined above. Ideally this junction would have traffic islands so that traffic is better managed and pedestrians could cross in safety, but this would still not make it completely safe for pedestrians crossing to and from buses.

As a retired couple, who frequently travel by bus, we would be concerned for our safety in having to cross Wexford Road to the proposed bus stop but we are even more concerned for those passengers (especially the elderly, people with disabilities and children) who would have to cross to or from Chelsea Street/Ellesmere Avenue.

Whilst our suggestion to the GWRC to site the proposed bus shelter approximately 13 metres north of the current stop (near the boundary between 111 & 113A Hobart Street) might require the bus stop to be moved, this is a much safer option and also far more practical than the one you have proposed.

A bus shelter outside 113A Hobart Street will provide better shelter from the elements than where you propose siting the bus stop and will not affect the view from that property, nor would it impact the entranceways of this property or the neighbouring property at 111 Hobart Street, as you have suggested in the section of your proposal headed 'background.'

There is a high boundary fence with sheds behind the fence at 113A Hobart Street and the shelter would be a sufficient distance from the driveways of both properties as to be of lesser concern that the inherent danger in pedestrians having to unnecessarily cross busy roads.

As Ratepayers we are also concerned about the additional costs associated with your proposed relocation. As the area you have designated is grassed, it will be necessary for work to be done to make this suitable for use as a bus stop. This is an unnecessary additional cost when there is an acceptable and more practical option which we had proposed to GWRC.

We therefore reiterate our earlier suggestion, made to GWRC, that the bus shelter be sited in front of the fence at 113A Hobart Street (near the boundary with 111 Hobart Street) and the bus stop be relocated to this position.

We would welcome a visit by your staff so we can show you why we consider your proposal to be unsuitable. We can make ourselves available at most times that are likely to suit you.

### **Officer's response (GWRC):**

Thank you for your feedback on the location of the proposed stop, this area of Hobart Street is clearly a busy intersection as your comments outline. The issues identified, speed of cars, street lighting and traffic speed at junctions refer to roading and traffic management issues which as you point out are affecting both traffic and general pedestrians that are moving around the street in general, these issues will be issues no matter where the stop is placed and will affect bus patrons no matter where the stop is placed due to the number of people having to cross roads. Consideration has been given to shelter and is the reason primarily for the move so that some form of shelter can be given to the wider bus using community.

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Name:** Robin Boldarin on behalf of Miramar/Maupuia Progressive Association  
**Suburb:** Miramar  
**Agree:** No

We have looked carefully at the proposed change and do not support it as we believe that the potential to endanger prospective passengers is too high.

The 'small grassed area' is virtually a conjunction of three roads – Hobart (a two-way carriage), Southampton, Wexford, and to a lesser degree, Chelsea. We cannot understand the rationale behind this proposal.

Being fully aware of the recklessness of many pedestrians when it comes to crossing roads we see nothing in this 'solution' which would protect pedestrians from themselves. We are particularly concerned about the age extremities – the elderly and the very young – in trying to transverse a wide road on one side and a triangular of roads on the other.

What we strongly advocate for is the status quo without a bus shelter. We have patrons further down Hobart Street (opposite the Uniting Church) who too have no bus shelter and survive the hassle.

### Officer's response (GWRC):

Thank you for your feedback, Providing shelter and cover to bus users is important to us as our customers have told us they are a key factor in making their journey more comfortable and public transport more attractive to use. International research also suggests that providing bus shelters supports growth in bus use. Increased bus usage has a knock on effect for the whole community by increasing people's access to services, we are committed to enhancing the service we provide and this is one way we are looking to do that.

### Officer's response (WCC) to all submitters:

The bus shelter will certainly provide an improved waiting facility and stopping of buses straddling and adjacent to private dwellings.

The existing and proposed no stopping restrictions will provide for clear sight lines for pedestrians crossing to and from the bus stop which is a road safety improvement compared to the current bus stop outside no.107. It is agreed that Hobart Street is wide and there are a number of intersecting roads, however, the existing bus stop also has similar concerns where people walking to and from the bus have to cross multiple roads dependent on the direction they are walking from and to.

Improvements to the adjacent intersection(s) with Wexford Road will be considered and WCC will consult further with GWRC.

Following consultation, details are shown on the proposed plan to install a footpath, shelter, pedestrian refuge islands (on Wexford Road) and pedestrian ramps to improve accessibility to the proposed new bus stop.

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

**Reference:** TR06-19

**Location:** Amesbury Drive, Churton Park

**Proposal:** No Stopping At All Times Parking Restriction

**Information:** Council officers have received concerns over vehicles parking on the southern side of Amesbury Drive opposite the entrance to Amesbury School

Site investigation has been undertaken to understand the concerns at school peak times. Cars parking in this location restrict access and egress to the school driveway which serves a large off-street parking area. The preference is for parents and carers to use the off-street parking facilities within the school grounds rather than to park in this location. This proposal will improve pedestrian safety and provides for safer turning movements to and from the school driveway.

Council officers therefore propose to install 16 metres of No Stopping At All Times parking restriction on the south side of Amesbury Drive, across from the entrance to the school.

This traffic resolution has also provided an opportunity for officers to confirm the current no stopping road markings on site and the zebra pedestrian crossing installation approximately 45 metres east of the school entrance.

Net parking loss: 3

The proposed no stopping restrictions are shown on the attached plan.

**Key Dates:**

- 1) Advertisement in the Dominion Post Newspaper. 26 February 2019
- 2) Feedback period closes. 15 March 2019
- 3) If no objections received, report sent to City Strategy Committee for approval. 18 April 2019
- 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*

<b>Amesbury Drive</b>	<i>No Stopping, At All Times</i>	<i>North East side, commencing 385 metres south west of its intersection with Mauldeth Terrace (Grid coordinates X= 1,751,179.3135 m, Y= 5,437,843.3166 m) and extending in a southerly direction following the north eastern kerb line for 61 metres.</i>
<b>Amesbury Drive</b>	<i>No Stopping, At All Times</i>	<i>North East side, commencing 450 metres south west of its intersection with Mauldeth Terrace (Grid coordinates X= 1,751,179.3135 m, Y= 5,437,843.3166 m) and extending in a southerly direction following the north eastern kerb line for 11.5 metres.</i>
<b>Amesbury Drive</b>	<i>No Stopping, At All Times</i>	<i>South west side, commencing 78.5 metres north of its intersection with Claverton Grove (Grid coordinates X= 1,751,203.7593 m, Y= 5,437,426.1868 m) and extending in a southerly direction following the north eastern kerb line for 24 metres.</i>
<b>Amesbury Drive</b>	<i>No Stopping, At All Times</i>	<i>South west side, commencing 106.5 metres north of its intersection with Claverton Grove (Grid coordinates X= 1,751,203.7593 m, Y= 5,437,426.1868 m) and extending in a southerly direction following the north eastern kerb line for 44 metres.</i>

**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke*Add to Schedule H (Pedestrian Crossing) of the Traffic Restrictions Schedule*

<b>Amesbury Drive</b>	<b>Zebra Pedestrian Crossing</b>	<i>102.5 metres north of its intersection with Claverton Grove (Grid coordinates X= 1,751,203.7593 m, Y= 5,437,426.1868 m) and occupying the kerb line for 4 metres in a northerly direction</i>
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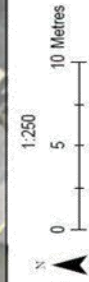
**Prepared By:** Charles Kingsford**(Principal Traffic Engineer T/L)****Approved By:** Steve Spence**(Chief Transport Advisor)****Date:** 09/04/19**WCC Contact:**

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

Traffic Resolution Plan: TR 06-19

Amesbury Drive - opposite entrance Amesbury School



November 9, 2018

**Disclaimer:**  
 This plan or any part of it is provided for information only. It is not intended to be used for any purpose other than that for which it was prepared. The Council does not accept any responsibility or liability for any action taken, or omission made, in reliance on information obtained from this plan.

**Data Sources:**  
 Property boundaries, 20m contours, road centre, road names & site points sourced from Land Information NZ. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its accuracy may vary. Not to scale. © Crown Copyright reserved.

**Property Boundaries Accuracy:**  
 +/- 10m in urban areas  
 +/- 30m in rural areas

**Data Source:**  
 Census data - Statistics NZ



**FEEDBACK RECEIVED**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke**Feedback Received:****Name:** Wendy Welsh  
**Suburb:** Churton Park  
**Agree:** Yes

Great idea. We also need a roundabout at the Amesbury/Earlestoke intersection to slow down downhill cars before they reach the school and playground.

**Name:** Lesley Murrhly  
**Suburb:** Churton Park  
**Agree:** Yes

The Amesbury School Board of Trustees has considered the proposal. We are certainly appreciative of the effort by the council to improve the safety around the school because safety is an increasing concern especially with the school continuing to grow. However, the Board wonders whether the council would consider changing the No Stopping restrictions to being between fixed times?

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

**Reference:** TR07– 19

**Location:** Evans Bay Parade - Hataitai

**Proposal:** Remove one 'Time Limited Parking' space  
P5 (Monday to Friday 7:00am - 9:00am, 4:00pm - 6:00pm)

**Information:** Council officers have received a request from the owner of the childcare centre to remove one Time Limited Parking space that is currently obstructing access to the Childcare centre garage which is used regularly by the centre.

Council officers therefore propose to remove one time restriction parking space to provide clear vehicle access to the centre's garage.

Net parking loss: 1

**Key Dates:**

- 1) Advertisement in the Dominion Post Newspaper 26 February 2019
- 2) Feedback period closes. 15 March 2019
- 3) If no objections received report sent to City Strategy Committee for approval. 18 April 2019
- 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 A (Time Restriction) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Evans Bay Parade</b>	<i>P5, Monday to Friday 7:00am - 9:00am, 4:00pm - 6:00pm</i>	<i>West side, commencing 548 metres north of its intersection with Rata Road (Grid coordinates X=1750710.3m, Y=5425800.1m), and extending in a northerly direction following the western kerbline for 28 metres (4 parallel parks)</i>

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Evans Bay Parade</b>	<i>P5, Monday to Friday 7:00am - 9:00am, 4:00pm - 6:00pm</i>	<i>West side, commencing 548 metres north of its intersection with Rata Road (Grid coordinates X=1750710.3m, Y=5425800.1m), and extending in a northerly direction following the western kerbline for 17 metres (3 parallel parks)</i>

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Evans Bay Parade</b>	<i>No Stopping, At All Times.</i>	<i>West side, commencing 565.8 metres north of its intersection with Rata Road (Grid coordinates X=1750710.3m, Y=5425800.1m), and extending in a northerly direction following the western kerbline for 7.5 meters</i>

## **PROPOSED TRAFFIC RESOLUTION**

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

**Prepared By: Amin Shahin (Area Traffic Engineer)**  
**Approved By: Steve Spence (Chief Transport Advisor)**  
**Date: 09/04/19**

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

**Reference:** TR 08 – 19

**Location:** Hanson Lane - Mt Cook

**Proposal:** No Stopping At All Times / Incorrect Street name

**Information:** WCC Officers have identified that the current street name plate signage of Hanson Lane is incorrect. The parking restrictions in the WCC Traffic Regulation database have also been assigned to Hanson Lane. The correct name for the 'lane' is Hanson Street Service Lane.

This traffic resolution, in conjunction with TR 09-19 Hanson Street Service Lane, corrects and updates the traffic regulation database and has also provided the opportunity to confirm the existing parking restrictions on site and assign to Hanson Street Service Lane. This will also facilitate correct parking enforcement along the lane.

**Key Dates:**

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper   | 26 February 2019 |
| 2) Feedback period closes.  | 15 March 2019    |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 18 April 2019    |
| 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 A (Time Restricted Parking) of the Traffic Restrictions Schedule*

<b>Hanson Lane</b>	<i>P120</i>	<i>East side, commencing 119.5 metres south of its intersection with Hanson Street and extending in a southerly direction following the eastern kerbline for 10 metres.</i>
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*Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule*

<b>Hanson Lane</b>	<i>No Stopping, At All Times.</i>	<i>North side, commencing at its intersection with Hanson Street and extending in an easterly then southerly direction following the northern kerbline for 60.5 metres.</i>
<b>Hanson Lane</b>	<i>No Stopping, At All Times.</i>	<i>East side, commencing 74 metres south of its intersection with Hanson Street extending in a southerly direction following the eastern kerbline for 10.5 metres.</i>
<b>Hanson Lane</b>	<i>No Stopping, At All Times.</i>	<i>East side, commencing 95 metres south of its intersection with Hanson Street extending in a southerly direction following the eastern kerbline for 24.5 metres.</i>
<b>Hanson Lane</b>	<i>No Stopping, At All Times.</i>	<i>East side, commencing 129.5 metres south of its intersection with Hanson Street extending in a southerly then westerly direction following the eastern kerbline for 12.5 metres.</i>
<b>Hanson Lane</b>	<i>No Stopping, At All Times.</i>	<i>South side, commencing at its intersection with Hanson Street extending in an easterly then southerly direction following the southern kerbline for 127 metres.</i>



## **PROPOSED TRAFFIC RESOLUTION**

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

**Prepared By:** Harry King (Traffic Engineer Assistant)  
**Approved By:** Steve Spence (Chief Transport Advisor)  
**Date:** 09/04/19

No feedback received for this traffic resolution.

**WCC Contact:**

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## **PROPOSED TRAFFIC RESOLUTION**

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

**Reference:** TR 09 – 19

**Location:** Hanson Street Service Lane - Mt Cook

**Proposal:** No Stopping At All Times; Confirmation of restrictions on site.

**Information:** WCC Officers have identified that the current street name plate signage, Hanson Lane, is incorrect. The parking restrictions in the WCC Traffic Regulation database have also been assigned to Hanson Lane. The correct name for the 'lane' is Hanson Street Service Lane.

This traffic resolution, in conjunction with TR 08-19 Hanson Lane, corrects and updates the traffic regulation database, and has also provided the opportunity to confirm the existing parking restrictions on site and assign to Hanson Street Service Lane. This will also facilitate correct parking enforcement along the lane.

**Key Dates:**

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper   | 26 February 2019 |
| 2) Feedback period closes.  | 15 March 2019    |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 18 April 2019    |
| 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*

<b>Hanson Street Service Lane</b>	<i>No Stopping, At All Times.</i>	<i>North side, commencing at its intersection with Hanson Street (Grid Coordinates X=1,748,778.4194 m Y= 5,425,764.7592 m) and extending in an easterly then southerly direction following the northern kerb line for 60.5 metres.</i>
<b>Hanson Street Service Lane</b>	<i>No Stopping, At All Times.</i>	<i>East side, commencing 74 metres south of its intersection with Hanson Street (Grid Coordinates X=1,748,778.4194 m Y= 5,425,764.7592 m) extending in a southerly direction following the eastern kerb line for 8 metres.</i>
<b>Hanson Street Service Lane</b>	<i>No Stopping, At All Times.</i>	<i>East side, commencing 91.5 metres south of its intersection with Hanson Street (Grid Coordinates X=1,748,778.4194 m Y= 5,425,764.7592 m) extending in a southerly direction following the eastern kerb line for 28.5 metres.</i>
<b>Hanson Street Service Lane</b>	<i>No Stopping, At All Times.</i>	<i>East side, commencing 131.5 metres south of its intersection with Hanson Street (Grid Coordinates X=1,748,778.4194 m Y= 5,425,764.7592 m) extending in a southerly then westerly direction following the eastern kerb line for 9.5 metres.</i>
<b>Hanson Street Service Lane</b>	<i>No Stopping, At All Times.</i>	<i>South side, commencing at its intersection with Hanson Street (Grid Coordinates X=1,748,778.4194 m Y= 5,425,764.7592 m) extending in an easterly then southerly direction following the southern kerb line for 127 metres.</i>

## **PROPOSED TRAFFIC RESOLUTION**

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

**Prepared By:** Harry King (Traffic Engineer Assistant)  
**Approved By:** Steve Spence (Chief Transport Advisor)  
**Date:** 09/04/19

No feedback received for this traffic resolution

**WCC Contact:**

Harry King  
Traffic Engineer Assistant  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 21 896 022  
Email: [harry.king@wcc.govt.nz](mailto:harry.king@wcc.govt.nz)



Hanson Street Service Lane  
TR 09-19



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

- Reference:** TR 12 – 19
- Location:** Moorefield Road Access Lane - Johnsonville
- Proposal:** Reconfirmation of parking restrictions and P60 park
- Information:** Police officers have requested to review the current length of no stopping lines along this access lane. The review will confirm current on street parking restrictions.

This also creates an opportunity to formalise a P60 park near the end of the access lane.

This will allow short term parking for visitors to the Police station and funeral home nearby.

Net parking gain: 1 P60 angle park

**Key Dates:**

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper   | 26 February 2019 |
| 2) Feedback period closes.  | 15 March 2019    |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 18 April 2019    |
| 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) of the Traffic Restrictions Schedule*

<b>Moorefield Road Access Lane</b>	<i>No Stopping, At All Times.</i>	<i>East side, commencing 24.5 metres south of its intersection with Ironside/Bassett Roads and extending in a southerly direction following the eastern kerbline for 5 metres.</i>
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<b>Moorefield Road Access Lane</b>	<i>No Stopping, At All Times.</i>	<i>East side, commencing 6 metres south of its intersection with Ironside/Bassett Roads and extending in a southerly direction following the eastern kerbline for 15 metres</i>
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*Delete from Schedule B (Class Restricted Parking) of the Traffic Resolutions Schedule*

<b>Moorefield Road Access Lane</b>	<i>Vehicles Displaying an Operation Mobility Card Only</i>	<i>East side, commencing 21 metres south of its intersection with Ironside /Bassett Roads and extending in a southerly direction following the eastern kerb line for 3.5 metres.</i>
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*Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule*

<b>Moorefield Road Access Lane</b>	<i>No Stopping, At All Times.</i>	<i>West side, commencing with the intersection with Ironside/Bassett Road (Grid Coordinates 1,751,501.5508 m, 5,435,203.4227 m) and extending in a southerly direction following the Western kerb line for 29 metres.</i>
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**PROPOSED TRAFFIC RESOLUTION**

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Delete from Schedule A (Time Restricted Parking) of the Traffic Resolutions Schedule

**Moorefield Road** P60  
**Access Lane**

East side, commencing 24.5 metres south of its intersection with Ironside/Bassett Roads and extending in a southerly direction following the eastern kerb line for 15.5 metres.

Add to Schedule A (Time Restricted Parking) of the Traffic Resolutions Schedule

**Moorefield Road** P60  
**Access Lane** Mon-Sun  
8am-6pm

West side, commencing 38 metres south of its intersection with Ironside/Bassett Roads (Grid Coordinates 1,751,501.5508 m, 5,435,203.4227 m) and extending in an easterly direction following the southern kerb line for 5 metres.

Prepared By: Harry King  
Approved By: Steve Spence  
Date: 09/04/19

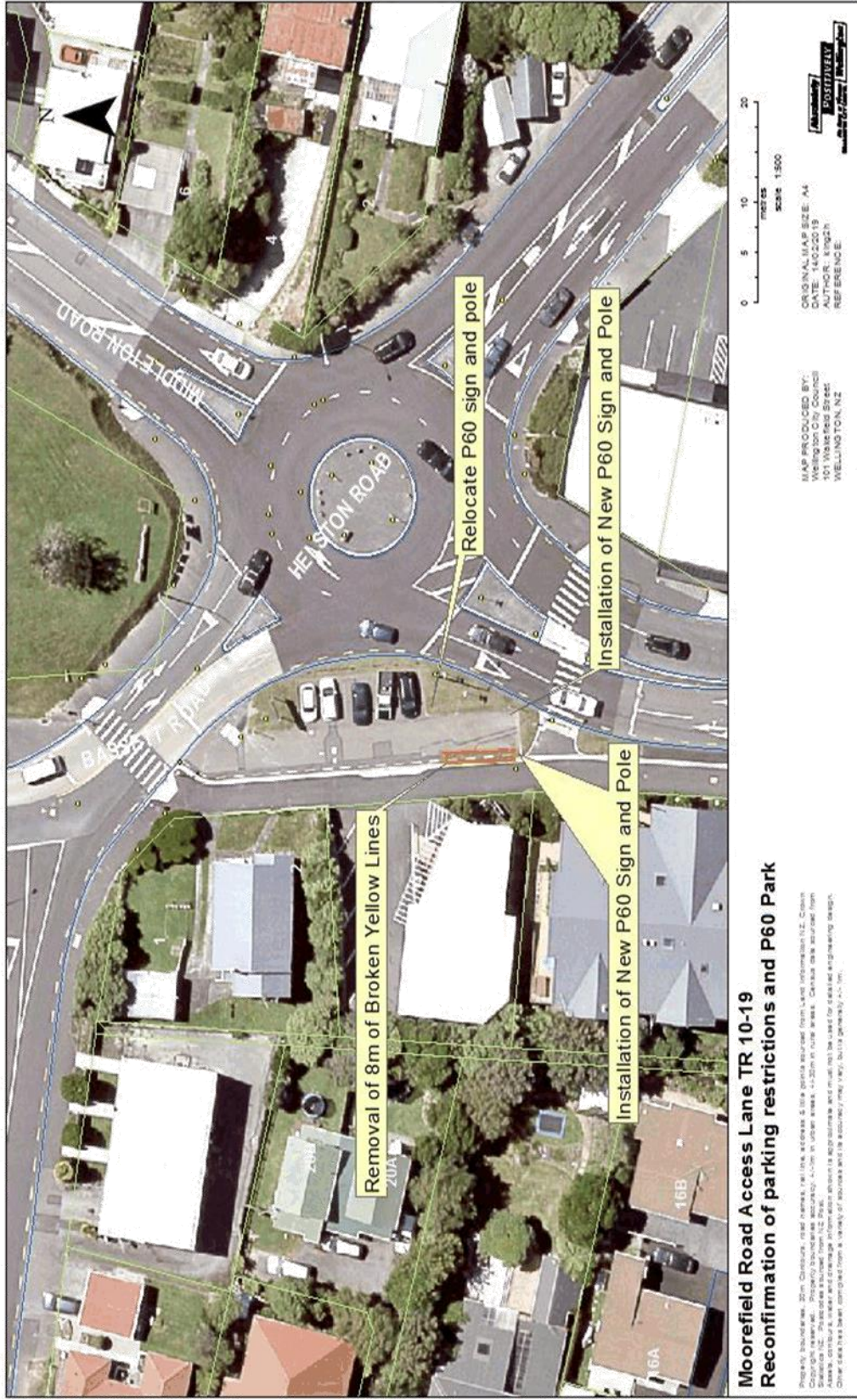
(Traffic Engineer Assistant)  
(Chief Advisor)

**WCC Contact:**

Harry King  
Traffic Engineer Assistant  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 21 896 022  
Email: [harry.king@wcc.govt.nz](mailto:harry.king@wcc.govt.nz)

No feedback received for this traffic resolution.





## **PROPOSED TRAFFIC RESOLUTION**

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

**Reference:** TR 13 – 19

**Location:** Thatcher Crescent - Crofton Downs

**Proposal:** No Stopping At All Times

**Information:** Council Officers have received requests to address ongoing parking concerns outside 7-11 Thatcher Crescent. Recent development in the area has seen a greater number of cars parking on the road at certain times.

There have been issues with access and egress from the driveways with cars parking on the road close to the driveways. The alignment of the road in this area results in reduced visibility for vehicles entering and exiting driveways to vehicles travelling on Thatcher Crescent.

Officers recommend installing an additional 12m of broken yellow lines outside 7 Thatcher Crescent and 7m between 9 and 11 Thatcher Crescent. This will also improve road safety on this bend with improved forward visibility to approaching vehicles.

**Key Dates:**

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper   | 26 February 2019 |
| 2) Feedback period closes.  | 15 March 2019    |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 18 April 2019    |
| 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) of the Traffic Restrictions Schedule*

<b>Thatcher Crescent</b>	<i>No Stopping, At All Times.</i>	<i>West side, commencing 97.5 metres north of its intersection with Silverstream Road (Grid coordinates x= 1,747,945.1 m y= 5,431,513 m), and extending in a northerly direction following the western kerbline for 9.5 metres.</i>
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*Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule*

<b>Thatcher Crescent</b>	<i>No Stopping, At All Times.</i>	<i>West side, commencing 97.5 metres north of its intersection with Silverstream Road (Grid coordinates x= 1,747,945.1 m y= 5,431,513 m), and extending in a northerly direction following the western kerb line for 21.5 metres.</i>
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<b>Thatcher Crescent</b>	<i>No Stopping, At All Times.</i>	<i>West side, commencing 135.5 metres north of its intersection with Silverstream Road (Grid coordinates x= 1,747,945.1 m y= 5,431,513 m), and extending in a northerly direction following the western kerb line for 7 metres.</i>
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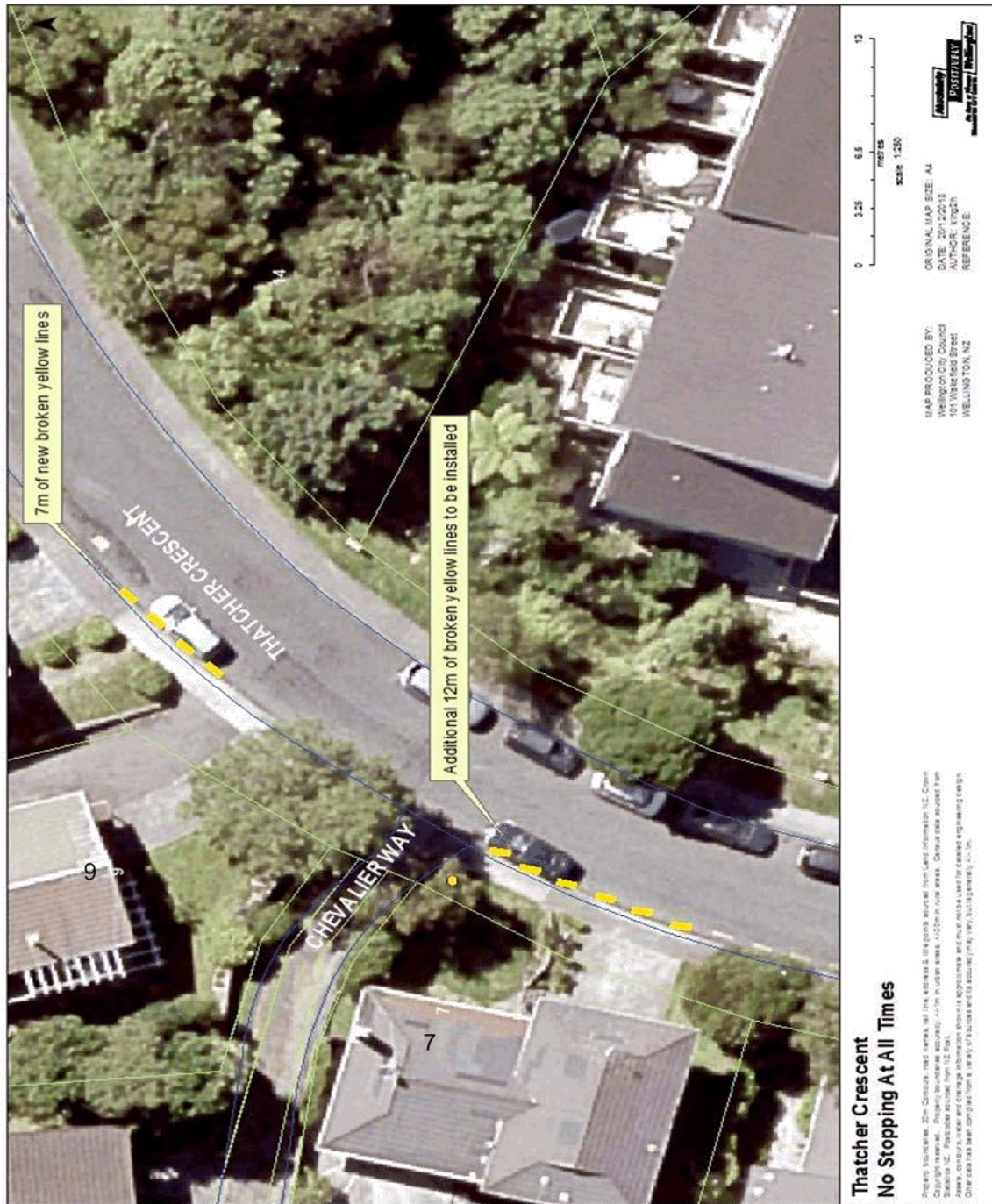
**Prepared By:** Harry King  
**Approved By:** Steve Spence  
**Date:** 09/04/19

**(Traffic Engineer Assistant)**  
**(Chief Advisor)**

**WCC Contact:**  
Harry King  
Traffic Engineer Assistant  
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Wellington  
Phone: +64 21 896 022  
Email: [harry.king@wcc.govt.nz](mailto:harry.king@wcc.govt.nz)



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



**FEEDBACK RECEIVED**

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Feedback Received:**

**Name:** Joan Mosley  
**Suburb:** Crofton Downs  
**Agree:** Yes

This is to support strongly the consideration of further no-stopping restrictions on Thatcher Crescent.  
The suggestion is that the road outside 7 and 9 – 11 should be so designated. Thatcher Crescent as it presently stands is dangerous. Visibility around the corner is virtually non-existent when vehicles are parked on both sides of the road. It would be improved with the restrictions suggested. Inability to safely exit properties on the corner is another issue. But it is unfortunately not confined to the lower end of Thatcher Crescent. I own number 15 and on two occasions I have elected to call taxis rather than try to get my car out of the garage because of parking close to it and on the other side of the road. This problem is likely to be exacerbated as the parking at the lower end of the street is further restricted and more housing in the areas comes on line, with train commuters unable to find parking space in the relatively small parking area by the station. I would like therefore to suggest that parking be restricted to only one side of the street for the whole of Thatcher Crescent which should enable all residents to safely exit their properties and safely drive on the road.

**Name:** Tim Marks  
**Suburb:** Crofton Downs  
**Agree:** Yes

Yes...definitely on the basis that this does not impact the rest of the street with cars parking up further on Thatcher Crescent causing the same problem. This proposal will only be a short term fix. We also need a speed restriction and cars come speeding down Thatcher Crescent with a lack of visibility-I have nearly had two accidents heading up Thatcher Crescent between 7 and 15 . I have also had to drive onto the foot path to allow access for a truck(he was bigger than me!) coming down Thatcher Crescent. Medium term the Council will have to consider a time limit for parking in our street.

**Name:** Judi Harrison  
**Suburb:** Crofton Downs  
**Agree:** Yes

It would be far safer if there was no parking allowed on one side of the street - as at the moment we have so many near misses with people going up and down and having to swerve to the curb. Often there is no curb to go to. The curve in the road creates a blind bend and is very narrow for safety. I believe that the council should be looking at Chevalier Way coming off the road and the short distances between each driveway going up the street and make a ruling that would ensure the safety of road users and the community for the future.



## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Name:** Peter Sanders  
**Suburb:** Crofton Downs  
**Agree:** Yes

This is good. However, you need to ensure the yellow lines continue fully to include between No 7 Thatcher and No 9 Thatcher. Vehicles attempt to park there and impede our access to Chevalier Way.

We welcome TR 13 – 19 as a partial solution to parking problems in Thatcher Crescent and thank WCC for their proposal TR 13 – 19. However we propose an extension of TR 13 – 19 to include broken yellow lines ACROSS the entrance to the road called Chevalier Way and up to 1 metre from the driveway to 9 Thatcher Crescent. This is because Chevalier Way is a legal road which allows access to multiple properties in Chevalier Way. However this legal access is often impeded because cars regularly try to park in a tiny space between the road entrance to Chevalier Way and the driveway entrance to 9 Thatcher Crescent.

Today, 15.03.19 for example, a regular-sized sedan vehicle, a Ford Mondeo GAJ526, attempted to park in this space, but the vehicle was too long (4 metres) for the space (2 metres), and the vehicle ended up across the entrance to the road called Chevalier Way. The owner of this vehicle consequently received infringement notice 136502425 for being parked so as to obstruct entry/exit, and later the vehicle was towed, so it appears that WCC agrees that there is a problem. This problem can be fixed by an extension of TR 13 – 19 to include broken yellow lines ACROSS the entrance to the road called Chevalier Way and up to 1 metre from the driveway to 9 Thatcher Crescent

**Name:** George Symmes  
**Suburb:** Crofton Downs  
**Agree:** Not stated

We live at 5 Thatcher Crescent and totally support the proposal to install new No Stopping At All Times restrictions between 7 and 11 Thatcher Crescent. In fact, some years ago we did suggest to Councilor Andy Foster and WCC's Traffic Engineer that this happen, as we anticipated the impact on street parking from 'overflow' cars at the then new townhouse development and the increase in commuter parking. We would again ask as we have in the past years, that No Stopping At All Times restrictions run unbroken between 3-5 Thatcher Crescent (on the left going up the hill) - this would mean the removal of the existing 3 carparks; and cars that 'overlap' the broken yellow lines blocking our vision when reversing out our garage. These 3 carparks rather than 'calming traffic,' in our observation tend to act more as 'choke point'[Type a quote from the document or the summary of an interesting point. You can position the text box anywhere in the document. Use the Drawing Tools tab to change the formatting of the pull quote text box.]

with little margin for error if 2 cars going in either direction arrive at the same time; neither do they seem to have any significant impact on reducing car speeds. It is obvious to us that the issue of parking and traffic volumes in Thatcher Crescent is going to become more problematic as more houses are built at the top of Silverstream Road, car parks are built by the Council at intersection of Thatcher Crescent and Silverstream Road and more commuters adopt the 'park and ride' concept and park for the day in the street. We would ask that if this request goes to consultation in February 2019, the consultation also include our long standing request for an unbroken No Stopping At All Times restriction between 3-11 Thatcher Crescent.

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

**Name:** Ken and Rose Rigarlsford  
**Suburb:** Crofton Downs  
**Agree:** Yes

Regarding the proposed traffic resolution to install additional 12m of broken yellow lines outside 7 Thatcher Cres and between 9 and 11 Thatcher Crescent, this will not resolve the issue but just serve to move the problem further up the street.

The issue of access and egress from driveways is a problem for all residents in Thatcher Crescent when cars are so closely parked both sides close to driveways that it is difficult to manoeuvre your car out.

When there are vehicles also parked on the opposite side of the road, the situation is impossible.

We request the broken yellow lines be extended to ensure that parking is allowed on one side of Thatcher Crescent only.

At present with cars parked on both sides of Thatcher Crescent, thoroughfare is restricted at that point and it is one-way only. There is nowhere to allow an approaching vehicle to pass by.

The road safety aspect of the bend around 7 to 11 Thatcher Crescent currently is an issue, but the proposal to extend no parking only to 11 Thatcher Cres will push the same problem further up the street.

It is obvious with new residential development increasing the number of commuters and residents parking from the adjacent townhouses, the number of vehicles parked on the street has and will continue to cause traffic issues.

The solution is to ensure broken yellow no stopping lines are extended on one side of the street along the full extent of Thatcher Crescent. This will ensure road safety and visibility is optimal for all traffic entering or leaving the crescent.

Please amend the proposed Traffic Resolution TR 13-19 to extend broken yellow no parking lines throughout the length of Thatcher Crescent, so that parking is restricted to one side of the street only.

**Name:** Diana Dallas  
**Suburb:** Crofton Downs  
**Agree:** Yes

Please accept this as my submission to your consultation. I was advised by Rowena of WCC Parking Services when I rang this afternoon that she was unaware of this consultation. I had rung to request additional time to submit as have been unable to do so before now. Rowena assured me that WCC operates on a 24 hour basis and that if I went home from work and sent an email it would be accepted even if outside business hours.

My main point in submission is that I support the submission of my neighbours Ken and Rose Rigarlsford. (see forwarded email below) with one exception. I believe that at the cul de sac end of the Crescent the road is of sufficient width to allow parked traffic on both sides, from the point it widens. There does not seem to be an issue that I'm aware of when Council rubbish and recycling trucks etc need to operate at the cul de sac. Also, not everyone in Thatcher Crescent uses the cul

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

de sac end. The real problem is the lower section, especially the bend just above the top units of 4 Thatcher Crescent. I am aware of many near misses and have had two myself with people driving too fast up the street in poor visibility.

As neighbours Ken and Rose and I have discussed the traffic safety issues in this street many times. We knew the problem in the lower section of the Crescent would worsen when the apartments at No 4 Thatcher Crescent were built with so little on site parking and, despite assurances from various Council staff and councillors, traffic safety for us has worsened. Please ensure it does not get any worse by moving the problem further up the street.

**Name:** Kay Hukins  
**Suburb:** Crofton Downs  
**Agree:** Yes

I have resided at 1 Chevalier Way Crofton Downs for over 29 years, am elderly, and like my neighbours, have difficulty driving in and out of our Way due to cars parking illegally between Chevalier Way and 9 Thatcher Cr. as you will see from the photos. These will be emailed separately.

Prior to yellow lines being painted I attended several meetings with a Council representative in the Cr. I wrote to you after the lines were painted stating difficulty getting in and out as the lines finished at the entrance of No. 7 Thatcher Cr. The concession granted was a white line painted 1 metre (I believe the legal requirement) before our private Way. This has largely been ignored by the public as the white line is barely visible as it's never been repainted. Cars park outside No. 7 frequently over the white line and practically over to our entrance Way which makes it extremely difficult to turn right due to cars also parked opposite on the downhill side. Also my suggestion in that letter was that cars could be parked on the downhill side only leaving the uphill side free for traffic and meeting the blind bend outside our Way which was ignored.

Regarding the small space between Chevalier Way and No. 9 it does not give legal parking requirements by leaving 1 metre free at either end - the public ignore this and park there most week days which means we can barely turn to go up the hill never mind down it.

Yellow lines should be painted from No. 6 up to the end of No. 11 Thatcher Crescent across the driveways and across our private Way. This would make it much easier to access the Crescent going up and downhill and particularly into our Way. Sometimes we have to pull over in No. 5's driveway to allow downhill traffic to get past.

### Officers' Response to all submitters:

In response to requests for further No Stopping At all Time restriction outside No. 9, Officers recommend the proposed restriction is installed and monitoring takes place. Investigations into future additional no stopping restrictions will be undertaken should these be required in the future.

**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke**Reference:** TR14– 19**Location:** Rongotai Road - Kilbirnie**Proposal:** No Stopping At All Times (NSAAT)**Information:** Council officers have received request from the owner of the Storage facility 'Kiwi Self-storage' to address ongoing parking issues near the entrance/exit to the facility hindering safe sight lines for vehicle ingress/egress. The parking obstruction presents a safety hazard particularly near this busy intersection.

Council officers therefore propose to install NSAAT lines on both sides of the vehicle access to the storage facility.

As part of this Traffic Resolution it is also proposed to formalise existing NSAAT lines near the Fire station entrance.

Net parking loss: 4

**Key Dates:**

- 1) Advertisement in the Dominion Post Newspaper 26 February 2019
- 2) Feedback period closes. 15 March 2019
- 3) If no objections received report sent to City Strategy Committee for approval. 18 April 2019
- 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*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Rongotai Road</b>	<i>No Stopping, At All Times</i>	<i>North Side, commencing 108.4 metres west of its intersection with Jean Batten Street (Grid coordinates X= 1751169.9m, Y=5424299.6m), and extending in a westerly direction following the western kerbline for 10.5 metres</i>
<b>Rongotai Road</b>	<i>No Stopping, At All Times</i>	<i>North Side, commencing 133.0 metres west of its intersection with Jean Batten Street (Grid coordinates X= 1751169.9m, Y=5424299.6m), and extending in a westerly direction following the western kerbline for 14.0 metres</i>
<b>Rongotai Road</b>	<i>No Stopping, At All Times</i>	<i>North Side, commencing 158.1 metres west of its intersection with Jean Batten Street (Grid coordinates X= 1751169.9m, Y=5424299.6m), and extending in a westerly direction following the western kerbline for 38.0 metres</i>

**Prepared By:** Amin Shahin

**(Area Traffic Engineer)**

**Approved By:** Steve Spence

**(Chief Transport Advisor)**

**Date:** 09/04/19

No feedback received for traffic resolution.

**WCC Contact:**  
Amin Shahin  
**Area Traffic Engineer**  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
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Email: Amin.Shahin@wcc.govt.nz  
Phone: 04 499 4444



## **PROPOSED TRAFFIC RESOLUTION**

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

- Reference:** TR 15 – 19
- Location:** Yarnbrook Grove - Churton Park
- Proposal:** No Stopping At All Times
- Information:** Council Officers have received requests to address ongoing parking issues outside 5-7 Yarnbrook Grove.

Concerns have been raised with regard to access and egress from driveways in relation to cars parking adjacent to the driveways. Therefore officers recommend installing 5m of broken yellow lines between 5 and 7 Yarnbrook Grove to improve access.

**Key Dates:**

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper   | 26 February 2019 |
| 2) Feedback period closes.  | 15 March 2019    |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 18 April 2019    |
| 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*

<b>Yarnbrook Grove</b>	<i>No Stopping, At All Times.</i>	<i>West side, commencing 32 metres north of its intersection with Monston Grove (Grid coordinates x= 1,751,045.4377 m y= 5,437,849.8543 m), and extending in a northerly direction following the western kerb line for 5 metres.</i>
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<b>Prepared By:</b> Harry King	<b>(Traffic Engineer Assistant)</b>
<b>Approved By:</b> Steve Spence	<b>(Chief Advisor)</b>
<b>Date:</b> 09/04/19	

**WCC Contact:**

Harry King  
 Traffic Engineer Assistant  
 Wellington City Council  
 101 Wakefield Street / PO Box 2199,  
 Wellington  
 Phone: +64 21 896 022  
 Email: [harry.king@wcc.govt.nz](mailto:harry.king@wcc.govt.nz)







**FEEDBACK RECEIVED**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke**Feedback Received:****Name:** P M Alexiadis  
**Suburb:** Churton Park  
**Agree:** Yes

This is an ongoing issue and has been for a VERY LONG time. Turning in and out of the driveway to #7 and #9 Yarnbrook requires a skilled driver. Coming out is a major issue and asking the neighbours to move cars, in order for this to happen, is common. It is also considerably straining neighbour relations. People park in this small space, which is NOT long enough for a car causing their cars to considerably 'hang' over the driveway, causing the driveway exit to be narrowed, and with the electricity box on the other side, sometimes impossible to get out of. The legal requirements of 1 metre either side of the driveway is not being met. Having cars constantly parking over the driveway is a hazard. Not being able to turn out of the driveway due to cars parked on the opposite side (in legal spaces with the legal amount of room) is hazardous. Having cars parked in this 'park' blocks the view of the driver coming in and out. Overall, it is a major issue, all hours of the day and night! There have been many times where the residence (and their visitors) have had to park on the street due to the inability of being able to turn into the driveway. There have also been many times where various manoeuvres have had to be engaged in order to exit the drive way and position the car in the direction required. In a family friendly cul-de-sac with a lot of children on bikes and playing outside such manoeuvres are very dangerous and have accounted for many 'near misses' when the children cannot be seen while having to reverse to leave the house or a clear view of the driveway is not available (when there is room to exit it that is!). Serious consideration into this issue being resolved is greatly appreciated.

**Name:** Gareth Hayward  
**Suburb:** Not stated  
**Agree:** Yes

I agree there should be a no stopping at all times yellow lines, in the proposed place. But directly opposite this is an area that needs to have a broken yellow line too. (Currently a fire hydrant area). Cars turning out of the drive opposite find it difficult to turn when cars are parked on the fire hydrant area. (They ignore the fact they are parking illegally). So when determining the above proposal please take into consideration the opposite side of Yarnbrook Grove too.

**Officer's response:**

With regards to the requested additional broken yellow lines, these will require investigating separately as they are outside the remit of this proposal.

## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Reference:** TR 16 – 19

**Location:** Cecil Road, Wadestown

**Proposal:** No Stopping At All Times

**Information:** Residents on Cecil Road have raised concerns over parking on their street on different occasions. Cecil Road outside #119 and #121 is less than 6.0m wide. Cars parked in the space opposite the garages of #119 and #121 are creating difficulties for vehicles to enter and exit these garages.

The residents from #119 and #121 have requested Wellington City Council to investigate the possibility of installing no stopping lines opposite their garages.

A Council officer has investigated the issue on site. To address the concerns raised, it is proposed to install 16.4 metres of broken yellow lines opposite the garages access of #119 and #121.

Net parking loss: 3 parking spaces.

**Key Dates:**

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper   | 26 February 2019 |
| 2) Feedback period closes.  | 15 March 2019    |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 18 April 2019    |
| 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*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Cecil Road</b>	<i>No Stopping, At All Times</i>	<i>West side, commencing 76.0 metres south of its intersection with Rangimarie Way (Grid coordinates x= 1,748,154.3 m, y= 5,430,329.3 m), and extending in a southerly direction following the western kerbline for 16.4 metres.</i>

**Prepared By:** Charles Kingsford (Principal Traffic Engineer T/L)

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

**Date:** 09/04/19

**WCC Contact:**

Charles Kingsford  
Principal Traffic Engineer/ Team Lead  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington 6140  
Phone: +64 4 803 8641  
Email: Charles.Kingsford@wcc.govt.nz

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

Traffic Resolution Plan:



**TR16-19 Cecil Road, Wadestown**  
**Proposed No Stopping At All Times Road Marking**



**FEEDBACK RECEIVED**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke**Feedback Received:**

**Name:** Charles Michael  
**Suburb:** Wadestown  
**Agree:** No

Parking is needed in that stretch of road, parking around Cecil road is dangerous with people often parking on blind corners. This part of the road is one of the safest places to park, taking it away will only make the rest of the road more congested and dangerous. The residents could consider reversing into their garages if they find it hard to get out as this is the safest and best way to get onto a road.

**Name:** Marilyn Little  
**Suburb:** Wadestown  
**Agree:** Yes

For the past year, I have had increasing problems exiting and entering my garage at 121 Cecil Road due to cars being parked directly opposite. The road at 119/121 is only 6 metres. It means that turning into our garages is fraught if anyone is parked directly opposite, I have had several occasions in the past year where I have simply been unable to use my car for days at a time - because I know that, based on 21 years experience in using my garage, the turning circle is so tight that I am unlikely to get in or out without scraping the side of my car or hitting someone else. (I've just had a car repaired due to such a scrape, losing my no claims and paying an excess). Sure, I could take a bus. But my double garage is factored into my rating valuation, and the garage is designed to take cars off of the road. As it is, I currently feel I am paying for a garage / use of my car that is unusable 50% of the time. While younger than my neighbour at 119, I've been managing a health issue for the last 18 months. Two weeks ago, I was very ill and needed to see a doctor. Cars were parked across my garage (other spaces in the road were available) for three straight days, and in the end I had to taxi to and from my doctor and pharmacy at a cost of almost \$100. In ending, I have to say I feel increasingly stressed by the parking situation here. I would very much appreciate the TR that is proposed. While it wouldn't stop anyone parking in our turning circle, it would give them a clear indication that it isn't ok.

**Name:** Karen Belt  
**Suburb:** Wadestown  
**Agree:** Yes

I live at 121 Cecil Road. At times I am unable to get out of or get into my garage due to parking opposite the garage. If I can't get out, I can't use my car. If I can't get in, I have to park on the road, therefore defeating the point of having a garage. I often hold up traffic as I manoeuvre in and out of my garage when I think I can make it without scraping my car (it depends on exactly how much space across from my garage is parked out). My elderly neighbour at 119 has an even worse problem and is extremely distressed by the situation.

**Name:** Hamish O'Brien  
**Suburb:** Wadestown  
**Agree:** Yes

I would ask you to consider extending the yellow lines past the planned garages and up past our driveway, the justification being from a safety concern. We have an off street steep uphill driveway



## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

and when backing down if there is a car directly opposite it is difficult to both see the car and there is increased risk we will hit it.

**Name:** Katherine Sutherland  
**Suburb:** Wadestown  
**Agree:** No

There only need to be yellow lines outside 119 because 121 can easily do turning when backing out of their garage. I have observed when they come home from work they park on the street where you want to remove 2 car parking spaces. Added to this we were not consulted as we were away but we were back home on 4th February. The traffic volume in this area has increased and more cars are packing in this area, I, suggest you visit it after 7.00pm at night and at the weekends to see parked cars. It also means when we have visitors where are they going to park. Suggest you put parking restrictions on the area where you want to remove the 2 car parks ie No parking between 17.00hours to 9.00hours at all times.

**Name:** Paul Wotherspoon  
**Suburb:** Not stated  
**Agree:** Yes

I am writing in support of the proposal to place broken yellow lines opposite the garages at 119 and 121 Cecil Road Wadestown.

Please note that I am one of the aggrieved parties so my submission will naturally be biased.

This has been a long standing problem but has got worse in recent years with the increase in cars demanding parking space, and a break-down in neighbourliness. Where once a request for space to exit/enter garages was usually met with a measure of compliance, of late there has been a noticeable and deliberate policy of defiance. For a while I was placing polite notices on the windscreens of persistent offenders but these were being returned to my car with the added note that 'you do not own the street'. There are a couple who use this part of the street for long term parking. One was there over the Christmas period for almost three weeks.

When I know that I will need to be going out the following day I have got into the practice of parking outside rather than being blocked in. As it is for the last week I have had to park outside every night being unable to get into my garage. I will be attaching some photos of recent blocking. I admit that I am unfortunate in having a garage only 2.1 metres wide at entry, but there is no way to rectify this without demolition and rebuilding.

**Name:** Janine Troughton  
**Suburb:** Wadestown  
**Agree:** No

This part of Cecil Rd is one of the only reasonably wide parts in this area. If you remove this on street parking the cars will need to park on the narrower part of the road which will be more dangerous to all travelling this part of the road. I have viewed this part and surmise that #121 has reasonable room to reverse into their garage, much like most of us have to - myself included. #119 is nearly on the road, i assume he is on the encroachment part - perhaps this should be revised if he cannot safely get into his garage - but again, he can reverse in. I feel it will inconvenience many to satisfy the one in this case and do not feel it needed to have yellow lines removing the on street parking to the many houses in this area. please do not put yellow lines on this part of Cecil Road.

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

**Name:** Iain MacDonlad  
**Suburb:** Wadestown  
**Agree:** No

It seems that the motive for closing this road off to parking is because the owner of #119 is a poor driver with a garage built when the family car was literally the Morris 1000. If you follow this logic you will rule out parking on a vast majority of streets in Wadestown. This location is not inner city it is a suburb. Families live in this street and many of us have two cars and bad or no access to off street parking. Parking is already at a premium in this area. There is already a very large area of parking lost due to the access to #122 et.al. PS. I have the strongest suspicion that this process is simply consultation theater. You have taken a crowd approach to the whole process and I have very little faith that any comments will be taken seriously.

**Officers Response to all submissions:**

We have reviewed all the feedback received during the public consultation and decided to progress the project to the next phase and seek the approval from the City Strategy Committee at Wellington City Council.

While the Council officers try their best not to remove parking spots in the residential areas, we do need to ensure people are able to safely access their own garages. We have been on site while there were cars parked directly outside the garages of 119 and 121 Cecil Road and witnessed the difficulty faced by the residents when moving their cars in and out, and sometimes not being able to move out at all.

Based on the observation of vehicle speed, ten-year crash statistics and parking survey result for this section of Cecil Road, we believe that after the introduction of additional broken yellow lines, the residents will still be able to find parking spaces that are close to their properties and safe for themselves and vehicles travelling along Cecil Road.

Requests for additional no stopping is outside the remit of this consultation. Monitoring of the no stopping will be undertaken post implementation.

## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Reference:** TR 17 – 19

**Location:** Ohariu Valley Road and Rifle Range Road, Ohariu Valley

**Proposal:** Stop Control on Ohariu Valley Road and Rifle Range Road

**Information:** Takarau Gorge, Ohariu Valley and Rifle Range Roads form a cross junction with Takarau Gorge Road and Ohariu Valley Road (east) being the main roads. There is currently “Give Way” control at Ohariu Valley Road (north) and Rifle Range Road approaches.

Visibility from Ohariu Valley Road (north) and Rifle Range Road approaching this intersection is restricted due to the fences and vegetation at the intersection, as well as the horizontal curvature along the main roads close to the junction. Most drivers on Ohariu Valley Road (north) and Rifle Range Road treat the intersection as a “Stop” control. However, this does not preclude the fact that there are some unfamiliar drivers that do not recognise the need to stop and give way to traffic coming from all directions.

Concerns have been raised by the members of the public and the Makara Board regarding the safety of this intersection and there have been near misses due to the Give Way control.

Therefore, Officers propose to replace the “Give Way” control with “Stop” control on both Ohariu Valley Road (north) and Rifle Range Road approaches to improve the road safety for all road users at this intersection.

Following the consultation, advance warning signs to the STOP control will be installed and additional advance intersection warning signs / road marking will also be investigated to improve intersection identification for approaching drivers and address the safety concerns identified.

**Key Dates:**

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper   | 26 February 2019 |
| 2) Feedback period closes.  | 15 March 2019    |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 18 April 2019    |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |                  |

**PROPOSED TRAFIC RESOLUTION**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke**Legal Description:***Add to Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule.*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Ohariu Valley Road</b>	Stop Control	Southbound at its intersection with Takarau Gorge Road and Rifle Range Road
<b>Rifle Range Road</b>	Stop Control	Northbound at its intersection with Takarau Gorge Road and Ohariu Valley Road

**Prepared By:** Charles Kingsford (Principal Traffic Engineer T/L)

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

**Date:** 09/04/19

**WCC Contact:**

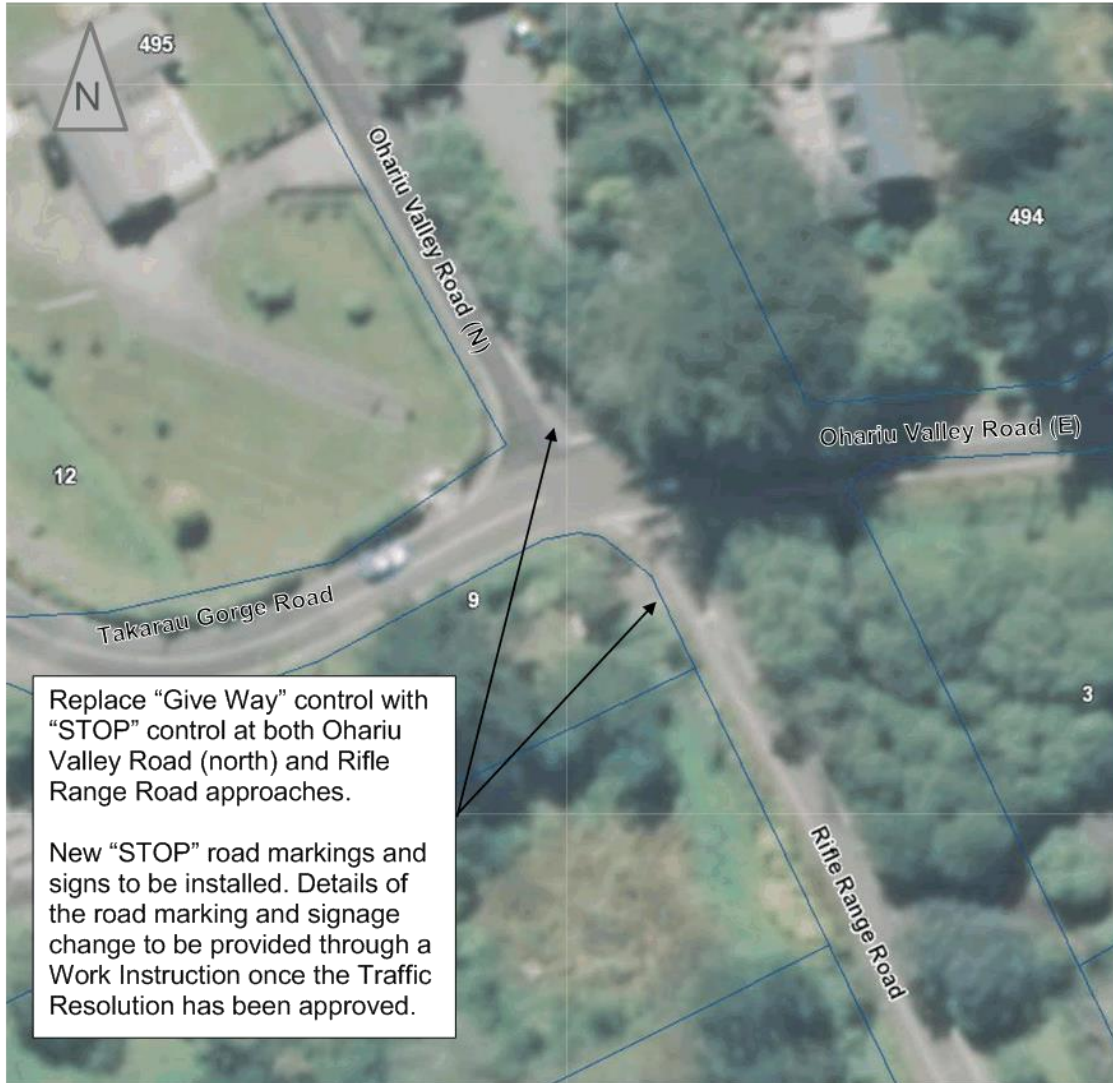
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Principal Traffic Engineer/ Team Lead  
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Wellington 6140  
Phone: +64 4 803 8641  
Email: Charles.Kingsford@wcc.govt.nz



**PROPOSED TRAFIC RESOLUTION**

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

Traffic Resolution Plan:



**TR17-19 Ohariu Valley Road and Rifle Range Road, Ohariu Valley  
Proposed Stop Controls**



**FEEDBACK RECIEVED**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke**Feedback Received:**

**Name:** Corey Watts  
**Suburb:** Ohariu  
**Agree:** Yes

Mention is made that most residents treat the give way controls as though they are stop controls due to the restricted visibility, but the issues there do not arise from traffic giving way or not giving way at either side, the issue arises out of the speed the non give way traffic arrives at the restricted visibility intersection, in many cases the way can be clear and then as a car enters the intersection, another car will arrive at speed from the the Takarau Gorge road side or the Ohariu Valley Road side from Johnsonville, they belt through that intersection like its not even there and if a car is in the process of entering the intersection from the roads proposed to have the stop control, they are caught out moving slow in the middle of the intersection, it wouldnt matter what the control is that situation is still going to occur. I submit signage on the other two aspects, ie Takarau Gorge road approach and Ohariu Valley road approach from jville have signage 'intersection ahead' or 'SLOW - INTERSECTION' - a slowing of traffic arriving at the non give way controlled aspects of the intersection would alleviate the issues more than upgrading the current controls, anyone that doesnt stop at those points are reckless now anyway. Thanks for the consideration and I look forward to the measure slowing the freely approaching traffic to supplement the otherwise stop controls not necessarily required

**Name:** Anne Harris  
**Suburb:** Makara  
**Agree:** Yes

Regarding the proposal to install stop controls on Ohariu Valley Rd.Nth and Rifle Range Road. Good idea!!

However I would like to point out that most people already stop at those points because the view of traffic coming down Takarau Gorge Rd. is severely restricted.

Would it be possible to make the whole intersection a four way stop zone?

I live at no 9 Takarau Gorge Rd and have a very good view of the problems in the area and yesterday I tried to drive my car from Ohariu Valley Nth Rd. right into T.G road and had to go into the centre of the intersection before ensuring there was no vehicle coming on the right , so the stop sign would need to be moved from where the give way sign is.

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Name:** Nick Robilliard  
**Suburb:** Ohariu  
**Agree:** No

I would like to place a submission for the proposed stop control TR17-19 (part of) Ohariu Valley Road & Rifle Range Road I live at crossroads and have done so for more than 10-years and as such, we see many near misses involving vehicles with trailers - horsefloats, boats and cattletrucks - cyclists riding in both directions and horses from the local riding schools. The point of danger is the speed of traffic driving down around the bend of Takarau Gorge Road towards Johnsonville and incidents are most often the result of this traffic coming down the hill and vehicles negotiating the intersection as identified in the proposal. By placing a full stop sign at this intersection we believe this will create MORE danger as it provides even less (and insufficient) time for vehicles,

vehicles with trailers, cyclists, horses to exit either Rifle Range Road or Ohariu Valley Road given the time taken to get up to speed. Vehicles currently do a good job (on the whole) of obeying the give way sign and reducing their speed sufficiently to either exit or come to a stop in a safe manner. I do NOT agree with the proposal.

### Officers Response:

We have reviewed all the feedback received during the public consultation and decided to progress the project to the next phase and seek the approval from the City Strategy Committee at Wellington City Council.

We undertook further investigation and confirmed that stop control would be the most appropriate traffic control at this location to ensure the safe operation of the intersection.

Our assessment was based on the Transport Agency's *Guidelines for the implementation of traffic control at crossroads RTS 1*. It states that "

(i) Stop signs

Stop signs should be installed on a crossroad approach if lack of visibility makes it unsafe to approach the intersection at speeds greater than 10 km/h.

It is unsafe to approach an intersection at more than 10 km/h if, from a point 9 metres from the intersection on a controlled approach, a driver could not see a vehicle on an uncontrolled approach at a distance (in metres) of 1.2 times the speed (in km/h) of vehicles approaching on the priority route. The speed of priority route traffic is taken as the speed exceeded by 15% of vehicles on that route, i.e. the 85th percentile speed measured in km/h."

We have recently arranged vegetation trimming at this intersection. However, we were still unable to achieve the required sight lines to be able to retain the give-way control.

Following the consultation, advance warning signs to the STOP control will be installed and additional advance intersection warning signs / road marking will also be investigated to improve intersection identification for approaching drivers and address the safety concerns identified.

**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke**Reference:** TR20-19**Location:** Antico Street, Melrose**Proposal:** No Stopping At All Times Parking Restriction**Information:** Council officers have received concerns over vehicles parking in the cul-de-sac of Antico Street.

There is a shared access to three properties at the end of the cul-de-sac which runs parallel to the road to the east.

Site investigation has been undertaken to understand the concerns. It has been found that residents currently park their vehicles along the western edge of the cul-de-sac, restricting the access to several properties due to the turning circle restrictions created by cars parking here.

Council officers propose to install No Stopping At All Times parking restriction on the western side of the cul-de-sac, outside numbers 23 and 25 Antico Street.

**Following feedback received:**

After considering feedback received during the consultation period, the area of No Stopping At All Times restriction has been decreased. Removing only one carpark on the western side, and marking some No Stopping At All Times restriction on the eastern side will better achieve the aim of this traffic resolution. The net parking loss will now be 1.

The amended proposed no stopping restrictions are shown on the attached plan.

**PROPOSED TRAFFIC RESOLUTION**

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

**Key Dates:**

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper.  | 26 February 2019 |
| 2) Feedback period closes.  | 15 March 2019    |
| 3) If no objections received, report sent to City Strategy Committee for approval.                            | 18 April 2019    |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |                  |

**Legal Description:**

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

<b>Antico Street</b>	<i>No Stopping, At All Times</i>	<i>West side, commencing 120.8 metres north of its intersection with Caprera Street (Grid coordinates X= 1749634.231m, Y= 5423985.177m) and extending in a northerly direction following the western kerbline for 5 metres, to the end of the street.</i>
<b>Antico Street</b>	<i>No Stopping, At All Times</i>	<i>East side, commencing 117.3 metres north of its intersection with Caprera Street (Grid coordinates X= 1749634.231m, Y= 5423985.177m) and extending in a northerly direction following the eastern kerbline for 3 metres, to the end of the street.</i>

**PROPOSED TRAFFIC RESOLUTION**

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

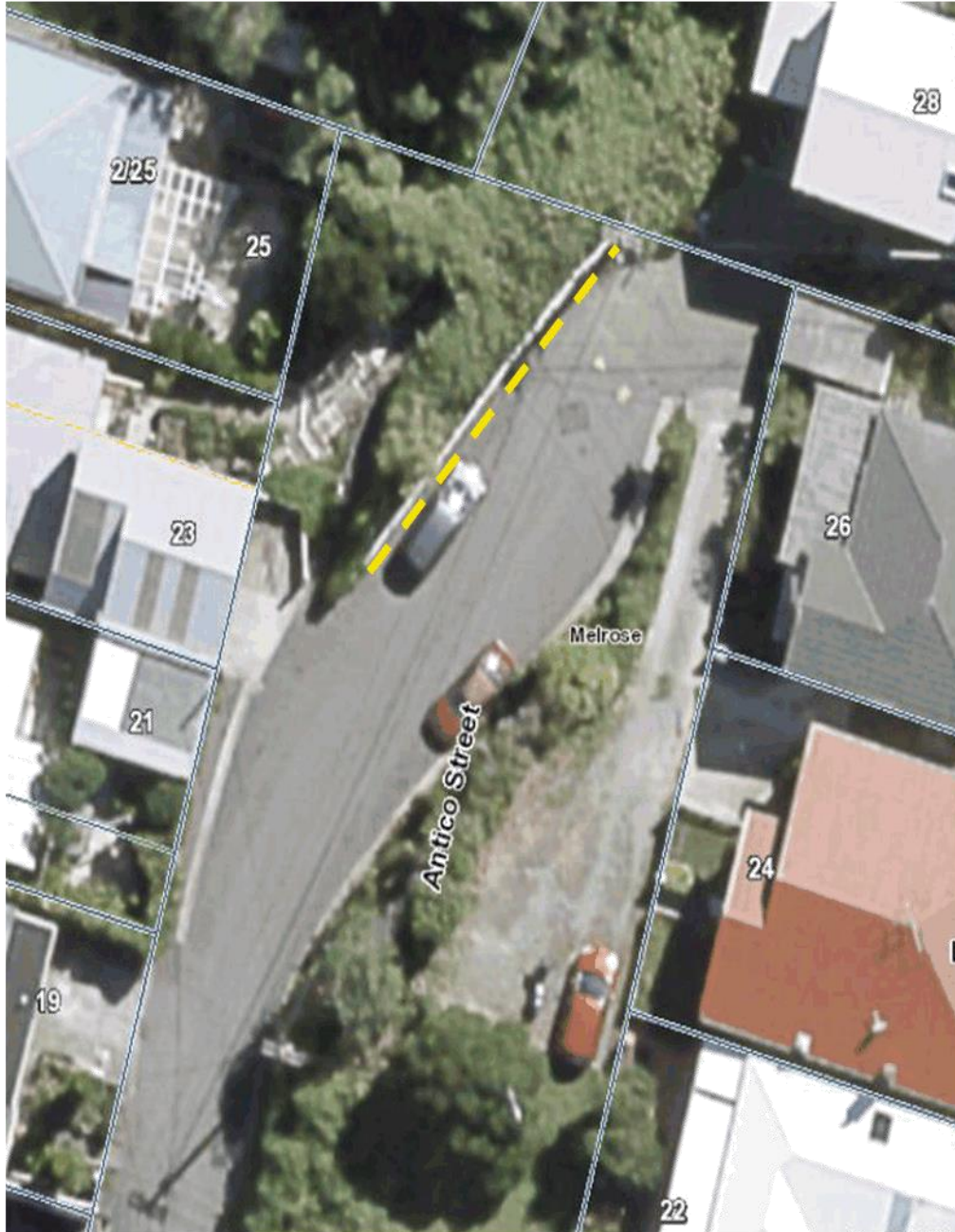
**Prepared By:** Charles Kingsford **(Principal Traffic Engineer /TL )**  
**Approved By:** Steve Spence **(Chief Transport Advisor)**  
**Date:** 09/04/2019

**WCC Contact:**  
  
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**PROPOSED TRAFFIC RESOLUTION** Absolutely Positively  
**Wellington City Council**  
Me Heke Ki Pōneke

Proposed Traffic Resolution Plan - Consulted on



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

Traffic Resolution Plan – Amended following feedback





## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

### Feedback Received:

**Name:** Angela Christie  
**Suburb:** Melrose  
**Agree:** Yes

I wonder if the zone could be smaller and split across both ends of the street? I live near the end of Antico Street and have the opportunity to see cars accessing the driveway mentioned and turning at the top of the street. The driveway of the property at the end of the street is regularly used by cars accessing Nos 24-20 and also by cars turning. My observation would be turning and access is hampered when cars park on either side of the top of the road and I wonder if shorter no stopping lines could be placed on both sides of the street perhaps one car park long? Visitors to the street would be likely to observe them which would make a big difference.

**Name:** Steve Kerr  
**Suburb:** Melrose  
**Agree:** No

I do not support this proposal. At present the roadside where the yellow lines are proposed provides badly needed two parks for the the surrounding houses. A number of houses near this area including mine have no off street parking and these parks are vital. Having spoken to two of my neighbours on the shared access road on other side of the road (east side of Antico), neither of them are having trouble turning in the area, so the rationale for the change is not strong. I would be happy for there to be a couple of yellow lines at the very north end of the roadside. There is room for 2 cars, but occasionally a third car will squeeze in at the north end, and when this happens it does make turning difficult. Thanks

**Name:** James Hilbron  
**Suburb:** Melrose  
**Agree:** No

Whilst I agree with a no stopping zone in this street and having lived in the street for the past 25 years I would suggest strongly that the proposed solution would be unworkable and would only move the problem from the east to the west side of the road. After consulting with a number of residents in the street we conclude that crossed yellow no stopping lines be painted on the road at the northern end from east to west and extending south about 4 metres or so. This would require the removal of only one car park instead of 3 as the present plan requires. it would solve the problem of vehicles parking at the top western side of the road at an acute angle that often results with vehs heading north having to back down instead of being able to turn to drive back out of the street. I strongly suggest a site visit by a traffic engineer in liaison with street residents to have our alternate proposal carefully viewed on site. I look forward to hearing from some one soonest jim hilbron and other residents of 24 Antico St

**FEEDBACK RECEIVED**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke**Name:** Alex Collins  
**Suburb:** Melrose  
**Agree:** No

I have lived in this street for over 20 years and this solution is trying to solve a problem that does not exist. While it is a tight street, taking out three parks on one side of the street will not help with turning issues and will cause parking issues for the houses on that side of the street (that don't have off-street parking). If you want to help, a small amount of yellow lines at the top end of the proposed no stopping area would assist in stopping people blocking the turning area but you do not need to lose the parks on the western side of the street. I would like to meet with an engineer on site to discuss this proposal (possibly with other owners on the street who also agree that the proposal is not what's needed). Thanks

**Name:** Morgan Whitfield  
**Suburb:** Melrose  
**Agree:** No

I am worried the reduce of parking up the top of Antico street will cause more cars to park opposite 17 and 19 Antico Street, Often it is a struggle to enter and exit the drive ways as traffic parks opposite,

**Name:** Jayne Joyce  
**Suburb:** Melrose  
**Agree:** No

Removing all parks from that side of the makes zero sense and I am disappointed this proposal even made it to consultation stage especially given a representative from the council apparently came out to look at the street and the access. I would however support a 1 - 1.5 metre no parking space at the very end of Antico St (by street light / power pole), and something similar on the other side to prevent cars parking right on the inside turn by the tree. Again only 1 - 1.5 metres no parking is all that is required there. Note: We are a one car household and possibly the only house on the street without off street / garage / allocated parking. Proposal 'TR20-19 Antico Street, No Stopping At All Times' would have a very negative impact on us. Thank you, J Joyce

**Name:** Rachel Boisen Round  
**Suburb:** Melrose  
**Agree:** No

Parking on Antico St is always a potential issue due to the steep and narrow culdesac nature of the street. We bought our house knowing and accepting this, as we assume/hope others did too. For the benefit of our visitors and fellow neighbours, we DO NOT support the loss of 3 car parks. We consider that this could be worked out together to come to a solution, rather than a straight-out no parking zone. For example our suggestion would be to: 1. Add a ~two metre long yellow line to the area between the lamp post and Angela's driveway (downhill side of street) with the loss of only a minimal area that no one parks in anyway; and 2. Add a ~one metre long yellow line to the uphill side of the street/communal driveway to assist with getting in/out/around that corner. We are happy to attend any meeting etc to discuss this. We would hope that this doesn't need to go to hearing and waste WCC time. Regards Rachael Boisen Round & Diccon Round

**FEEDBACK RECEIVED**

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

**Name:** Lisa Munnelly  
**Suburb:** Melrose  
**Agree:** No

I definitely do not support the removal of three parking spaces in our street. To alleviate the issue raised re turning circle put yellow lines down for only one car park ( the last section nearest the corner) that is all that is needed. Parking is already at a premium in the St -removing 3 parks just doesn't make sense.

**Name:** Stephen Metherell  
**Suburb:** Melrose  
**Agree:** No

Parking is limited for residents as it is and additional no stopping areas will likely mean that some cannot park at all. Turning is OK with moderate driving skill.

**Officers Response to all submitters**

We have reviewed all the feedback received during public consultation and reduced / amended the No Stopping proposals before proceeding to the City Strategy Committee. Please see the POST CONSULTATION plan which shows the following changes:

The 15m of No stopping Restrictions has been reduced to 5m meaning only one parking space would be impacted.

To compensate for proposal to reduce the No Stopping At All Times restriction on the west side of the road and to ensure the issue is not pushed towards the east, it is also recommended that 3m of BYL be installed on the eastern side.

**Officers Response to all submitters:**

After considering feedback received during the consultation period, the area of No Stopping At All Times restriction has been decreased. Removing only one carpark on the western side, and marking some No Stopping At All Times restriction on the eastern side will better achieve the aim of this traffic resolution. The net parking loss will now be 1.



**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke**Reference:** TR21-19**Location:** Birkhall Grove, Strathmore Park**Proposal:** No Stopping At All Times Parking Restriction**Information:** Council officers have received concerns over vehicles parking in the cul-de-sac of Birkhall Grove.

There is a shared access to seven properties at the end of the cul-de-sac, to the north.

Site investigation has been undertaken to understand the concerns. It has been found that residents currently park their vehicles directly in front of 19 Birkhall Grove, restricting access to the seven properties. These parked vehicles also potentially block the fire hydrant and the manhole.

Council officers propose to install No Stopping At All Times parking restriction in front of 19 Birkhall Grove to address the access concern.

Net parking loss: 0 – this space is not long enough for a car to park there without encroaching on the driveway.

The proposed no stopping restrictions are shown on the attached plan.

## PROPOSED TRAFFIC RESOLUTION

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

### Key Dates:

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper.  | 26 February 2019 |
| 2) Feedback period closes.  | 15 March 2019    |
| 3) If no objections received, report sent to City Strategy Committee for approval.                            | 18 April 2019    |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |                  |

### Legal Description:

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

<b>Birkhall Grove</b>	<i>No Stopping, At All Times</i>	<i>West side, commencing 87.8 metres south of its intersection with Bowes Crescent (Grid coordinates X= 1752410.303m, Y= 5422381.701m) and extending in a northerly direction following the western kerb line for 8.2 metres.</i>
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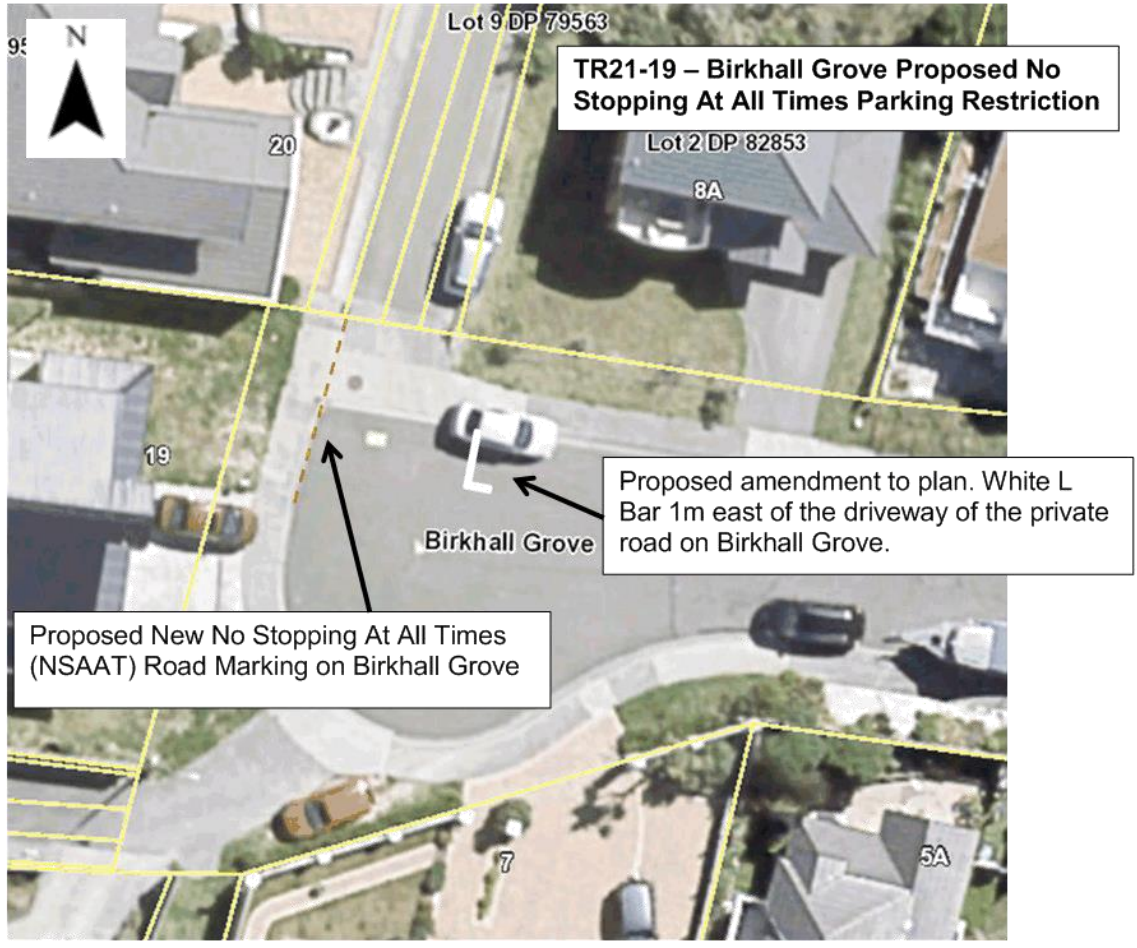
<b>Prepared By:</b> Charles Kingsford	<b>(Principal Traffic Engineer T/L)</b>
<b>Approved By:</b> Steve Spence	<b>(Chief Transport Advisor)</b>
<b>Date:</b> 09/04/19	

#### WCC Contact:

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Email: Charles.Kingsford@wcc.govt.nz

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

Traffic Resolution Plan:



## **FEEDBACK RECEIVED**

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

### **Feedback Received:**

**Name:** Nick Servian  
**Suburb:** Wellington  
**Agree:** Yes

The only problem is that, if this restriction goes ahead, people who normally park their cars outside 19 Birkhall Grove may start parking up the private part of Birkhall Grove beside numbers 8 and 8A, making it very difficult to get cars in and out of numbers 18, 18A and 20. This would also make access by emergency vehicles impossible. Can the yellow line be extended north to cover the whole of the part of Birkhall Grove that runs north-south, on both sides?

### **Officers Response:**

We have reviewed all the feedback received during public consultation and will be progressing the project to the design and implementation phases.

In regards to the concerns you have raised, please find below our response:

- Cars parking outside 8 and 8A  
An 'L bar' has been added to the plan to discourage cars from parking too close to the private road access.
- Extending the No Stopping At All Times restriction along the part of Birkhall Grove that runs north to south

This part of the road is private land and therefore council cannot put markings on it. Instead, I suggest that signage is implemented to inform drivers that it is a private road.

**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke**Reference:** TR 24 – 19**Location:** Owen Street - Newtown**Proposal:** P5 Zone  
(8:15am – 8:45am, 2:15pm – 2:45pm, Mon- Fri)**Information:** Wellington City Council has received concerns regarding a safe pick-up and drop-off zone for the Wellington South Kindergarten. A previous incident occurred at the site with a child being hit by a vehicle.

Council officers therefore propose to install a P5 pickup/drop off zone adjacent to the kindergarten site providing safe pedestrian movements from and to the site. The pickup/drop off zone will comprise of 2x carparks and is proposed to be time restricted between 8:15am – 8:45am and 2:15pm to 2:45pm. Unrestricted parking use of these carparks is permitted outside of the listed hours.

Net parking loss: None

**Key Dates:**

- 1) Advertisement in the Dominion Post Newspaper 26 February 2019
- 2) Feedback period closes. 15 March 2019
- 3) If no objections received report sent to City Strategy Committee for approval. 18 April 2019
- 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*

<b>Owen Street</b>	<i>P5 Pick up / Drop off only Monday- Friday 8:15am-8:45am, 2:15pm – 2:45pm</i>	<i>East Side, commencing 173.6 metres south of its intersection with Constable Street (Grid coordinates: X = 1,749,370.1 m, Y = 5,424,960.9m), and extending in a southerly direction following the eastern kerbline for 11 metres.</i>
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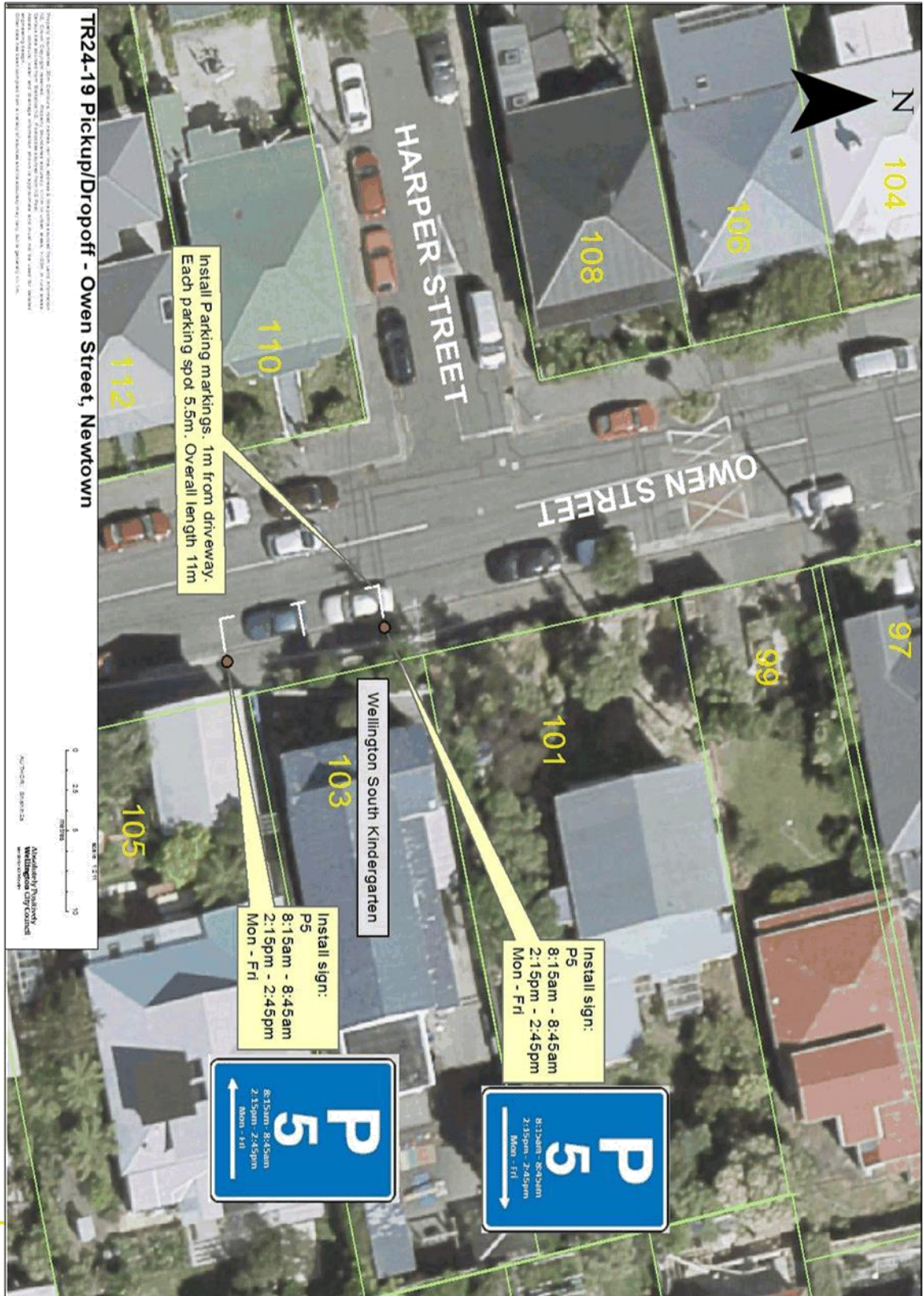
**Prepared By:** Amin Shahin  
**Approved By:** Steve Spence  
**Date:** 09/04/19

**(Area Traffic Engineer)  
(Chief Transport Advisor)**

**WCC Contact:**

Amin Shahin  
**Area Traffic Engineer**  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
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Phone: (04) 499 4444  
Email: Amin.Shahin@wcc.govt.nz

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



## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

### Feedback Received:

**Name:** Steve Stirrat  
**Suburb:** Not given  
**Agree:** No

Strongly oppose the proposal - the main issues I see with the proposal are:

- the proposal was developed in response to a traffic incident in which a child was hit by a car outside the kindergarten.
- there is a suggestion that providing restricted parking for 30 minutes 2 times a day would have avoided this. The logic is spurious and the car involved was not wanting to park outside the kindergarten so I fail to see the connection.
- the proposal states that there will be no loss of parking as a result of it. Unfortunately this is illogical as well as if the council officer had actually consulted before coming up with this proposal they would have determined that most of the people parking in that section of Owen St are residents without off street parking who commute to work and leave their cars parked in the street during the day. The 2 restricted spaces remove 2 parking spaces from access by these residents.
- most of the issues around drop off and pickup times for the kindergarten stem from poor driving behaviour of parents and caregivers desperate to not have to walk with their child more than a few meters to their car conveniently parked right outside. I have observed this behaviour over 29 years as an immediate neighbour of the kindergarten.

The proposal is misguided and won't solve the problem it is designed to solve.

### Officer's response:

By providing pick-up/drop-off parking adjacent to the kindergarten we are negating the need for parents and children to cross the road. This will assist in mitigating incidents which involve pedestrians crossing the road in the future.

There is no net loss of parking as a result due to the nature of the time restriction, P5 from 8:15am-8:45am and 2:15pm-2:45pm. These car parks will still be unrestricted outside the stated times.

We are actively working with schools and kindergartens to encourage more students and parents with children to walk to school, even if only for part of the journey. These pick-up/drop-off areas aim to improve safety concerns around the kindergarten.

**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke**Reference:** TR 26-19**Location:** Bute Street – Te Aro**Proposal:** No Right Turn at Intersection  
No Stopping At All Times  
Metered Parking  
Metered Mobility Parking**Information:** Council Officers have reviewed the restrictions on Bute Street following recent road improvements at its intersection with Vivian Street. Due to the changes, a few inconsistencies have been identified.

The purpose of this resolution is to update the traffic resolutions database to match the actual on-street markings.

**Key Dates:**

- 1) Advertisement in the Dominion Post Newspaper 26 February 2019
- 2) Feedback period closes. 15 March 2019
- 3) If no objections received report sent to City Strategy Committee for approval. 18 April 2019
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.



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

**PROPOSED TRAFFIC RESOLUTION**

**Legal Description:**

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Bute Street</b>	Loading zone - goods vehicles and authorised vehicles only, P5, Monday to Saturday 8:00am - 6:00pm.	West side, commencing 65 metres north of its intersection with Vivian Street (Grid Coordinates X=2658553.303911 m, Y=5988751.451772 m) and extending in a northerly direction following the kerbline for 7 metres.

Delete from Schedule C (Direction) of the Traffic Resolutions Schedule

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Bute Street</b>	No Left Turn	Southbound Traffic, no left turn onto Vivian Street.

Delete from Schedule D (No Stopping Restriction) of the Traffic Resolutions Schedule.

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Bute Street</b>	No Stopping at all times.	East side, commencing 1.5 metres north of its intersection with Vivian Street (Grid Coordinates X=2658561.188096 m, Y=5988747.850278 m) and extending in a northerly direction following the kerbline for 18 metres.
<b>Bute Street</b>	No Stopping at all times	East side, commencing 47 metres north of its intersection with Vivian Street (Grid Coordinates X=2658561.188096 m, Y=5988747.850278 m) and extending in a northerly direction following the kerbline for 9.5 metres.
<b>Bute Street</b>	No Stopping at all times	East side, commencing 62 metres north of its intersection with Vivian Street (Grid Coordinates X=2658561.188096 m, Y=5988747.850278 m) and extending in a northerly direction



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

## PROPOSED TRAFFIC RESOLUTION

following the kerb line for 12.5 metres.

<b>Bute Street</b>	No Stopping at all times.	West side, commencing from its intersection with Vivian Street (Grid Coordinates X=2658553.303911 m, Y=5988751.451772 m) and extending in a northerly direction following the kerbline for 65 metres.
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Delete from Schedule F (Metered Parking) of the Traffic Resolutions Schedule.

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Bute Street</b>	Metered Parking, P120 Maximum, Monday to Thursday 9:00am - 3:00pm, Friday 9:00am - 3:00pm, 6:00pm - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, commencing 21.5 metres north of its intersection with Vivian Street (Grid coordinates x=1748539.3 m, y= 5427035.78 m), and extending in a northerly direction following the eastern kerbline for 18 metres. (3 parallel carparks)
<b>Bute Street</b>	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 56.5 metres north of its intersection with Vivian Street (Grid coordinates x= 1748539.3 m, y= 5427035.8 m), and extending in a northerly direction following the kerbline for 5.5 metres. (1 parallel carpark)
<b>Bute Street</b>	Metered mobility parking - displaying an operation mobility permit only, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and	East side, commencing 39.5 metres north of its intersection with Vivian Street (Grid Coordinates X=1748539.27m, Y=5427035.78m) and extending in a northerly direction following the eastern kerbline for 7.5 metres.

## PROPOSED TRAFFIC RESOLUTION

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

Sunday 8:00am –  
6:00pm.

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

<i><b>Column One</b></i>	<i><b>Column Two</b></i>	<i><b>Column Three</b></i>
<i><b>Bute Street</b></i>	Loading zone - goods vehicles and authorised vehicles only, P5, Monday to Saturday 8:00am - 6:00pm.	West side, commencing 62.5 metres north of its intersection with Vivian Street (Grid Coordinates X = 1748531.3985, Y = 5427039.6183) and extending in a northerly direction following the kerbline for 7 metres.

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

<i><b>Column One</b></i>	<i><b>Column Two</b></i>	<i><b>Column Three</b></i>
<i><b>Bute Street</b></i>	No Right Turn	Southbound Traffic, no right turn onto Vivian Street.

Add to Schedule D (No Stopping Restriction) of the Traffic Resolutions Schedule.

<i><b>Column One</b></i>	<i><b>Column Two</b></i>	<i><b>Column Three</b></i>
<i><b>Bute Street</b></i>	No Stopping at all times	East side, commencing from its intersection with Vivian Street (Grid Coordinates X = 1748540.6155 Y = 5427038.7373) and extending in a northerly direction following the kerbline for 15 meters.
<i><b>Bute Street</b></i>	No Stopping at all times	East side, commencing 46 meters from its intersection with Vivian Street (Grid Coordinates X = 1748540.6155 Y = 5427038.7373) and extending in a northerly direction for 8.4 meters
<i><b>Bute Street</b></i>	No Stopping at all times	East side, commencing 60 meters from its intersection with Vivian Street (Grid Coordinates X = 1748540.6155 Y = 5427038.7373) and extending in a northerly direction for 12.6 meters

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

## PROPOSED TRAFFIC RESOLUTION

<b>Bute Street</b>	No Stopping at all times	West side, commencing from its intersection with Vivian Street (Grid Coordinates X = 1748531.3985, Y = 5427039.6183) and extending in a northerly direction following the kerbline for 62 meters
<b>Bute Street</b>	Not Stopping at all times	West side, commencing 69 meters from its intersection with Vivian Street (Grid Coordinates X = 1748531.3985, Y = 5427039.6183) and extending in a northerly direction for 3 meters

Add to Schedule F (Metered Parking) of the Traffic Resolutions Schedule.

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Bute Street</b>	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 15 metres north of its intersection with Vivian Street (Grid Coordinates X = 1748540.6155 Y = 5427038.7373) and extending in a northerly direction following the eastern kerbline for 23.6 metres. (4 parallel carparks)
<b>Bute Street</b>	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 54.4 metres north of its intersection with Vivian Street (Grid Coordinates X = 1748540.6155 Y = 5427038.7373) and extending in a northerly direction following the eastern kerbline for 5.2 metres. (1 parallel carpark)
<b>Bute Street</b>	Metered mobility parking - displaying an operation mobility permit only, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am – 6:00pm	East side, commencing 38.5 metres north of its intersection with Vivian Street (Grid Coordinates X = 1748540.6155 Y = 5427038.7373) and extending in a northerly direction following the eastern kerbline for 7.5 metres.

## PROPOSED TRAFFIC RESOLUTION

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

Prepared By: **Alastair Helm** (Traffic Engineer Intern)  
Approved By: **Steve Spence** (Chief Transport Advisor)  
Date: **09/04/19**

No feedback received for this traffic resolution.

**WCC Contact:**  
Alastair Helm  
Traffic Engineer Intern  
Charles Kingsford  
Principal Traffic Engineer / TL  
Transport & Infrastructure  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: 021 227 8641  
E-mail: Charles.Kingsford@wcc.govt.nz



**PROPOSED TRAFFIC RESOLUTION**

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





## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Reference:** TR 29 – 19

**Location:** Laura Avenue, Brooklyn

**Proposal:** No Stopping At All Times

**Information:** Residents on Laura Avenue have raised concerns over parking on their street on different occasions. Laura Avenue outside #10 and #10A is only 4.5m to 5.0m wide. Cars parked in the space opposite #10 and #10A are creating difficulties for vehicles to enter and exit the garages owned by #10 and #10A.

The residents from #10 and #10A have requested Wellington City Council to investigate the possibility of installing no stopping lines opposite their shared driveway access.

A Council officer has investigated the issue on site. To address the concerns raised, it is proposed to install 10 metres of broken yellow lines opposite the shared garage access of #10 and #10A Laura Avenue.

Net parking loss: 2 parking spaces.

**Key Dates:**

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper   | 26 February 2019 |
| 2) Feedback period closes.  | 15 March 2019    |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 18 April 2019    |
| 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*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Laura Avenue</b>	<i>No Stopping, At All Times</i>	<i>South side, commencing 20.5 metres southwest of its intersection with Tanera Crescent (Grid coordinates x= 1,747,653.30 m, y= 5,426,362.73 m), and extending in a westerly direction following the southern kerbline for 10.0 metres.</i>

**Prepared By:** Charles Kingsford**(Principal Traffic Engineer T/L)****Approved By:** Steve Spence**(Chief Transport Advisor)****Date:** 09/04/19

No feedback received for this traffic resolution.

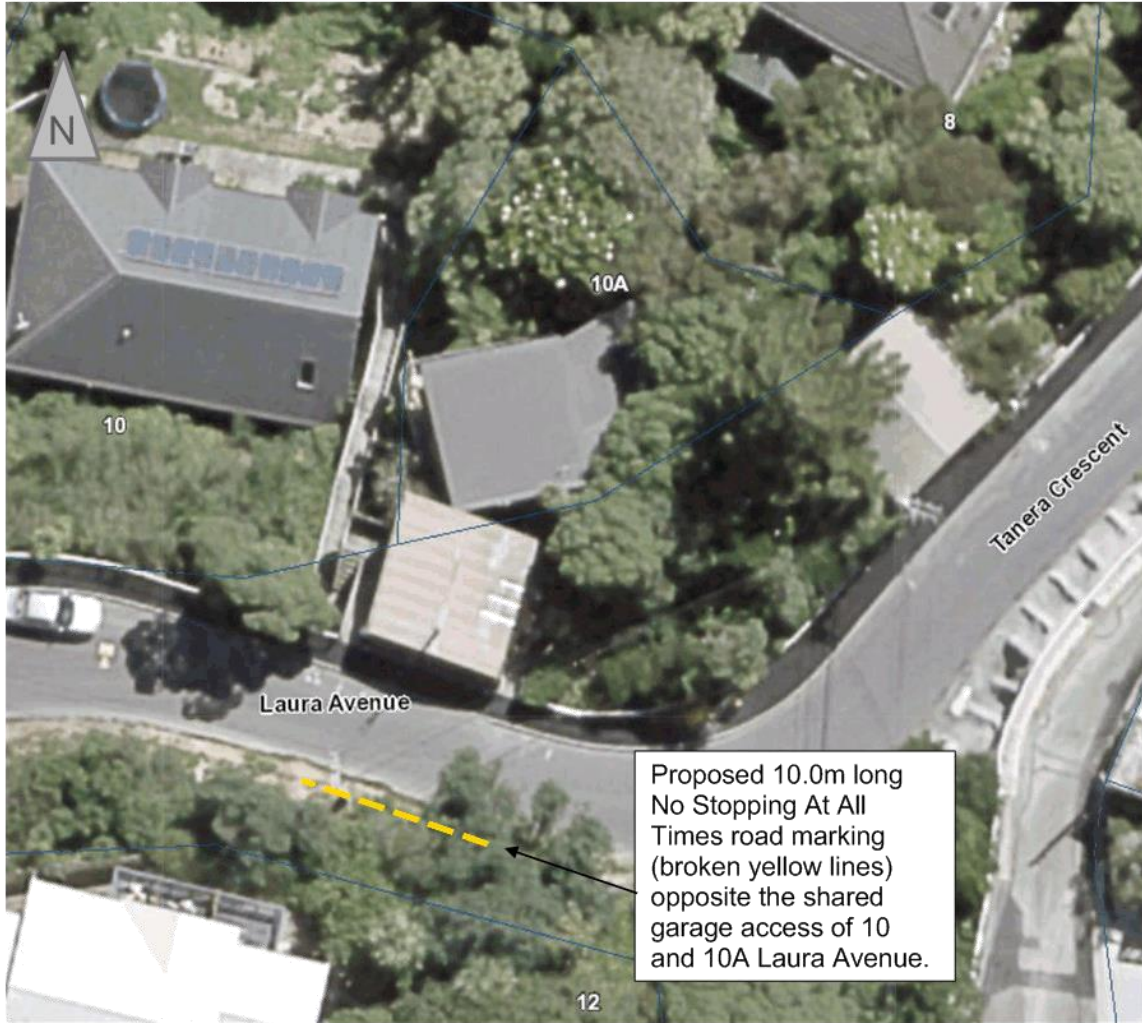
**WCC Contact:**

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**Principal Traffic Engineer/ Team Lead**  
**Transport & Infrastructure**  
 Wellington City Council  
 101 Wakefield Street / PO Box 2199,  
 Wellington 6140  
 Phone: +64 4 803 8641  
 Email: Charles.Kingsford@wcc.govt.nz

**PROPOSED TRAFFIC RESOLUTION**

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

Traffic Resolution Plan:



**TR29-19 Laura Avenue, Brooklyn**  
**Proposed No Stopping At All Times Road Marking**

**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke**Reference:** TR 30 – 19**Location:** McMillan Court, Newlands**Proposal:** Time Limited Parking P120 (8am – 6pm, Monday – Friday)**Information:** The mixed-use area encompassed by Newlands Road, Bracken Road, Stewart Drive, Batchelor Street and Atkinson Street has a number of retail stores, a New World supermarket, a religious temple, Newlands Community Centre and Newlands Medical Centre. McMillan Court is part of the public road reserve, but it serves as an off-road access within the mixed-use area.

Due to the parking demand from the adjacent residential area and the close proximity to the bus routes along Newlands Road, Bracken Road and Stewart Drive, the unrestricted parking spaces along McMillan Court and Batchelor Street are often used by bus commuters or nearby residents. There is currently a 29m long P120 parking bay (Monday to Friday 10:30am - 6:00pm) outside Newlands Community Centre. However, it is not sufficient to cater for the short-term parking demand at the community centre and the medical centre.

It is proposed to add P120 (8am – 6pm, Monday – Friday) parking time restriction to five 90-degree parking spaces at the end of McMillan Court, close to the angle car parks at the back of 15 Batchelor Street.

Net parking loss: Nil.

**Key Dates:**

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper   | 26 February 2019 |
| 2) Feedback period closes.  | 15 March 2019    |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 18 April 2019    |
| 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 A (Time Limited) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>McMillan Court</b>	<i>P120, Monday to Friday, 8:00am-6:00pm</i>	<i>As indicated by the “yellow” shaded area on the attached plan.</i>

**Prepared By:** Charles Kingsford (Principal Traffic Engineer T/L)  
**Approved By:** Steve Spence (Chief Transport Advisor)  
**Date:** 09/04/19

**WCC Contact:**  
Charles Kingsford  
**Principal Traffic Engineer/ Team Lead**  
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Phone: +64 4 803 8641  
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**FEEDBACK RECEIVED**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke**Feedback Received:**

**Name:** Wendy Slight  
**Suburb:** Newlands  
**Agree:** Yes

For several years we have approached the Council in response to complaints from our patients that they are unable to get accessible parking for attending either our clinic or the local Community Centre. Elderly patients and mothers with young children have resorted to parking on Batchelor St, which isn't a safe environment given the narrowness of the road and lack of parking there also. We are gratified to see that a proposal to provide some time limited parking is before Council. We appreciate the need to provide some all day parking for Park and Ride users but at the moment the majority of the car parks are taken up by employees of another local business. It is in the whole community's best interests to provide a mix of parking and we fully support TR 30-19 to provide five car parks (although only 4 were highlighted in the graphic attached to the proposal). The proposal also states P120, not P60 as noted above. We trust that the written proposal details the correct time limit. We look forward to the acceptance of this traffic resolution and thank all those involved over the years in bringing it to this point. Kind regards Wendy Slight Practice Manager on behalf of Newlands Medical Centre Limited

**Name:** Kate Gard  
**Suburb:** Not stated  
**Agree:** Yes

We need more short term parking for the community and medical centres

**Name:** Linda McCutcheon  
**Suburb:** Not stated  
**Agree:** Yes

Parking is very difficult when going to the medical centre. More short term parking is desperately needed especially for the elderly and for people with young children. Winter time is really bad.

**Name:** Helen Coates  
**Suburb:** Newlands  
**Agree:** Yes

I would like my support of this proposal noted. I am a patient of the Newlands Medical Centre and whilst I am mostly able-bodied and can walk from Mc Millan Court, I can appreciate that this would be difficult for less-perambulatory patients

**Name:** Mary-Therese Nalder  
**Suburb:** Newlands  
**Agree:** Yes

Yes, I would really appreciate more timed parking spaces when visiting the Medical Centre. It's frustrating either being sick or having sick children, and not being able to find a parking space.

## **FEEDBACK RECEIVED**

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

**Name:** Marianne Bishop  
**Suburb:** Newlands  
**Agree:** Yes

The NPPA committee have no objections to this proposal, we support it.

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

Traffic Resolution Plan:



## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Reference:** TR 31 – 19

**Location:** Main Road, Tawa

**Proposal:** Parking Re-arrangement (adjustment to existing angle car parks and additional bicycle parking)

**Information:** Wellington City Council has received a number of requests from the members of the public and Tawa Community Board to increase the width of angle car parks along Main Road in Tawa Town Centre. Council engineers have confirmed on site that many of the widths of car parks on Main Road between Lincoln Avenue and Lyndhurst Road/ Cambridge Street did not meet Wellington City Council's 'Code of Practice for Land Development 2012' and the 'Manual of Traffic Signs And Markings'.

To fully rectify the situation, a traffic resolution is required to facilitate the remarking of some existing angle car parks and the additional bicycle parking being installed as part of the parking re-arrangement. It was agreed with Ward Councillors in December 2018, that Council's road marking contractors should undertake the remedial work early in January 2019 to make the parking spaces fully compliant with the engineering standards.

The road marking work and the installation of the bike racks was scheduled to be completed in January and February 2019. This report provides the details of the parking changes made along Main Road, Tawa between Lincoln Avenue and Lyndhurst Road, and seeks to confirm these changes through the traffic resolution process.

Changes in the "Legal Description" part of this report include:

- Corrections to the errors on existing traffic controls
- Additional P60 angle car park outside 185 Main Road x1
- Confirmation of the existing parking controls between 173 and 177 Main Road
- New bicycle parking outside 188 Main Road

**Key Dates:**

- 1) Advertisement in the Dominion Post Newspaper 26 February 2019
- 2) Feedback period closes. 15 March 2019
- 3) If no objections received report sent to City Strategy Committee for approval. 18 April 2019
- 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 A (Time Restriction) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Main Road</b>	P60, Monday to Saturday, 8:00am - 6:00pm	East side, commencing 132 metres east of its intersection with Cambridge Street and extending in a northerly direction following the eastern kerbline for 50 metres.
<b>Main Road</b>	P60, Monday to Saturday, 8:00am - 6:00pm	South side, commencing 115 metres west of its intersection with Lyndhurst Road and extending in a westerly direction following the southern kerbline for 11 metres.
<b>Main Road</b>	P60, Monday to Saturday, 8:00am - 6:00pm	South side, commencing 6.5 metres south of its intersection with Essex Street and extending in a westerly direction following the southern kerbline for 78.5 metres.
<b>Main Road</b>	P60, Monday to Saturday, 8:00am - 6:00pm	East side, commencing 254 metres south of its intersection with Surrey Street and extending in a southerly direction following the eastern kerbline for 42 metres.
<b>Main Road</b>	P60, Monday to Saturday, 8:00am - 6:00pm	North side, commencing 177.5 metres north of its intersection with Cambridge Street and extending in an easterly direction following the northern kerbline for 25.5 metres.

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Main Road</b>	Loading Zone.P5	East side, commencing 191



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

## PROPOSED TRAFFIC RESOLUTION

	Monday to Friday, 8:00am - 6:00pm	metres north of its intersection  with Cambridge Tce and extending in a northerly direction following the eastern kerbline for 21 metres.
<b>Main Road</b>	No Stopping Except for Motorcycles Monday to Saturday, 8:00am - 6:00pm	East side, commencing 216 metres north of its intersection with Cambridge Street and extending in a northerly direction following the eastern kerbline for 9 metres.

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Main Road</b>	P60, Monday to Saturday, 8:00am - 6:00pm	West side, commencing 52.4 metres north of its intersection with Lyndhurst Road (Grid coordinates x= 1753074.19 m, y= 5440596.16 m), extending in a northerly direction following the western kerbline for 11.5 metres.
<b>Main Road</b>	P60, Monday to Saturday, 8:00am - 6:00pm	West side, commencing 69.2 metres north of its intersection with Lyndhurst Road (Grid coordinates x= 1753074.19 m, y= 5440596.16 m), extending in a northerly direction following the western kerbline for 26.7 metres.
<b>Main Road</b>	P60, Monday to Saturday, 8:00am - 6:00pm	West side, commencing 141.7 metres north of its intersection with Lyndhurst Road (Grid coordinates x= 1753074.19 m, y= 5440596.16 m), extending in a northerly direction following the western kerbline for 28.7 metres.
<b>Main Road</b>	P60, Monday to Saturday, 8:00am - 6:00pm	East side, commencing 254 metres south of its intersection with Surrey Street (Grid

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

## PROPOSED TRAFFIC RESOLUTION

*coordinates x= 1753128.69 m, y= 5441029.35 m), and extending in a southerly direction following the eastern kerbline for 39.7 metres.*

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Main Road</b>	<i>Parking place in the form of bicycles only parking, at all times</i>	<i>East side, commencing 293.7 metres south of its intersection with Surrey Street (Grid coordinates x= 1753128.69 m, y= 5441029.35 m), and extending in a southerly direction following the eastern kerbline for 2.3 metres.</i>

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Main Road</b>	<i>No stopping, at all times</i>	<i>West side, commencing 63.9 metres north of its intersection with Lyndhurst Road (Grid coordinates x= 1753074.19 m, y= 5440596.16 m), extending in a northerly direction following the western kerbline for 5.3 metres.</i>

**Prepared By:** Charles Kingsford (Principal Traffic Engineer T/L)  
**Approved By:** Steve Spence (Chief Transport Advisor)  
**Date:** 09/04/19

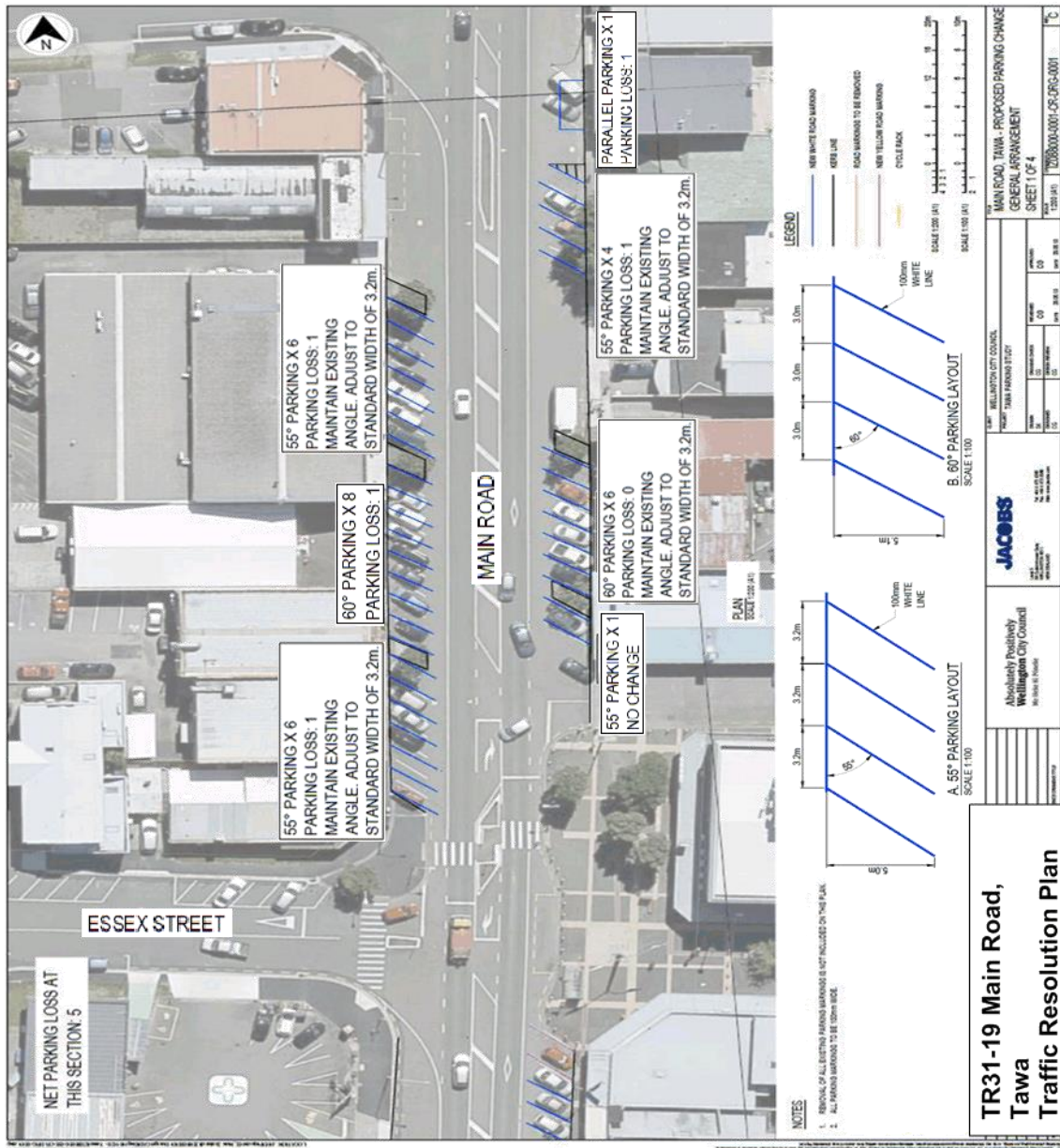
No feedback was received for this traffic resolution.

**WCC Contact:**  
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**PROPOSED TRAFFIC RESOLUTION**

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

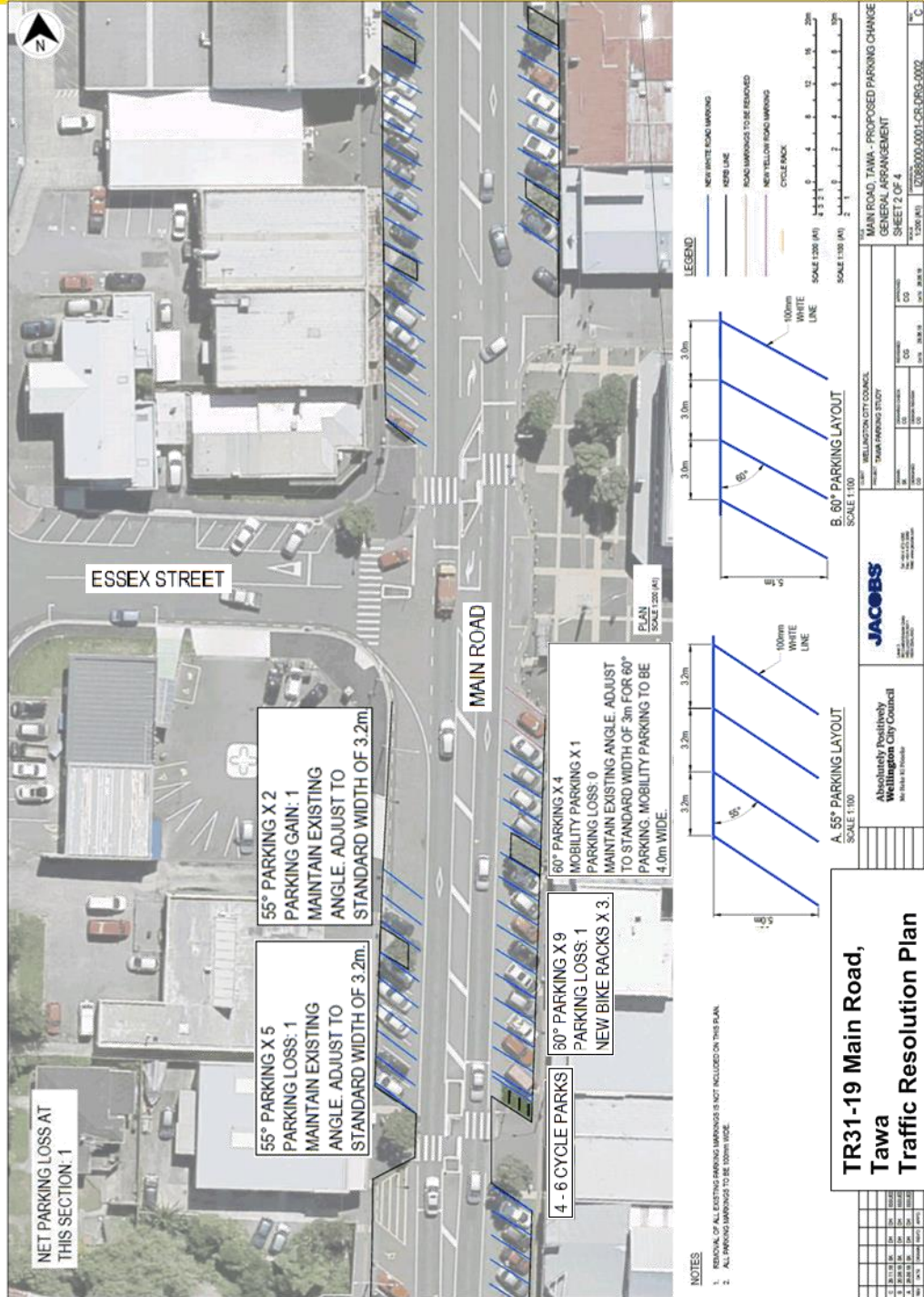
**TRAFFIC RESOLUTION PLAN**





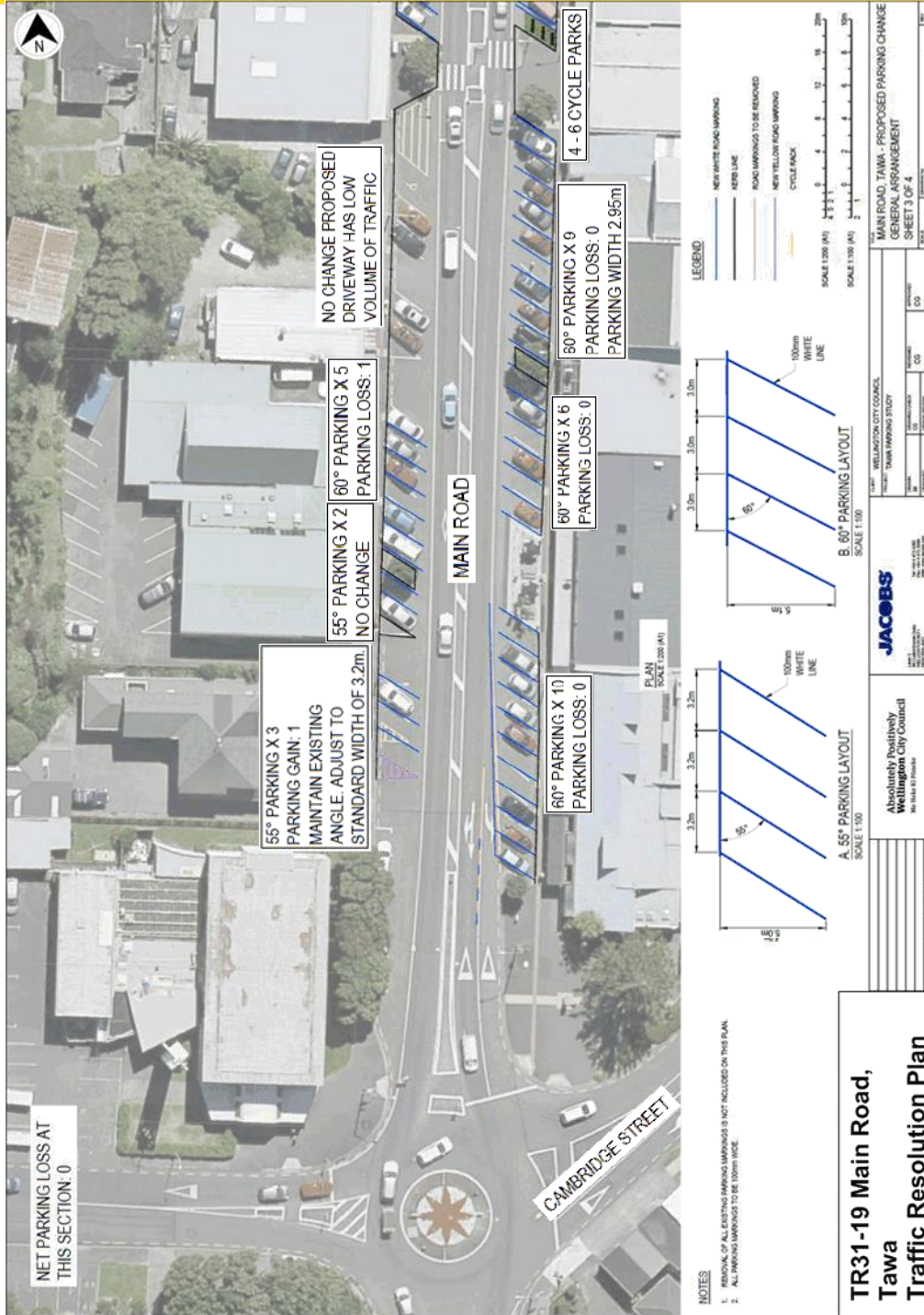
**PROPOSED TRAFFIC RESOLUTION**

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



**PROPOSED TRAFFIC RESOLUTION**

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







## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Reference:** TR 32 – 19

**Location:** Onslow Road, Khandallah

**Proposal:** Time Limited Parking P60 (10am – 5pm, Monday to Sunday)

**Information:** Wellington City Council has received requests from the public that short-term parking should be added near the lower part of Onslow Road.

Cashmere Park Dog Exercise Area is located near the bend outside #11 Onslow Road. While fifteen unrestricted public car parks (three on-road and twelve off-road) are provided at this location, people who visit the dog exercise area often have difficulties in finding a parking space during certain times of the day. This is likely due to the parking demand from the adjacent residential area and the close proximity between the parking area and the bus stops.

Council officers have undertaken extensive parking surveys both during weekdays and on the weekends in late 2018 to understand how the parking spaces at this location are used.

It was concluded from the parking surveys that the Council would be able to convert two unrestricted car parks to spaces with P60 time restriction, to help the users of Cashmere Park Dog Exercise Area find a convenient parking space while still maintaining an appropriate level of parking availability for the nearby residents and their visitors.

An analysis of the survey results is tabled at the end of this report.

It is proposed to add one-hour time restriction to the two on-road parking spaces closest to the entrance of Cashmere Park Dog Exercise Area. The P60 time restriction will be effective between 10am and 5pm, Monday to Sunday. The other thirteen parking spaces at this location will remain free of restrictions.

Net parking loss: Nil. Two unrestricted parking spaces to have P60 time restriction added between 10am and 5pm, Monday to Sunday.

**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke**Key Dates:**

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper   | 26 February 2019 |
| 2) Feedback period closes.  | 15 March 2019    |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 18 April 2019    |
| 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*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Onslow Road</b>	<i>P60, 10:00am-5:00pm, Monday to Sunday</i>	<i>North side, commencing 985.7 metres south of its intersection with Lohia Street (Grid coordinates <math>x= 1,751,054.66</math> m, <math>y= 5,431,976.14</math> m), and extending in a south-westerly direction following the northern kerb line for 11.2 metres.</i>

**Prepared By:** Charles Kingsford**(Principal Traffic Engineer T/L)****Approved By:** Steve Spence**(Chief Transport Advisor)****Date:** 09/04/19

No feedback received for this traffic resolution.

**WCC Contact:**

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Email: Charles.Kingsford@wcc.govt.nz



**PROPOSED TRAFFIC RESOLUTION**

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

Traffic Resolution Plan:



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

Analysis - Feasibility of converting 2 spaces on bend to P60

Time of Day	Location	Total Spaces	Occupied	% Occupied	Spare spaces	Residents	% Residents
Thursday 20-Sep 6:00 AM	Off-road carpark + Bend near #19	15	10	67%	5	10	100%
Thursday 20-Sep 9:00 AM	Off-road carpark + Bend near #19	15	15	100%	0	10	67%
Wednesday 19-Sep 3:00 PM	Off-road carpark + Bend near #19	15	12	80%	3	9	75%
Wednesday 19-Sep 9:00 PM	Off-road carpark + Bend near #19	15	12	80%	3	11	92%
Wednesday 26-Sep 6:00 AM	Off-road carpark + Bend near #19	15	13	87%	2	12	92%
Wednesday 26-Sep 9:00 AM	Off-road carpark + Bend near #19	15	15	100%	0	12	80%
Tuesday 25-Sep 3:00 PM	Off-road carpark + Bend near #19	15	12	80%	3	7	58%
Tuesday 25-Sep 9:00 PM	Off-road carpark + Bend near #19	15	13	87%	2	10	77%

Time of Day	Location	Total Spaces	Occupied	% Occupied	Spare spaces	Residents	% Residents
Saturday 22-Sep 10:00 AM	Off-road carpark + Bend near #19	15	11	73%	4	9	82%
Saturday 22-Sep 12:00 AM	Off-road carpark + Bend near #19	15	10	67%	5	8	80%
Saturday 22-Sep 2:00 PM	Off-road carpark + Bend near #19	15	8	53%	7	6	75%
Saturday 15-Sep 10:00 AM	Off-road carpark + Bend near #19	15	12	80%	3	7	58%
Saturday 15-Sep 12:00 AM	Off-road carpark + Bend near #19	15	8	53%	7	5	63%
Saturday 15-Sep 2:00 PM	Off-road carpark + Bend near #19	15	10	67%	5	7	70%

There are always spaces available for park/reserve users (incl. dog walkers) on the weekend.

1. Outside 9am - 5pm, generally no issue in finding a spare parking space;
2. Between 10am and 5pm, generally easy to find a car park.  
Difficult to find parking close to am, around this time, 70-80% spaces were occupied by residents.  
3 - 5 spaces were occupied by unknown vehicles.  
Should be able to convert two spaces to P60 between 10am and 5pm to provide parking for reserve/park visitors.



## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Reference:** TR 34 – 19

**Location:** Kingsford Smith Street, Lyall Bay

**Proposal:** Time Limited Parking P10 (12pm – 8pm, Monday - Sunday)

**Information:** Wellington City Council has received a request from the business located at 68 Kingsford Smith Street (Buster's Wood Fired Pizza) to investigate the possibility of converting the angled car park directly in front of their business to a P10 time-restricted parking space.

Although there are currently ten P120 car parks outside 70-74 Kingsford Smith Street and one P20 car park outside 57 Kingsford Smith Street, these parking spots are frequently occupied by customers visiting other businesses in the area (for example, ParrotDog Brewery and RealSurf) or the popular Lyall Bay beach. Adding short-term time restriction to the angled car park directly in front of 68 Kingsford Smith Street will provide the customers with the convenience during their pick-up and drop-off activities to all the businesses in the area, especially when other parking spots are taken.

Council officers therefore propose time restriction of P10 (12pm-8pm, Monday to Sunday) to improve the parking experience at the Lyall Bay end of Kingsford Smith Street.

Net parking loss: 0 – To be used only for short term parking – Unrestricted at other times.

**Key Dates:**

- 1) Advertisement in the Dominion Post Newspaper 26 February 2019
- 2) Feedback period closes. 15 March 2019
- 3) If no objections received report sent to City Strategy Committee for approval. 18 April 2019
- 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 A (Time Restriction) of the Traffic Restrictions Schedule***Column One****Column Two****Column Three**

<b>Kingsford Smith Street</b>	<i>P10, 12:00pm-8:00pm, Monday to Sunday</i>	<i>West side, commencing 61.0 metres north of its intersection with Lyall Parade (Grid coordinates x= 1750644.9 m, y= 5423271.6 m), extending in a northerly direction following the western kerbline for 2.7 metres (1 angle car park)</i>
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Prepared By: Charles Kingsford

**(Principal Traffic Engineer T/L)**

Approved By: Steve Spence

**(Chief Transport Advisor)**

Date: 09/04/19

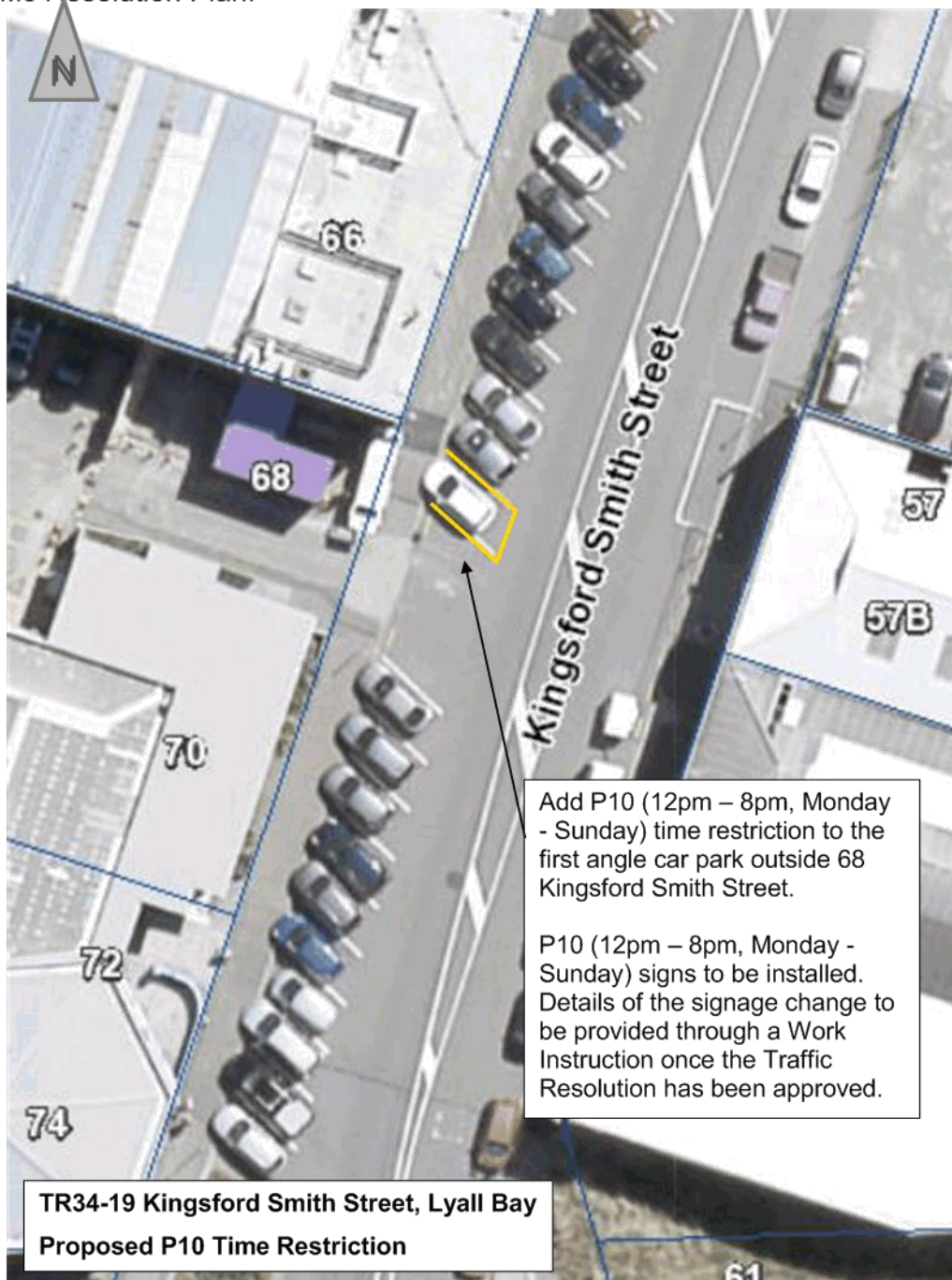
**WCC Contact:**

Charles Kingsford  
Principal Traffic Engineer/ Team Lead  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington 6140  
Phone: +64 4 803 8641  
Email: Charles.Kingsford@wcc.govt.nz

**PROPOSED TRAFFIC RESOLUTION**

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

Traffic Resolution Plan:



**FEEDBACK RECEIVED**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke**Feedback Received:**

**Name:** Linda Goodley  
**Suburb:** Not stated  
**Agree:** Yes

Further in our support - we have been operating for nearly two years and hold a seven year lease on the location (hence were in for the long term). 50% of our business is from pre-orders with collection by driving and picking up. Plenty of customers have complained about the lack of pick-up parking (e.g., short term P10). We would be grateful to offer our customers a convenient and safe parking option, that doesn't encourage double parking, blocking driveways or parking on yellow lines.

## PROPOSED TRAFFIC RESOLUTION

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

**Reference Number** TR 35-19

**Location:** Frankmoore Avenue - Johnsonville

**Proposal:** P120 Mon-Sun 8am to 6pm  
Mobility Park at all times, P120 Mon-Sun 8am to 6pm,

**Information:** Council Officers have reviewed the current mobility parks around the Johnsonville Community Centre. The existing available parks have parking signs and road markings that are currently unenforceable due to the lack of an approved traffic resolution. It is proposed to formalise these parking restrictions to ensure compliance in this location.

- 1) Advertisement in the Dominion Post Newspaper 26 February 2019
- 2) Feedback period closes. 15 March 2019
- 3) If no objections received report sent to City Strategy Committee for approval. 18 April 2019
- 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 A (Time Limited Parking) of the Traffic Resolution Schedule

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Frankmoore Avenue</b>	P30, Monday to Saturday, 8am to 6pm	South side commencing 122 metres from its intersection with Dr Traylor Drive and extending in an easterly direction for 21 metres.
<b>Frankmoore Avenue</b>	P30, Monday to Saturday, 8am to 6pm	South side commencing 148 metres from its intersection with Dr Taylor Drive and extending in an easterly direction for 21 metres.

Delete from Schedule B (Class Restricted Parking) of the Traffic Resolution Schedule

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Frankmoore Avenue</b>	Mobility Parking at all times	South side commencing 140.5 metres from its intersection with Dr Taylor Drive and extending in an easterly direction for 7.5 metres.

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Frankmoore Avenue (Johnsonville Community Center)</b>	P120, Monday to Sunday, 8am to 6pm	South side commencing 42 metres from its intersection with Moorefield Road (Grid Coordinates X=1,751,368.168m, Y=5,434,997.7789m) and extending in a westerly direction for 21 metres. (8 angle parks)
<b>Frankmoore Avenue (Johnsonville Community Center)</b>	P120, Monday to Sunday, 8am to 6pm	South side commencing 13 metres from its intersection with Moorefield Road (Grid Coordinates X=1,751,368.168m, Y=5,434,997.7789m) and extending in a westerly direction for 21 metres. (8 angle parks)

## PROPOSED TRAFFIC RESOLUTION

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

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Frankmoore Avenue (Johnsonville Community Center)</b>	Mobility Parking, displaying a mobility parking permit only at all times P120, Monday to Sunday, 8am to 6pm	South side commencing 34 metres from its intersection with Moorefield Road (Grid Coordinates X=1,751,368.168m, Y=5,434,997.7789m) and extending in a westerly direction for 8 metres. (2 mobility parks)

Prepared By:	<b>Orencio Gueco</b>	(Area Traffic Engineer)
Approved By:	<b>Steve Spence</b>	(Chief Transport Advisor)
Date:	<b>09/04/19</b>	

No feedback received for this traffic resolution.

**WCC Contact:**  
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## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Reference:** TR 36 - 19

**Location:** Nevay Road - Karaka Bays

**Proposal:** No Stopping At All Times

**Information:** Wellington City Council has received concerns from Greater Wellington Regional Council (GWRC) and some residents regarding interrupted bus services due to vehicles parking on both sides of the carriageway. When vehicles are parked across from each other, the total width of the roadway is too narrow for buses to pass. The photos below demonstrate the insufficient road width in such a given scenario.

Residents have stated that on a regular basis bus operators knock on surrounding residences doors to get parked vehicles moved to allow bus access. At other times, visitors parking for events at the nearby school have completely halted the bus service operation.

The number, size and frequency of buses using Nevay Road has increased since July 2018 when the new bus network was introduced. It is therefore getting more and more difficult for the local bus services to operate. Introducing no stopping restrictions will alleviate these difficulties.

Council officers therefore propose to install no stopping restrictions for approximately 31 metres on Nevay Road where bus operations are regularly hampered by parked vehicles.

Parking loss : 5-6 spaces



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

## Key Dates:

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper   | 26 February 2019 |
| 2) Feedback period closes.  | 15 March 2019    |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 18 April 2019    |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |                  |

**Legal Description:***Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Nevay Road</b>	<i>No stopping at all times</i>	<i>West side, commencing from its intersection with Awa Road and extending in a northerly direction following the western kerb line for 40 metres.</i>

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Nevay Road</b>	<i>No stopping at all times</i>	<i>West side, commencing from its intersection with Awa Road (X= 1,752,964.4m, Y= 5,424,980.0m), and extending in a northerly direction following the western kerb line for 68.5 metres.</i>

Prepared By: **Amin Shahin**  
 Approved By: **Steve Spence**  
 Date: **09/04/19**

(Area Traffic Engineer)  
 (Chief Transport Advisor)

**WCC Contact:**  
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 Fax: +64 4 801 3009  
 Email: amin.shahin@wcc.govt.nz



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



**2 Nevey Road - TR36-19**  
**No Stopping At All Times**

Property boundaries, 2Dm Contour, road names, red line, address & lot points sourced from land information.  
 © Crown Copyright reserved. Property boundaries sourced from the 2018/19 LRS.  
 Data for this map is derived from the 2018/19 LRS. This map is for general information only and should 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 as per.

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

ORIGINAL MAP SIZE: A3  
 DATE: 31/03/2019  
 AUTHOR: SP/19/22  
 REFERENCE:

**FEEDBACK RECEIVED**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke**Feedback Received:****Name:** Catherine Hanham  
**Suburb:** Miramar  
**Agree:** Yes

I fully support the extension of BYL's in this proposal. Buses getting stuck has been an on-going problem.

I lot of Nevay Road is too narrow to allow parking both sides of the road. We live at No. 25 Nevay Rd and there have been problems with the buses getting stuck along this area too. So I would also request that BYLs should be extended on the East side of Nevay, where they end at outside no.8, and run north to where the BYL's start again on the West side of Nevay Road - approx no. 26. Residents who need to park on the street generally park on the West side of the road but visitors often don't. When Worser Bay School has an event this area gets blocked too. It only takes one vehicle to be parked in the wrong spot to create a block for the bus.

**Name:** John MacDonald  
**Suburb:** Karaka Bays  
**Agree:** Yes

If buses are to use Nevay road there is no option but to proceed with your proposal/

**Name:** Tristan Campbell  
**Suburb:** Marion Square  
**Agree:** Yes

Needed to make bus reliable. Delays on Nevay Rd impact bus users along whole route that travels between Miramar and Johnsonville.

**Name:** Julie Whitburn  
**Suburb:** Miramar  
**Agree:** Yes

This is a great idea. As noted the buses get stuck, the poor bus drivers can do nothing except try and find the car owners. They become late which mucks up the timetable. We also get sick of them beeping their horns, feel like we should be able to help and often can't.



## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Reference:** TR 37 - 19

**Location:** Nevay Road - Karaka Bays

**Proposal:** No stopping at all times

**Information:** Wellington City Council has received concerns from Greater Wellington Regional Council (GWRC) regarding interrupted bus services due to vehicles parking on both sides of the carriageway. If vehicles are parked across from each other, the total width of the roadway is so narrow that buses can't get past. The photos below demonstrate the insufficient road width in such a given scenario.

A recent and long lasting example of the type of disruption that can be caused was on Thursday 18 October 2018 – when a legally, but inconsiderately parked car, blocked the Route 24 bus service access to the area (in both directions) for half a day. This necessitated a long diversion that closed several bus stops and caused inconvenience to the public and locals.

The number, size and frequency of buses using Nevay Road has increased since July 2018 when the new bus network was introduced. It is therefore getting more and more difficult for the local bus services to operate because of the problem that introducing no stopping restrictions will alleviate.

Council officers therefore propose to install no stopping restrictions for 24.2 metres on Nevay Road where bus operations are regularly hampered by parked vehicles.

Parking loss : 4 spaces



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

## Key Dates:

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper   | 26 February 2019 |
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| 3) If no objections received report sent to City Strategy Committee for approval.                             | 18 April 2019    |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |                  |

## Legal Description:

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Nevay Road</b>	<i>No stopping at all times</i>	<i>West side, commencing 102.6m north of its intersection with Taipakupaku Road (X= 1,753,155.4m, Y= 5,425,636.3m), and extending in a northerly direction following the western kerbline for 24.2 metres.</i>

Prepared By: **Amin Shahin**  
 Approved By: **Steve Spence**  
 Date: **09/04/19**

(Area Traffic Engineer)  
 (Chief Transport Advisor)

**WCC Contact:**

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**PROPOSED TRAFFIC RESOLUTION**

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





**FEEDBACK RECEIVED**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke**Feedback Received:**

**Name:** Russell Tomkinson  
**Suburb:** Nevay road  
**Agree:** Not stated

I live and own the property at 104 Nevay Road and am all in favour of the council working to solve the common problem of buses becoming stuck due to inconsiderate car parkers on the road near my house. I often have to go out and help the bus drivers try and navigate through the blockage.

Of course the volume of cars wishing to park on the road will not decrease and they will just move to the next available space which just shifts the problem outside my property.

The proposal shows the new yellow lines stopping just short of and opposite my driveway. The consequence of this is that the cars that can no longer park further down the road will start parking directly opposite my driveway and I will struggle to reverse out of my garage. This problem is exacerbated by the cars that currently park right up to the edge of my driveway on my side of the road. I also doubt the buses will be able to get passed in this scenario.

Conveniently in the aerial photo provided showing the new yellow lines there are no cars parked on my side of the road outside 106. I can assure you that this is rarely the case, in fact when I came home tonight they were 4 squeezed nose to tail there.

I can think of two options:

1. Extend the proposed yellow lines an additional 20 meters towards 106 Nevay Road and stop just shy of their driveway which does not have the same challenges as mine due to the entry/exit angle. This solves both problems (buses getting blocked and drivers parking opposite my driveway).
2. Put some yellow lines on my side of the road, either side of my driveway so that I can safely get in and out and it should leave space for the buses to navigate through when two cars are parked either side of the road.

Thanks for your consideration, I look forward to your response.

**Officer's Response:**

Your request for extended broken yellow lines is outside the remit of this traffic resolution. Officers will present the proposed no stopping restriction and monitor the situation.

## **FEEDBACK RECEIVED**

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

### **Feedback Received:**

**Name:** Kirsten Rose  
**Suburb:** Karaka Bays  
**Agree:** Yes

While I agree there should be sections of no stopping at all times along Nevay Road for the safety of pedestrians and other cars, I do not believe that bus Route 24 that currently runs along Nevay Road warrants a full-size bus. Having lived on this road for almost 10 years and using the bus service frequently, I can categorically say that the most passengers I have ever seen on the bus along Nevay Road is around five! Even at peak times it is common to see the bus careering down the road with zero passengers. I have written to Greater Wellington Regional Council and the bus company to express my concerns on more than one occasion but the only change to be made was to make the service run 7 days a week (rather than solely week days). I understand the need for public transport along this route, however it does not need to be a full-size bus. A shuttle-size bus (the type Weta uses for its tour services) would certainly suffice and the bus company does have these in its fleet. It is not until Kilbirnie to the city and onward to Johnsonville that the bus begins to fill - and again, it is never full to capacity. Having a full-size bus on Nevay Road is a safety risk - there have been numerous near misses with cars and pedestrians. By all means, please add no stopping at all times sections along Nevay Road but first deal with the main issue at hand, which is the size of the bus used for Route 24.

### **Feedback Received:**

**Name:** Tristan Campbell  
**Suburb:** Marion Square  
**Agree:** Yes

Needed to make bus reliable. Delays on Nevay Rd impact bus users along whole route that travels between Miramar and Johnsonville.

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

**Reference:** TR 38 – 19

**Location:** 20 Bond Street, Wellington Central

**Proposal:** Car Share Vehicle Parking Space

**Information:** Summary

Wellington City Council (WCC) is seeking to promote car sharing to improve the greenhouse emissions of the city through travel demand management. By making parking bays available and free to car sharing providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix. It is proposed that 8 spaces be allocated in addition to the existing spaces provided in 2017 and 2018. These spaces are:

- 2 car sharing parking spaces on Marion Street, Te Aro;
- 2 car sharing parking spaces on The Terrace, Te Aro;
- 2 car sharing parking spaces on Cable Street, CBD;
- 1 additional car sharing parking space on Victoria Street, CBD;
- 1 additional car sharing parking space on Bond Street, CBD.

By increasing the number of car sharing parking spaces – all with the council's highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

Background

In June 2016, Wellington City Council adopted the Low Carbon Capital Plan which outlined a pathway to reduce carbon emissions by 80% by 2050.

The Low Carbon Capital Plan focuses on three pillars of climate change action: greening Wellington's growth, transforming the Capital's transport use and for Council to lead by example, partnering with organisations to fund more sustainable and environmentally-responsive ways of operating.

In an effort to change the way we move, WCC is committed to making it easier for Wellington City residents to not own a personal vehicle.

Mobile emissions make up the largest segment of Wellington City's emissions profile. Having a high-quality diverse transport system is key to Wellington's economic, environmental and social success as well as meeting the city's climate change targets.

## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

In order to make sure the city is on track to achieve this, the following measures have been outlined in the 2016/17 – 2018/19 implementation plan:

- Support car-share schemes
- Promote electric vehicle uptake, including providing electric vehicle charging stations
- Invest in walking, cycling, and public transport modes
- Advocating for lower fares and a fully electric public transport fleet
- Advocate for greater support for the development of biofuels

As part of the commitment to supporting car sharing and electric vehicle charging, WCC is investigating up to 100 car parks citywide over the three-year period between 2016/17 and 2018/19. These parks will be available based on demand for car-share operations, electric vehicle (EV) charging infrastructure, or any other service which reduces the need to own a car or makes it easier to shift to sustainable transport fuels. This kind of support is in line with support WCC already offers to other providers of valuable transport options with public transport and taxis enjoying substantial road space across the city, including in high-value areas. This will also be done in an integrated way being cognisant of the impact on other important sustainable transport modes such as walking, cycling, and public transport.

### Site Selection

A list of the selected sites can be found in Appendix A of this report. A broad outline of how they were selected is provided below.

In accordance with Wellington City Council's car sharing policy, these parks were only provided where demand could be demonstrated. The eight car-share spaces were selected in conjunction with the car sharing provider. The provider demonstrated where the demand was highest for their service and provided the evidence that their service was well-used.

WCC helped the service provider in selecting spots that are currently less well-used to minimise the overall impact on the city's parking provision. They were also selected to maximise visibility, ease of access, and viability for car sharing.

Adding car-share vehicles in the city could potentially free up parking space. Recent research from Australia shows that for every car-share vehicle in operation an average of 10 private vehicles are removed from city streets. Research out of the USA shows as many as 15 can be removed.

**PROPOSED TRAFFIC RESOLUTION**

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

Based on the above analysis, Wellington City Council officers propose to provide eight additional dedicated car-share spaces by replacing existing parking bays.

Proposal For This Particular Site

This traffic resolution report seeks to convert an existing P120 metered car park outside 20 Bond Street (parking bay no. 3056) into a parking space dedicated to car-share vehicles, behind an existing car share space. The current time restriction for this space will be removed.

**Key Dates:**

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper   | 26 February 2019 |
| 2) Feedback period closes.  | 15 March 2019    |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 18 April 2019    |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |                  |

**Legal Description:**

*Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Bond Street</b>	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>Southwest side, commencing 8.7 metres northwest of its intersection with St Hill Street at (Grid coordinates x= 1748689.6 m, y= 5427611.3 m), and extending in a northwesterly direction following the kerbline for 6.0 metres. (1 parallel carpark)</i>



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

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Bond Street</b>	Car share, at all times	Southwest side, commencing 8.7 metres northwest of its intersection with St Hill Street at (Grid coordinates x= 1748689.6 m, y= 5427611.3 m), and extending in a northwesterly direction following the kerbline for 6.0 metres. (1 parallel carpark)

Prepared By: Charles Kingsford

(Principal Traffic Engineer T/L)

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 09/04/19

**WCC Contact:**  
Tom Pettit  
Sustainability Manager  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington 6140  
Phone: +64 4 803 8697  
Email: tom.pettit@wcc.govt.nz

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



TR 38 – 19 Bond Street  
Proposed Car Share Parking Space  
January 2019

Convert parking bay #3056 to a parking space exclusively for car-share vehicles. Remove current P120 parking restriction. Install new car-share sign and road marking.

Traffic Resolution Plan:

## PROPOSED TRAFFIC RESOLUTION

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

### Appendix A – List of Sites

Ref No.	Location	Type of Site	CBD/Suburb
TR40-19	Marion Street x 2	Car share spaces	Te Aro
TR41-19	The Terrace x 2		Te Aro
TR42-19	Victoria Street		CBD
TR38-19	Bond Street		CBD
TR39-19	Cable Street x 2		CBD

**FEEDBACK RECEIVED**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke**Feedback Received:**

**Name:** Kieran O'Malley  
**Suburb:** Wellington Central  
**Agree:** No

Thank you for your recent letter outlining council proposed plans for a carshare vehicle company to operate in **car bay no. 3056**. (20 Bond Street).

We here at Fork & Brewer **do not** approve/understand this proposal.

Firstly this bay is used daily by suppliers as a loading zone and also staff for the adjoining businesses. We personally produce beer on site being a working brewery and the logistics companies we use will pick up close to 20-25 kegs of beer full at a time and load the vans & trucks. Surely this area should be used as a free loading bay for the businesses rather than a car share vehicle? Also being a venue that promotes safe transport options taxi's and Uber cars will often use this area to collect our patronage.

In short we here at Fork & Brewer oppose this site to be used for a car share vehicle.

**Officers Response**

Officers recognise the importance of loading bays to the businesses in the immediate area and supporting the vibrancy those businesses provide. The bay immediately to the east of the bay in question is a loading zone, in addition to a very large loading zone down St. Hill St. It is critical to support these businesses and officers recognise that. However, balancing the needs of various aspects of the transport system is critical to Council and the ideal location of this bay, plus the presence of another car sharing vehicle, is a solid prospect.

## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Reference:** TR 39 – 19  
**Location:** Cable Street, Wellington Central  
**Proposal:** Car Share Vehicle Parking Spaces

**Information:** Summary

Wellington City Council (WCC) is seeking to promote car sharing to improve the greenhouse emissions of the city through travel demand management. By making parking bays available and free to car sharing providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix. It is proposed that 8 spaces be allocated in addition to the existing spaces provided in 2017 and 2018. These spaces are:

- 2 car sharing parking spaces on Marion Street, Te Aro;
- 2 car sharing parking spaces on The Terrace, Te Aro;
- 2 car sharing parking spaces on Cable Street, CBD;
- 1 additional car sharing parking space on Victoria Street, CBD;
- 1 additional car sharing parking space on Bond Street, CBD.

By increasing the number of car sharing parking spaces – all with the council’s highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

### Background

In June 2016, Wellington City Council adopted the Low Carbon Capital Plan which outlined a pathway to reduce carbon emissions by 80% by 2050.

The Low Carbon Capital Plan focuses on three pillars of climate change action: greening Wellington’s growth, transforming the Capital’s transport use and for Council to lead by example, partnering with organisations to fund more sustainable and environmentally-responsive ways of operating.

In an effort to change the way we move, WCC is committed to making it easier for Wellington City residents to not own a personal vehicle.

Mobile emissions make up the largest segment of Wellington City’s emissions profile. Having a high-quality diverse transport system is key to Wellington’s economic, environmental and social success as well as meeting the city’s climate change targets.



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

In order to make sure the city is on track to achieve this, the following measures have been outlined in the 2016/17 – 2018/19 implementation plan:

- Support car-share schemes
- Promote electric vehicle uptake, including providing electric vehicle charging stations
- Invest in walking, cycling, and public transport modes
- Advocating for lower fares and a fully electric public transport fleet
- Advocate for greater support for the development of biofuels

As part of the commitment to supporting car sharing and electric vehicle charging, WCC is investigating up to 100 car parks citywide over the three-year period between 2016/17 and 2018/19. These parks will be available based on demand for car-share operations, electric vehicle (EV) charging infrastructure, or any other service which reduces the need to own a car or makes it easier to shift to sustainable transport fuels. This kind of support is in line with support WCC already offers to other providers of valuable transport options with public transport and taxis enjoying substantial road space across the city, including in high-value areas. This will also be done in an integrated way being cognisant of the impact on other important sustainable transport modes such as walking, cycling, and public transport.

#### Site Selection

A list of the selected sites can be found in Appendix A of this report. A broad outline of how they were selected is provided below.

In accordance with Wellington City Council's car sharing policy, these parks were only provided where demand could be demonstrated. The eight car-share spaces were selected in conjunction with the car sharing provider. The provider demonstrated where the demand was highest for their service and provided the evidence that their service was well-used.

WCC helped the service provider in selecting spots that are currently less well-used to minimise the overall impact on the city's parking provision. They were also selected to maximise visibility, ease of access, and viability for car sharing.

Adding car-share vehicles in the city could potentially free up parking space. Recent research from Australia shows that for every car-share vehicle in operation an average of 10 private vehicles are removed from city streets. Research out of the USA shows as many as 15 can be removed.

## PROPOSED TRAFFIC RESOLUTION

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

Based on the above analysis, Wellington City Council officers propose to provide eight additional dedicated car-share spaces by replacing existing parking bays.

### Proposal For This Particular Site

This traffic resolution report seeks to convert two existing P120 metered car parks outside 22 Cable Street (parking bay no's 1236 and 1237 into parking spaces dedicated to car-share vehicles. The current time restriction for these spaces will be removed.

### Key Dates:

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper   | 26 February 2019 |
| 2) Feedback period closes.  | 15 March 2019    |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 18 April 2019    |
| 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*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Cable Street</b>	No Stopping, at all times.	Southwest side, following the kerbline 103.5 metres southeast of its intersection with Taranaki Street (Grid Coordinates X=2659076.776477 m, Y=5989176.752521 m) and extending in a south-easterly direction for 9.5 metres.

*Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Cable Street</b>	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, following the kerbline 23.5 metres southeast of its intersection with Taranaki Street (Grid coordinates x= 1749054.9 m, y= 5427464.6 m), and extending in a south-easterly direction for 11 metres. (2 parallel carparks)
<b>Cable Street</b>	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, following the kerbline 64.5 metres southeast of its intersection with Taranaki Street (Grid coordinates x= 1749054.9 m, y= 5427464.6 m), and extending in a south-easterly direction for 39 metres. (7 parallel carparks)

**PROPOSED TRAFFIC RESOLUTION**

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

*Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Cable Street</b>	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, following the kerbline 113 metres southeast of its intersection with Taranaki Street (Grid coordinates x= 1749054.9 m, y= 5427464.6 m), and extending in a south-easterly direction for 28.5 metres. (5 parallel carparks)

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Cable Street</b>	Car share, at all times	Southwest side, following the kerbline 23.5 metres southeast of its intersection with Taranaki Street (Grid coordinates x= 1749054.9 m, y= 5427464.6 m), and extending in a south-easterly direction for 11.0 metres. (2 parallel carparks)

*Add to Schedule F (Metered parking) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Cable Street</b>	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, following the kerbline 64.5 metres southeast of its intersection with Taranaki Street (Grid coordinates x= 1749054.9 m, y= 5427464.6 m), and extending in a south-easterly direction for 22.0 metres. (4 parallel carparks)

**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke*Add to Schedule F (Metered parking) of the Traffic Restrictions Schedule***Cable Street***Metered parking,  
P120 Maximum,  
Monday to Thursday  
8:00am - 6:00pm,  
Friday 8:00am -  
8:00pm, Saturday  
and Sunday 8:00 -  
6:00pm.**Southwest side, following the  
kerbline 99.0 metres southeast  
of its intersection with Taranaki  
Street (Grid coordinates x=  
1749054.9 m, y= 5427464.6 m),  
and extending in a south-  
easterly direction for 36.8  
metres. (6 parallel carparks)***Prepared By:** Charles Kingsford**(Principal Traffic Engineer T/L)****Approved By:** Steve Spence**(Chief Transport Advisor)****Date:** 09/04/19

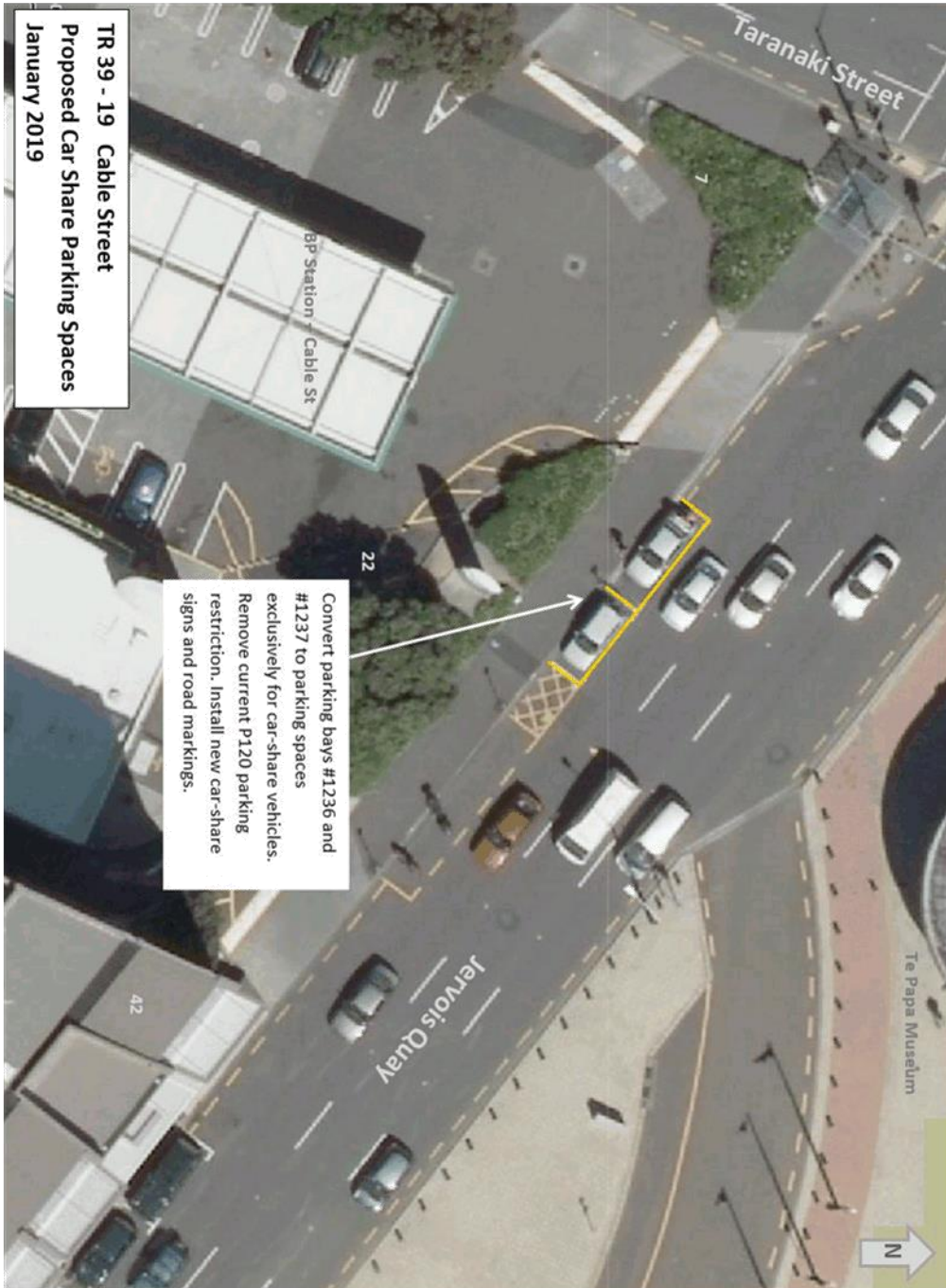
No feedback received for this traffic resolution.

**WCC Contact:**Tom Pettit  
**Sustainability Manager**  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington 6140  
Phone: +64 4 803 8697  
Email: tom.pettit@wcc.govt.nz



**PROPOSED TRAFFIC RESOLUTION**

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



Traffic Resolution Plan:

**PROPOSED TRAFFIC RESOLUTION**

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

**Appendix A – List of Sites**

Ref No.	Location	Type of Site	CBD/Suburb
TR40-19	Marion Street x 2	Car share spaces	Te Aro
TR41-19	The Terrace x 2		Te Aro
TR42-19	Victoria Street		CBD
TR38-19	Bond Street		CBD
TR39-19	Cable Street x 2		CBD

## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Reference:** TR 40 – 19  
**Location:** 2 Marion Street, Te Aro  
**Proposal:** Car Share Vehicle Parking Spaces

**Information:** Summary

Wellington City Council (WCC) is seeking to promote car sharing to improve the greenhouse emissions of the city through travel demand management. By making parking bays available and free to car sharing providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix. It is proposed that 8 spaces be allocated in addition to the existing spaces provided in 2017 and 2018. These spaces are:

- 2 car sharing parking spaces on Marion Street, Te Aro;
- 2 car sharing parking spaces on The Terrace, Te Aro;
- 2 car sharing parking spaces on Cable Street, CBD;
- 1 additional car sharing parking space on Victoria Street, CBD;
- 1 additional car sharing parking space on Bond Street, CBD.

By increasing the number of car sharing parking spaces – all with the council’s highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

### Background

In June 2016, Wellington City Council adopted the Low Carbon Capital Plan which outlined a pathway to reduce carbon emissions by 80% by 2050.

The Low Carbon Capital Plan focuses on three pillars of climate change action: greening Wellington’s growth, transforming the Capital’s transport use and for Council to lead by example, partnering with organisations to fund more sustainable and environmentally-responsive ways of operating.

In an effort to change the way we move, WCC is committed to making it easier for Wellington City residents to not own a personal vehicle.

Mobile emissions make up the largest segment of Wellington City’s emissions profile. Having a high-quality diverse transport system is key to Wellington’s economic, environmental and social success as well as meeting the city’s climate change targets.

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

In order to make sure the city is on track to achieve this, the following measures have been outlined in the 2016/17 – 2018/19 implementation plan:

- Support car-share schemes
- Promote electric vehicle uptake, including providing electric vehicle charging stations
- Invest in walking, cycling, and public transport modes
- Advocating for lower fares and a fully electric public transport fleet
- Advocate for greater support for the development of biofuels

As part of the commitment to supporting car sharing and electric vehicle charging, WCC is investigating up to 100 car parks citywide over the three-year period between 2016/17 and 2018/19. These parks will be available based on demand for car-share operations, electric vehicle (EV) charging infrastructure, or any other service which reduces the need to own a car or makes it easier to shift to sustainable transport fuels. This kind of support is in line with support WCC already offers to other providers of valuable transport options with public transport and taxis enjoying substantial road space across the city, including in high-value areas. This will also be done in an integrated way being cognisant of the impact on other important sustainable transport modes such as walking, cycling, and public transport.

#### Site Selection

A list of the selected sites can be found in Appendix A of this report. A broad outline of how they were selected is provided below.

In accordance with Wellington City Council's car sharing policy, these parks were only provided where demand could be demonstrated. The eight car-share spaces were selected in conjunction with the car sharing provider. The provider demonstrated where the demand was highest for their service and provided the evidence that their service was well-used.

WCC helped the service provider in selecting spots that are currently less well-used to minimise the overall impact on the city's parking provision. They were also selected to maximise visibility, ease of access, and viability for car sharing.

Adding car-share vehicles in the city could potentially free up parking space. Recent research from Australia shows that for every car-share vehicle in operation an average of 10 private vehicles are removed from city streets. Research out of the USA shows as many as 15 can be removed.

## PROPOSED TRAFFIC RESOLUTION

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

Based on the above analysis, Wellington City Council officers propose to provide eight additional dedicated car-share spaces by replacing existing parking bays.

### Proposal For This Particular Site

This traffic resolution report seeks to convert two existing P120 metered car parks south of the Marion/ Ghuznee Streets intersection (parking bay no's 3414 and 3415) into parking spaces dedicated to car-share vehicles. The P120 time restriction will be removed.

### Key Dates:

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper   | 26 February 2019 |
| 2) Feedback period closes.  | 15 March 2019    |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 18 April 2019    |
| 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 F (Metered parking) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Marion Street</b>	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 141.5 metres north of its intersection with Vivian Street (Grid coordinates x= 1748689.7 m, y= 5426967.8 m), and extending in a northerly direction following the kerbline for 23 metres. (4 parallel carparks)

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Marion Street</b>	Car share, at all times	West side, commencing 153.8 metres north of its intersection with Vivian Street (Grid coordinates x= 1748689.7 m, y= 5426967.8 m), and extending in a northerly direction following the kerb line for 10.7 metres. (2 parallel carparks)

*Add to Schedule F (Metered parking) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Marion Street</b>	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 141.5 metres north of its intersection with Vivian Street (Grid coordinates x= 1748689.7 m, y= 5426967.8 m), and extending in a northerly direction following the kerb line for 12.3 metres. (2 parallel carparks)

## **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)

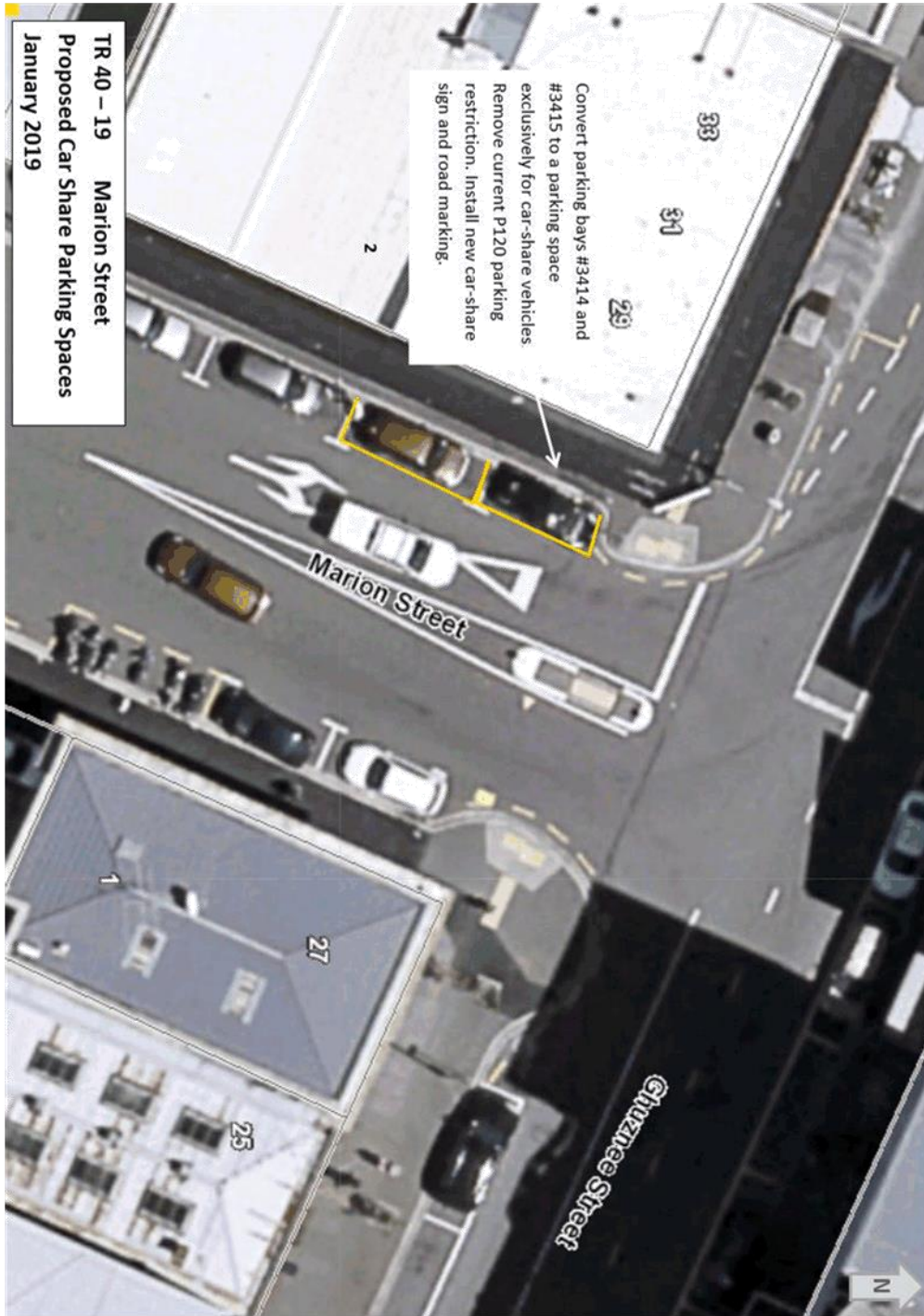
**Date:** 09/04/19

No feedback received for this traffic resolution.

**WCC Contact:**

Tom Pettit  
**Sustainability Manager**  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington 6140  
Phone: +64 4 803 8697  
Email: [tom.pettit@wcc.govt.nz](mailto:tom.pettit@wcc.govt.nz)

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



Traffic Resolution Plan:

## PROPOSED TRAFFIC RESOLUTION

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

### Appendix A – List of Sites

Ref No.	Location	Type of Site	CBD/Suburb
TR40-19	Marion Street x 2	Car share spaces	Te Aro
TR41-19	The Terrace x 2		Te Aro
TR42-19	Victoria Street		CBD
TR38-19	Bond Street		CBD
TR39-19	Cable Street x 2		CBD

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

**Reference:** TR 41 – 19

**Location:** 113 The Terrace, Te Aro

**Proposal:** Car Share Vehicle Parking Spaces

**Information:** Summary

Wellington City Council (WCC) is seeking to promote car sharing to improve the greenhouse emissions of the city through travel demand management. By making parking bays available and free to car sharing providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix. It is proposed that 8 spaces be allocated in addition to the existing spaces provided in 2017 and 2018. These spaces are:

- 2 car sharing parking spaces on Marion Street, Te Aro;
- 2 car sharing parking spaces on The Terrace, Te Aro;
- 2 car sharing parking spaces on Cable Street, CBD;
- 1 additional car sharing parking space on Victoria Street, CBD;
- 1 additional car sharing parking space on Bond Street, CBD.

By increasing the number of car sharing parking spaces – all with the council's highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

Background

In June 2016, Wellington City Council adopted the Low Carbon Capital Plan which outlined a pathway to reduce carbon emissions by 80% by 2050.

The Low Carbon Capital Plan focuses on three pillars of climate change action: greening Wellington's growth, transforming the Capital's transport use and for Council to lead by example, partnering with organisations to fund more sustainable and environmentally-responsive ways of operating.

In an effort to change the way we move, WCC is committed to making it easier for Wellington City residents to not own a personal vehicle.

Mobile emissions make up the largest segment of Wellington City's emissions profile. Having a high-quality diverse transport system is key to Wellington's economic, environmental and social success as well as meeting the city's climate change targets.



## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

In order to make sure the city is on track to achieve this, the following measures have been outlined in the 2016/17 – 2018/19 implementation plan:

- Support car-share schemes
- Promote electric vehicle uptake, including providing electric vehicle charging stations
- Invest in walking, cycling, and public transport modes
- Advocating for lower fares and a fully electric public transport fleet
- Advocate for greater support for the development of biofuels

As part of the commitment to supporting car sharing and electric vehicle charging, WCC is investigating up to 100 car parks citywide over the three-year period between 2016/17 and 2018/19. These parks will be available based on demand for car-share operations, electric vehicle (EV) charging infrastructure, or any other service which reduces the need to own a car or makes it easier to shift to sustainable transport fuels. This kind of support is in line with support WCC already offers to other providers of valuable transport options with public transport and taxis enjoying substantial road space across the city, including in high-value areas. This will also be done in an integrated way being cognisant of the impact on other important sustainable transport modes such as walking, cycling, and public transport.

### Site Selection

A list of the selected sites can be found in Appendix A of this report. A broad outline of how they were selected is provided below.

In accordance with Wellington City Council's car sharing policy, these parks were only provided where demand could be demonstrated. The eight car-share spaces were selected in conjunction with the car sharing provider. The provider demonstrated where the demand was highest for their service and provided the evidence that their service was well-used.

WCC helped the service provider in selecting spots that are currently less well-used to minimise the overall impact on the city's parking provision. They were also selected to maximise visibility, ease of access, and viability for car sharing.

Adding car-share vehicles in the city could potentially free up parking space. Recent research from Australia shows that for every car-share vehicle in operation an average of 10 private vehicles are removed from city streets. Research out of the USA shows as many as 15 can be removed.

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

Based on the above analysis, Wellington City Council officers propose to provide eight additional dedicated car-share spaces by replacing existing parking bays.

Proposal For This Particular Site

This traffic resolution report seeks to convert two existing P120 metered car parks north of the State Highway 1 / The Terrace intersection (parking bay no's 2758 and 2757) into parking spaces dedicated to car-share vehicles. The P120 time restriction will be removed.

**Key Dates:**

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper   | 26 February 2019 |
| 2) Feedback period closes.  | 15 March 2019    |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 18 April 2019    |
| 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 F (Metered parking) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>The Terrace</b>	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 460 metres south of its intersection with Bowen Street (Grid Coordinates X=2658730.590837 m, Y=5990478.584852 m) and extending in a southerly direction following the kerbline for 40.5 metres. (7 parallel carparks)

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>The Terrace</b>	Car share, at all times	East side, commencing 488.7 metres south of its intersection with Bowen Street (Grid Coordinates X=2658730.590837 m, Y=5990478.584852 m) and extending in a southerly direction following the kerbline for 11.8 metres. (2 parallel carparks)

*Add to Schedule F (Metered parking) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>The Terrace</b>	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 460 metres south of its intersection with Bowen Street (Grid Coordinates X=2658730.590837 m, Y=5990478.584852 m) and extending in a southerly direction following the kerbline for 28.7 metres. (5 parallel carparks)

**PROPOSED TRAFFIC RESOLUTION**

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

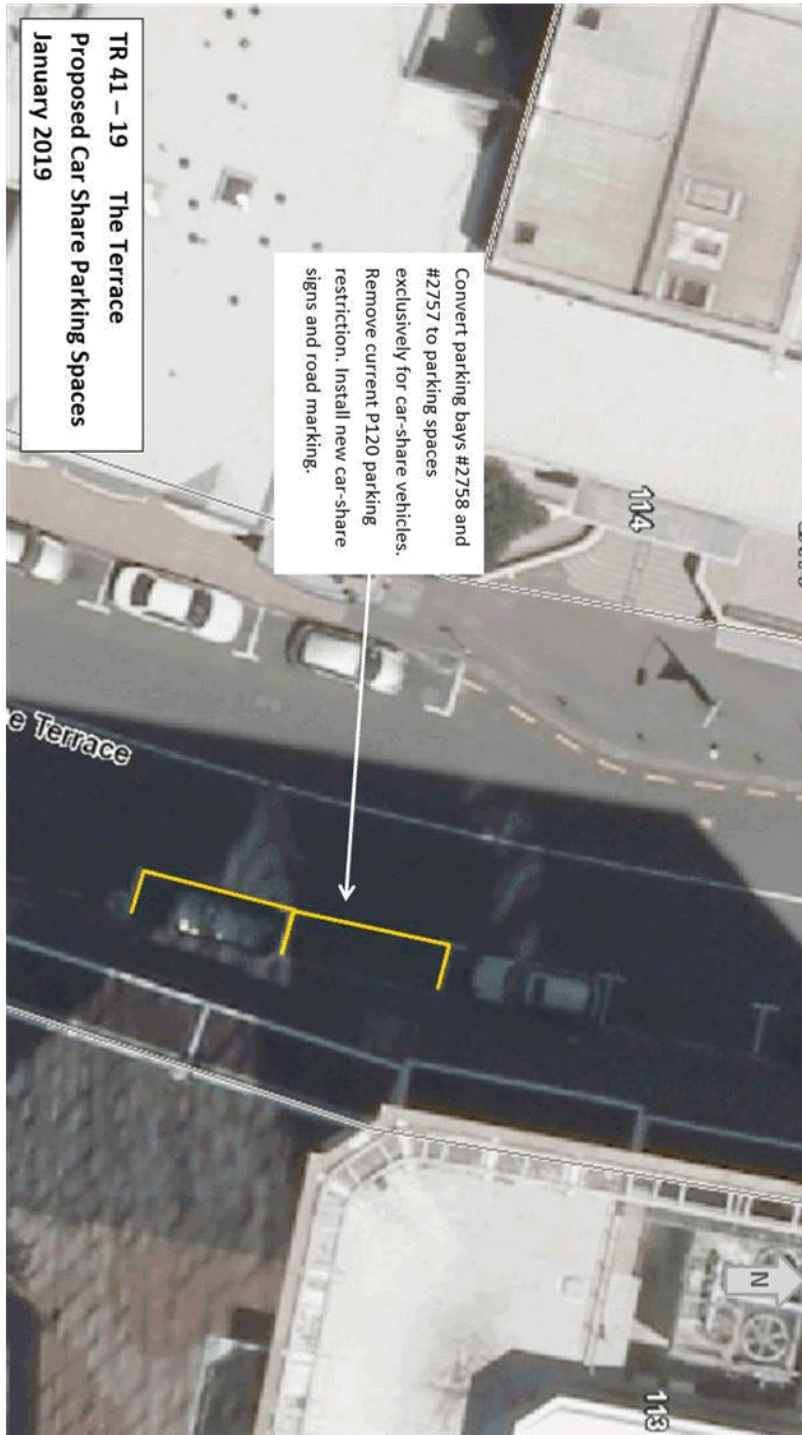
**Prepared By:** Charles Kingsford (Principal Traffic Engineer T/L)  
**Approved By:** Steve Spence (Chief Transport Advisor)  
**Date:** 09/04/19

No feedback received for this traffic resolution.

**WCC Contact:**  
Tom Pettit  
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Wellington City Council  
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Wellington 6140  
Phone: +64 4 803 8697  
Email: tom.pettit@wcc.govt.nz

# PROPOSED TRAFFIC RESOLUTION

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



Traffic Resolution Plan:



**PROPOSED TRAFFIC RESOLUTION**

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**Wellington City Council**  
Me Heke Ki Pōneke

**Appendix A – List of Sites**

Ref No.	Location	Type of Site	CBD/Suburb
TR40-19	Marion Street x 2	Car share spaces	Te Aro
TR41-19	The Terrace x 2		Te Aro
TR42-19	Victoria Street		CBD
TR38-19	Bond Street		CBD
TR39-19	Cable Street x 2		CBD

## PROPOSED TRAFFIC RESOLUTION

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**Reference:** TR 42 – 19  
**Location:** 35-37 Victoria Street, Wellington Central  
**Proposal:** Car Share Vehicle Parking Space

**Information:** Summary

Wellington City Council (WCC) is seeking to promote car sharing to improve the greenhouse emissions of the city through travel demand management. By making parking bays available and free to car sharing providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix. It is proposed that 8 spaces be allocated in addition to the existing spaces provided in 2017 and 2018. These spaces are:

- 2 car sharing parking spaces on Marion Street, Te Aro;
- 2 car sharing parking spaces on The Terrace, Te Aro;
- 2 car sharing parking spaces on Cable Street, CBD;
- 1 additional car sharing parking space on Victoria Street, CBD;
- 1 additional car sharing parking space on Bond Street, CBD.

By increasing the number of car sharing parking spaces – all with the council’s highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

### Background

In June 2016, Wellington City Council adopted the Low Carbon Capital Plan which outlined a pathway to reduce carbon emissions by 80% by 2050.

The Low Carbon Capital Plan focuses on three pillars of climate change action: greening Wellington’s growth, transforming the Capital’s transport use and for Council to lead by example, partnering with organisations to fund more sustainable and environmentally-responsive ways of operating.

In an effort to change the way we move, WCC is committed to making it easier for Wellington City residents to not own a personal vehicle.

Mobile emissions make up the largest segment of Wellington City’s emissions profile. Having a high-quality diverse transport system is key to Wellington’s economic, environmental and social success as well as meeting the city’s climate change targets.

**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
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In order to make sure the city is on track to achieve this, the following measures have been outlined in the 2016/17 – 2018/19 implementation plan:

- Support car-share schemes
- Promote electric vehicle uptake, including providing electric vehicle charging stations
- Invest in walking, cycling, and public transport modes
- Advocating for lower fares and a fully electric public transport fleet
- Advocate for greater support for the development of biofuels

As part of the commitment to supporting car sharing and electric vehicle charging, WCC is investigating up to 100 car parks citywide over the three-year period between 2016/17 and 2018/19. These parks will be available based on demand for car-share operations, electric vehicle (EV) charging infrastructure, or any other service which reduces the need to own a car or makes it easier to shift to sustainable transport fuels. This kind of support is in line with support WCC already offers to other providers of valuable transport options with public transport and taxis enjoying substantial road space across the city, including in high-value areas. This will also be done in an integrated way being cognisant of the impact on other important sustainable transport modes such as walking, cycling, and public transport.

#### Site Selection

A list of the selected sites can be found in Appendix A of this report. A broad outline of how they were selected is provided below.

In accordance with Wellington City Council's car sharing policy, these parks were only provided where demand could be demonstrated. The eight car-share spaces were selected in conjunction with the car sharing provider. The provider demonstrated where the demand was highest for their service and provided the evidence that their service was well-used.

WCC helped the service provider in selecting spots that are currently less well-used to minimise the overall impact on the city's parking provision. They were also selected to maximise visibility, ease of access, and viability for car sharing.

Adding car-share vehicles in the city could potentially free up parking space. Recent research from Australia shows that for every car-share vehicle in operation an average of 10 private vehicles are removed from city streets. Research out of the USA shows as many as 15 can be removed.

## PROPOSED TRAFFIC RESOLUTION

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Based on the above analysis, Wellington City Council officers propose to provide eight additional dedicated car-share spaces by replacing existing parking bays.

### Proposal For This Particular Site

This traffic resolution report seeks to convert an existing P120 metered car park south of the Victoria/ Willeston Streets intersection (parking bay no. 2834) into a parking space dedicated to car-share vehicles, behind an existing car share space. The P120 time restriction will be removed.

The legal description below also includes a correction to TR 51 – 17.

### Key Dates:

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper   | 26 February 2019 |
| 2) Feedback period closes.  | 15 March 2019    |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 18 April 2019    |
| 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 F (Metered parking) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Victoria Street</b>	Metered parking, P120 maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	East side, commencing 14.5 metres south of its intersection with Willeston Street (Grid coordinates x= 1748811.6 m, y= 5427883.7 m), and extending in a southerly direction following the kerbline for 34.5 metres. (6 parallel carparks)
<b>Victoria Street</b>	Metered parking, P120 maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	West side, commencing 15.5 metres south of its intersection with Willeston Street (Grid coordinates x= 1748803.8 m, y= 5427887.8 m), and extending in a southerly direction following the kerbline for 30.0 metres. (5 parallel carparks)

*Remove from Schedule B (Class Restricted) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Victoria Street</b>	Car share, at all times	West side, commencing 45.5 metres south of its intersection with Willeston Street (Grid coordinates x= 1748803.8 m, y= 5427887.8 m), and extending in a southerly direction following the kerbline for 5.5 metres. (1 parallel carpark)



**PROPOSED TRAFFIC RESOLUTION**

**Absolutely Positively  
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Me Heke Ki Pōneke

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Victoria Street</b>	<i>Car share, at all times</i>	<i>East side, commencing 37.5 metres south of its intersection with Willeston Street (Grid coordinates x= 1748811.6 m, y= 5427883.7 m), and extending in a southerly direction following the kerbline for 11.5 metres. (2 parallel carparks)</i>

*Add to Schedule F (Metered parking) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Victoria Street</b>	<i>Metered parking, P120 maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.</i>	<i>East side, commencing 14.5 metres south of its intersection with Willeston Street (Grid coordinates x= 1748811.6 m, y= 5427883.7 m), and extending in a southerly direction following the kerbline for 23.0 metres. (4 parallel carparks)</i>
<b>Victoria Street</b>	<i>Metered parking, P120 maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.</i>	<i>West side, commencing 15.5 metres south of its intersection with Willeston Street (Grid Coordinates X=2658825.572819 m, Y=5989599.851915 m) and extending in a southerly direction following the kerbline for 35.5 metres. (6 parallel carparks)</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:** 09/04/19

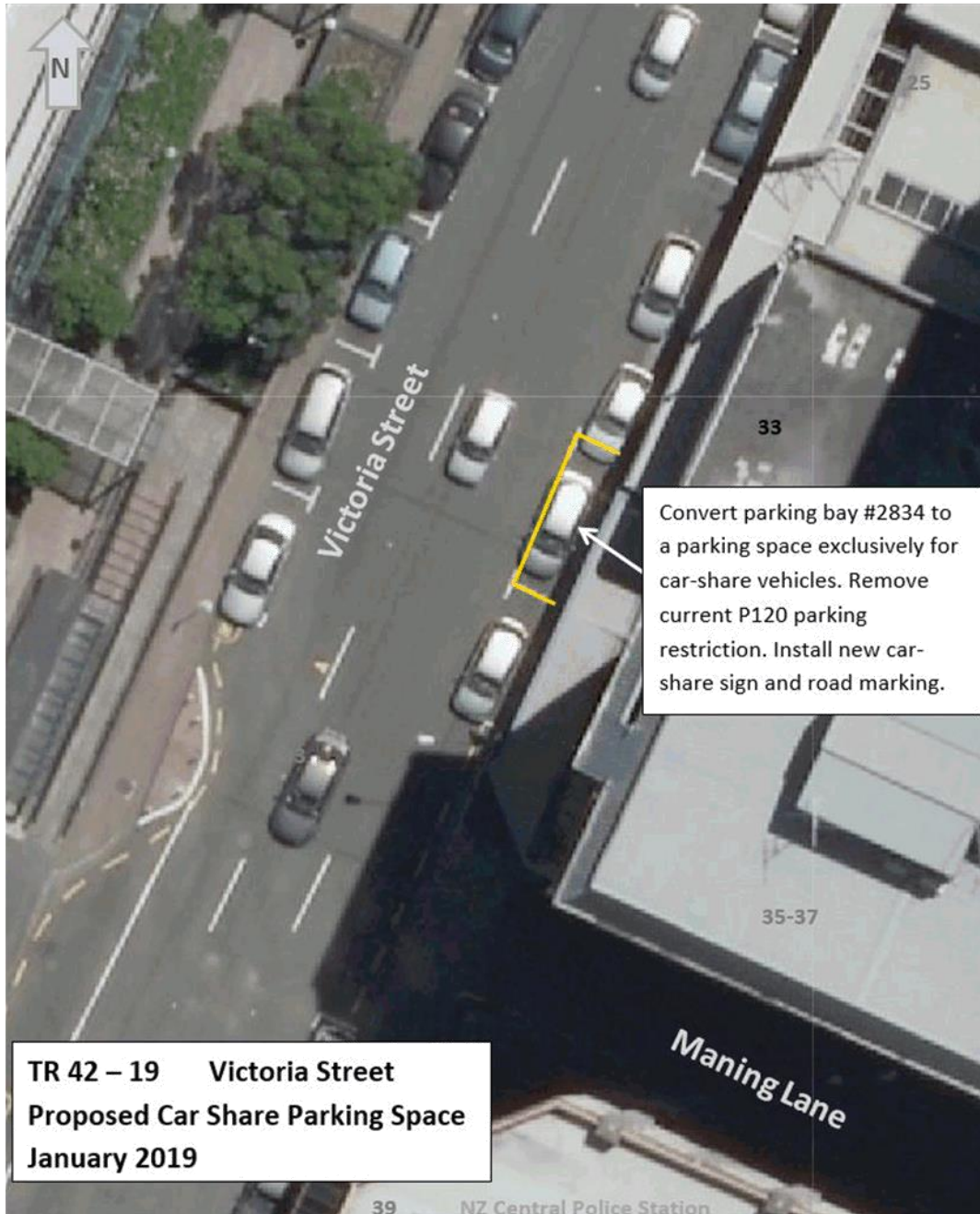
No feedback received for this traffic resolution.

**WCC Contact:**

Tom Pettit  
**Sustainability Manager**  
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Phone: +64 4 803 8697  
Email: tom.pettit@wcc.govt.nz

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

Traffic Resolution Plan:



**PROPOSED TRAFFIC RESOLUTION**

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

**Appendix A – List of Sites**

Ref No.	Location	Type of Site	CBD/Suburb
TR40-19	Marion Street x 2	Car share spaces	Te Aro
TR41-19	The Terrace x 2		Te Aro
TR42-19	Victoria Street		CBD
TR38-19	Bond Street		CBD
TR39-19	Cable Street x 2		CBD

## PROPOSED TRAFFIC RESOLUTION

**Reference Number:** TR 43-19

**Location:** Duncan Street, Tawa

**Proposal:** To provide a school bus stop on Duncan Street, Tawa as part of improvements being made to the Metlink bus network.

**Background:** In mid-July 2018 Greater Wellington launched a new bus network across Wellington City, as well as new bus contracts across the region. Following on from these changes, a number of commercially run school buses from Tawa Intermediate and Tawa College were dis-continued.

In the past transport to and from Tawa Intermediate and Tawa College for many of their 'out of zone' students was undertaken using the rail service and commercially provided bus services. The commercially provided bus services stopped running at the end of Term 2, 2018 and since then GWRC has been working closely with the schools to assist them with travel options for their 'out of zone' students.

From the start of Term 3, 2018, with the support of both schools and the bus operator, GWRC has been providing one school bus in the afternoon that runs two trips (one trip for Tawa Intermediate students and one for Tawa College students) and one diverted public bus route 60 trip (for Tawa College students) between a bus stop on Hinau Street and Porirua Station. The Hinau Street stop is close to both schools and enabled the public a bus route 60 trip to be diverted with the least impact for other customers using the service. The location also allowed to efficiently operate two trips to Porirua Station picking up the finish times of both the Intermediate and College.

Since the introduction of these services GWRC has continued to work closely with the two schools and the bus operator. Concerns however continue to be raised by parents of Intermediate students who have to cross two busy roads to get to the stop. GWRC has met with the local community school Police officers and Tawa Intermediate staff in an attempt to mitigate these concerns. While mitigation measures include adjustments to the roundabout at McLellan Street/Hinau Street to improve bus movement and the introduction of an earlier finish for the Intermediate school to reduce the numbers of students leaving schools at the one time it is felt more can be achieved.



**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
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It is therefore proposed that the first bus for the Intermediate leave from Duncan Street. This will require a stop to be installed next to the Intermediate school playing fields and near the public crossing. This has been implemented on a temporary basis until a permanent bus stop can be established.

While this will further alleviate the need for students to cross busy roads there is still a need for the school bus to make a second trip to pick up College students in Hinau Street.

The bus stop is proposed to implemented in a new layby outside the playing fields and near the public crossing on Duncan Street and is required to operate between 3.00-4.00pm, Monday to Friday, during school terms only.

The proposal to install this stop was raised when the new stop on Hinau Street was formalised last year.

**Key Dates:**

Advertisement in the Dominion Post Newspaper	26 February 2019
Feedback period closes.	15 March 2019
If no objections received report sent to City Strategy Committee for approval.	18 April 2019
If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.	

**Legal Description:**

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Duncan Street</b>	Bus Stop, 3.00-4.00pm Monday to Friday During School Term	Western side commencing 134 metres South of the prolonged Southern kerbline of McLellan Street (X = 1,753,641.00, Y = 5,441,567.04) and extending in a Southerly direction for a distance of 21 metres.

## **PROPOSED TRAFFIC RESOLUTION**

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

Prepared By : **Stephen Harte**

(Implementation Manager  
Network Improvements)

Approved By : **Steve Spence**

(Chief Transport Advisor)

Date: **09/04/19**

No feedback received for this traffic resolution.

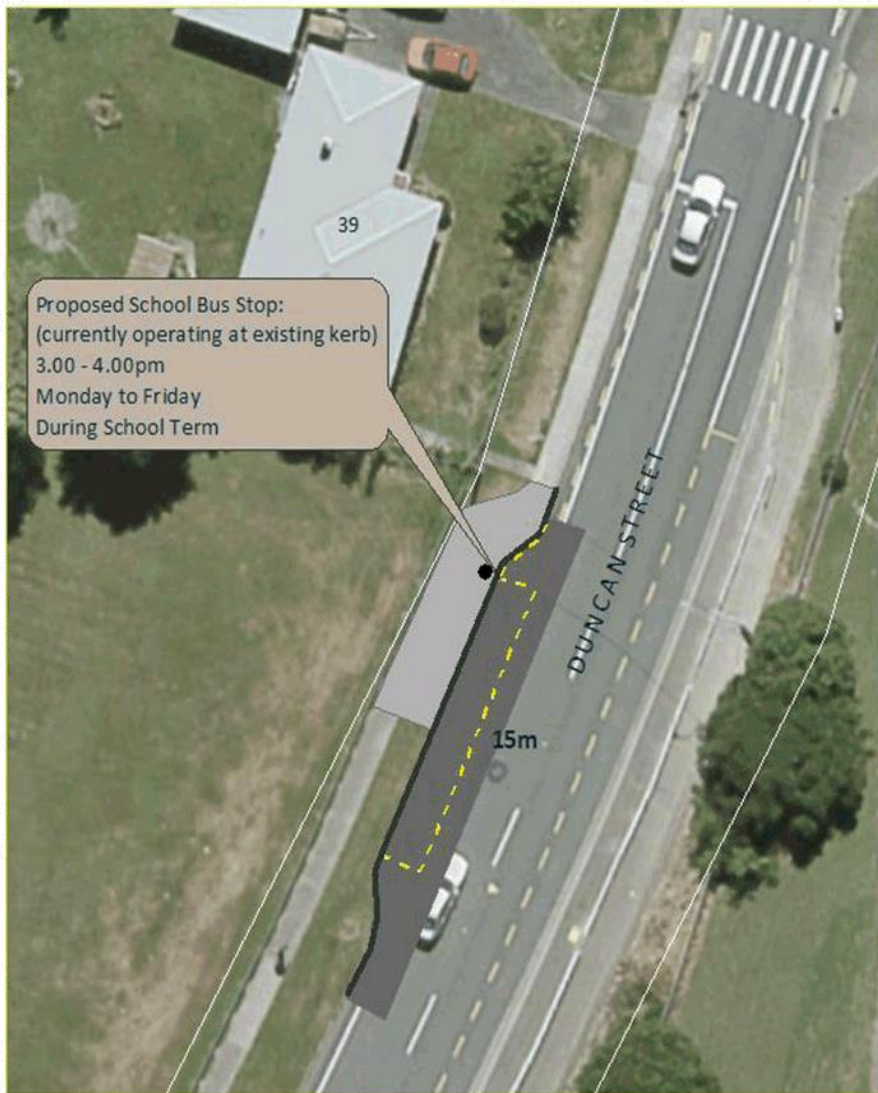
**WCC Contact:**


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

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

# PROPOSED TRAFFIC RESOLUTION

Attachment 1: Indicative layout Duncan Street



 <small>Regional Transport Agency   Wellington   04 473 0800</small>	<p><b>PROPOSED SCHOOL BUS STOP: DUNCAN STREET</b></p>	<p>SCALE: 1:250 DRAWN BY: SMCNEILL DATE DRAWN: 18/02/2019</p>
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Disclaimer: All reasonable efforts are made to ensure the currency and accuracy of the information printed.

## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Reference Number:** TR 44-19

**Location:** Waipapa Road, Waitoa Road, Arawa Road - Hataitai

**Proposal:** Class Restricted Parking (Amend current bus stop time restrictions from part time bus stops to full time bus stops)

- #6535 - Waitoa Road at William Street
- #7535 - Waitoa Road at Arcus Way
- #7534 - Waipapa Road (near 96)
- #7533 - Waipapa Road at Huia Road
- #7532 - Waipapa Road opposite Peranga Terrace
- #7531 - Waipapa Road at Arawa Road
- #7530 - Arawa Road at Hohiria Road

**Information: Purpose**

To provide full time bus stops on Waipapa Road, Waitoa Road and Arawa Road, Hataitai as part of improvements being made to bus route 14.

**Background**

In mid-July 2018 Greater Wellington Regional Council (GWRC) launched a new bus network across Wellington city, as well as new bus contracts across the region. In Hataitai, the bus route changes included the route 14 being changed to terminate in Hataitai, instead of Rongotai as in the previous bus network.

Following the launch of the new network, customer feedback received by GWRC was strongly focussed towards the route 14 being extended to Kilbirnie.

GWRC therefore went about planning for the extension of the bus route and on 3 February 2019 the route 14 was extended to Kilbirnie. The route follows the existing route with city-bound services travelling via Hataitai Road and Kilbirnie-bound services traveling via Waipapa Road.

Following the decision to extend the route 14 through to Kilbirnie, public consultation was undertaken with the Hataitai community during late December 2018 and January 2019, regarding options for routing the service through the suburb. Three options were proposed for feedback, with results shown below.

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Preferred route of bus route 14 through Hataitai	Number of respondents preferring this option
All services via Waipapa Road	451
City-bound services via Hataitai Road Kilbirnie-bound services via Waipapa Road	133
All services via Hataitai Road	46
<b>TOTAL</b>	<b>610</b>

With a strong majority (73%) of the community preferring for the route to travel via Waipapa Road in both directions, Greater Wellington Regional Council are now preparing to amend the route to travel via Waipapa Road as soon as possible.

To enable this route change, seven bus stops on Waipapa Road, Waitoa Road and Arawa Road are required to be changed to full time bus stops (note: all stops were full time stops prior to the new network changes and were changed to time limited stops as they were not required as full time stops from July 2018. This traffic resolution is in effect a reversal of this change).

### Traffic Safety Assessment

The bus stops are currently being used for school bus services.

### Key dates:

- |   |                  |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper                             | 26 February 2019 |
| 2) Feedback period closes.  | 15 March 2019    |
| 3) Report sent to City Strategy Committee for approval.                     | 18 April 2019    |
| 4) Feedback may result in further consultation or amendment as appropriate. |                  |



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**Wellington City Council**  
Me Heke Ki Pōneke

**PROPOSED TRAFFIC RESOLUTION**

**Legal Description:**

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
Waipapa Road	Bus Stop 7.15am – 7.45am 3.45pm – 4.15pm Monday to Friday School Term Only	TR 04-18 West side, commencing 329 metres South from its intersection with Arawa Road (Grid Coordinates x= 1750803.59, y= 5426373.63) and extending in a Southerly direction for 12 metres. (Metlink bus stop #7533).
Waipapa Road	Bus Stop 7.15am – 7.45am 3.45pm – 4.15pm Monday to Friday School Term Only	TR04-18 West side, commencing 5 metres South from its intersection with Arawa Road (Grid Coordinates x= 1750803.59, y= 5426373.63) and extending in a Southerly direction for 12 metres. (Metlink bus stop #7531).
Waipapa Road	Bus Stop 7.15am – 7.45am 3.45pm – 4.15pm Monday to Friday School Term Only	TR 04-18 West side, commencing 532 metres South from its intersection with Arawa Road (Grid Coordinates x= 1750803.59, y= 5426373.63) and extending in a Southerly direction for 12 metres. (Metlink bus stop #7534).
Waitoa Road	Bus Stop 7.15am – 7.45am 3.45pm – 4.15pm Monday to Friday School Term Only 1.00am – 3.15am Saturday and Sunday	TR 04-18 South side, commencing 49 metres East of its intersection with Moxham Avenue (Grid Coordinates X= 1750214.052, Y= 5425929.404) and extending in an Easterly direction following the Southern kerbline for 12 metres. (Metlink bus stop #6535).
Waitoa Road	Bus Stop 7.15am – 7.45am 3.45pm – 4.15pm Monday to Friday School Term Only	TR 04-18 North side, commencing 61 metres east of its intersection with Hataitai Road (Grid Coordinates X= 1750214.180, Y=5425935.572) and extending in an Easterly direction following the Northern kerbline for 15.5 metres. (Metlink bus stop #7535).
Arawa Road	Bus Stop 7.15am – 7.45am 3.45pm – 4.15pm Monday to Friday School Term Only	TR 04-18 South side, commencing 9 metres East from its intersection with Hohiria Road (Grid Coordinates x= 1750785.47, y= 5426518.42) and extending in an Easterly direction for 12 metres. (Metlink bus stop #7530)

**PROPOSED TRAFFIC RESOLUTION**

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
Waipapa Road	Bus Stop At All Times	West side, commencing 329 metres South from its intersection with Arawa Road (Grid Coordinates x= 1750803.59, y= 5426373.63) and extending in a Southerly direction for 12 metres. (Metlink bus stop #7533).
Waipapa Road	Bus Stop At All Times	West side, commencing 122 metres South from its intersection with Arawa Road (Grid Coordinates x= 1750803.59, y= 5426373.63) and extending in a Southerly direction for 12 metres. (Metlink bus stop #7532).
Waipapa Road	Bus Stop At All Times	West side, commencing 5 metres South from its intersection with Arawa Road (Grid Coordinates x= 1750803.59, y= 5426373.63) and extending in a Southerly direction for 12 metres. (Metlink bus stop #7531).
Waipapa Road	Bus Stop At All Times	West side, commencing 532 metres South from its intersection with Arawa Road (Grid Coordinates x= 1750803.59, y= 5426373.63) and extending in a Southerly direction for 12 metres. (Metlink bus stop #7534).
Waitoa Road	Bus Stop At All Times	South side, commencing 49 metres East of its intersection with Moxham Avenue (Grid Coordinates X= 1750214.052, Y= 5425929.404) and extending in an Easterly direction following the Southern kerblines for 12 metres. (Metlink bus stop #6535).
Waitoa Road	Bus Stop At All Times	North side, commencing 61 metres east of its intersection with Hataitai Road (Grid Coordinates X= 1750214.180, Y=5425935.572) and extending in an Easterly direction following the Northern kerblines for 15.5 metres. (Metlink bus stop #7535).
Arawa Road	Bus Stop At All Times	South side, commencing 9 metres East from its intersection with Hohiria

## **PROPOSED TRAFFIC RESOLUTION**

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Road (Grid Coordinates x= 1750785.47, y= 5426518.42) and extending in an Easterly direction for 12 metres. (Metlink bus stop #7530)

Prepared By : Stephen Harte

(Implementation Manager Network Improvements)

Approved By : Steve Spence

(Chief Transport Advisor)

Date: 09/04/2019

No feedback received for this traffic resolution.

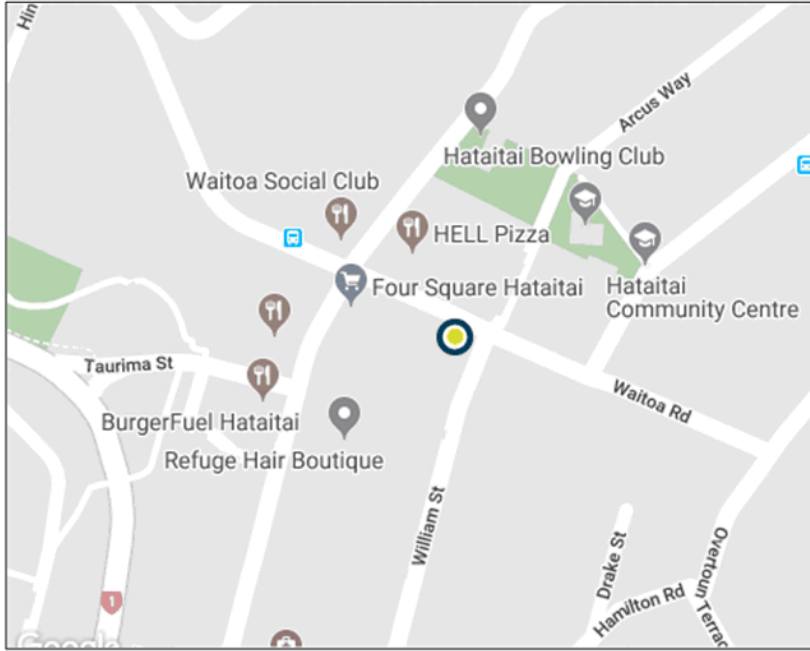
Stephen Harte  
Implementation Manager Network Improvements  
Wellington City Council  
101 Wakefield Street / PO Box 2199,  
Wellington  
Phone: +64 4 803 8084

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

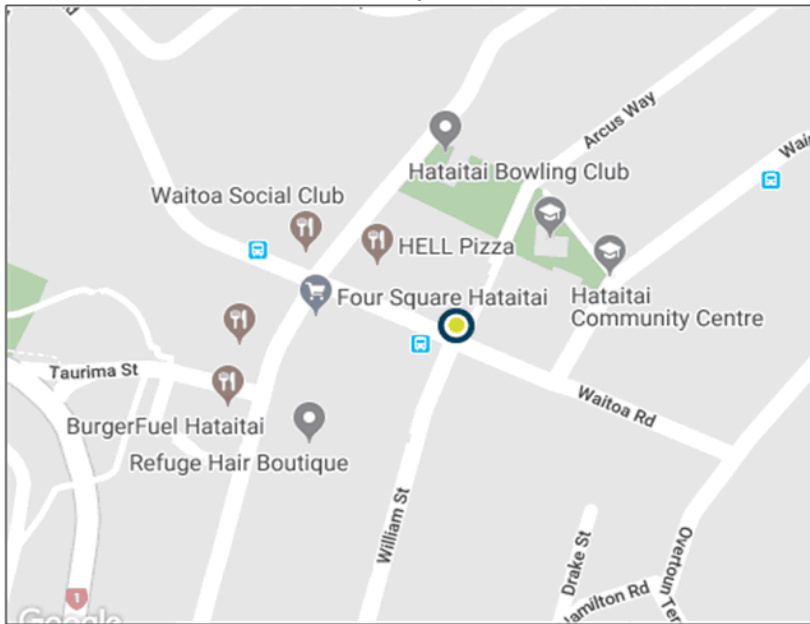
# PROPOSED TRAFFIC RESOLUTION

## Attachment 1: Bus Stop Locations

- #6535 - Waitoa Road at William Street



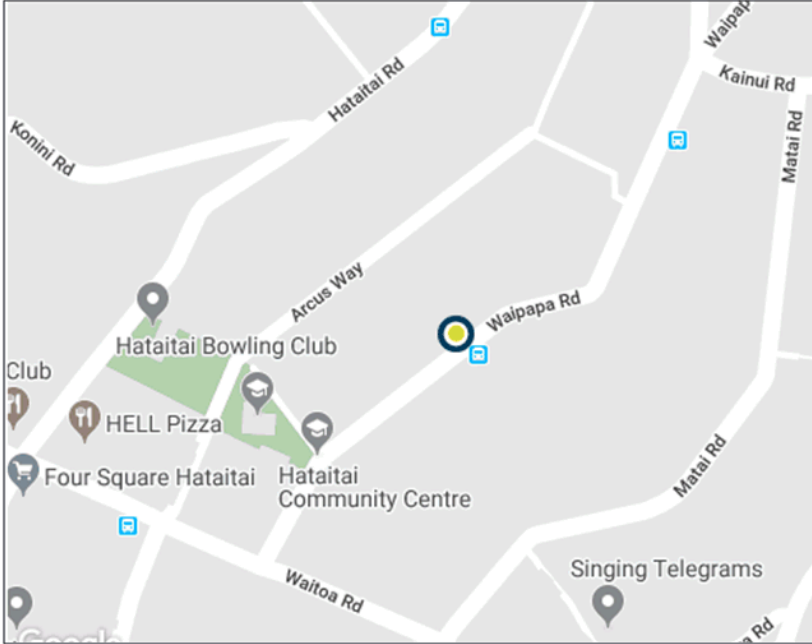
- #7535 - Waitoa Road at Arcus Way



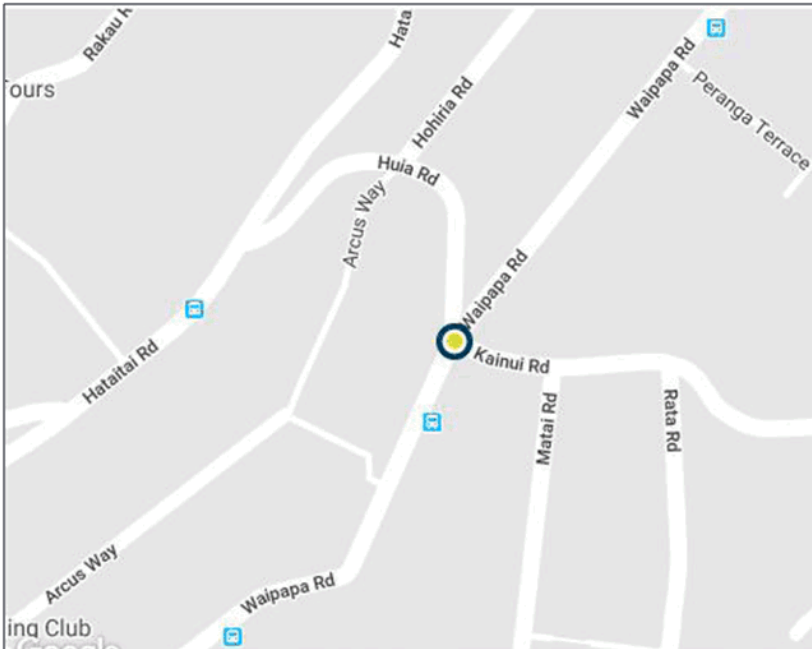
**PROPOSED TRAFFIC RESOLUTION**

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

- #7534 - Waipapa Road (near 96)



- #7533 - Waipapa Road at Huia Road

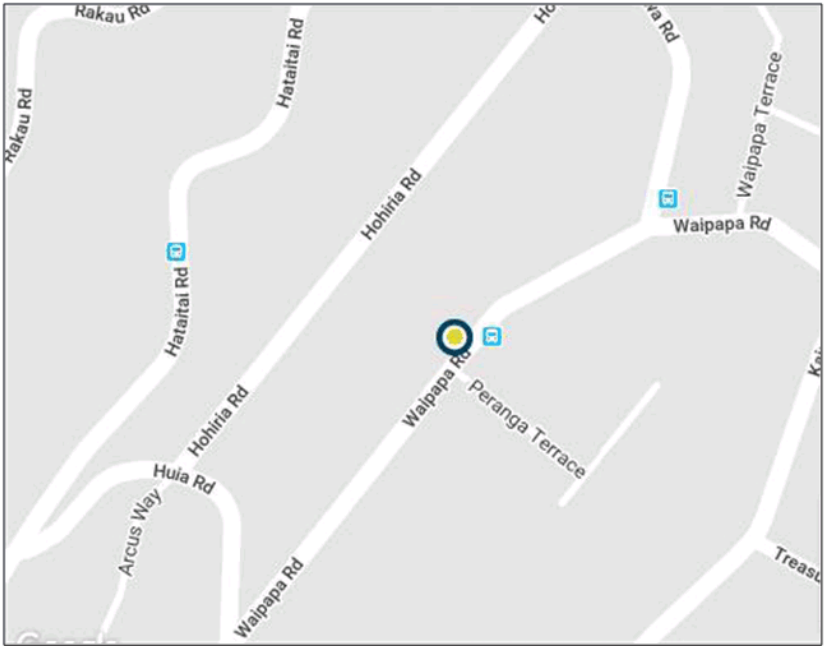




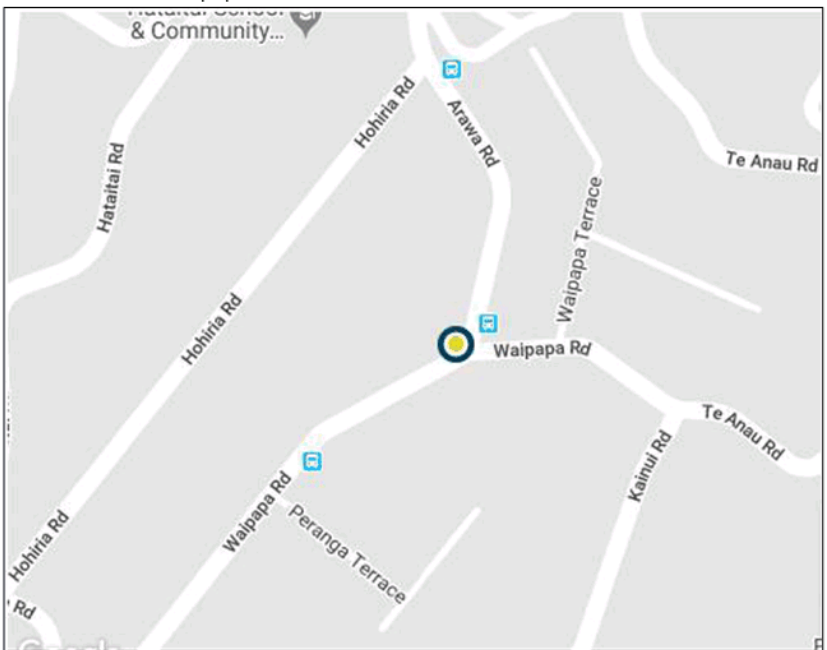
Absolutely Positively  
**Wellington City Council**  
Me Heke Ki Pōneke

# PROPOSED TRAFFIC RESOLUTION

- #7532 - Waipapa Road opposite Peranga Terrace



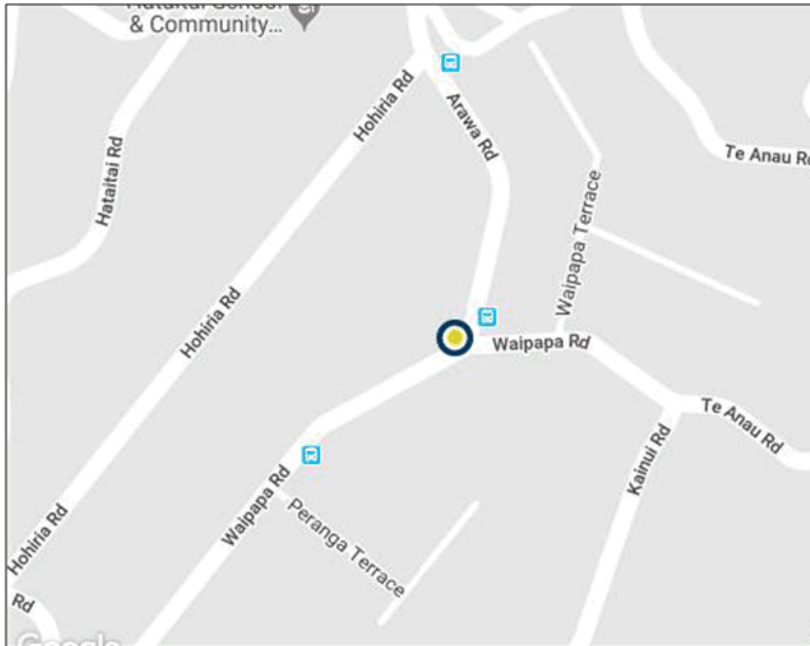
- #7531 - Waipapa Road at Arawa Road



**PROPOSED TRAFFIC RESOLUTION**

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

- #7530 - Arawa Road at Hohiria Road





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## NEW LEASE FOR EXISTING LESSEE UNDER THE WELLINGTON TOWN BELT ACT 2016

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### Purpose

1. This report requests the City Strategy Committee approval for Officers to publicly consult on granting a new lease to Wellington Rugby Football Union Incorporated at Rugby League Park.

### Summary

2. The *Leases Policy for Community and Recreation Groups (the Leases Policy)* (available at <https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/leases-policy-for-community-and-recreational-groups>) sets out the Council's role in granting leases on Council-owned land and/or buildings.
3. Section 17 of the *Wellington Town Belt Act (WTBA) 2016* (available at <http://www.legislation.govt.nz/act/local/2016/0001/25.0/whole.html>) permits the Council to grant leases in respect of the Wellington Town Belt.
4. The proposed lease is a continuation of an existing occupancy for the group.
5. The proposed lease terms and conditions set out in this paper are based on Officers' assessment of the groups' applications using the seven Assessment Criteria in the Leases Policy, the WTBA and the Wellington Town Belt Management Plan (the **Management Plan**) (available at <https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/wellington-town-belt-management-plan>).
6. Based on Officers' assessment, it is recommended that under the Wellington Town Belt Act 2016 a new lease for the premises and ground be approved for the Wellington Rugby Football Union Incorporated (WRFU) for a ten year term, with one renewal term of ten years; and,
  - o a new licence between WRFU and the Hurricanes Investment Limited Partnership be approved.
7. This report seeks Committee approval to carry out public consultation on granting the proposed lease and licence.

### Recommendation/s

That the City Strategy Committee:

1. Receives the information.
2. Approves Officers to publicly consult on granting a new lease for the premises and ground for a ten year term with one renewal term of ten years to the Wellington Rugby Football Union Incorporated, as well as a new licence between WRFU and the Hurricanes Investment Limited Partnership. The building is on land which is part of the Wellington Town Belt known as Rugby League Park, more particularly described as Part Lot 1 Deposited Plan 10397, as contained in the Record of Title 742980.

Note that the new lease will include the following Special Provisions:

- The Lessee will ensure that no activity involving amplified music is allowed between 10pm and 7:30am.

- The Lessee is to submit a detailed maintenance plan for the lease term prior to this lease being executed.
  - The Leased area does not include the car parks and access roadways.
  - The Lessee owns and is responsible for the repair and maintenance of the Flood Lighting System. An annual compliance report is to be provided.
  - To the extent of any inconsistency, the terms of this lease prevail over the terms of the 2003 Development Agreement.
  - The Lessee acknowledges that there is a separate fee for the use of the Playing Fields surrounding the Premises. The Lessee will have first right to book the Playing Fields for the term of the Lease.
3. Notes that the parties acknowledge there is a 2003 Resource Consent in place related to the use and development of the site, and will continue to adhere to the conditions of the consent.
4. Notes that approval to grant the lease on Wellington Town Belt is conditional on:
- Appropriate iwi consultation;
  - Public consultation as required under section 16 of the Wellington Town Belt Act 2016;
  - No sustained objections resulting from the above consultation and notification; and
  - Legal and advertising costs being met by the Lessee (where applicable).

## Background

8. Wellington Rugby Football Union Incorporated (WRFU) has had a ground lease of the premises at Rugby League Park since 2003.
9. WRFU fosters and develops community and representative rugby union in the Wellington region for both men and women at all levels and ages.
10. In 2000, the Environment and Recreation Committee considered the future use of Rugby League Park. Both the Wellington Rugby Football Union and the Wellington Rugby League were interested parties. The decision was made to grant a new lease to the WRFU based upon their undertaking to invest heavily in the development of the park.
11. In 2003, there was a Development Agreement created which laid the foundation for WRFU's use and development of the facilities at Rugby League Park. The Agreement will be superseded by the new lease, by agreement with WRFU.
12. The land is part of the Wellington Town Belt, held under the WTBA, known as Rugby League Park, more particularly described as Part Lot 1 Deposited Plan 10397, as contained in the Record of Title 742980.
13. The premises is formed of two parts: the original 1969 grandstand building which measures approximately 340m<sup>2</sup> (as highlighted in **yellow** in **Attachment 1**), and the leased area of the ground which measure approximately 606m<sup>2</sup> and incorporates the east and south extensions to the grandstand building that WRFU carried out in 2003 (as highlighted in **pink** in **Attachment 1**). Rent for both the grandstand building and ground leased areas is \$967 +GST per annum.
14. In February 2019, WRFU submitted an application for a new lease. Council Officers assessed the application using the criteria in section 7 of the *Leases Policy for*



*Recreation and Community Groups* and the provisions of the WTBA and the Wellington Town Belt Management Plan (the **Management Plan**).

15. WRFU's current lease does not expire until January 2023. The organisation is seeking a fresh lease early to give the group security to pursue negotiations with Hurricanes Investment Limited Partnership (the **Hurricanes**) regarding a licence, as well as enable the group to obtain a return for its significant investment in the facilities and plan for the asset renewals.
16. WRFU currently has a licence with the Hurricanes to use the premises which expires 1 September 2020. As part of this lease application, the WRFU hopes to negotiate a new licence with the Hurricanes to use parts of the premises for training and development of the squad from time to time. The new licence with the Hurricanes will be consistent with provisions of the Head Lease, as well as the WTBA and the Management Plan.
17. The WRFU is a 50 per cent shareholder in the Hurricanes' franchise. WRFU distributes any share in profits, as well as income generated from the Hurricanes' licence rental, into building maintenance obligations and into development of Wellington's community rugby.
18. As the Hurricanes' franchise is a business activity it also needs to be assessed under section 18(1) of the WTBA. Officer's advice is that the activity meets section 18(1)(b) of the Act in that it is consistent with the use of the Wellington Town Belt as a public recreation ground and the effect on the Town Belt is no more than minor.
19. The Leases Policy allows for commercial activity provided the activity is ancillary to the group's primary activity and any excess funds generated are first applied to maintenance obligations and then to the group's recreational activity. The Hurricanes-related business activity is therefore consistent with the Leases Policy requirements.
20. It is a requirement of the WTBA that business activity on the Wellington Town Belt is also publicly consulted and approved by the Council.
21. Based on Officers' assessment of WRFU's application, it is recommended that the Committee approve Officers to publicly consult on granting a new lease for a ten year term, with one renewal term of ten years, as well as a new licence between WRFU and the Hurricanes Investment Limited Partnership. The recommended term is because WRFU has high and stable membership and is financially sustainable. It is also a necessary term for the WRFU to obtain sufficient return on its significant investment in improved facilities. This is the maximum allowed term under the Leases Policy.

## **Discussion**

22. The Council assesses any application for a new lease on Town Belt under the requirements of the:
  - Wellington Town Belt Act (WTBA) 2016
  - Wellington Town Belt Management Plan 2017 (Management Plan)
  - Leases Policy for Community and Recreation Groups 2012 (Leases Policy)
23. The WTBA permits the Council to grant leases in respect of the Wellington Town Belt, and sets out requirements and limits. There is a particular emphasis on limiting built infrastructure within the Town Belt to only that which is necessary, and appropriately used. This enables appropriate protection of the open space and natural values of the Town Belt as intended in the original Deed, and articulated in the WTBA and Management Plan.

24. Under the Leases Policy, new leases are considered against seven criteria:
- Strategic fit;
  - Group's organisation structure;
  - Membership sustainability;
  - Financial and maintenance obligations;
  - Optimal use of resources;
  - Environmental impact; and
  - Demonstrated need from the community.
25. The information submitted by the group was assessed as performing satisfactorily under each of these above criteria:

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

26. The Wellington Rugby Football Union is the governing body of rugby union in the Wellington region. WRFU fosters and develops all forms of rugby union for both men and women at all levels and ages.
27. The facilities at Rugby League Park are used by WRFU as a consolidated training facility for both community and representative rugby.
28. WRFU offers support and development programmes to rugby clubs through the *Club Development Programme*. This programme encompasses support on challenges faced by clubs such as:
- finance and trust funding
  - best practice governance
  - volunteer management planning
  - college Rugby to Club links.
29. WRFU also has a strong representative programme, beneath the top representative team – the Wellington Lions, with nine amateur representative teams. These include the senior Women's representative team, the Wellington Pride. Last year the Pride won promotion back to the top division and beat the overall champions (very convincingly) along the way.
30. Additionally, Wellington fields an under 19 team that participates in the Jock Hobbs Memorial National Tournament. Further rep teams include the Development side, and age grade teams in under 18 (boys and girls) and under 16 (two boys teams).
31. WRFU has oversight of 528 teams, has 17 affiliated Clubs and 134 referees. Wellington Rugby has a very large volunteer base involved in Club rugby in the community. Wellington Rugby has produced seven All Blacks in 2018, and over 150 over the years.
32. As well as promoting Wellington community and representative teams and competitions, the WRFU is a 50 per cent shareholder in the Hurricanes franchise.

**B. Group's organisation structure** – *The group must be an incorporated society or Trust.*

33. WRFU is an incorporated society governed by a Board of Directors, which delegates authority to a Club Rugby Board (Member Club delegates) to oversee amateur rugby and to the Junior Rugby Advisory Board to manage junior rugby.
34. These Boards are supported by an executive team whose responsibility is to lead and administer rugby in Wellington at both the community and professional level.

35. WRFU has 25 paid employees and a significant volunteer base which helps across all aspects of the business.

**C. Membership sustainability** – *The group must be sustainable in terms of membership and/or users of the services for the term of the lease.*

36. As at February 2019, WRFU had approximately 2500 senior members; 8500 juniors and 1000 non-playing members. In total there are almost 11,000 registered players in the Wellington region. While senior membership numbers have decreased slightly since 2015 and junior members have increased, total membership figures have remained steady in the last four years.
37. While rugby is still one of the most-played sports in New Zealand, general participation numbers are trending down. While the professional game is performing well, amateur adult player numbers are decreasing.
38. WRFU is the fourth largest provincial union in the country by overall playing numbers and has the most adult women players in New Zealand. WRFU reports strong growth in the junior women's game and expects this to continue. Current female playing numbers in the Wellington region are about 1300; by comparison there are approximately 9500 male players.
39. To attract new participants to the game, WRFU will continue to engage with community groups and rugby clubs. Over the next three years, WRFU will focus on teenagers, female rugby, immigrant groups and new formats of the game to attract new players.

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

**Financial**

40. Financial statements published in the 2017 Annual Report show WRFU's income for the year end 31 December 2017 as \$6,761,624, less expenditure of \$6,735,062, resulting in a \$26,562 surplus, plus share of profit from associates of \$302,621, less income tax WRFU made a total comprehensive revenue attributable to members (17 affiliated Clubs) of \$203,725.
41. The profit from share in associates is the WRFU's share in the Hurricanes profits and losses. This structure ensures there is a flow of revenue from the high-performance end of the game towards grass roots rugby.
42. In 2017, WRFU received \$5,630,826 in cash flow, made up of \$2,549,531 from grants and NZRU funding, \$1,650,466 from management services, \$820,534 of sponsorship revenue, \$503,553 from match revenue, \$717 interest and \$106,025 "other" income. \$5,857,185 was applied to employee and supplier payments and \$125,147 income tax. With GST a total of \$5,989,628 was applied, resulting in a deficit of \$358,802 cash flow from operating activities.
43. The capital contribution made by WRFU for the development work undertaken at the facilities prior to the 2003 lease was approximately \$2,700,000 and the capital contribution made by the Council was approximately \$20,000. Since this initial investment a further \$1m has been invested, making WRFU's total investment in the facility \$3,700,000. The current book value is \$1.2 million; however that figure is lower than would be expected due to setting higher depreciation levels on account of the previous lease term. This is the impetus for the early lease renewal so that WRFU can get full value for money for its significant investment.

44. The total leased area is 946m<sup>2</sup> with an annual lease fee of \$967. WRFU also pay \$2,300 incl GST to book the surrounding Playing Fields from January to the end of October. WRFU are only permitted to use the field for 8-10 hours per week, weather dependent, as it is a sand carpet field (premier) and can only sustain that amount of use per week.

***Maintenance***

45. The Council owns and retains responsibility for external repair and maintenance of the original 1969 grandstand building and public toilets. WRFU is responsible for internal maintenance of the grandstand building. The WRFU owns and is responsible for the maintenance of the 2003 east and south building extensions (which make up the leased area of the ground).
46. WRFU upgraded the kitchen and players' lounge in 2018 to make it open plan and enable multiple users. To accommodate the larger kitchen an office immediately opposite was removed. The total spend for this renovation was \$60K.
47. During the end of 2012/early 2013, the Council organised earthquake strengthening work on the building to 50% NZS1170.5 2004 (50% NBS).
48. The WRFU has \$10m Public Liability insurance, and Building and Contents insurance
49. WRFU has an employed "caretaker" to attend to any ongoing reactive maintenance.
50. Officers recommend that the Lessee is to submit a detailed maintenance plan for the lease term prior to this lease being executed.

**E. Optimal use of resources – *The land and/or buildings must be utilised to the fullest extent practicable.***

51. The building is used up to 12 hours per day and five days per week. There is also some weekend use. As above, the fields are used to the maximum allowance.
52. The WRFU wish to licence parts of the building to the Hurricanes for office accommodation for coaches, trainers, physios, administration and managers of the team; changing rooms; and use of the gym and player's lounge at various times of the year. Note that all activity needs to be consistent with the Leases Policy, Head Lease, Management Plan, and the WTBA.
53. There is limited opportunity to further share the resources given the extensive rate of utilisation envisaged for rugby activities.

**F. Environmental impact – *The activity cannot have the potential to adversely affect open space values or other legitimate activities.***

54. WRFU is an existing recreational activity referenced in the Management Plan. It is an existing building and no further development proposed, as such has minimal effects on the surrounding Town Belt.
55. There have been recent complaints received from neighbouring properties regarding the stereo noise from WRFU's gym. Some of the complaints concern noise before 7am, which is classified as night (10pm to 7am) and therefore a possible breach of the District Plan. Noise Control have assessed the daytime noise and not found it to be excessive, as there are higher District Plan limits during the day. The Council's Environmental Noise Officers have recommended the inclusion of a condition in the lease that prohibits amplified music between 10pm and 7:30am.
56. The WRFU wish to sublease part of the premises to the Hurricanes. As the Hurricanes is a business activity it needs to be assessed under section 18(1) of the WTBA.

Officers advice is that the activity meets section 18(1)(b) of the Act in that it is consistent with the use of the Wellington Town Belt as a public recreation ground (as defined in section 9(3) of the Act) and as no structure or facility is required to be built, the effect on the Town Belt is no more than minor.

**G. Demonstrated need from the community – *There must be demonstrated support and need within the community for the activity.***

57. As the “guardians” of both community and representative rugby in Wellington, WRFU has demonstrated support from the rugby community in the Wellington region. WRFU endeavours to ensure the future of rugby in Wellington is strong, healthy and vibrant.

**Conclusion**

58. On the basis of the above assessment, the following terms are recommended for Wellington Rugby Football Union Incorporated:
- a. Ten year lease, with one renewal term of ten years. The recommended term is because WRFU had a previous term of ten plus ten years, and it is financially robust and has high and stable membership. It is also a necessary term for the WRFU to obtain sufficient return on its significant investment in improved facilities.
  - b. Approval of the licence between WRFU and the Hurricanes Investment Limited Partnership, as a business activity.

Note that the new lease will include the following Special Provisions:

- The Lessee will ensure that no activity involving amplified music is allowed between 10pm and 7:30am.
- The Lessee is to submit a detailed maintenance plan for the lease term prior to this lease being executed.
- The Leased area does not include the car parks and access roadways.
- The Lessee owns and is responsible for the repair and maintenance of the Flood Lighting System. An annual compliance report is to be provided.
- To the extent of any inconsistency, the terms of this lease prevail over the terms of the 2003 Development Agreement.
- The Lessee acknowledges that there is a separate fee for the use of the Playing Fields surrounding the Premises. The Lessee will have first right to book the Playing Fields for the term of the Lease.

Note that the parties acknowledge there is a 2003 Resource Consent in place related to the use and development of the site, and will continue to adhere to the conditions of the consent

**Next Actions**

59. If the recommendations in this report are accepted, the following will occur:
- a. Public consultation of the proposed lease as required under the Wellington Town Belt Act 2016;
  - b. The outcome of consultation will be reported back to Committee;
  - c. The Committee’s recommendations will be referred to the Council for approval; and



- d. If the Council approves the leases, the lease documentation will be negotiated, drafted and signed.

60. Approval to grant the lease on Wellington Town Belt is conditional on:

- a. Appropriate iwi consultation;
- b. Public consultation as required under section 16 of the Wellington Town Belt Act 2016;
- c. No sustained objections resulting from the above consultation and notification; and
- d. Legal and advertising costs being met by the lessee's (where applicable).

## Attachments

Attachment 1. Attachment One - leased areas of WRFU [↓](#) 

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Author	Kristine Ford, Community Recreation Leases Lead
Authoriser	Sarah Murray, Customer and Community Partnerships Manager Paul Andrews, Manager Parks, Sport and Recreation Barbara McKerrow, Chief Operating Officer

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## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

Public consultation will be undertaken on both the licence (as a business activity) and lease, as required under section 16 of the *Wellington Town Belt Act* and section 6 of the *Leases Policy for Community and Recreation Groups*.

A Public Notice will be put in the Dominion Post and full details regarding the lease and licence will be included in the “Have your Say” section of the Council website. A 30-day consultation will be carried out with Te Runanga o Toa Rangatira Incorporated, Port Nicholson Block Settlement Trust, nearby neighbouring properties (by way of a letter drop), the Wellington Rugby Training Facility Community Liaison Group, the Newtown Residents Association and Friends of the Town Belt.

All submissions received will be taken into account.

### **Treaty of Waitangi considerations**

There are no Treaty of Waitangi considerations.

### **Financial implications**

There are no significant financial considerations.

### **Policy and legislative implications**

The recommendations in this report are consistent with relevant Council Policy – the *Leases Policy for Community and Recreation Groups* and legislation – the *Wellington Town Belt Act*.

### **Risks / legal**

The proposal will be subject to the Wellington Town Belt Act.

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

There are no specific climate change impacts and considerations.

### **Communications Plan**

Not applicable.

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

WRFU has health and safety policies and procedures in place for members and users of the building.

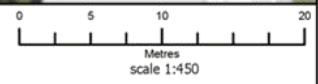


Path To Open spaces and environment\ Parks\_CCT\Parks Leases\Parks Leases (No).aprx

**Wellington Rugby Football Union Incorporated  
Leased Areas**

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

- Premises Lease Area
- Ground Lease Area



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

ORIGINAL MAP SIZE: A4  
AUTHOR: presto2j  
DATE: 3/04/2019

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

WCC, AAM

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## 5. Public Excluded

### Recommendation

That the City Strategy Committee:

1. Pursuant to the provisions of the Local Government Official Information and Meetings Act 1987, exclude the public from the following part of the proceedings of this meeting namely:

General subject of the matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
5.1 Band Rotunda Development Proposal	7(2)(b)(ii) The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.	s48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7.