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**ORDINARY MEETING**

**OF**

**CITY STRATEGY COMMITTEE**

**AGENDA**

**Time:** 9:30am  
**Date:** Thursday, 12 September 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 5 September 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. Operational

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### TRAFFIC RESOLUTIONS

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#### Purpose

1. This report provides a summary of the 21 Traffic Resolutions that are recommended for approval. The traffic resolutions are attached to this report. These recommendations support the achievement of the Council's transport strategic outcomes of safety, accessibility, efficiency and sustainability.

#### Summary

2. A total of 23 proposed resolutions were issued for consultation at the end of July and opened for 16 days to allow public feedback.
3. All feedback received during the consultation period has been included in the Traffic Resolution reports attached to this document and, where appropriate, officers' responses have been included.
4. After reviewing the feedback:
  - Twenty-one proposals<sup>1</sup> are being recommended for approval (refer to table below)
  - Three have been deferred/withdrawn:

TR 112-19 Victoria Street, Metered Parking / Metered Mobility Parking – Withdrawn. It is the Officers' recommendation that we do not proceed with this proposal based on the decision to review alternative parking arrangements at this location.

TR 114-19 Karepa Street, No Stopping At All Times - Withdrawn. It is the Officers' recommendation that we do not proceed with this proposal due to a review of the business case following a confirmation of actual costs which are much higher than originally anticipated. The business case review is still underway.

TR 137-19 Tannadyce Street, No Stopping At All Times – Withdrawn due to the level of negative feedback on the proposed change.
5. There is one additional TR included which is a re-submission of bus stop change proposal that was presented to the City Strategy Committee on 22 August 2019. This TR was not approved and further clarification is provided as follows:
  - TR 108-109 Coutts Street, Removal of Bus Stop. On reconsideration and discussions with GWRC after the Committee meeting, it is recommended that the removal of the bus stop should proceed on the basis that, should GWRC reconsider this bus route in the future, an alternative bus stop location will be consulted on. The location of a new bus stop would be designed so that it is not adjacent to the proposed shared path on Coutts Street.

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<sup>1</sup> There is an additional traffic resolution included which is a re-submission of a proposed bus stop removal which was declined by CSC on 22 August 2019. – see paragraph 5.

6. Furthermore, an e-petition was submitted to Transport and Infrastructure team in July 2019. The petitioner has raised safety concerns at the Station Road/ Burma Road intersection in Khandallah. Officers' initial assessment of the intersection indicates there is a moderate risk to road users and pedestrians, which warrants further investigation. Current and forecast workload suggests the Transport and Infrastructure team can start this investigation at the beginning of 2020 and look to complete it within 3-6 months. That investigation will result in a preferred solution to reduce the current safety risk. We cannot say at this point whether a signalised intersection will be the preferred option but it will obviously be one of the options we will look at. Once we have a preferred solution, it will be put in front of council for a decision. We will endeavour to engage with the community and keep them updated throughout the investigation process. It is worth noting that we lowered the risk at this intersection around three years ago when we added flush central medians and anti-skid surfacing on the approach to the zebra crossing. We also installed driver speed feedback signs on the northbound approach and have improved pedestrian crossing signage in the last 12 months.
7. Officers are confident that the attached Traffic Resolutions, if approved, will improve the transport network in terms of road safety, accessibility, efficiency and sustainability.

## Recommendation/s

That the City Strategy Committee:

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

## Background

8. Twenty two proposed traffic resolutions were publicly advertised in the Dominion Post on 30 July 2019. Copies were either hand delivered or posted 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. One additional proposal, TR132-19 was advertised on the WCC website only.
9. 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. all feedback received, and
  - c. where appropriate, Council officers' responses to the feedback.

## Information

10. The attached 'Traffic Resolutions Summary Table Parking Changes September 2019' summarises the proposed changes which are detailed in the attached Traffic Resolutions. Whilst there will be net car park losses in some instances, the

improvements in road safety, accessibility, efficiency and sustainability outweigh the proposed loss of car parking.

## **Attachments**

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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.**

### **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 specifically.

### **Risks / legal**

None identified.

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

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

### **Communications Plan**

Not required.

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

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

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### Attachment 1: Traffic Resolutions Summary Table Parking Changes September 2019

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss	Beneficiaries of Proposed Change – average weekday volumes		Comments for Proposed Change	Feedback
							Traffic Volume	Passenger Number		
TR105-19	Kelburn Parade	Bus Stops 4915; 5915 extensions; P5 and LZ	Various Bus Stop extensions; P5 to P120; Loading Zone to LZ GSVs only; Motorcycle parking formalised	Efficiency	GWRC	2	11,997	(Stop #4915) 2,800 (Stop #5915) 2,175	In consultation with Victoria University and Greater Wellington Regional Council, the proposed changes facilitate better access to the bus stops in the light of an ever increasing student roll and bus patronage. The changes will also facilitate access for the second bus to allow a second bus to pull into the kerb. A small number of P5 parks are converted to P120 which better reflects the parking demand in the area. Overall it is considered that the changes better reflect how users use the area and the benefits gained outweigh any parking loss. The public benefits far outweigh this loss and include improved accessibility to public transport, improved traffic flow by taking the bus out of the traffic stream and a more efficient bus service that can effectively facilitate buses to stop close to the kerb and exit the stop safely. We have considered the safety impacts in this proposed traffic resolution with the aim to improve safety of all road users.	Yes = 3 No = 0
TR 108-19	Coutts Street	Bus Stop #6343	Removal of Bus Stop	Efficiency	GWRC	+ 3	9,502	N/A	Proposed change is to remove this bus stop as it is no longer serviced by Metlink bus services when the bus network was changed in July 2018. It was decided to leave the bus stop in place to allow for Rongotai College to use the stop for private charters. A request from a nearby resident was received for the bus stop to be removed. Following agreement with Rongotai College, it is now proposed to remove this bus stop.  POST CITY STRATEGY COMMITTEE ( 22 August 2019) On reconsideration and discussions with GWRC after the Committee meeting it is recommended that the removal of the bus stop should proceed on this basis: Should GWRC reconsider this bus route in the future, an alternative bus stop location will be consulted on. The location of a new bus stop would be designed so that it is not adjacent to the proposed shared path on Coutts Street.  We have considered the safety impacts in this proposed traffic resolution with the aim to improve safety of all road users.	Yes = 1 No = 0
TR113-19	Rangiora Avenue	Unrestricted parking	No Stopping at all times	Safety	Officer	8	293		The proposed change is to install a new footpath on Rangiora Avenue to address safety concerns along the narrow sections of Rangiora Ave. This will provide pedestrians with a safe footpath thereby encouraging active travel. As part of the footpath improvements on Rangiora Ave, some 'no stopping at all times' restrictions are proposed to address safety concerns along the narrow sections of Rangiora Ave. They are intended to improve traffic safety and will formalise sections of existing on-street parking by showing where vehicles should not be parking. We have considered the safety impacts in this proposed traffic resolution with the aim to improve safety of all road users.	Yes = 1 No = 0
TR116-19	Hankey Street	Unrestricted parking	No Stopping at all times	Safety	Residents	0	217		The proposed change is to install a 'No Stopping At All Times' parking restriction to improve safety for residents, and other motorists that drive through the middle section of Hankey Street. Cars have been parking behind the give way line marking, preventing safe use of the intersection and parking closer to an intersection than the recommended safe distance of 6m away. Traffic movement along Hankey street will be improved by the proposed no stopping restrictions. We have considered the safety impacts in this proposed traffic resolution with the aim to improve safety of all road users.	Yes = 5 No = 0



Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss	Beneficiaries of Proposed Change – average weekday volumes		Comments for Proposed Change	Feedback
							Traffic Volume	Passenger Number		
TR120-19	Rothsay Road	Unrestricted parking	No Stopping at all times	Safety Accessibility	Residents	2	312		The proposed change is to install a 'No Stopping At All Times' parking restriction which stops cars parking directly across from a resident's driveway. By installing broken yellow lines access to off-street parking is improved and the risk to safety is minimised. With the current parking arrangement, the 'aisle' distance width is less than the required 5.8m specified by AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-Street Car Parking. The width of the road is 6.3m and a parked car takes up approximately 2m, leaving only 4.3m of 'aisle' for access. We have considered the safety impacts in this proposed traffic resolution with the aim to improve safety of all road users.	Yes = 1 No = 0
TR121-19	McFarlane Street (TR 59-19)	No stopping at all times	Removal of No Stopping at all times to Coupon parking	Accessibility	Residents	+2-3	263		The proposed change is for the removal of 20 metres of No Stopping, and replaced with Coupon Parking to facilitate a small number of visitor or service vehicles to park on Lower McFarlane Street and also facilitates residents to park in this area without a Residents Permit or Coupon exemption permit in the evenings (from 6pm- 8am). This is a valuable addition to parking in Mt. Victoria and in particular on Lower McFarlane Street. We have considered the safety impacts in this proposed traffic resolution with the aim to improve safety of all road users.	Yes = 12 No = 5
TR122-19	McFarlane Street (TR 67-18)	Coupon parking	No Stopping at all times	Accessibility	Residents	1	263		The proposed change is to prevent parking on a narrow section of lower McFarlane Street (outside no. 17) as residents (beyond no. 17 in particular) have experienced persistent difficulty in accessing their properties north of no.17 when cars park on this section of road. The measured available carriageway width (outside no. 17) is only 3.6m. A car parked at this location leaves only 1.8m of available road space and this often restricts access/egress to the residents beyond this point. We have considered the safety impacts in this proposed traffic resolution with the aim to improve safety of all road users.	Yes = 6 No = 3
TR123-19	Hawkestone Street	Coupon Parking	No Stopping at all times; Give Way control to SB on -ramp	Safety	NZTA	4	3,416		The proposed change is to install a No Stopping At All Times parking restriction on Hawkestone Street plus a Give Way control on the southbound on-ramp for traffic left turning from Hawkestone Street and merging with right-turning traffic from Hawkestone Street to the on-ramp to SH1 NZTA working with WCC, has investigated and developed a preferred design to prevent vehicles in the morning peak, trying to 'jump a queue' on SH1 southbound using the Hawkestone Street off and on-ramps. The proposed layout will also provide an increased level of safety for pedestrians using Hawkestone Street. With the introduction of new, specific crossing points to traverse from one side of Hawkestone Street it will be clearer to pedestrians where they can safely cross. We have considered the safety impacts in this proposed traffic resolution with the aim to improve safety of all road users.	Yes = 1 No = 0
TR124-19	Hill Street	Coupon parking	Residents parking at all times	Accessibility	Officers	0	2,490		The proposed change is to increase the number of Thorndon residents' parks along the section of Hill Street between Tinakori Road and the Hill Street overbridge. This will assist Thorndon resident permit holders living in the area to find available residents parks and is in response to local concerns.	Yes = 1 No = 0



Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss	Beneficiaries of Proposed Change – average weekday volumes		Comments for Proposed Change	Feedback
							Traffic Volume	Passenger Number		
TR125-19	Market Lane	P120 metered parking	Mobility parking at all times; P10 loading Zone	Accessibility	Residents	0	Not available		The proposed change is to install a loading zone and mobility space. The requested loading zone will allow short term drop off or pick up of goods and people. A mobility space was requested due to the number of elderly residents and visitors needing a mobility park at this end of Market Lane. The additional mobility park will further benefit mobility users using the nearby facilities and access to the waterfront. We have considered the safety impacts in this proposed traffic resolution with the aim to improve safety of all road users.	Yes = 1 No = 0
TR126-19	Taranaki Street	Ambulance parking at all times	Mobility parking at all times P120	Accessibility	Officer	+1	331 ( north of Cable Street)		The proposed change is in support of achieving Council's Transport Strategic outcome of providing and improving accessibility to mobility users and to alleviate the impact of the recent loss of mobility spaces. This location is at the northern tip of Taranaki Street where there is an 'Ambulance Parking Only' park primarily used during waterfront events. At most other times, the park remains unused. It is proposed to convert this park into a P120 metered mobility park. We have considered the safety impacts in this proposed traffic resolution with the aim to improve safety of all road users.	Yes = 1 No = 0
TR127-19	Victoria Street	P120 metered parking	Mobility park P120	Accessibility	Officer	1	9,035		The proposed change is in support of achieving Council's Transport Strategic outcome of providing and improving accessibility to mobility users and to alleviate the impact of the recent loss of mobility spaces. This location is on the eastern side of Victoria Street near Bond Street. There is an opportunity to install a mobility park with an accessible ramp. It is proposed to convert two metered parks into a P120 metered mobility park. We have considered the safety impacts in this proposed traffic resolution with the aim to improve safety of all road users.	Yes = 1 No = 2
TR128-19	Victoria Street 2&3	P120 metered parking	Mobility park P120	Accessibility	Officer	1	7,601		The proposed change is in support of achieving Council's Transport Strategic outcome of providing and improving accessibility to mobility users and to alleviate the impact of the recent loss of mobility spaces. This location is on the western side of Victoria Street near Manners Street. This will be near the recently opened pop-up library in Manners Street. It is proposed to convert three standard metered parks to two P120 metered mobility parks. We have considered the safety impacts in this proposed traffic resolution with the aim to improve safety of all road users.	Yes = 1 No = 1
TR129-19	Buller Street	Residents parking M-Fri 8am – 6 pm	Residents parking at all times	Accessibility	Residents	0	556		The proposed change is to convert three sections of residents parking along both streets Buller Street and Watson Street from "Monday through Friday 8am-6pm" to Residents parking "at all times". The current parking restriction of Monday to Friday 8am to 6pm makes it difficult for them to find available parking especially during weeknights and weekends. We have considered the safety impacts in this proposed traffic resolution with the aim to improve safety of all road users.	Yes = 3 No = 0
TR130-19	Watson Street	Residents parking M-Fri 8am – 6 pm	Residents parking at all times	Accessibility	Residents	0	Not available		The proposed change is to convert three sections of residents parking along both streets Buller Street and Watson Street from "Monday through Friday 8am-6pm" to Residents parking "at all times". The current parking restriction of Monday to Friday 8am to 6pm makes it difficult for them to find available parking especially during weeknights and weekends. We have considered the safety impacts in this proposed traffic resolution with the aim to improve safety of all road users.	Yes = 3 No = 0

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss	Beneficiaries of Proposed Change – average weekday volumes		Comments for Proposed Change	Feedback
							Traffic Volume	Passenger Number		
TR132-19	Parking Signs	Traffic resolutions under Schedule A (Time restricted) and Schedule B (Class restricted) Mon-Sat 8am-6pm	Traffic resolutions under Schedule A (Time restricted) and Schedule B (Class restricted) Mon-Sun 8am-6pm	Accessibility	WCC	0	N/A		The proposed change is to match the current national rules and the Council traffic resolutions previously approved under the Traffic Bylaw and in place at the time the national rules were changed. In order to bring the Council's traffic resolutions into alignment with current national rules it is proposed that the Committee approve a traffic resolution to regularise the situation. This will avoid any confusion over the interpretation of these signs, including enforcement of the parking spaces.	Yes = 0 No = 0
TR133-19	Palliser Road	Unrestricted	No stopping at all times	Safety	Residents	9	2,226		The proposed change is to install 'No Stopping At All Times Parking Restriction' in the green belt section of Palliser Road. This is due to concerns received and an assessment of the narrowness of the road when cars are parked on both sides of the road. Whilst this change will result in the net loss of approximately 9 car parks, the overall public good benefit is to provide safe two-way traffic movement on this collector route and in this instance; officers consider that these benefits outweigh the loss of parking. We have considered the safety impacts in this proposed traffic resolution with the aim to improve safety of all road users.	Yes = 3 No = 0
TR134-19	Featherston Street	Clearway 7am-9am Metered parking P120 at other times	Bus Stop 7am-9.45am am peak. Mon-Fri. Metered parking P120 at other times	Accessibility	GWRC	5 P120 meter parking bays from 9.00-9.45am	9,256	No passenger numbers as this is a new bus stop	This proposed change is to install a morning peak bus stop to provide better accessibility to the city for peak commuter bus services as part of improvements being made to the Metlink bus network. It is proposed to install a bus stop on Featherston Street near Waring Taylor Street. This area is currently a clearway from 7.00 – 9.00am so the establishment of a peak morning bus stop will have minimal impact on the area. The proposal effectively extends the restriction on parking in this area by another 45minutes Monday to Friday. The bus stop is proposed to be 28m long to allow clear entry to and exit from the stop. This will also ensure that buses can pull safely in to the bus stop parallel to the kerb to enable customers to comfortably alight from the bus. We have considered the safety impacts in this proposed traffic resolution with the aim to improve safety of all road users.	Yes = 3 No = 0
TR135-19	Goa Street	Unrestricted parking	P120 Tues-Fri 9.00 am - 5.00pm	Accessibility	Business	0	1,080		The proposed change is to convert 2 unrestricted car parking spaces into P120 Tue-Fri 9:00am – 5:00pm. This is due to recent improvements to the intersection at Goa Street & Moxham Avenue resulting in parking losses. It is noted that some commuters are using this section of the street to 'park and ride'. We have considered the safety impacts in this proposed traffic resolution with the aim to improve safety of all road users.	Yes = 0 No = 0
TR136-19	The Parade	P10 At All Times	No stopping at all times	Safety	Residents	1	10,773		The proposed change is the removal of a car park and the implementation of a 'No Stopping At All Times' restriction in this location to improve safety for cyclists on the approach to the intersection of Dee Street and The Parade. A business at the corner of The Parade and Dee Street (Chappies Dairy) has recently closed down. An earlier consultation undertaken in May 2019 where it was proposed to retain 1 unrestricted (time) parking space in this location did not receive supportive feedback which resulted in the proposal for this change. Whilst this	Yes = 5 No = 0

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss	Beneficiaries of Proposed Change – average weekday volumes		Comments for Proposed Change	Feedback
							Traffic Volume	Passenger Number		
									change will result in the net loss of 1 car park, the overall public good benefits are safer sightlines on the approach of a roundabout and improved cyclist safety in this area. Officers consider that these safety benefits outweigh the loss of parking. We have considered the safety impacts in this proposed traffic resolution with the aim to improve safety of all road users.	
<b>TR138-19</b>	Cuba Street	No restriction (previous vehicle crossing)	P10 Loading Zone	Efficiency	Businesses	1	2,650		This proposed change is to provide local businesses a loading zone to help service their business requirements. The assessment of the site as well as the completed 'request to action' form filled out by several businesses in the vicinity (attached) warrants the need for accessibility improvement. As part of the development at 54 Webb Street, it is proposed to reinstate a vehicle crossing to kerb and channel. It is proposed to install the loading zone in this area. We have considered the safety impacts in this proposed traffic resolution with the aim to improve safety of all road users.	Yes = 0 No = 0



Attachment 2: Table of Legal Description - Round 3 - September 2019

<b>a. Kelburn Parade, Kelburn (TR105-19) Bus Stop Extensions/Time Restricted Parking</b>			
Delete from Schedule A (Time Limited) of the Traffic Resolution Schedule			
Column One	Column Two	Column Three	
Kelburn Parade	P5	East side, commencing 245.5 metres south of its intersection with Salamanca Road (Grid coordinates x= 1748145.0 m y= 5427891.8 m), and extending in a southerly direction following the eastern kerbline for 5 metres.	
Kelburn Parade	P5	West side commencing 173.5 metres from its intersection with Salamanca road and extending in a southerly direction for 47.5 metres.	
Kelburn Parade	P5	East side, commencing 190.5 metres from its intersection with Salamanca Road and extending in a southerly direction for 16 metres	
Kelburn Parade	P120	East side, commencing 206.5 metres from its intersection with Salamanca Road and extending in a southerly direction for 51.5 metres	
Delete from Schedule B (Class Restricted Parking) of the Traffic Resolution Schedule			
Kelburn Parade	Bus Stop	West side commencing 251.5 metres from its intersection with Salamanca road and extending in a southerly direction for 19.5 metres.	
Kelburn Parade	Bus Stop	East side, commencing 250.5 metres south of its intersection with Salamanca Road (Grid coordinates x= 1748145.0 m y= 5427891.8 m), and extending in a southerly direction following the eastern kerbline for 35 metres.	
Kelburn Parade	Loading Zone	East side, commencing 285.5 metres south of its intersection with Salamanca Road (Grid coordinates x= 1748145.0 m y= 5427891.8 m), and extending in a southerly direction following the eastern kerbline for 5.5 metres.	
Add to Schedule A (Time Limited Parking) of the Traffic Resolution Schedule			
Kelburn Parade	Loading Zone, P15, Goods & Service Vehicles Only	East side, commencing 287 metres south of its intersection with Salamanca Road (Grid coordinates X= 1748145.0 m Y= 5427891.8 m), and extending in a southerly direction following the eastern kerb line for 5.5 metres.	
Kelburn Parade	P120, At All Times	West side commencing 186 metres from its intersection with Salamanca Road (Grid coordinates X= 1748132.9m Y= 5427909.7 m) and extending in a southerly direction for 22 metres.	
Kelburn Parade	P5, At All Times	West side commencing 208 metres from its intersection with Salamanca	



			Road (Grid coordinates X= 1748132.9m Y= 5427909.7 m) and extending in a southerly direction for 21 metres.
	Kelburn Parade	P120, At All Times	East side, commencing 176 metres from its intersection with Salamanca Road (Grid Coordinates x = 1748139.3 m, y = 5427897.0 m) and extending in a southerly direction for 20 metres
	Kelburn Parade	P5	East side, commencing 196 metres from its intersection with Salamanca Road (Grid Coordinates x = 1748139.3 m, y = 5427897.0 m) and extending in a southerly direction for 18.5 metres
Add to Schedule B (Class Restricted Parking) of the Traffic Resolution Schedule			
	Kelburn Parade	Bus Stop, At All Times	West side commencing 250 metres from its intersection with Salamanca Road (Grid coordinates X= 1748132.9m Y= 5427909.7 m) and extending in a southerly direction for 30 metres.
	Kelburn Parade	Bus Stop, At All Times	East side, commencing 245 metres south of its intersection with Salamanca Road (Grid coordinates x= 1748145.0 m y= 5427891.8 m), and extending in a southerly direction following the eastern kerb line for 42 metres.
	Kelburn Parade	Motorcycle Parking, At All Times	East side, commencing 214.5 metres from its intersection with Salamanca Road (Grid Coordinates x = 1748139.3 m, y = 5427897.0 m) and extending in a southerly direction for 5.5 metres
<b>b.</b>	<b>Coutts Street, Kilbirnie (TR108-19) Restricted Parking (Bus Stop)</b>		
Remove from Schedule B (Class Restricted Parking) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Coutts Street	Bus Stop	North side, commencing 21.5 metres west of its intersection with Mamari Street and extending in a westerly direction following the northern kerbline for 12 metres.
<b>c.</b>	<b>Rangiora Ave, Kaiwharawhara (TR113-19) No Stopping At All Times Parking Restriction</b>		
Delete from Schedule D (No Stopping) Of the Traffic Resolutions Schedule			
	Column One	Column Two	Column Three
	Rangiora Ave	No stopping, at all times	East side, commencing at its intersection with Hutt Road and extending in a northerly direction following the eastern kerbline for 78 metres.
	Rangiora Ave	No stopping, at all times	North side, commencing at its intersection with Hutt Road and

			extending in an easterly and northerly direction following for 78 metres.
	Rangiora Ave	No stopping, at all times	South side, commencing at its intersection with Hutt Road and extending in an easterly and northerly direction following for 93 metres.
	Rangiora Ave	No stopping, at all times	West side, commencing at its intersection with Hutt Road and extending in a northerly direction following the western kerbline for 93 metres.
<b>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</b>			
	Column One	Column Two	Column Three
	Rangiora Ave	No stopping, at all times	South side, commencing at its intersection with Hutt Road (Grid coordinates x= 1,750,482.4, y= 5,431,305.3) and extending in a easterly direction following the southern kerbline for 121.3 metres.
	Rangiora Ave	No stopping, at all times	North side, commencing at its intersection with Hutt Road (Grid coordinates x= 1,750,480.4, y= 5,431,308.5) and extending in a easterly direction following the southern kerbline for 116.5 metres.
	Rangiora Ave	No stopping, at all times	South side, commencing 166.2 metres from its intersection with Hutt Road (Grid coordinates x= 1,750,482.4, y= 5,431,305.3) and extending in a easterly direction following the southern kerbline for 14.2 metres.
	Rangiora Ave	No stopping, at all times	North side, commencing 162.2 metres from its intersection with Hutt Road (Grid coordinates x= 1,750,480.4, y= 5,431,308.5) and extending in a easterly direction following the southern kerbline for 14.2 metres.
	Rangiora Ave	No stopping, at all times	South side, commencing 180.4 metres from its intersection with Hutt Road (Grid coordinates x= 1,750,482.4, y= 5,431,305.3) and extending in a easterly direction following the southern kerbline for 12.3 metres.
	Sovereign Point	No stopping, at all times	North side, commencing at its intersection with Rangiora Ave (Grid coordinates x= 1,750,521.7, y= 5,431,559.1) and extending in a easterly direction following the northern kerbline for 24.3 metres.
<b>d.</b>	<b>Hankey Street, Mount Cook (TR116-19) No Stopping At All Times Parking Restriction</b>		
<b>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</b>			
	Column One	Column Two	Column Three
	Hankey Street	No stopping, at all times.	West side, commencing at its intersection with Hopper Street (Grid

			coordinates x= 1748448.10, y= 5462381.17) and extending in a southerly direction following the eastern kerbline for 9.1 metres.
	Hankey Street	No stopping, at all times.	West side, commencing 29.5 metres from its intersection with Hopper Street (Grid coordinates x= 1748448.10, y= 5462381.17) and extending in a southerly direction following the eastern kerbline for 8.0 metres.
<b>e.</b>	<b>Rothsay Road, Ngaio (TR120-19) No Stopping At All Times Parking Restriction</b>		
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Rothsay Road	No stopping, at all times.	West side, commencing at its intersection with Awarua Street (Grid coordinates x= 1748454.454, y= 5432623.336) and extending in a southerly direction following the western kerbline for 39.4 metres.
<b>f.</b>	<b>McFarlane Street, Mt Victoria (TR121 – 19) Removal of No Stopping At All Times/ Addition of Coupon Parking</b>		
	Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	McFarlane Street	No stopping at all times	Lower part, East side, commencing 49.5 metres north of its intersection with Roxburgh Street and extending in a northerly direction following the eastern kerb line for 21 metres.
<b>g.</b>	<b>McFarlane Street, Mt Victoria (TR122 – 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
	McFarlane Street	No stopping at all times	Lower part, east side, commencing 94 metres north of its intersection with Roxburgh Street and extending in a northerly direction following the eastern kerbline for 10 metres.
	McFarlane Street	No stopping at all times	Lower part, East side, commencing 111.5 metres east of its intersection with Roxburgh Street and extending in a northerly direction following the eastern kerbline for 7.5 metres.
	Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	McFarlane Street	No stopping at all times	Lower part, East side, commencing 96m north from its intersection with Roxburgh Street (grid coordinate X= 1,749,677.6m,Y= 5,427,191.5m), and extending in a northerly direction following the eastern kerbline for 62 metres.



<b>h.</b>	<b>Hawkestone Street, Thorndon (TR123-19) No Stopping At All Times Parking Restriction, Give Way control</b>		
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Hawkestone Street	No stopping, at all times.	South side, commencing 194.5 metres from its intersection with Tinakori Road (Grid coordinates x= 1748582.18, y= 5429224.63) and extending in an easterly direction following the southern kerbline for 29.9 metres.
	Add to Schedule G (Give Way control) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Hawkestone Street on ramp to SH1	Give Way control.	For vehicles travelling eastbound on Hawkestone Street and then southbound to the on-ramp to SH1
<b>i.</b>	<b>Hill Street, Te Aro (TR124-19) Residents parking, at all times</b>		
	Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Hill Street	No Stopping, At All Times	South side, commencing 395 metres west of its intersection with Molesworth Street (Grid coordinates x= 1748879.3 m, y= 5428968.6 m), and extending in a westerly direction following the southern kerbline for 44 metres.
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Hill Street	No Stopping, At All Times	South side, commencing 395 metres west of its intersection with Molesworth Street (Grid coordinates x= 1748879.3 m, y= 5428968.6 m), and extending in a westerly direction following the southern kerbline for 12 metres.
	Add to Schedule E (Residents Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Hill Street	Resident Parking - Displaying an Authorised Resident Vehicle Parking Permit Only, At All Times	South side, commencing 407 metres west of its intersection with Molesworth Street (Grid coordinates x= 1748879.3 m, y= 5428968.6 m), and extending in a westerly direction following the southern kerbline for 7 metres.
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Hill Street	No Stopping, At All Times	South side, commencing 414 metres west of its intersection with Molesworth Street (Grid coordinates x= 1748879.3 m, y= 5428968.6 m), and extending in a westerly direction following the southern kerbline for 25

			metres.
Add to Schedule E (Residents Parking) of the Traffic Restrictions Schedule			
Column One	Column Two	Column Three	
Hill Street	Resident Parking - Displaying an Authorised Resident Vehicle Parking Permit Only, At All Times	South side, commencing 439 metres west of its intersection with Molesworth Street (Grid coordinates x= 1748879.3 m, y= 5428968.6 m), and extending in a westerly direction following the southern kerbline for 10 metres.	
<b>j.</b>	<b>Market Lane, Wellington Central (TR125-19) Metered mobility parking/ Loading Zone</b>		
Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule			
Column One	Column Two	Column Three	
Market Lane	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	South side, commencing 13 metres west of its intersection with Taranaki Street (Grid coordinates x= 1749018.4 m, y= 5427418.6 m), and extending in a westerly direction following the southern kerbline for 101 metres. (17 parallel parking spaces)	
Add to Schedule B (Restricted Parking) of the Traffic Restrictions Schedule			
Column One	Column Two	Column Three	
Market Lane	P10, Loading Zone	South side, commencing 13 metres west of its intersection with Taranaki Street (Grid coordinates x= 1749018.4 m, y= 5427418.6 m), and extending in a westerly direction following the southern kerbline for 6 metres. (1 parallel parking space)	
Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule			
Column One	Column Two	Column Three	
Market Lane	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	South side, commencing 19 metres west of its intersection with Taranaki Street (Grid coordinates x= 1749018.4 m, y= 5427418.6 m), and extending in a westerly direction following the southern kerbline for 95 metres. (16 parallel parking spaces)	
Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule			
Column One	Column Two	Column Three	
Market Lane	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	North side, commencing 52 metres west of its intersection with Taranaki Street (Grid coordinates x= 1749020.7 m, y= 5427425.1 m), and extending in a westerly direction following the northern kerb line for 42 metres. (12 angled parking spaces)	
Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule			
Column One	Column Two	Column Three	

	Market Lane	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.	North side, commencing 52 metres west of its intersection with Taranaki Street (Grid coordinates x= 1749020.7 m, y= 5427425.1 m), and extending in a westerly direction following the northern kerb line for 6 metres. (1 angled mobility park)
Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Market Lane	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	North side, commencing 58 metres west of its intersection with Taranaki Street (Grid coordinates x= 1749020.7 m, y= 5427425.1 m), and extending in a westerly direction following the northern kerb line for 36 metres. (10 angled parking spaces)
<b>k.</b>	<b>Taranaki Street, Wellington Central (TR126-19) Metered mobility parking</b>		
Remove from Schedule B (Restricted Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Taranaki Street	Ambulance Parking, At All Times.	East side, commencing 24 metres north of its intersection with Cable Street (Grid Coordinates X=2659081.517806 m, Y=5989196.65275 m) and extending in a northerly direction following the kerbline for 8 metres.
Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Taranaki Street	Metered mobility parking - displaying an operation mobility permit only at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 24 metres north of its intersection with Cable Street (Grid Coordinates X=2659081.517806 m, Y=5989196.65275 m) and extending in a northerly direction following the kerbline for 8 metres.
<b>l.</b>	<b>Victoria Street, Wellington Central (TR127-19) Metered mobility parking</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 8:00 - 6:00pm.	East side, commencing 8 metres north of its intersection with Bond Street (Grid coordinates x= 1748714.6 m, y= 5427589.6 m), and extending in a northerly direction following the kerbline for 23 metres. (4 parallel carparks)
Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule			

	Column One	Column Two	Column Three
	Victoria Street	Metered mobility parking - displaying an operation mobility permit only at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, commencing 9.5 metres north of its intersection with Bond Street (Grid coordinates x= 1748714.6 m, y= 5427589.6 m), and extending in a northerly direction following the kerbline for 9 metres. ( 1 mobility park)
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 - 6:00pm.	East side, commencing 18.5 metres north of its intersection with Bond Street (Grid coordinates x= 1748714.6 m, y= 5427589.6 m), and extending in a northerly direction following the kerbline for 12 metres. (2 parallel carparks)
<b>m.</b>	<b>Victoria Street, Wellington Central (TR128-19) Metered mobility parking</b>		
Remove from Schedule F (Metered Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Victoria Street	P120 maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	West side, commencing 48 metres north-east of its intersection with Dixon Street (Grid coordinates, x= 1748639.8 m, y= 5427389.3 m), and extending in a north-easterly direction following the western kerbline for 37 metres (11 angle parking spaces).
Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Victoria Street	Metered mobility parking - displaying an operation mobility permit only at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	West side, commencing 46 metres north-east of its intersection with Dixon Street (Grid coordinates, x= 1,748,637.8033 m, y= 5,427,391.2362 m), and extending in a north-easterly direction following the western kerbline for 9 metres (2 angle mobility parking spaces).
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 - 6:00pm.	West side, commencing 55 metres north-east of its intersection with Dixon Street (Grid coordinates, x= 1,748,637.8033 m, y= 5,427,391.2362 m), and extending in a north-easterly direction following the western kerbline for 27 metres (8 angle parking spaces).
<b>n.</b>	<b>Buller Street, Te Aro (TR 129-19) Residents parking, at all times</b>		

Delete from Schedule E (Residents Parking) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Buller Street	Resident Parking - Displaying an Authorised Resident Vehicle Parking Permit Only, Monday to Friday 8:00am - 6:00pm.	East side, commencing 78 metres south of its intersection with Ghuznee Street (Grid Coordinates X=2658360.766197 m, Y=5989025.663705 m) and extending in a southerly direction following the kerbline for 35 metres.
Add to Schedule E (Residents Parking) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Buller Street	Resident Parking - Displaying an Authorised Resident Vehicle Parking Permit Only, At All Times	East side, commencing 78 metres south of its intersection with Ghuznee Street (Grid Coordinates X=2658360.766197 m, Y=5989025.663705 m) and extending in a southerly direction following the kerbline for 35 metres.
Delete from Schedule E (Residents Parking) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Buller Street	Resident Parking - Displaying an Authorised Resident Vehicle Parking Permit Only, Monday to Friday 8:00am - 6:00pm.	Northeast side, commencing 75.5 metres southeast of its intersection with The Terrace (Grid Coordinates X=2658203.973968 m, Y=5988903.740894 m) and extending in a south-easterly direction following the kerbline for 16.5 metres
Add to Schedule E (Residents Parking) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Buller Street	Resident Parking - Displaying an Authorised Resident Vehicle Parking Permit Only, At All Times	Northeast side, commencing 75.5 metres southeast of its intersection with The Terrace (Grid Coordinates X=2658203.973968 m, Y=5988903.740894 m) and extending in a south-easterly direction following the kerbline for 16.5 metres
<b>o.</b>	<b>Watson Street, Te Aro (TR 130-19) Residents parking, at all times</b>	
Delete from Schedule E (Residents Parking) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Watson Street	Resident Parking - Displaying an Authorised Resident Vehicle Parking Permit Only, Monday to Friday 8:00am - 6:00pm.	East side, commencing 31 metres south of its intersection with Buller Street (Grid Coordinates X=2658268.631196 m, Y=5988868.444462 m) and extending in a southerly direction following the kerbline for 32.5 metres.
Add to Schedule E (Residents Parking) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Watson Street	Resident Parking - Displaying an Authorised Resident Vehicle Parking Permit Only, At All Times	East side, commencing 31 metres south of its intersection with Buller Street (Grid Coordinates X=2658268.631196 m,



			Y=5988868.444462 m) and extending in a southerly direction following the kerbline for 32.5 metres.
<b>p.</b>	<b>Wellington City and Suburbs (TR132-19) Parking Signs, Various</b>		
	Column One	Column Two	Column Three
	Wellington City and suburbs	Monday to Sunday 8am to 6pm	That all traffic resolutions currently listed in the Traffic Resolutions Database under Schedule A (Time Restricted) and Schedule B (Class Restricted) and where the resolution is worded only so as to apply Monday to Saturday 8am to 6pm are to apply Monday to Sunday 8am to 6pm.
<b>q.</b>	<b>Palliser Road, Mt Victoria (TR133-19) No Stopping At All Times Parking Restriction</b>		
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Palliser Road	No stopping, at all times.	East side, commencing 173.7 metres south of its intersection with Bayview Terrace (Grid coordinates x= 1,749,993.3, y= 5,427,144.6) and extending in a southerly direction following the eastern kerbline for 38.7 metres.
	Palliser Road	No stopping, at all times	West side, commencing 239.1 metres south of its intersection with Bayview Terrace (Grid coordinates x= 1,749,987.4, y= 5,427,140.2) and extending in a southerly direction following the western kerbline for 12.6 metres.
<b>r.</b>	<b>Featherston Street ,Wellington Central (TR 134-19) Bus Stop Extensions/Time Restricted Parking</b>		
	Delete from Schedule D (No Stopping restrictions) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Featherston Street	Clearway Monday to Friday 7:00am - 9:00am.	East side, commencing 5.5 metres south of its intersection with Ballance Street (Grid Coordinates X=2658914.372 m, Y=5990148.509 m) and extending in a southerly direction following the kerbline for 50 metres.
	Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Featherston Street	Metered Parking P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, commencing 10.5 metres south of its intersection with Ballance Street (Grid coordinates x= 1748892.6 m, y= 5428436.3 m), and extending in a southerly direction following the kerbline for 45 metres. (8 parallel carparks)
	Add To Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule		

	Column One	Column Two	Column Three
	Featherston Street	Clearway Monday to Friday 7am to 9.00am	East side, commencing 5.5 metres south of its intersection with Ballance Street (Grid Coordinates X=2658914.372 m, Y=5990148.509 m) and extending in a southerly direction following the kerbline for 22 metres.
Add to Schedule B (Class Restricted Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Featherston Street	Bus Stop, 7.00am – 9.45am Monday to Friday	East side, commencing 27.5 metres south of its intersection with Ballance Street (Grid Coordinates X=2658914.372 m, Y=5990148.509 m) and extending in a southerly direction following the kerbline for 28 metres.
Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Featherston Street	Metered Parking P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm	East side, commencing 10.5 metres south of its intersection with Ballance Street (Grid Coordinates X=2658914.372 m, Y=5990148.509 m) and extending in a southerly direction following the kerbline for 17 metres. (3 parallel carparks).
Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Featherston Street	Metered Parking P120 Maximum, Monday to Thursday 9:45am - 6:00pm, Friday 9:45am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm	East side, commencing 27.5 metres south of its intersection with Ballance Street (Grid Coordinates X=2658914.372 m, Y=5990148.509 m) and extending in a southerly direction following the kerbline for 28 metres. (5 parallel carparks).
<b>s.</b>	<b>Goa Street, Hataitai (TR135-19) Time restricted parking</b>		
Add to Schedule A Time Limited (No Stopping) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Goa Street	Time Limited Parking P120 Maximum 9:00am – 5:00pm Tuesday to Friday	North side, commencing 6.8 metres west of its intersection with Moxham Ave (Grid coordinates x= 1,750,042.8, y= 5,425,408.8) and extending in a westerly direction following the northern kerbline for 10.2 metres.
<b>t.</b>	<b>The Parade, Island Bay (TR136 – 19) No Stopping At All Times Parking Restriction</b>		
Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	The Parade	P10, At All Times	West side, commencing 35.3 metres south the southern kerb line of Dee Street (Grid coordinates x= 1748440.8m y= 5423144.2m), and extending in a southerly direction for 5

			metres.
	Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	The Parade	No Stopping, At All Times	West side, commencing 11.1 metres south of its intersection with Dee Street (Grid coordinates x= 1,748,443.7m y= 5,423,178.5m), and extending in a southerly direction for 5 metres.
<b>u.</b>	<b>Cuba Street, Te Aro (TR138-19) Proposed Loading Zone</b>		
	Add to Schedule B Class Restricted of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Cuba Street	P10, Loading Zone	East side, commencing 8.2m from its intersection with Webb Street (Grid Coordinates X=1,748,468.8m, Y=5,426,680.7 m) and extending in a northerly direction following the eastern kerbline for 10 metres.



## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

- Reference:** TR105-19
- Location:** Kelburn Parade, Kelburn
- Proposal:** Class Restricted Parking (Bus Stop)
- Create a 10m extension to existing stop #4915, Victoria University – Stop A
  - Create a 5m extension to existing stop #5915, Victoria University – Stop B
- Time Restricted Parking
- Removal of 1x P120 parking space
  - Removal of 1x P5 parking space
  - Existing loading zone amended to Goods and Service Vehicles Only
  - Informal motorbike/scooter parking formalised
  - 3x P5 parking spaces changed to P120 parking spaces
- Background:** Accessibility and safety at bus stops are key strategic drivers in encouraging the greater use of public transport and as such is a joint effort between Wellington City Council (WCC) and Greater Wellington Regional Council (GWRC) Officers.
- In response to the recognised need for better access to the bus stops on Kelburn Parade for Victoria University students, staff and visitors, WCC Officers have worked with GWRC Officers on a proposal to extend the existing bus stops outside the Victoria University's Kelburn campus.
- The university's student roll is growing, as is patronage to and from the bus stops serving the campus. There is also a need to ensure that buses can pull up parallel to the kerb to ensure passengers can safely board and alight from the bus as well as improving overall accessibility. This is particularly important when there are two buses using the stop at the same time. The proposed bus stop extensions will ensure that the second bus is able to pull in parallel to the kerb and then leave again before the first bus, if required.
- It is proposed to extend stop #4915 by a further 10 metres at the back of the stop.
- It is proposed to extend stop #5915 by a further 5 metres at the back of the stop.
- While the proposal will result in a net parking loss of 1xP120 parking space at stop #4915 and 1xP5 parking space at stop #5915 the public benefits far outweigh this loss and include improved accessibility to public transport, improved traffic

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

flow by taking the bus out of the traffic stream and a more efficient bus service that can effectively facilitate buses to stop close to the kerb and exit the stop safely.

To further ameliorate the effect on parking changes 3 nearby P5 parking spaces will be converted to P120 parking spaces and an informal motorbike/scooter parking will be formalised.

The P15 loading zone in front of the university, near stop #5915, will be retained, and changed to a 'Goods and Services Vehicles Only' loading zone to better reflect its use.

Overall it is considered that the changes better reflect how users use the area and the benefits gained outweigh any parking loss.

**Traffic Safety Assessment:** WCC and GWRC officers have reviewed the site and believe that the proposed layout is the safest and most appropriate for bus operations in the area. The frequency of the bus service and how patrons use of the bus stops have been taken into account in determining these improvements.

**Consultation:** WCC are the owners of the road and road reserve. Consultation with Victoria University was held via on-site meetings between GWRC, WCC & Victoria University on 18 January 2019 and again on Wednesday 8 May 2019. Victoria University are supportive of the proposed changes.

**Key Dates:**

- |   |                   |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper   | 30 July 2019      |
| 2) Feedback period closes.  | 14 August 2019    |
| 3) If no objections received report sent to City Strategy Committee for approval                              | 12 September 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |                   |

**PROPOSED TRAFFIC RESOLUTION**

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Me Heke Ki Pōneke

**Legal Description:**

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Kelburn Parade</b>	P5	East side, commencing 245.5 metres south of its intersection with Salamanca Road (Grid coordinates x= 1748145.0 m y= 5427891.8 m), and extending in a southerly direction following the eastern kerbline for 5 metres.
<b>Kelburn Parade</b>	P5	West side commencing 173.5 metres from its intersection with Salamanca road and extending in a southerly direction for 47.5 metres.
<b>Kelburn Parade</b>	P5	East side, commencing 190.5 metres from its intersection with Salamanca Road and extending in a southerly direction for 16 metres
<b>Kelburn Parade</b>	P120	East side, commencing 206.5 metres from its intersection with Salamanca Road and extending in a southerly direction for 51.5 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>Kelburn Parade</b>	Bus Stop	West side commencing 251.5 metres from its intersection with Salamanca road and extending in a southerly direction for 19.5 metres.
<b>Kelburn Parade</b>	Bus Stop	East side, commencing 250.5 metres south of its intersection with Salamanca Road (Grid coordinates x= 1748145.0 m y= 5427891.8 m), and extending in a

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

southerly direction following the eastern kerbline for 35 metres.

<b><i>Kelburn Parade</i></b>	Loading Zone	East side, commencing 285.5 metres south of its intersection with Salamanca Road (Grid coordinates x= 1748145.0 m y= 5427891.8 m), and extending in a southerly direction following the eastern kerbline for 5.5 metres.
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Add to Schedule A (Time Limited Parking) of the Traffic Resolution Schedule

<b><i>Column One</i></b>	<b><i>Column Two</i></b>	<b><i>Column Three</i></b>
<b><i>Kelburn Parade</i></b>	Loading Zone,P15, Goods & Service Vehicles Only	East side, commencing 287 metres south of its intersection with Salamanca Road (Grid coordinates X= 1748145.0 m Y= 5427891.8 m), and extending in a southerly direction following the eastern kerb line for 5.5 metres.
<b><i>Kelburn Parade</i></b>	P120, At All Times	West side commencing 186 metres from its intersection with Salamanca Road (Grid coordinates X= 1748132.9m Y= 5427909.7 m) and extending in a southerly direction for 22 metres.
<b><i>Kelburn Parade</i></b>	P5, At All Times	West side commencing 208 metres from its intersection with Salamanca Road (Grid coordinates X= 1748132.9m Y= 5427909.7 m) and extending in a southerly direction for 21 metres.
<b><i>Kelburn Parade</i></b>	P120, At All Times	East side, commencing 176 metres from its intersection with Salamanca Road (Grid Coordinates x = 1748139.3 m, y = 5427897.0 m) and extending in a southerly direction for 20 metres

**PROPOSED TRAFFIC RESOLUTION**

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<b>Kelburn Parade</b>	P5	East side, commencing 196 metres from its intersection with Salamanca Road (Grid Coordinates x = 1748139.3 m, y = 5427897.0 m) and extending in a southerly direction for 18.5 metres
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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>Kelburn Parade</b>	Bus Stop, At All Times	West side commencing 250 metres from its intersection with Salamanca Road (Grid coordinates X= 1748132.9m Y= 5427909.7 m) and extending in a southerly direction for 30 metres.
<b>Kelburn Parade</b>	Bus Stop, At All Times	East side, commencing 245 metres south of its intersection with Salamanca Road (Grid coordinates x= 1748145.0 m y= 5427891.8 m), and extending in a southerly direction following the eastern kerb line for 42 metres.
<b>Kelburn Parade</b>	Motorcycle Parking, At All Times	East side, commencing 214.5 metres from its intersection with Salamanca Road (Grid Coordinates x = 1748139.3 m, y = 5427897.0 m) and extending in a southerly direction for 5.5 metres

**Prepared By:** Charles Kingsford  
**Approved By:** Steve Spence  
**Date:** 28/08/2019

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

**WCC Contact:**

Charles Kingsford  
**Principal Transportation Engineer**  
Wellington City Council  
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Wellington 6140  
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Email: Charles.Kingsford@wcc.govt.nz



# PROPOSED TRAFFIC RESOLUTION

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

Attachment 1: Indicative Layout Kelburn Parade



**metlink**  
Proposed On Street Parking by Design | 0800 11 162 138 2015

**PROPOSED PARKING AND BUS STOP CHANGES  
KELBURN PARADE AT VIC UNI**

SCALE: 1:800  
DRAWN BY: SMCNEILL  
DATE DRAWN: 15/05/2019

Disclaimer: All reasonable efforts are made to ensure the currency and accuracy of the information printed.

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

### Feedback Received:

**Name:** Maddy McVie  
**Suburb:** Ngaio  
**Agree:** Yes

I support this proposal, but I do not support making the loading zone goods and services vehicles only.

### Officers Response:

The proposal to convert the current signed P15 loading zone to a P15 Loading Zone for Goods and Service Vehicles only was recommended by Victoria University in consultation with Officers to facilitate ease of access for deliveries to the building. There are a number of P5 parking spaces in close proximity to facilitate short term parking/dropping off –pick up.

**Name:** Tim Jenkins  
**Suburb:** Ngaio  
**Agree:** Yes

Improving access to the bus stop is important, especially when there are two buses using it. It's also good to see motorbike parking.

**Name:** Susan Hutchinson-Daniel for Greater Wellington Regional Council  
**Suburb:** Te Aro  
**Agree:** Yes

GWRC Strategy Group supports the removal of parking at the entrance and egress from bus stops.

We encourage WCC to do this wherever possible, in order to allow buses to safely enter the stop and align themselves properly to the kerb while passengers disembark.

This is in line with our objectives to deliver an effective and efficient regional public transport network, and is also in the interests of increased access for all ages and abilities in Wellington City boundaries.

**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
Wellington City Council  
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- Reference:** TR108-19
- Location:** Coutts Street, Kilbirnie
- Proposal:** Class Restricted Parking (Bus Stop)
- Remove stop #6343 (Coutts Street opposite Rongotai College)

**Information:** Bus stop #6343 on Coutts Street was removed from the Metlink bus network in July 2018 as the stop was no longer serviced by any Metlink bus services. However, as the stop is located opposite Rongotai College, it was decided to leave the bus stop in place to allow for Rongotai College to use the stop for private charters.

Greater Wellington Regional Council (GWRC) has since received a request from a nearby resident for the bus stop to be removed.

Following agreement with Rongotai College, it is now proposed to remove this bus stop.

The removal of this bus stop will free up space for kerbside parking.

POST CITY STRATEGY COMMITTEE ( 22 August 2019)

On reconsideration and discussions with GWRC after the Committee meeting it is recommended that the removal of the bus stop should proceed on the basis that, should GWRC reconsider this bus route in the future, an alternative bus stop location will be consulted on. The location of a new bus stop would be designed to not be adjacent to the proposed shared path on Coutts Street.

**Key Dates:**

- |   |                          |
|---|--------------------------|
| 1) Advertisement in the Dominion Post Newspaper   | 4 July 2019              |
| 2) Feedback period closes.  | 19 July 2019             |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 22 August 2019           |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | <b>12 September 2019</b> |



**PROPOSED TRAFFIC RESOLUTION**

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**Legal Description:**

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<b>Coutts Street</b>	Bus Stop	North side, commencing 21.5 metres west of its intersection with Mamari Street and extending in a westerly direction following the northern kerbline for 12 metres.

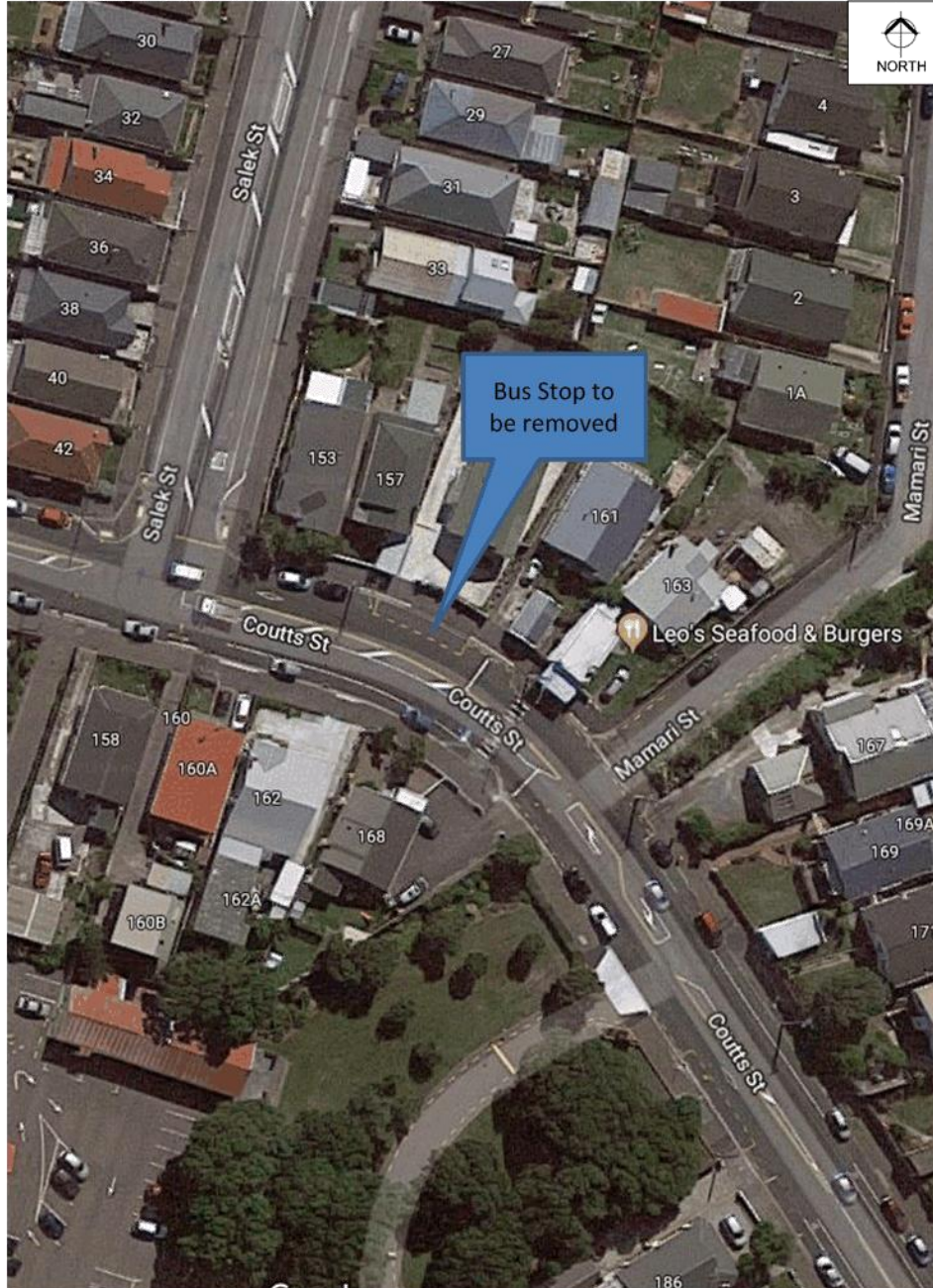
**Prepared By:** Charles Kingsford (Principal Transportation Engineer)  
**Approved By:** Steve Spence (Chief Transport Advisor)  
**Date:** 28/08/2019

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

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

Attachment 1: Indicative layout Cou tts Street



## FEEDBACK RECEIVED

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

### Feedback Received:

**Name:** Jonathan Markwick  
**Suburb:** Melrose  
**Agree:** Yes

Please consider how the removal of this bus stop will affect the proposed separated cycle lane along Coutts St.

<https://www.transportprojects.org.nz/current/kilbirnie-connections/coutts-street/>

### Officers Response:

The most recent plans incorporate the removal of the bus stop and have replaced it with kerb side parking. This is because the bus service no longer runs along Coutts street. The separated cycle lane on the northern side of Coutts Street as proposed in the original plans will remain.

**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke**Reference:** TR113-19**Location:** Rangiora Ave, Kaiwharawhara**Proposal:** No Stopping At All Times Parking Restriction**Information:** Wellington City Council is proposing to install a new footpath on Rangiora Avenue in line with its strategic driver to provide pedestrians with a safe footpath thereby encouraging active travel.

As part of the footpath improvements on Rangiora Ave, some 'no stopping at all times' restrictions are proposed to address safety concerns along the narrow sections of Rangiora Ave. They are intended to improve traffic safety and will formalise sections of existing on-street parking by showing where vehicles should not be parking.

Council officers propose installing multiple No Stopping At All Times parking restrictions along Rangiora Ave.

Council Officers have consulted on the proposed new footpath provision on two occasions with on-site public meetings and have provided updated plans following the feedback received. This traffic resolution is to formalise the proposed restrictions already discussed with residents.

Some corrections to the Traffic Resolution database to reflect current restrictions are also proposed.

Whilst this change will result in the net loss of approximately 8 car parks, the overall public good benefits of a safe footpath area for pedestrians to walk on that is segregated to the live carriageway outweighs the loss of parking.

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



## PROPOSED TRAFFIC RESOLUTION

**Absolutely Positively  
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Me Heke Ki Pōneke

**Key Dates:**

- |   |                   |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper.  | 30 July 2019      |
| 2) Feedback period closes.  | 14 August 2019    |
| 3) If no objections received, report sent to City Strategy Committee for approval.                            | 12 September 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |                   |

**Legal Description:**

*Delete from Schedule D (No Stopping) Of the Traffic Resolutions Schedule*

<b>Rangiora Ave</b>	<i>No stopping, at all times</i>	<i>East side, commencing at its intersection with Hutt Road and extending in a northerly direction following the eastern kerbline for 78 metres.</i>
<b>Rangiora Ave</b>	<i>No Stopping, at all times</i>	<i>North side, commencing at its intersection with Hutt Road and extending in an easterly and northerly direction following for 78 metres.</i>
<b>Rangiora Ave</b>	<i>No Stopping, at all times</i>	<i>South side, commencing at its intersection with Hutt Road and extending in an easterly and northerly direction following for 93 metres.</i>
<b>Rangiora Ave</b>	<i>No Stopping, at all times</i>	<i>West side, commencing at its intersection with Hutt Road and extending in a northerly direction following the western kerbline for 93.0 metres.</i>

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

<b>Rangiora Ave</b>	<i>No stopping, at all times</i>	<i>South side, commencing at its intersection with Hutt Road (Grid coordinates x= 1,750,482.4, y= 5,431,305.3)</i>
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## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

		<i>and extending in a easterly direction following the southern kerbline for 121.3 metres.</i>
<b>Rangiora Ave</b>	<i>No stopping, at all times</i>	<i>North side, commencing at its intersection with Hutt Road (Grid coordinates x= 1,750,480.4, y= 5,431,308.5) and extending in a easterly direction following the southern kerbline for 116.5 metres.</i>
<b>Rangiora Ave</b>	<i>No stopping, at all times</i>	<i>South side, commencing 166.2 metres from its intersection with Hutt Road (Grid coordinates x= 1,750,482.4, y= 5,431,305.3) and extending in a easterly direction following the southern kerbline for 14.2 metres.</i>
<b>Rangiora Ave</b>	<i>No stopping, at all times</i>	<i>North side, commencing 162.2 metres from its intersection with Hutt Road (Grid coordinates x= 1,750,480.4, y= 5,431,308.5) and extending in a easterly direction following the southern kerbline for 14.2 metres.</i>
<b>Rangiora Ave</b>	<i>No stopping, at all times</i>	<i>South side, commencing 180.4 metres from its intersection with Hutt Road (Grid coordinates x= 1,750,482.4, y= 5,431,305.3) and extending in a easterly direction following the southern kerbline for 12.3 metres.</i>
<b>Sovereign Point</b>	<i>No stopping, at all times</i>	<i>North side, commencing at its intersection with Rangiora Ave (Grid coordinates x= 1,750,521.7, y= 5,431,559.1) and extending in a easterly direction following the</i>



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

*northern kerbline for 24.3 metres.*

**Prepared By:** Patrick Padilla **(Intermediate Traffic Engineer)**  
**Approved By:** Steve Spence **(Chief Transport Advisor)**  
**Date:** 28/08/2019

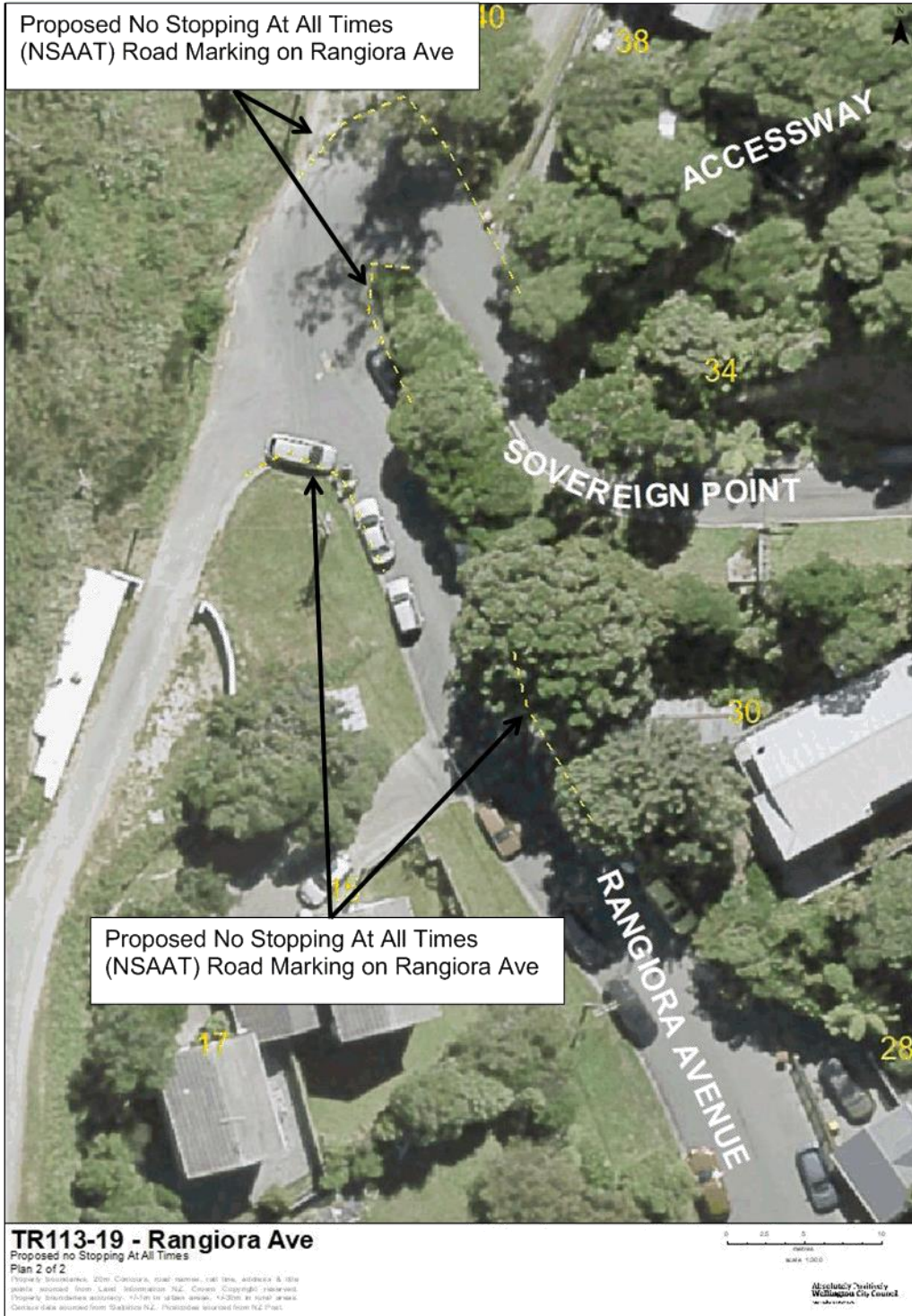
No feedback received

**WCC Contact:**  
  
Lindsey Hill  
**Project Coordinator**  
Transport & Infrastructure  
Wellington City Council  
113 The Terrace/ PO Box 2199,  
Wellington 6140  
Email: [Lindsey.Hill@wcc.govt.nz](mailto:Lindsey.Hill@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:** TR116-19**Location:** Hankey Street, Mount Cook**Proposal:** No Stopping At All Times Parking Restriction**Information:** Residents of Hankey Street asked that Wellington City Council assess a number of safety concerns on their Street. The Officers' assessment of the site concluded that there was a sufficient safety risk to warrant action. This Traffic Resolution therefore supports the achievement of the Council's Transport Strategic outcomes of improving safety for all road users.

Site investigation has been undertaken to understand the concerns. It has been found that vehicles are currently parking on the western side of Hankey Street at the intersection of Hankey Street and Hopper Street. With the current parking arrangement, cars are parking closer to an intersection than the recommended safe distance of 6m away. When cars park here, they limit the space for cars intending to turn right into Hopper Street to turn to be able to see any oncoming traffic they need to give way to. They also limit the space for cars wanting to turn left/continue on to Hopper Street to queue, as if there is more than one car queueing, the parked cars push them into the oncoming traffic travelling uphill on Hankey Street.

Council officers propose to install a No Stopping At All Times parking restriction outside 54 Hopper Street and across the driveway of 70 Hopper Street to improve safety for residents, and other motorists that drive through the middle section of Hankey Street. Note: the addresses are Hopper Street on this section of Hankey Street.

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

**Key Dates:**

- |   |                   |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper.  | 23 July 2019      |
| 2) Feedback period closes.  | 14 August 2019    |
| 3) If no objections received, report sent to City Strategy Committee for approval.                            | 12 September 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*

**Hankey Street**      *No stopping, at all times.*      *West side, commencing at its intersection with Hopper Street (Grid coordinates x= 1748448.10, y= 5462381.17) and extending in a southerly direction following the eastern kerbline for 9.1 metres.*

**Hankey Street**      *No stopping, at all times.*      *West side, commencing 29.5 metres from its intersection with Hopper Street (Grid coordinates x= 1748448.10, y= 5462381.17) and extending in a southerly direction following the eastern kerbline for 8.0 metres.*

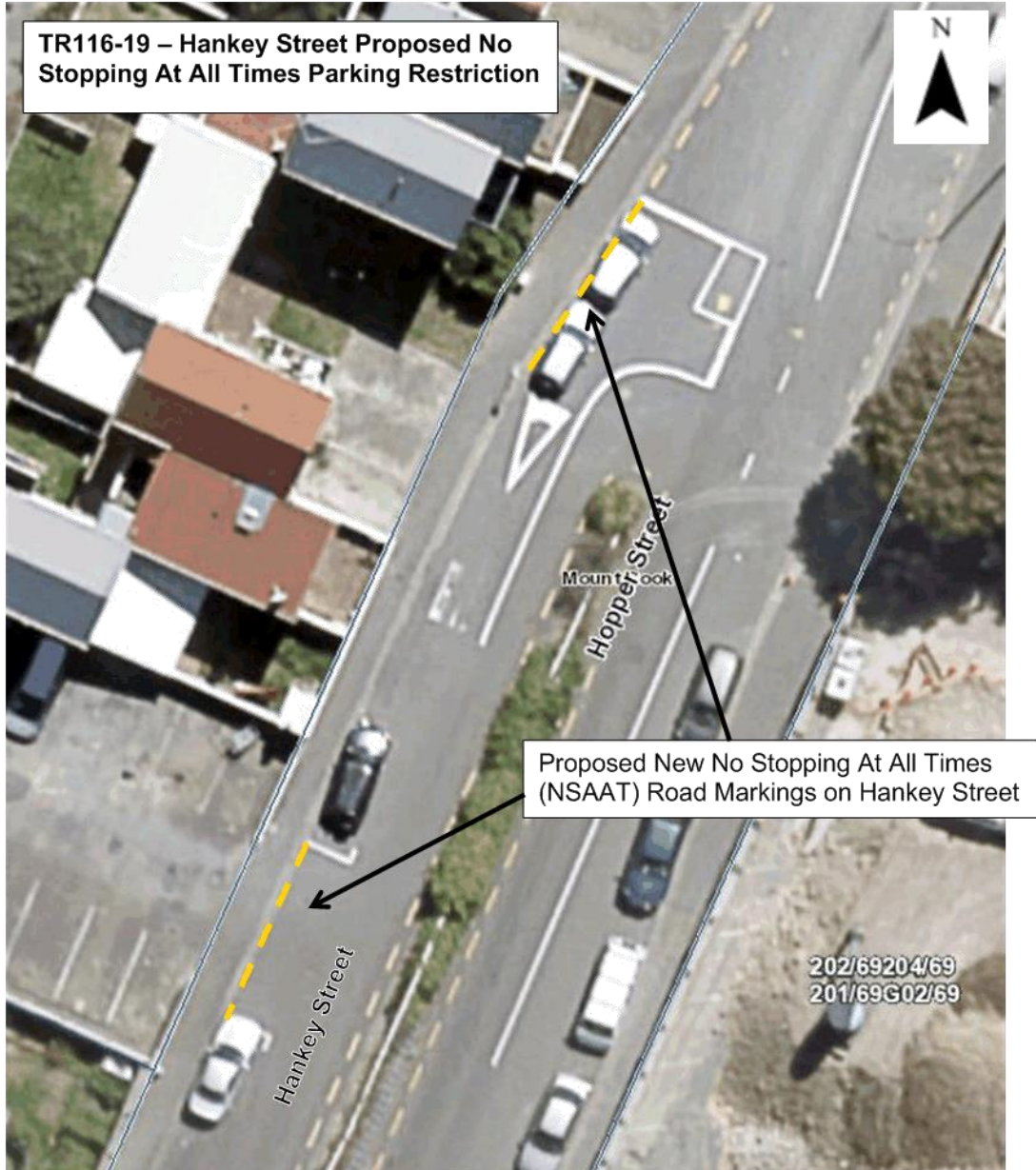
**Prepared By:** Charles Kingsford      **(Principal Transportation Engineer)**  
**Approved By:** Steve Spence      **(Chief Transport Advisor)**  
**Date:** 28/08/2019

**WCC Contact:**  
  
Lindsey Hill  
**Project Coordinator**  
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Wellington 6140  
Email: Lindsey.Hill@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:** Kate Hayward  
**Suburb:** Mount Cook  
**Agree:** Yes

Support the no parking proposal as the current practice of parking right up to Yield Line makes doing a left-hand turn into Hankey Street from Hopper very risky and difficult. Though it pains me deeply to see that this proposal will mean the loss of four car parks (which will put more pressure on parks further up Hankey St)., I don't see that there is any alternative. I was involved in a near-miss making such a turn into Hankey Street from Hopper and the situation was caused by cars being able to park along this section of street.

**Name:** Lesley Parker  
**Suburb:** Mount Cook  
**Agree:** Yes

I've had a number of near-misses several times at this intersection. Would be very appreciative if this change could be made!

**Name:** Susan Hutchinson-Daniel for Greater Wellington Regional Council  
**Suburb:** Te Aro  
**Agree:** Yes

Extension of no-stopping markings has potential to improve safety and traffic flow and we support this on The Parade, Island Bay, Tannadyce Street, McFarlane Street, Rothsay Road and Hankey Street.

**Name:** Heather Hayward  
**Suburb:** Te Aro  
**Agree:** Yes

Cars parking next to the Hankey St intersection has caused a near-crash for us on several occasions.

**Name:** Dasha Fedchuk  
**Suburb:** Te Aro  
**Agree:** Yes

Nearly crashed a number of times trying to turn out.

**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke**Reference:** TR120-19**Location:** Rothsay Road, Ngaio**Proposal:** No Stopping At All Times Parking Restriction

**Information:** Residents of Rothsay Street asked that Wellington City Council assess a number of safety concerns on their street. The Officers' assessment of the site concluded that there was a sufficient safety risk to warrant action. This proposed traffic resolution therefore supports the achievement of Council's Transport Strategic outcomes of improving safety for all road users.

The road has existing broken yellow lines which end opposite the northern end of the driveway for access to 55 Awarua Street (access off Rothsay Road), which allows cars to park directly opposite the access, restricting access to off-street parking at 55 Awarua Street.

Site investigation has been undertaken to understand the concerns. It has been found that vehicles are currently parking on the western side of Rothsay Street without leaving any gaps opposite the driveway. With the current parking arrangement, the 'aisle' distance width is less than the required 5.8m specified by AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-Street Car Parking. The width of the road is 6.3m and a parked car takes up approximately 2m, leaving only 4.3m of 'aisle' for access to 55 Awarua Street.

Council officers propose to install a No Stopping At All Times parking restriction outside 4 Rothsay Street to improve safety.

Whilst this change will result in the net loss of 2 car parks, the overall public good benefits are improving road safety and in this instance benefits outweigh the loss of parking.

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

Note: The current No Stopping At All Times marking on the road is not in the Traffic Resolution database and this is an opportunity to add it to the legal description.

**PROPOSED TRAFFIC RESOLUTION**

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

**Key Dates:**

- 1) Advertisement in the Dominion Post Newspaper. 30 July 2019
- 2) Feedback period closes. 14 August 2019
- 3) If no objections received, report sent to City Strategy Committee for approval. 12 September 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>Rothsay Road</b>	<i>No stopping, at all times.</i>	<i>West side, commencing at its intersection with Awarua Street (Grid coordinates x= 1748454.454, y= 5432623.336) and extending in a southerly direction following the western kerbline for 39.4 metres.</i>
---------------------	-----------------------------------	--

<b>Prepared By:</b>	Claire Ashburn	<b>(Intermediate Traffic Engineer)</b>
<b>Approved By:</b>	Steve Spence	<b>(Chief Transport Advisor)</b>
<b>Date:</b>	28/08/2019	

**WCC Contact:**

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Email: [Lindsey.Hill@wcc.govt.nz](mailto:Lindsey.Hill@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:** Susan Hutchinson-Daniel for Greater Wellington Regional Council  
**Suburb:** Te Aro  
**Agree:** Yes

Extension of no-stopping markings has potential to improve safety and traffic flow and we support this on The Parade, Island Bay, Tannadyce Street, McFarlane Street, Rothsay Road and Hankey Street.



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

- Reference:** TR 121 – 19
- Location:** McFarlane Street - Mt Victoria
- Proposal:** Removal of No Stopping At All Times  
Addition of Coupon Parking
- Information:** This proposal was consulted on in May 2019 (TR 59-19) and was deferred to enable officers to meet with another group of residents in the lower section of McFarlane Street to more fully understand their respective concerns. As a result of that meeting, there is a separate proposal for this street which can be found in *TR122-19*

Lower McFarlane Street has a record of recent traffic resolutions. To recap at the request of a group of property owners, Council Officers met on-site to discuss the removal of 20 metres of broken yellow lines opposite properties #5-9 incl. The residents have requested that these lines be removed to allow parking.

Following the meeting with residents, Council traffic and roading engineers designed and constructed a concrete infill in the channel adjacent to the kerb over 20m (see photo below). This work is aimed at facilitating improved access for cars to park beyond the kerb and effectively widens the travelable road in this area. It is proposed that parking in this area will be signed appropriately to permit parking over the kerb (see sign to be used below).



This traffic resolution supports the Council's strategic direction and sustainable transport hierarchy adopted in the Urban Growth Plan 2015 by providing improved accessibility for residents

To conclude, the recommendation is for the removal of 20 metres of No Stopping, and replaced with Coupon Parking to facilitate a small number of visitor or service vehicles to park on Lower McFarlane Street. This proposal also facilitates residents to park in this area



## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

without a Residents Permit or Coupon exemption permit in the evenings ( from 6pm- 8am)

Parking gain: 2-3 spaces. This is a valuable addition to parking in Mt. Victoria and in particular on Lower McFarlane Street.

### Note for Information:

Parking surveys undertaken on Wednesday 26<sup>th</sup> and Thursday 27<sup>th</sup> September (outside school holidays) with a short survey undertaken on Sunday 30<sup>th</sup> September, confirmed the coupon parking area was working well with a small number of visitors and service vehicles using the spaces.

It is noted that the Coupon Parking (CP) restriction is Mon-Fri 8am – 6pm with the first 2 hours free. Residents were observed to park in the Coupon parking area overnight in 4 of the 6 spaces proving a valuable addition to on-street parking in the street.

Officers strongly recommend this proposal to Committee for approval.

### **Key Dates:**

- 1) Advertisement in the Dominion Post Newspaper 30 July 2019
- 2) Feedback period closes. 14 August 2019
- 3) If no objections received report sent to City Strategy Committee for approval. 12 September 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***Column One****McFarlane Street****Column Two**

No stopping at all times

**Column Three**

Lower part, East side, commencing 49.5 metres north of its intersection with Roxburgh Street and extending in a northerly direction following the eastern kerb line for 21 metres.

**Prepared By:** Charles Kingsford**(Principal Transport Engineer)****Approved By:** Steve Spence**(Chief Transport Advisor)****Date:** 28/08/2019**WCC Contact:**Charles Kingsford  
**Principal Transport Engineer**  
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**PROPOSED TRAFFIC RESOLUTION**  
Absolutely Positively  
**Wellington City Council**  
Me Heke Ki Pōneke

Plan: Proposed Removal of the No Stopping Restriction



**FEEDBACK RECEIVED**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke**Previous Feedback Received: TR 59-19 ( May 2019)**

Please note: For those who have earlier submitted on TR 59-19 (May 2019) their submissions have been included unless the submitter has indicated otherwise.

**Name:** John Bristed  
**Suburb:** Mt Victoria  
**Agree:** Yes

I was horrified when Council (to my mind unnecessarily) added the yellow lines to block parking in that area of McFarlane St. Their addition has caused unnecessary pain to the affected McFarlane St residents.

That restricted parking area had been used very successfully for parking for at least the past 50 years.

Now that it has been widened I'm sure it can continue to do so.

I applaud the removal of the yellow lines.

**Name:** Marc Paynter  
**Suburb:** Whitby  
**Agree:** Yes

Great to see the addition of parking.

**Name:** Doug Braithwaite  
**Suburb:** Mt Victoria  
**Agree:** Yes

Until recently this region of parking was available for local residents, and worked well with cooperation amongst residents. These are valuable car parks for the immediate residents, who have no other close options for parking. Also, this part of the road is wider than the first part of lower McFarlane St., where there is already parking. McFarlane St has generally a friendly neighbourly spirit which has worked well amongst residents, who are considerate in their use of parking and access. Freeing up this parking would go a long way towards bringing this back.

**Name:** Leigh Emmerton  
**Suburb:** Mt Victoria  
**Agree:** Yes

I agree wholeheartedly with the proposal to remove the no stopping lines on McFarlane St. Residents of the street have very limited parking particularly on this part of the street and especially if they have no residential garages or off street parking. The lack of parking on this portion of the street severely impacts residents and guest parking on the surrounding streets and causes difficulties finding parks.

**Name:** Dougal Dunlop  
**Suburb:** Mt Victoria  
**Agree:** Yes

We have lived here for over 15 years and have been successfully parking in this area with no problems whatsoever so we are naturally and strongly in favour of having the very recently applied



## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

dotted yellow lines removed so we can revert back to the way it was, as the majority of the other residents in McFarlane Street always wanted. The yellow lines have reduced the number of car parks that are available consequently causing unnecessary congestion, inconvenience and ill feeling among residents which has never been an issue prior to the yellow lines being installed.

**Name:** Jeff Kennedy  
**Suburb:** Mt Victoria  
**Agree:** Yes

With the loss of 4 - 5 car parks when the new house was built at 21 McFarlane St, it seems like a sensible way of providing more parking for the residents of the street. The new curb that was put in by the WCC, has made the street wider and now made it possible for cars to easily drive past if cars were parked on this part the street. I fully support the removal of the yellow lines.

**Name:** Peter Diessl  
**Suburb:** Mt Victoria  
**Agree:** Yes

McFarlane Street is very narrow and there is very little space for parking, so the proposed change would be of great help to residents and visitors. This overrides any concerns the people in 23 McFarlane Street may have

**Name:** Manuel Aquino  
**Suburb:** Johnsonville  
**Agree:** No

The street is so narrow that removal of certain yellow lanes will make the street just barely passable with more cars parking.

**Name:** Nina Mackey  
**Suburb:** Unknown  
**Agree:** No

Very narrow road and often impossible to drive down it when cars already parked. When visiting friends I have to park on another street as can't get my car along the street as already many cars parked on the road don't allow for access. The road is too narrow for parked cars. Access in or out is already difficult so would be even harder with more parking I feel. Hopefully no emergency access is needed if cars are parked there.

**Name:** Ruth Story  
**Suburb:** Unknown  
**Agree:** No

I experienced great difficulty driving down lower McFarlane Street in the dark on Saturday evening. I had to reverse out of the street to exit as I was unable to pass next to a parked car with a house on the other side; my vehicle is not overly large (Subaru Outback). By removing yellow lines you will make it more likely that vehicles will be unable to get through this street.

**Name:** Danny McGrath  
**Suburb:** Mount Victoria  
**Agree:** Yes

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

I very much support the proposal, namely the removal of the 20m of no stopping opposite no's 7-11 McFarlane Street as set out within TR 59-19. Both upper and lower McFarlane Street have significant parking issues being very narrow streets with a lot of houses not having parking. This proposal will certainly help the residents who do not currently have access to parking.

**Feedback Received: TR121-19**

Where an earlier submitter (to TR 59-19) has provided feedback to the current proposal (TR 121-19) only their latest feedback has been included in this TR report which is being presented to Committee on the 12 September 2019.

**Name:** Ian Twomey  
**Suburb:** Mount Victoria  
**Agree:** Yes

Yes - particularly with the adjustment to the gutter, cars can park there without any issues to access further down the road (we live further down the road)

**Name:** Charles Morley-Hall  
**Suburb:** Unknown  
**Agree:** Yes

Yes, I support the removal of the yellow lines. Anything to create more residence parking in a street that is already lacking in adequate parking.

**Name:** Hazel Dunlop  
**Suburb:** Mount Victoria  
**Agree:** Yes

We are in favour of the broken yellow lines referred to in TR121-19 be removed. We have lived in 7 McFarlane St for 15 years. The broken yellow lines have not been in street all the time we have been here until recently. Parking and access has never been a problem. The Broken yellow lines there now have been put in against the wishes of MAJORITY of residents in Lower McFarlane St. We would hasten to say that only one property wanted these Broken Yellow lines installed. We thought we lived in a democracy. We are also AGAINST COUPON PARKING or more Resident parking being installed. For 13 of 15 years we have lived here parking worked just fine in this part of Lower McFarlane St without Coupon Parking. The Resident parking in Lower McFarlane St is plenty.

**Name:** Stephen McDougall  
**Suburb:** Mount Victoria  
**Agree:** Yes

The current No Parking designation is an anomaly in the street. We have lived in the street for 16 years and until the last round of parking resolutions this area was available for parking. After the last TR round in mid-2018 one neighbour who lives in another part of the street discovered that the area in question was designated as a no parking zone and requested the yellow lines be installed with the immediate effect of losing approx 3 on street parks. The street is challenging, is narrow and on street parking is limited. Few houses have garages or off street parking and the bulk of the



## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

residents rely on street parking. The width of the street means that where garages or off street parks are located access is only possible where large vehicle swing space occurs which restricts adjacent on street parking. Recent developments at 21 McFarlane Street have included 2 double garages and board street crossings. As part of this development a length of yellow lines was installed opposite and adjacent to these properties. Consequentially approximately 5 on street parks that had been available for use by all residents in the street have been lost. This loss has put significant additional pressure on the rest of the streets parking capacity. It has also meant that visitors to 21 McFarlane Street and adjacent houses now have to park further up the street as there is little available parking adjacent to these houses. The portion of the street in question is comparatively wide and easily allows a parked car mounted on the kerb as illustrated in the TR 121-19 document and a car trafficking in the street to pass. I believe that the additional 3 parks would be a great benefit to the street amenity and i strongly support this resolution. We do not, however, support the strip becoming coupon parking and urge the Council to maintain it as a free parking area similar to how it operated in the 15 years of our residency until the 2018 TR process. This would allow friends and family members and trade vehicles to park adjacent to those properties they are visiting.

**Name:** Guest McLanahan  
**Suburb:** Unknown  
**Agree:** No

Lower McFarlane does not have a parking problem. There are, according to the council, 10 spaces already for the 4 houses that do not have off-street parking. Council's own surveys have also shown a maximum use of 6 of those spots; in other words, there were always at least 4 empty spots when Council did its survey. The problem at Lower McFarlane is EMERGENCY VEHICLE access. There are many times when parked cars make it very difficult for a small car to get down the street, and it would be impossible for emergency vehicles including ambulances. There has already been an instance where an ambulance could not get down the street to attend to an ill child. The problem is especially acute as Lower McFarlane is a Dead End street; if access is blocked anywhere, those at the end of the street cannot be reached. We have raised this issue with the traffic team numerous times. As far as we know, the traffic team has never analysed the situation or spoken to the Ambulance providers (though council has paid for someone to look at parking). TRs for Lower McFarlane never mention the problem to Councilors, while other TRs for other roads due take that into consideration. It is unclear why this serious health and safety issue is being ignored on Lower McFarlane. Councilor Young, at a City Strategy Committee meeting in December 2018, said that the narrowness of Lower McFarlane around parked cars was fine, and said that all 3 Lambton Quay Councilors (Young, Pannett, and Dawson) lived on tight roads with similar problems. According to Council, those 3 Councilors live on Caroline Street, Elizabeth Street and Mortimer Terrace. Caroline Street is 8 meters across and Elizabeth Street is 7 meters, both far wider than the sub 4 meter wide chokepoints where parking is allowed on Lower McFarlane. Where Mortimer Terrace approaches 4 meters wide, parking on both sides of the road has been eliminated, specifically so Emergency Vehicles can access the properties beyond. We simply want the same Ambulance access that Councilors and other residents enjoy.

**Name:** E-Lynn Tan  
**Suburb:** Mount Victoria  
**Agree:** No

I oppose the removal of no-stopping lines on lower McFarlane Street for the following reasons.

#1: The Street is very narrow and access is already difficult; the removal of no-stopping lines will worsen the existing problem and the kerb infill does not sufficiently widen the road to allow for both

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

parking and access. Under the WCC Code of Practice for Land Development, roads have to be a minimum width of 5 m to allow both parking and access.

#2: Councillors should bear in mind that the *primary* function of a road is for access, and that they have a duty under Section 591 (2) of the Local Government Act 1974, which states that “The council shall *not* authorize the use of any part of a road as a parking place or transport station so as unreasonably to prevent access to any premises adjoining the road or the use of the road by any person entitled to the use thereof.” (As mentioned, the guideline for road width in this instance is 5 m.)

#3: Access is more of an issue now, compared to before, as in general cars get larger (SUVs are the most popular vehicle type in NZ), and specifically, on the street as there are now two large SUVs which were not present a decade ago.

#4: Lower McFarlane is a dead-end street. So when residents or visitors are blocked on the narrow road, they can't use an alternative route to get in or out. Moreover, in our experience, if there are no broken yellow lines, parking wardens are powerless to do anything even if a parked car is blocking road access. Cars that ignore the proposed sign to park on the kerb will not be towed or even ticketed and they can therefore block the road with impunity.

#5: As such, additional street parking should not be provided by the WCC at the expense of road access, especially since the parking survey actually shows there is adequate parking on the street, even *without* the 2-3 additional spaces created by this TR. The Council-commissioned survey mentioned in the TR shows there are ample Resident parks for those who live on the street and that overall parking (Resident and Coupon) on McFarlane Street did not exceed 60% filled.

#6: Those no-stopping lines have been on the Traffic Restrictions Schedule for at least several decades but have faded and have recently been re-painted. To remove these existing no-stopping lines, the WCC should follow its own Code of Practice for Land Development which specifies a minimum of 5m road width before parking is allowed.

#7: Removing those lines may add 2-3 parking spaces but it will also render 4 valuable off-street parks inaccessible, resulting in a net loss of parking space.

As a final point, there is a good alternative to the removal of no-stopping lines. If the WCC is determined to remove those no-stopping lines and eliminate access to 4 valuable off-street parks, then at the very minimum, they should ensure road access by replacing those no-stopping lines with PARKING BOXES to show where vehicles have to park within and still allow reasonable access for cars to pass, with penalties for vehicles that park outside that box. This is a completely reasonable approach that should satisfy everyone, from those who want to park to those who need access.

**Officer's response to all submitters:**

We are recommending to the City Strategy Committee the deletion of 21m of No Stopping At all Times (NS) as proposed in this report and replaced with Coupon Parking to facilitate a small number of visitor or service vehicles to park on Lower McFarlane Street. This proposal also facilitates residents to park in this area without a Residents Permit or Coupon exemption permit in the evenings (from 6pm- 8am). There will be additional 2-3 parking spaces which is a valuable addition to parking in Mt. Victoria and in particular on Lower McFarlane Street.

The key reasons for this decision are:

1. No adverse concerns have been raised in the past regarding access except until recently. Some residents have lived in this street for a considerable number of years with no issues passing a vehicle opposite 7-9.

## **FEEDBACK RECEIVED**

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

2. We do acknowledge that this narrow street can become blocked at any point by poorly parked cars. To address this we have designed and constructed a concrete infill in the channel adjacent to the kerb over 20m (see photo above). This work is aimed at facilitating improved access for cars to park beyond the kerb and effectively widens the travelable road in this area.
3. It is noted that the availability of visitor and/ or resident parking in this street is at a premium. Providing for on-street parking is always a careful balance between demand and vehicle access. As suggested in the feedback, we will also look to mark parking 'L' and 'T' bars to identify the parking bays.
4. Realising the road is also limited with regard to vehicles being able to turn-around, we will also install a sign at the start of Lower McFarlane Street to inform drivers that no formal turning area is available in the street together with a street name plate identifying the house numbers that Lower McFarlane street provides access to.

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

**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke**Reference:** TR 122 – 19**Location:** McFarlane Street, Mt Victoria**Proposal:** No Stopping At All Times

**Information:** Residents of lower McFarlane Street requested that Wellington City Council (WCC) Officers consider what measures could be implemented to prevent parking on a narrow section of lower McFarlane Street (outside no. 17). Residents have experienced persistent difficulty in accessing their properties north of no.17 when cars park on this section of road. The measured available carriageway width (outside no. 17) is only 3.6m. A car parked at this location leaves only 1.8m of available road space and this often restricts access/egress to the residents beyond this point.

This traffic resolution supports the Council's strategic direction and sustainable transport hierarchy adopted in the Urban Growth Plan 2015 by improving accessibility.

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

Note: This is a modified submission of TR67-18 following further discussions with residents.

Whilst this change will result in the net loss of approximately 1 car park, the overall public good benefit is unobstructed access to residents' properties and in this instance officers consider that these benefits outweigh the loss of parking.

Officers strongly recommend this proposal to Committee for approval.

Officers are also consulting on the removal of 20 metres of No Stopping (opposite no. 7-11) from the legal description in the Traffic Resolution database. This is described in the separate report (*TR 121-19 Removal of No stopping At All Times. Addition of Coupon Parking*) which is also included on the Committee agenda.



# PROPOSED TRAFFIC RESOLUTION

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

**Key Dates:**

- |    |  |                   |
|----|--|-------------------|
| 1) | Advertisement in the Dominion Post Newspaper   | 30 July 2019      |
| 2) | Feedback period closes.  | 14 August 2019    |
| 3) | If no objections received report sent to City Strategy Committee for approval.                             | 12 September 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>McFarlane Street</b>	No stopping at all times	Lower part, east side, commencing 94 metres north of its intersection with Roxburgh Street and extending in a northerly direction following the eastern kerbline for 10 metres.
<b>McFarlane Street</b>	No stopping at all times	Lower part, East side, commencing 111.5 metres east of its intersection with Roxburgh Street and extending in a northerly direction following the eastern kerbline for 7.5 metres.
<b>McFarlane Street</b>	No stopping at all times	Lower part, East side, commencing 140.5 metres east of its intersection with Roxburgh Street and extending in a northerly direction following the eastern kerbline for 8.5 metres.



**PROPOSED TRAFFIC RESOLUTION**

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

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

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

**Prepared By:** Charles Kingsford  
**Approved By:** Steve Spence  
**Date:** 28/08/2019

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

**WCC Contact:**

Charles Kingsford  
Principal Transportation Engineer  
Wellington City Council  
113 The Terrace/ PO Box 2199,  
Wellington 6140  
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**PROPOSED TRAFFIC RESOLUTION** Absolutely Positively  
**Wellington City Council**  
Me Heke Ki Pōneke

Original Plan



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

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

**Name:** Ian Twomey  
**Suburb:** Mount Victoria  
**Agree:** Yes

Yes we support this removal as on the few occasions it is currently used it makes access to our house (21) very difficult. The additional spaces (from TR121) will more than offset the impact from the loss of this one park in the street.

**Name:** Charles Morley-Hall  
**Suburb:** Unknown  
**Agree:** No

No I definitely don't support the removal of parking space and the addition of yellow lines.. The street is already lacking in adequate parking, and this would just add to the problem encountered by all residents.

**Name:** Hazel Dunlop  
**Suburb:** Mount Victoria  
**Agree:** No

We have lived at 7 McFarlane St for 15years. At no time have we had difficulty in passing parked cars outside no 17 McFarlane St. Would strongly encourage to keep this parking space. If anybody is having trouble getting passed a parked vehicle here. I would suggest that is the drivers lack of ability to see properly.

**Name:** Stephen McDougall  
**Suburb:** Mount Victoria  
**Agree:** No

We do not support the introduction of the dashed yellow lines in place of the single remaining park outside no' 17 McFarlane street. The entire street is narrow and at times requires careful negotiation and good neighbourly behaviour when passing parked cars. While i agree this portion of the street is narrow it has been successfully negotiated by all residents for decades with no issues. All owners of properties in the street are very aware of the challenging nature of driving and parking in the street at the time of purchasing their houses. Buyer beware! It is very apparent that all residents except for one have no issues driving through this narrow portion when a car is parked in the subject location.

It should be noted that the redevelopment of 21 McFarlane Street which includes 2 double garages and broad street crossings also included a length of dashed yellow lines to allow access to these properties. This has resulted in the loss of approximately 5 on street carparks and has put significant pressure on parking in the rest of the street. The loss of the park in question, while only one park, will add to this pressure. It will also push visitor parks from these adjacent houses, including no' 21 Mcfarlane street, further up the street. We strongly disagree with this proposed TR.



## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Name:** Manuel Aquino  
**Suburb:** Unknown  
**Agree:** Yes

I'm visiting a friend at McFarlane Street on a regular basis and most of the time it's a challenge to squeeze thru the choke point where car/s are parked near 17.  
I support No Stopping at all times in McFarlane Street as this would help homeowners and visitors have a convenient and not challenging access to the properties

**Name:** E-Lyn Tan  
**Suburb:** Mount Victoria  
**Agree:** Yes

I support adding broken yellow lines outside #17 McFarlane as the street is too narrow to allow parking there. I drive an average-sized sedan and have been blocked from my home multiple times in the past due to a parked vehicle. Just today, in order to get by a parked vehicle at that point, I had to put my wing mirrors in and have someone guide me through the tight space. That was in the day. The situation is even worse at night when visibility is reduced. One night, I was blocked by a brown SUV parked in that spot. I asked the driver (who is a resident) to move his car so I could get by. He refused. This is a point on the street where the traffic team has measured the width to be 3.6m, and SUVs are around 2m. The lack of broken yellow lines there has created these very unpleasant situations. So please vote yes for adding broken yellow lines at #17. A previous suggestion from a Councillor that residents can cooperate on this issue, simply does not work.

**Name:** Susan Hutchinson-Daniel for Greater Wellington Regional Council  
**Suburb:** Te Aro  
**Agree:** Yes

Extension of no-stopping markings has potential to improve safety and traffic flow and we support this on The Parade, Island Bay, Tannadyce Street, McFarlane Street, Rothsay Road and Hankey Street.

**Name:** Fiona Campbell  
**Suburb:** Mount Victoria  
**Agree:** Yes

Hi. I live at 19 McFarlane Street and have experienced major difficulties in getting cars in and out of my carport if there is a car parked at 17 McFarlane Street. It is a really tight pinch point for the street too and my elderly parents really struggle to negotiate it.

**Name:** Guest McLanahan  
**Suburb:** Mount Victoria  
**Agree:** Yes

I completely support lines outside of #17 lower McFarlane Street. A car parked there is a clear Health and Safety risk to the properties beyond, as there is no other way to access that part of the dead end road.

The WCC traffic team has measured that choke point at 3.6m. Even if it is a bit larger than that it is clear that a vehicle parked there obstructs access.

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

This is not a theoretical exercise. There has already been an incident when an ambulance could not get down the street to help a sick child.

In a previous discussion, it was mentioned that all 3 Lambton Quay councillors live on tight streets and don't have issues. With respect, 2 of those streets (Elizabeth Street and Caroline Street) are 6-7 meters across, far wider than lower McFarlane. The third (Mortimer Terrace) does get as narrow as 4 meters. However, in those spots Mortimer Terrace has broken yellow lines to prevent people from parking in the narrow areas. The reason given by the council for preventing parking in those areas was specifically so emergency service vehicles could get by.

All we want is the same access to emergency service vehicles that councillors and other Wellington residents take for granted.

**Officers response to all submitters:**

We are recommending to the City Strategy Committee the 7 metres of No Stopping At all Times (NS) as proposed in this report.

It is noted that the availability of visitor and/ or resident parking in this street is at a premium. Therefore, WCC officers are also currently proposing (in TR 121-19) the removal of 21 metres of NS opposite 7-9 which will be replaced with Coupon Parking. This added parking ( 2-3 spaces) will allow a small number of visitor or service vehicles to park on Lower McFarlane Street and will more than balance out the loss of this 1 parking space

2. We do acknowledge that this narrow street can become blocked at any point by poorly parked cars and especially in this section of road opposite no.17

3. Realising the road is also limited with regard to vehicles being able to turn- around; we will also install a sign at the start of Lower McFarlane Street to inform drivers that no formal turning area is available in the street together with a street name plate identifying the house numbers that Lower McFarlane Street provides access to.

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



## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Reference:** TR123-19

**Location:** Hawkestone Street, Thorndon

**Proposal:** No Stopping At All Times Parking Restriction, Give Way control

**Information:** This proposal seeks to improve efficiency of the roading network and is aligned to our strategic driver of improving efficiency and safety.

NZTA working with WCC have investigated and developed a preferred design to prevent vehicles in the morning peak, trying to 'jump a queue' on SH1 southbound using the Hawkestone Street off and on-ramps. This activity raises both safety and efficiency concerns and there is currently a temporary road layout which is being trialled to address these concerns

Monitoring of driver behaviour before and during trial was undertaken to determine if the trial layout is effective.

The monitoring data has shown a significant decrease in vehicles using this route as a short cut resulting in a 1 to 2 minute reduction in traffic travel time on the state highway. The effectiveness of this solution is also expected to improve once the temporary flexible bollards are replaced with permanent concrete islands and appropriate signage. Given the positive results of the trial, we are proposing to install a permanent change to the road layout.

The attached plan shows the detail of the proposed intersection layout including a stop control on the off ramp and pedestrian facility improvements.

The proposed layout will also provide an increased level of safety for pedestrians using Hawkestone Street. With the introduction of new, specific crossing points to traverse from one side of Hawkestone Street it will be clearer to pedestrian where they can safely cross. The installation of new tactile pavers at the existing crossings will also enhance safety for pedestrians.

As part of the proposed layout 5 coupon parking spaces will be removed to provide space for the left-turn slip lane to SH1. The slip lane is necessary to maintain the efficiency of the intersection. One additional coupon parking space will be constructed on the northern side of Hawkestone Street to the east of the SH1 off-ramp. While the changes will result in a loss of 4 car parking spaces the overall public good benefits of improved pedestrian safety, and efficiency of the intersection, in this instance, are considered to outweigh any loss in

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

parking.

Overall the proposed layout will provide a safer and more efficient pedestrian and vehicle network consistent with Council's transport strategic outcomes of improving safety for all road users.

**Key Dates:**

- |   |                   |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper.  | 30 July 2019      |
| 2) Feedback period closes.  | 14 August 2019    |
| 3) If no objections received, report sent to City Strategy Committee for approval.                            | 12 September 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>Hawkestone Street</b>	<i>No stopping, at all times.</i>	<i>South side, commencing 194.5 metres from its intersection with Tinakori Road (Grid coordinates x= 1748582.18, y= 5429224.63) and extending in an easterly direction following the southern kerbline for 29.9 metres.</i>
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*Add to Schedule G (Give Way control) of the Traffic Restrictions Schedule*

<b>Hawkestone Street on ramp to SH1</b>	<i>Give Way control.</i>	<i>For vehicles travelling eastbound on Hawkestone Street and then southbound to the on-ramp to SH1</i>
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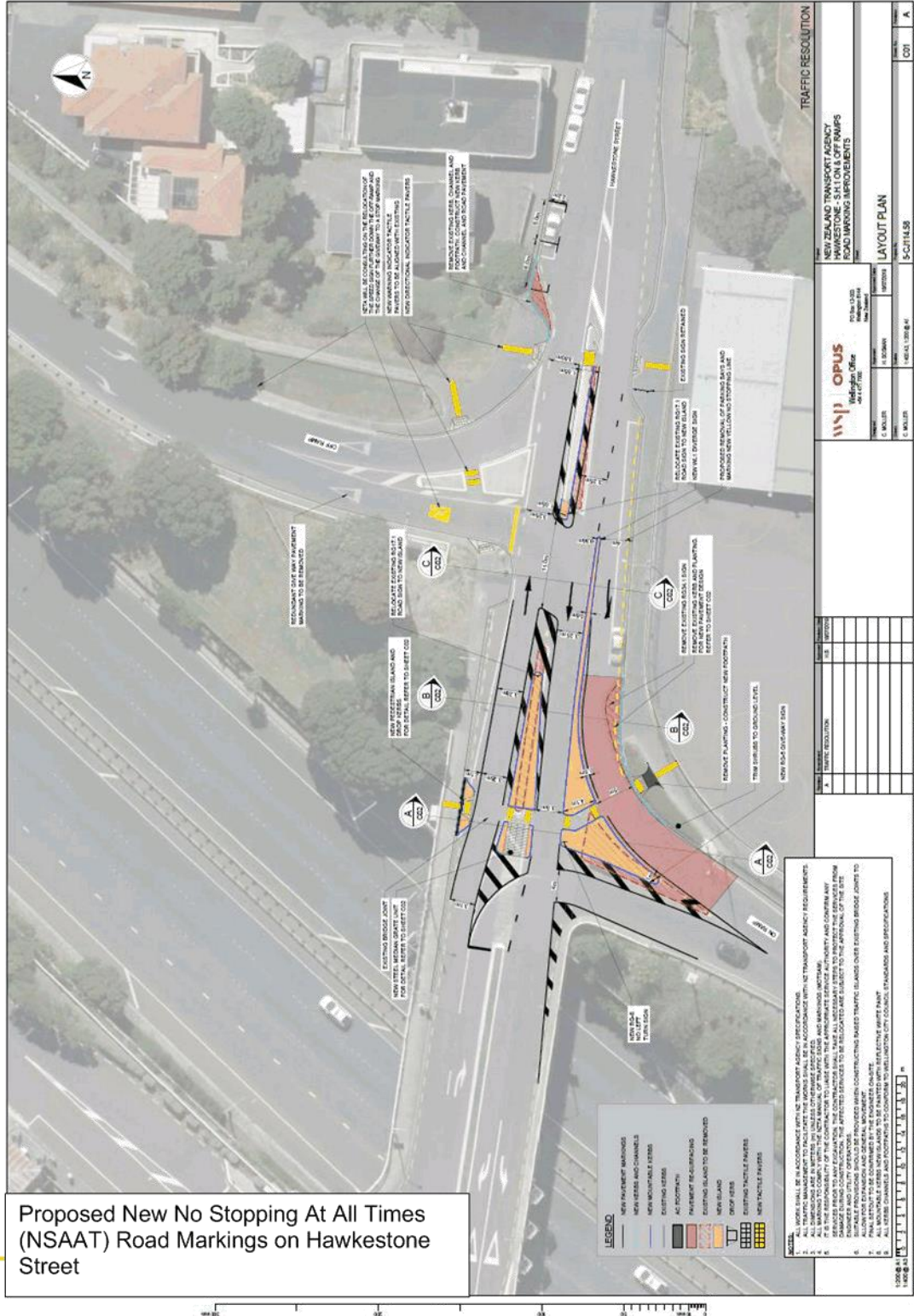
<b>Prepared By:</b>	Charles Kingsford	<b>(Principal Transportation Engineer )</b>
<b>Approved By:</b>	Steve Spence	<b>(Chief Transport Advisor)</b>
<b>Date:</b>	28/08/2019	

**WCC Contact:**

Charles Kingsford  
Principal Transportation Engineer  
Transport & Infrastructure  
Wellington City Council  
113 The Terrace/ PO Box 2199,  
Wellington 6140  
Email: Charles.Kingsford@wcc.govt.nz

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

Traffic Resolution Plan





**Feedback Received:**

**Name:** Susan Hutchinson-Daniel for Greater Wellington Regional Council  
**Suburb:** Te Aro  
**Agree:** Yes

Extension of no-stopping markings has potential to improve safety and traffic flow and we further endorse the changes to Hawkestone Street which have improved pedestrian safety.



## **PROPOSED TRAFFIC RESOLUTION**

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

**Reference:** TR124-19

**Location:** Hill Street - Te Aro

**Proposal:** Residents parking, at all times

**Information:** Council officers are proposing increasing the number of Thorndon residents' parks along the section of Hill Street between Tinakori Road and the Hill Street overbridge.

This will assist Thorndon resident permit holders living in the area to find available residents parks and is in response to local concerns. This resolution supports the Council's Transport Strategic outcome of improving accessibility for affected residents.

It is proposed to convert three coupon parks on the southern side of Hill Street to residents parking at all times.

**Key Dates:**

- 1) Advertisement in the Dominion Post Newspaper 30 July 2019
- 2) Feedback period closes. 14 August 2019
- 3) If no objections received report sent to City Strategy Committee for approval. 12 September 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>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Hill Street</b>	No Stopping, At All Times	South side, commencing 395 metres west of its intersection with Molesworth Street (Grid coordinates x= 1748879.3 m, y= 5428968.6 m), and extending in a westerly direction following the southern kerbline for 44 metres.

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Hill Street</b>	No Stopping, At All Times	South side, commencing 395 metres west of its intersection with Molesworth Street (Grid coordinates x= 1748879.3 m, y= 5428968.6 m), and extending in a westerly direction following the southern kerbline for 12 metres.

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Hill Street</b>	Resident Parking - Displaying an Authorised Resident Vehicle Parking Permit Only, At All Times	South side, commencing 407 metres west of its intersection with Molesworth Street (Grid coordinates x= 1748879.3 m, y= 5428968.6 m), and extending in a westerly direction following the southern kerbline for 7 metres.

**PROPOSED TRAFFIC RESOLUTION**

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Hill Street</b>	No Stopping, At All Times	South side, commencing 414 metres west of its intersection with Molesworth Street (Grid coordinates x= 1748879.3 m, y= 5428968.6 m), and extending in a westerly direction following the southern kerbline for 25 metres.

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Hill Street</b>	Resident Parking - Displaying an Authorised Resident Vehicle Parking Permit Only, At All Times	South side, commencing 439 metres west of its intersection with Molesworth Street (Grid coordinates x= 1748879.3 m, y= 5428968.6 m), and extending in a westerly direction following the southern kerbline for 10 metres.

**Prepared By:** Orencio Gueco  
**Approved By:** Steve Spence  
**Date:** 28/08/2019

**(Transport Engineer)  
(Chief Transport Advisor)**

**WCC Contact:**  
  
Orencio Gueco  
**Transport Engineer**  
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113 The Terrace/ PO Box 2199,  
Wellington 6140  
Phone: +64 4 803 8287  
Email: [orencio.gueco@wcc.govt.nz](mailto:orencio.gueco@wcc.govt.nz)

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

Proposed Traffic Resolution Plan: TR 124-19



## **FEEDBACK RECEIVED**

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

**Feedback Received:**

**Name:** Susan Hutchinson-Daniel for Greater Wellington Regional Council  
**Suburb:** Te Aro  
**Agree:** Yes

GWRC support the increased charges for residents parking. As stated in our updated RLTP, the emergence of car sharing schemes could result in reduced need for car parking in urban areas, as people move away from multiple vehicle ownership towards a centralised vehicle pool to make their trips.



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

**Reference:** TR125-19

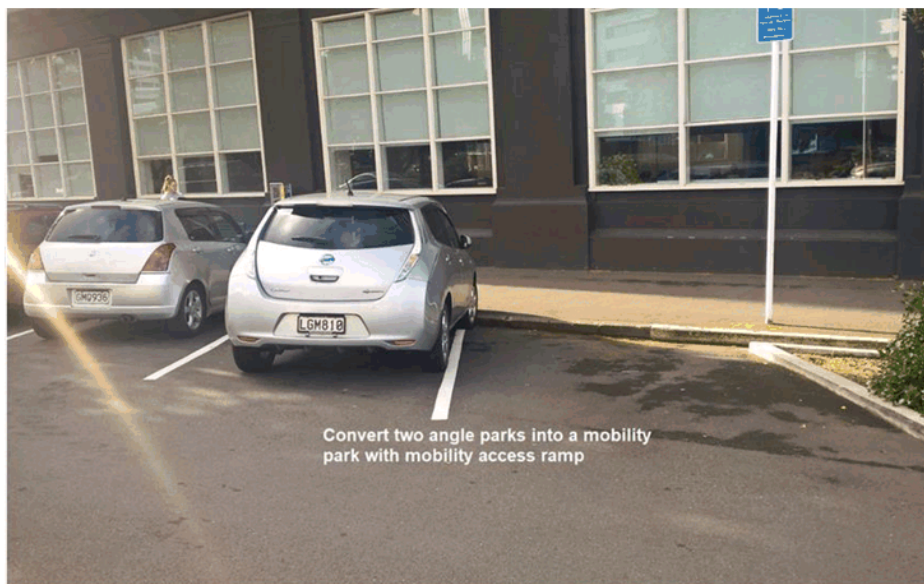
**Location:** Market Lane - Wellington Central

**Proposal:** Metered mobility parking - displaying an operation mobility permit only, at all times, P120 Maximum  
P10 Loading Zone

**Information:** WCC officers received a request from the Body Corporate of One Market Lane to install a loading zone facility and a mobility parking space near the Taranaki Street end of Market Lane. This traffic resolution aligns with and supports the achievement of Council's Transport Strategic outcomes of improving accessibility for various road users.

The requested loading zone will allow short term drop off or pick up of goods and people. Currently there is nowhere on Market Lane that will allow for this.

A mobility space was requested due to the number of elderly residents and visitors needing a mobility park at this end of Market Lane. The additional mobility park will further benefit mobility users using the nearby facilities and access to the waterfront.



These requests are supported by Trade Me company, which occupy Two Market Lane.



**PROPOSED TRAFFIC RESOLUTION**

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

It is proposed to add a mobility park and install a loading zone at the Taranaki Street end of Market Lane.

**Key Dates:**

- |   |                   |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper   | 30 July 2019      |
| 2) Feedback period closes.  | 14 August 2019    |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 12 September 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>Market Lane</b>	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	South side, commencing 13 metres west of its intersection with Taranaki Street (Grid coordinates x= 1749018.4 m, y= 5427418.6 m), and extending in a westerly direction following the southern kerblines for 101 metres. (17 parallel parking spaces)

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Market Lane</b>	P10, Loading Zone	South side, commencing 13 metres west of its intersection with Taranaki Street (Grid coordinates x= 1749018.4 m, y= 5427418.6 m), and extending in a westerly direction following the southern kerblines for 6 metres. (1 parallel parking space)

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

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

Column One	Column Two	Column Three
<b>Market Lane</b>	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	South side, commencing 19 metres west of its intersection with Taranaki Street (Grid coordinates x= 1749018.4 m, y= 5427418.6 m), and extending in a westerly direction following the southern kerbline for 95 metres. (16 parallel parking spaces)

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

Column One	Column Two	Column Three
<b>Market Lane</b>	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	North side, commencing 52 metres west of its intersection with Taranaki Street (Grid coordinates x= 1749020.7 m, y= 5427425.1 m), and extending in a westerly direction following the northern kerb line for 42 metres. (12 angled parking spaces)

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

Column One	Column Two	Column Three
<b>Market Lane</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.	North side, commencing 52 metres west of its intersection with Taranaki Street (Grid coordinates x= 1749020.7 m, y= 5427425.1 m), and extending in a westerly direction following the northern kerb line for 6 metres. (1 angled mobility park)

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

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Market Lane</b>	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	North side, commencing 58 metres west of its intersection with Taranaki Street (Grid coordinates x= 1749020.7 m, y= 5427425.1 m), and extending in a westerly direction following the northern kerb line for 36 metres. (10 angled parking spaces)

**Prepared By:** Orencio Gueco  
**Approved By:** Steve Spence  
**Date:** 28/08/2019

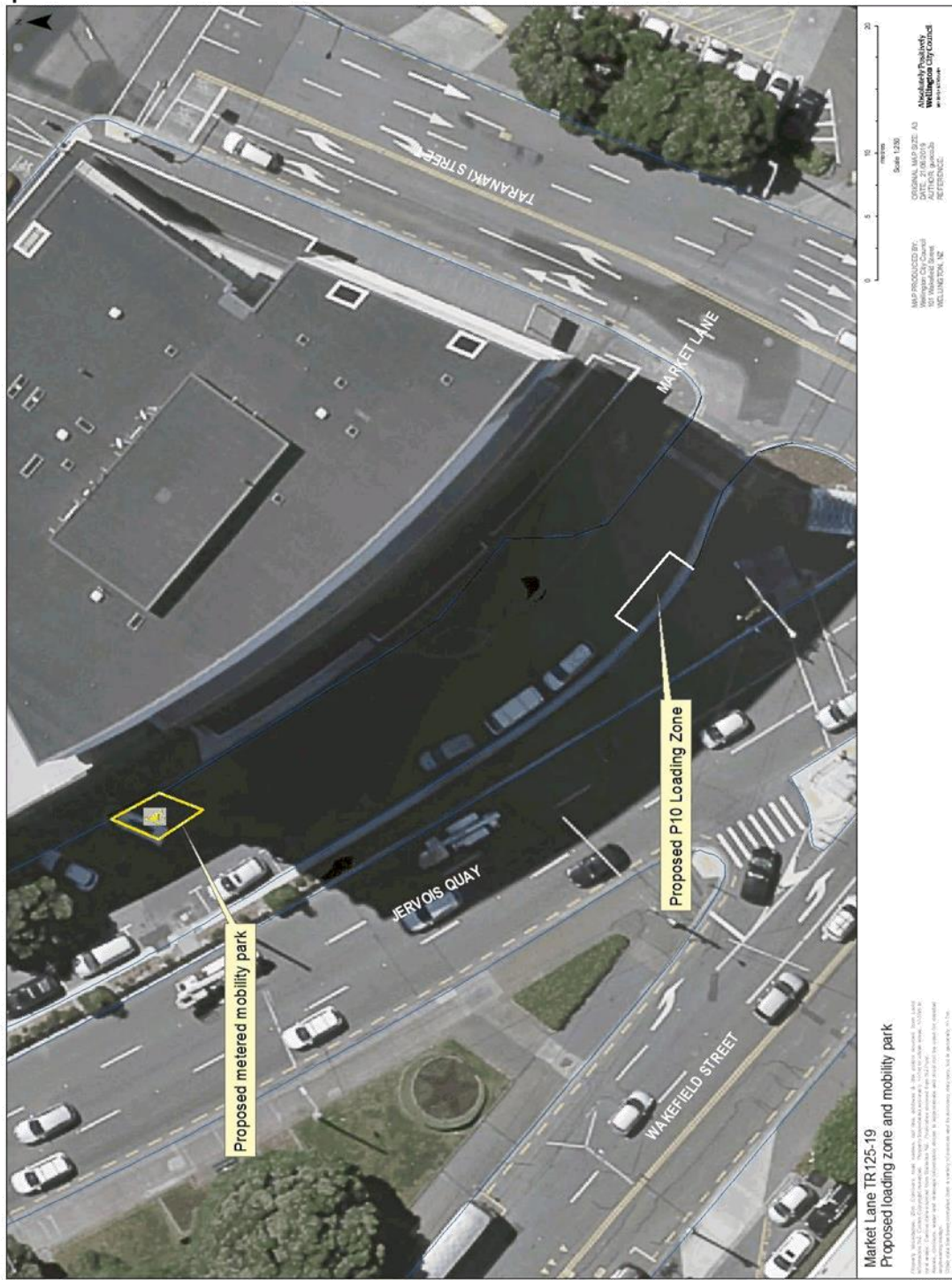
**(Transport Engineer)  
(Chief Transport Advisor)**

**WCC Contact:**  
Orencio Gueco  
**Transport Engineer**  
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Phone: +64 4 803 8287  
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# PROPOSED TRAFFIC RESOLUTION

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

Proposed Traffic Resolution Plan:



## **FEEDBACK RECEIVED**

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

**Feedback Received:**

**Name:** Susan Hutchinson-Daniel for Greater Wellington Regional Council  
**Suburb:** Te Aro  
**Agree:** Yes

In the interests of increased access for all ages and abilities, GWRC fully support the increases in the number of Mobility Parking spaces throughout the city in Market Lane, Taranaki Street and Victoria Street.



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

- Reference:** TR126-19
- Location:** Taranaki Street - Wellington Central
- Proposal:** Metered mobility parking - displaying an operation mobility permit only, at all times, P120 Maximum

**Information:** The closures of the Michael Fowler and Central Library parking facilities have resulted in the removal of a total of 5 public mobility parking spaces in the area.

In support of achieving Council's Transport Strategic outcome of providing and improving accessibility to mobility users, WCC officers have identified several locations including Taranaki Street and Victoria Street which we hope will alleviate the impact of the recent loss of mobility spaces.

One location is at the northern tip of Taranaki Street where there is an 'Ambulance Parking Only' park primarily used during waterfront events. At most other times, the park remains unused.

It is proposed to convert this park into a P120 metered mobility park.

Wellington Free Ambulance has been advised of this proposed change.

Net parking gain: 1 mobility park

**Key Dates:**

- |   |                   |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper   | 30 July 2019      |
| 2) Feedback period closes.  | 14 August 2019    |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 12 September 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:**

Remove from Schedule B (Restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Taranaki Street	Ambulance Parking, At All Times.	East side, commencing 24 metres north of its intersection with Cable Street (Grid Coordinates X=2659081.517806 m, Y=5989196.65275 m) and extending in a northerly direction following the kerbline for 8 metres.

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

Column One	Column Two	Column Three
Taranaki Street	Metered mobility parking - displaying an operation mobility permit only at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 24 metres north of its intersection with Cable Street (Grid Coordinates X=2659081.517806 m, Y=5989196.65275 m) and extending in a northerly direction following the kerbline for 8 metres.

Prepared By: Orencio Gueco  
Approved By: Steve Spence  
Date: 28/08/2019

(Transport Engineer)  
(Chief Transport Advisor)

**WCC Contact:**  
Orencio Gueco  
Transport Engineer  
Transport and Infrastructure  
Wellington City Council  
113 The Terrace/ PO Box 2199,  
Wellington 6140  
Phone: +64 4 803 8287  
Email: orencio.gueco@wcc.govt.nz

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

Proposed Traffic Resolution Plan:



## **FEEDBACK RECEIVED**

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

**Feedback Received:**

**Name:** Susan Hutchinson-Daniel for Greater Wellington Regional Council  
**Suburb:** Te Aro  
**Agree:** Yes

In the interests of increased access for all ages and abilities, GWRC fully support the increases in the number of Mobility Parking spaces throughout the city in Market Lane, Taranaki Street and Victoria Street.

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

- Reference:** TR127-19
- Location:** Victoria Street - Wellington Central
- Proposal:** Metered mobility parking - displaying an operation mobility permit only, at all times, P120 Maximum
- Information:** The closures of the Michael Fowler and Central Library parking facilities have resulted in the removal of a total of 5 public mobility parking spaces in the vicinity.
- In support of achieving Council's Transport Strategic outcome of providing and improving access to mobility users, WCC officers have identified several locations including Taranaki Street and Victoria Street which we hope will alleviate the impact of the recent loss of mobility spaces.
- One location is on the eastern side of Victoria Street near Bond Street. There is an opportunity to install a mobility park with an accessible ramp.
- It is proposed to convert two metered parks into a P120 metered mobility park.
- Net parking loss: 1

**Key Dates:**

- |   |                   |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper   | 30 July 2019      |
| 2) Feedback period closes.  | 14 August 2019    |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 12 September 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 8:00 - 6:00pm.	East side, commencing 8 metres north of its intersection with Bond Street (Grid coordinates x= 1748714.6 m, y= 5427589.6 m), and extending in a northerly direction following the kerbline for 23 metres. (4 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>Victoria Street</b>	Metered mobility parking - displaying an operation mobility permit only at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, commencing 9.5 metres north of its intersection with Bond Street (Grid coordinates x= 1748714.6 m, y= 5427589.6 m), and extending in a northerly direction following the kerbline for 9 metres. ( 1 mobility park)

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>	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 18.5 metres north of its intersection with Bond Street (Grid coordinates x= 1748714.6 m, y= 5427589.6 m), and extending in a northerly direction following the kerbline for 12 metres. (2 parallel carparks)

**PROPOSED TRAFFIC RESOLUTION**

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

**Prepared By:** Orencio Gueco  
**Approved By:** Steve Spence  
**Date:** 28/08/2019

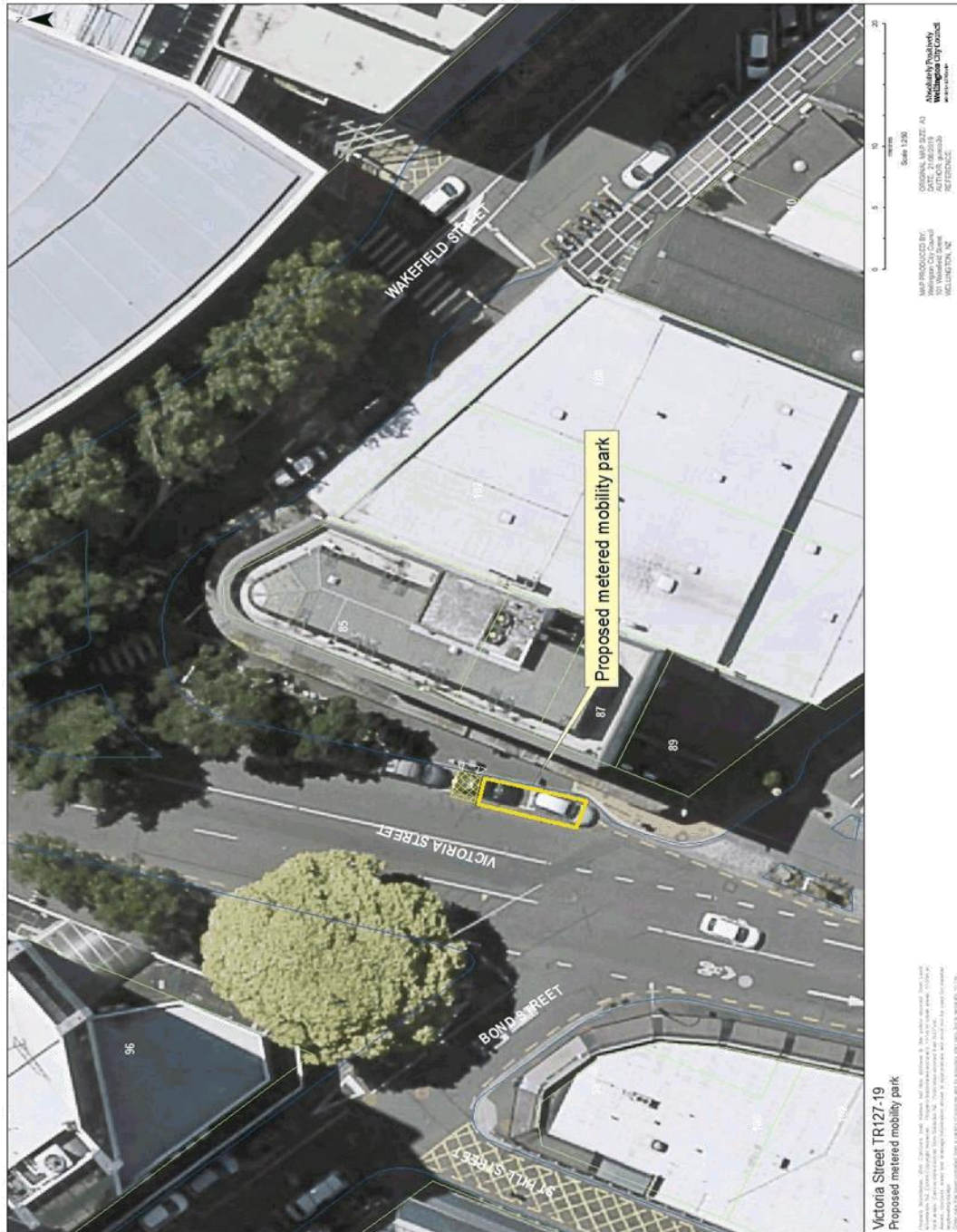
**(Transport Engineer)**  
**(Chief Transport Advisor)**

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

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

## Proposed Traffic Resolution Plan:



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

**Name:** Celia Howden  
**Suburb:** Te Aro  
**Agree:** No

I am writing to you to try and understand the thinking behind the proposed mobility parking (2 spaces) outside Vessel and the new flagship store for designer "Yu Mei" which is about to open.

This area which has had some money spent on it over the past two years includes Lombard Lane and Bond St. Shops in this area to name a few are Gold as Gold, World, Juliette Hogan, Alchemy, Man to Man, WBC, the Lido, Victoria Café, Asian Kitchen, Pickle & Pie, Trade Aid, Vessel, Yu Mei and others in Lombard Lane. By all standards any business would be pleased to be in this hub and they provide atmosphere to a city that is struggling. It is an area that is busy during the day and at night with several restaurants and the MFC in the area.

But it has been a long time coming and in the meantime we have lost the Library and the Council and general pedestrian traffic into the Civic square.

A customer said yesterday that this area is really feeling great. That is a huge compliment to all considering the way Wellington is at the moment, a disco-ordinated city in a state of change.

Do you see this area as a vibrant part of the city and how would you maintain this atmosphere?

Do you as a council see the need to protect and enhance what has been built up in this area?

Was mobility parking always in the plan or is it an "add on"?

Would you normally locate mobility parking (2 spaces) directly outside a retail area that is not a supermarket?

Are you aware there are several mobility parks in Lombard Building?

Is there not somewhere along the shared space in Bond St where there are no curbs etc to locate these parks?

Mobility parking as you know removes the parks 24/7. All night, all day, all weekend. For a section of highly used car parks, 4 in total, available for everyone to use, I am amazed that you see the demand is for mobility parking and reduce them by 50%.

Please explain.

**Name:** Celia Howden for Vessel  
**Suburb:** Te Aro  
**Agree:** No

These car parks between the Lido and Man to Man are an essential part of commercial activity in this area of Victoria St and Willis St between the Police Station and Manners St. They are never vacant. Not including fines, these parks would generate approximately \$65,000 per year, equivalent to rates from 16 houses. Is this not valuable to the council?



## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Could the mobility parking be provided in the shared zone in Bond St or St Hill St? Or west Bond St which is in desperate need of a face lift? Remove the Burke's bin planters and get rid of the hideous container at the end of the street. There is underutilised space in that part of the street.

### Officers Response:

Thank you for your feedback.

The loss of mobility parking due to the closures of the Library and Michael Fowler & the removal of the mobility space outside of the Council Building on Wakefield Street have left our more vulnerable members of the community with limited options for on-street parking. The proposals to introduce mobility parks at various areas in the CBD are to alleviate this loss. Even before the loss of these parks, Council have received requests for additional on-street mobility spaces in the CBD area.

The mobility parking policy aims to ensure that Wellington City is a liveable place for people with limited mobility by enhancing their ability to participate in social and cultural life and their access to services and resources. The availability of mobility parks throughout the city will let them avail and participate in the various amenities our city provides.

Due to the limited space on Bond St east which was designed primarily as a shared pedestrian space, there is limited scope for provision of other parking designations. We consider that the current allocation of parking space is correctly prioritised. That is, provision for the Hotel coach passenger loading and unloading, the EV charging station and together with the Loading Zone for Goods & Services vehicles.

We will therefore be recommending the proposal to the City Strategy Committee for their consideration and approval.

**Name:** Susan Hutchinson-Daniel for Greater Wellington Regional Council  
**Suburb:** Te Aro  
**Agree:** Yes

In the interests of increased access for all ages and abilities, GWRC fully support the increases in the number of Mobility Parking spaces throughout the city in Market Lane, Taranaki Street and Victoria Street.



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

**Reference:** TR128-19

**Location:** Victoria Street - Wellington Central

**Proposal:** Metered mobility parking - displaying an operation mobility permit only, at all times, P120 Maximum

**Information:** The closures of the Michael Fowler and Central Library parking facilities have resulted in the removal of a total of 5 public mobility parking spaces in the vicinity.

In support of achieving Council's Transport Strategic outcome of providing and improving access to mobility users, WCC officers have identified several locations including Taranaki Street and Victoria Street which we hope will alleviate the impact of the recent loss of mobility spaces.

One location is on the western side of Victoria Street near Manners Street. This will be near the recently opened pop-up library in Manners Street.

It is proposed to convert three standard metered parks to two P120 metered mobility parks.

Net parking loss: 1

**Key Dates:**

- |   |                   |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper   | 30 July 2019      |
| 2) Feedback period closes.  | 14 August 2019    |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 12 September 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:**

Remove 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>	P120 maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	West side, commencing 48 metres north-east of its intersection with Dixon Street (Grid coordinates, x= 1748639.8 m, y= 5427389.3 m), and extending in a north-easterly direction following the western kerbline for 37 metres (11 angle parking spaces).

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>	Metered mobility parking - displaying an operation mobility permit only at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	West side, commencing 46 metres north-east of its intersection with Dixon Street (Grid coordinates, x= 1,748,637.8033 m, y= 5,427,391.2362 m), and extending in a north-easterly direction following the western kerbline for 9 metres (2 angle mobility parking spaces).

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>	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 55 metres north-east of its intersection with Dixon Street (Grid coordinates, x= 1,748,637.8033 m, y= 5,427,391.2362 m), and extending in a north-easterly direction following the western

**PROPOSED TRAFFIC RESOLUTION**

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

kerblines for 27 metres (8 angle parking spaces).

**Prepared By:** Orencio Gueco  
**Approved By:** Steve Spence  
**Date:** 28/08/2019

**(Transport Engineer)  
(Chief Transport Advisor)**

**WCC Contact:**  
Orencio Gueco  
**Transport Engineer**  
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# PROPOSED TRAFFIC RESOLUTION

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

Proposed Traffic Resolution Plan:





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

**Name:** Celia Howden for Vessel  
**Suburb:** Te Aro  
**Agree:** No

Is there such a demand for mobility parking? There are at least three in Lombard building which are always vacant.

Why weren't mobility car parks provided for in the new shared zone on east Bond St?

Please don't interfere with an area that is finally looking good and working well. Give us a break.

**Officers Response:**

Thank you for your feedback.

The loss of mobility parking due to the closures of the Library and Michael Fowler & the removal of the mobility space outside of the Council Building on Wakefield Street have left our more vulnerable members of the community with limited options for on-street parking. The proposals to introduce mobility parks at various areas in the CBD are to alleviate this loss. Even before the loss of these parks, Council have received requests for additional on-street mobility spaces in the CBD area.

The mobility parking policy aims to ensure that Wellington City is a liveable place for people with limited mobility by enhancing their ability to participate in social and cultural life and their access to services and resources. The availability of mobility parks throughout the city will let them avail and participate in the various amenities our city provides.

Due to the limited space on Bond St east which was designed primarily as a shared pedestrian space, there is limited scope for provision of other parking designations. We consider that the current allocation of parking space is correctly prioritised. That is, provision for the Hotel coach passenger loading and unloading, the EV charging station and together with the Loading Zone for Goods & Services vehicles.

We will therefore be recommending the proposal to the City Strategy Committee for their consideration and approval.

**Name:** Susan Hutchinson-Daniel for Greater Wellington Regional Council  
**Suburb:** Te Aro  
**Agree:** Yes

In the interests of increased access for all ages and abilities, GWRC fully support the increases in the number of Mobility Parking spaces throughout the city in Market Lane, Taranaki Street and Victoria Street.



## PROPOSED TRAFFIC RESOLUTION

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

**Reference:** TR 129-19

**Location:** Buller Street - Te Aro

**Proposal:** Residents parking, at all times

**Information:** Council officers received a petition from several resident permit holders of Watson Street and Buller Street requesting the conversion of existing residents' parks from "Monday through Friday 8am-6pm" to "at all times." See also the related proposed traffic resolution TR130-19 under Watson Street.

The current parking restriction of Monday to Friday 8am to 6pm makes it difficult for them to find available parking especially during weeknights and weekends.

It is proposed to convert three sections of residents parking along both streets to residents parking at all times. This traffic resolution is in line and supports the achievement of Council's Transport Strategic outcomes of improving accessibility for resident permit holders.

Net parking loss: 0 – conversion only  
from Mon-Fri 8am-6pm  
to At All Times

**Key Dates:**

- 1) Advertisement in the Dominion Post Newspaper 30 July 2019
- 2) Feedback period closes. 14 August 2019
- 3) If no objections received report sent to City Strategy Committee for approval. 12 September 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 E (Residents Parking) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Buller Street</b>	Resident Parking - Displaying an Authorised Resident Vehicle Parking Permit Only, Monday to Friday 8:00am - 6:00pm.	East side, commencing 78 metres south of its intersection with Ghuznee Street (Grid Coordinates X=2658360.766197 m, Y=5989025.663705 m) and extending in a southerly direction following the kerbline for 35 metres.

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Buller Street</b>	Resident Parking - Displaying an Authorised Resident Vehicle Parking Permit Only, At All Times	East side, commencing 78 metres south of its intersection with Ghuznee Street (Grid Coordinates X=2658360.766197 m, Y=5989025.663705 m) and extending in a southerly direction following the kerbline for 35 metres.

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Buller Street</b>	Resident Parking - Displaying an Authorised Resident Vehicle Parking Permit Only, Monday to Friday 8:00am - 6:00pm.	Northeast side, commencing 75.5 metres southeast of its intersection with The Terrace (Grid Coordinates X=2658203.973968 m, Y=5988903.740894 m) and extending in a south-easterly direction following the kerbline for 16.5 metres

**PROPOSED TRAFFIC RESOLUTION**

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Buller Street</b>	<i>Resident Parking - Displaying an Authorised Resident Vehicle Parking Permit Only, At All Times</i>	<i>Northeast side, commencing 75.5 metres southeast of its intersection with The Terrace (Grid Coordinates X=2658203.973968 m, Y=5988903.740894 m) and extending in a south-easterly direction following the kerbline for 16.5 metres</i>

**Prepared By:** Orencio Gueco  
**Approved By:** Steve Spence  
**Date:** 28/08/2019

**(Transport Engineer)  
(Chief Transport Advisor)**

**WCC Contact:**

Orencio Gueco  
**Transport Engineer**  
Transport and Infrastructure  
Wellington City Council  
113 The Terrace/ PO Box 2199,  
Wellington 6140  
Phone: +64 4 803 8287  
Email: [orencio.gueco@wcc.govt.nz](mailto:orencio.gueco@wcc.govt.nz)



# PROPOSED TRAFFIC RESOLUTION

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

## Proposed Traffic Resolution Plan:



## **FEEDBACK RECEIVED**

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

### **Feedback Received:**

**Name:** Justine Boyle  
**Suburb:** Te Aro  
**Agree:** Yes

The residents parking in this area needs to be 'at all times' to allow residents the opportunity of being able to park near their homes at all times instead of just 8am-6pm Monday to Friday. Evenings and weekends are the biggest issue in this area with residents often not being able to find an available carpark. These spaces are frequently filled in the evenings and weekends by non-permit holders leading to frustration by many resident permit holders.

**Name:** Rutger Kuyper  
**Suburb:** Te Aro  
**Agree:** Yes

As described in the proposal, since the introduction of paid weekend parking in the city parking has become hard to impossible on the weekends. I hope this proposal will resolve that issue and allow us residents to park their cars more easily.

**Name:** Susan Hutchinson-Daniel for Greater Wellington Regional Council  
**Suburb:** Te Aro  
**Agree:** Yes

GWRC support the increased charges for residents parking. As stated in our updated RLTP, the emergence of car sharing schemes could result in reduced need for car parking in urban areas, as people move away from multiple vehicle ownership towards a centralised vehicle pool to make their trips.



**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke**Reference:** TR 130-19**Location:** Watson Street - Te Aro**Proposal:** Residents parking, at all times**Information:** Council officers received a petition from several resident permit holders of Watson Street and Buller Street requesting the conversion of existing residents' parks from "Monday through Friday 8am-6pm" to "at all times." See also the related proposed traffic resolution TR129-19 under Buller Street.

The current parking restriction of Monday to Friday 8am to 6pm makes it difficult for them to find available parking especially during weeknights and weekends.

It is proposed to convert three sections of residents parking along both streets to residents parking at all times. This traffic resolution aligns with and supports the achievement of Council's Transport Strategic outcomes of improving accessibility for resident permit holders.

Net parking loss: 0 – conversion only  
from Mon-Fri 8am-6pm  
to At All Times

**Key Dates:**

- 1) Advertisement in the Dominion Post Newspaper 30 July 2019
- 2) Feedback period closes. 14 August 2019
- 3) If no objections received report sent to City Strategy Committee for approval. 12 September 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 E (Residents Parking) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Watson Street</b>	<i>Resident Parking - Displaying an Authorised Resident Vehicle Parking Permit Only, Monday to Friday 8:00am - 6:00pm.</i>	<i>East side, commencing 31 metres south of its intersection with Buller Street (Grid Coordinates X=2658268.631196 m, Y=5988868.444462 m) and extending in a southerly direction following the kerbline for 32.5 metres.</i>

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Watson Street</b>	<i>Resident Parking - Displaying an Authorised Resident Vehicle Parking Permit Only, At All Times</i>	<i>East side, commencing 31 metres south of its intersection with Buller Street (Grid Coordinates X=2658268.631196 m, Y=5988868.444462 m) and extending in a southerly direction following the kerbline for 32.5 metres.</i>

**Prepared By:** Orencio Gueco  
**Approved By:** Steve Spence  
**Date:** 28/08/2019

(Transport Engineer)  
(Chief Transport Advisor)

**WCC Contact:**  
  
Orencio Gueco  
**Transport Engineer**  
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113 The Terrace/ PO Box 2199,  
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Phone: +64 4 803 8287  
Email: [orencio.gueco@wcc.govt.nz](mailto:orencio.gueco@wcc.govt.nz)

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

Proposed Traffic Resolution Plan:





## **FEEDBACK RECEIVED**

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

### **Feedback Received:**

**Name:** Justine Boyle  
**Suburb:** Te Aro  
**Agree:** Yes

The residents parking in this area needs to be 'at all times' to allow residents the opportunity of being able to park near their homes at all times instead of just 8am-6pm Monday to Friday. The current times are when a lot of permit holders are at work so it's not very relevant for most people. Evenings and weekends are the biggest issue in this area with residents often not being able to find an available carpark when they return home from work. These spaces are frequently filled in the evenings and weekends by non-permit holders leading to frustration by many resident permit holders. As a resident permit holder in this area I often find that cars seem to park there on a Friday evening and remain in the same spot until Sunday evenings or Monday mornings.

**Name:** Rutger Kuyper  
**Suburb:** Te Aro  
**Agree:** Yes

As described in the proposal, since the introduction of paid weekend parking in the city parking has become hard to impossible on the weekends. I hope this proposal will resolve that issue and allow us residents to park their cars more easily.

**Name:** Susan Hutchinson-Daniel for Greater Wellington Regional Council  
**Suburb:** Te Aro  
**Agree:** Yes

GWRC support the increased charges for residents parking. As stated in our updated RLTP, the emergence of car sharing schemes could result in reduced need for car parking in urban areas, as people move away from multiple vehicle ownership towards a centralised vehicle pool to make their trips.



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

**Reference:** TR132-19

**Location:** Wellington City and Suburbs

**Proposal:** That all Traffic Resolutions currently listed in the Traffic Resolutions Database under Schedule A (Time Restricted) and Schedule B (Class Restricted) and where the resolution is worded only so as to apply Monday to Saturday 8am to 6pm are to apply Monday to Sunday 8am to 6pm

**Information:** The Council is empowered to regulate the use of the roads under its control. It does so under powers given to local councils by central government through legislation. The legislation allows councils to make bylaws which set the requirements for parking and control of vehicular traffic on any road under the control of the council.

In the case of Wellington City Council we have Part 7 of the Wellington Consolidated Bylaw 2008 (the "Traffic Bylaw") which details the various measures, controls and processes applying to parking and traffic control in the city.

There are a number of different ways in which parking restrictions are signposted. With regard to the times when the parking restrictions apply, the current national rules under the Land Transport (Road User) Rule 2004 and the Land Transport Rule: Traffic Control Devices Rule 2004 state that a parking restriction indicated by a sign incorporating a letter "P" on the top of the sign, or that relates to a loading zone, applies 8am to 6pm on days other than public holidays (i.e. Monday to Sunday) unless otherwise specified on the sign or a supplementary sign.

Central government has, over a period of years, changed the days when these sign rules apply as follows:

- Pre 1990 : Signs apply 8am to 6pm Monday to Friday
- 1990 to 2004: Signs apply 8am to 6pm Monday to Saturday
- 2004 to Present : Signs apply 8am to 6pm Monday to Sunday

These government changes have meant that when they occur, the Council is placed in a position where there is a mismatch between the new national rules and the Council traffic resolutions previously approved under the Traffic Bylaw and in place at the time the national rules are changed.

A recent analysis of the current Traffic Resolutions Database shows that there are instances where the historic traffic resolutions no longer match the national rules. To bring the Council's traffic resolutions into alignment

**PROPOSED TRAFFIC RESOLUTION**

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

with current national rules, it is proposed that the Committee approve a traffic resolution to regularise the situation. This will avoid any confusion over the interpretation of these signs, including enforcement of the parking spaces.

Further details of individual/specific traffic restrictions and locations can be provided on request.

**Key Dates:**

- |   |                   |
|---|-------------------|
| 1) Notification placed on Council website.  | 30 July 2019      |
| 2) Feedback period closes.  | 14 August 2019    |
| 3) If no objections received report sent to City Strategy Committee for approval. | 12 September 2019 |

**Proposed Resolution:**

That all traffic resolutions currently listed in the Traffic Resolutions Database under Schedule A (Time Restricted) and Schedule B (Class Restricted) and where the resolution is worded only so as to apply Monday to Saturday 8am to 6pm are to apply Monday to Sunday 8am to 6pm

<b>Prepared By:</b>	Steve Spence	(Chief Advisor, Transport and Infrastructure)
<b>Approved By:</b>	Siobhan Procter	(Manager, Transport and Infrastructure)
<b>Date:</b>	23/07/2019	

**No feedback received**

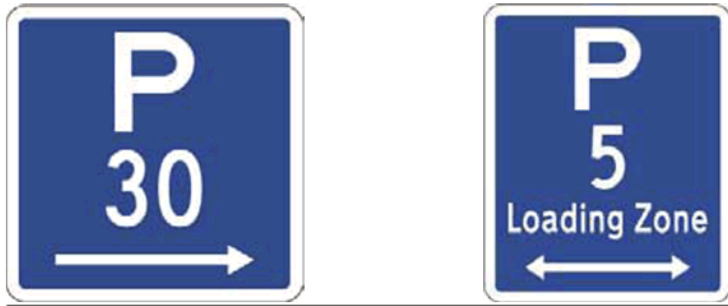
**WCC Contact:**

Steve Spence  
Chief Advisor, Transport and Infrastructure  
Wellington City Council  
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Wellington 6140  
Phone: +64 48038099  
Email: Steve.Spence@wcc.govt.nz

**PROPOSED TRAFFIC RESOLUTION**

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

Typical Parking Signs applying Monday to Sunday 8am to 6pm



## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Reference:** TR133-19

**Location:** Palliser Road. Mt Victoria

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

**Information:** Council officers have received concerns over vehicles parking on Palliser Road in the green belt section of Palliser Road and our assessment of the site concluded that there is a safety risk that warrants action. The road is narrow and cars often park on both sides making it difficult and unsafe for traffic to navigate the road safely.

This traffic resolution therefore supports the achievement of Council's Transport Strategic outcomes of improving safety for all road users.

Whilst this change will result in the net loss of approximately 9 car parks, the overall public good benefit is safe two-way traffic movement on this collector route and in this instance; officers consider that these benefits outweigh the loss of parking.

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

**Key Dates:**

- |   |                   |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper.  | 30 July 2019      |
| 2) Feedback period closes.  | 14 August 2019    |
| 3) If no objections received, report sent to City Strategy Committee for approval.                            | 12 September 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><i>Palliser Road</i></b>	No stopping, at all times.	<i>East side, commencing 173.7 metres south of its intersection with Bayview Terrace (Grid coordinates x= 1,749,993.3, y= 5,427,144.6) and extending in a southerly direction following the eastern kerbline for 38.7 metres.</i>
<b><i>Palliser Road</i></b>	No stopping, at all times	<i>West side, commencing 239.1 metres south of its intersection with Bayview Terrace (Grid coordinates x= 1,749,987.4, y= 5,427,140.2) and extending in a southerly direction following the western kerbline for 12.6 metres.</i>

<b>Prepared By:</b>	Amin Shahin	<b>(Intermediate Traffic Engineer)</b>
<b>Approved By:</b>	Steve Spence	<b>(Chief Transport Advisor)</b>
<b>Date:</b>	28/08/2019	

**WCC Contact:**

Lindsey Hill  
**Project Coordinator**  
 Transport & Infrastructure  
 Wellington City Council  
 113 The Terrace/ PO Box 2199,  
 Wellington 6140  
 Email: [Lindsey.Hill@wcc.govt.nz](mailto:Lindsey.Hill@wcc.govt.nz)

**PROPOSED TRAFFIC RESOLUTION**

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

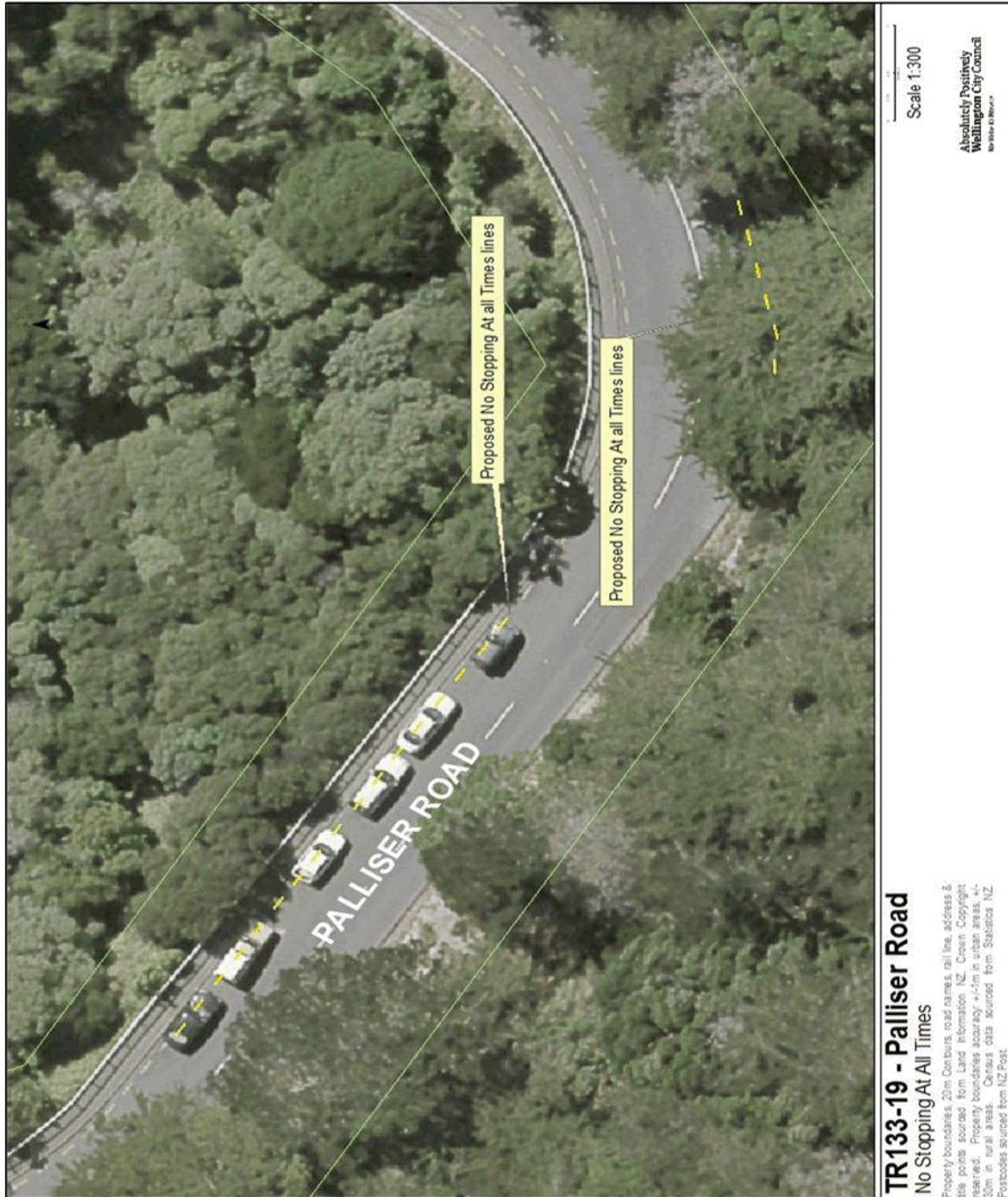
Traffic Resolution Plan Locality Plan





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

Traffic Resolution Plan





**Feedback Received:**

**Name:** John Cunningham  
**Suburb:** Porirua  
**Agree:** Yes

As an uber driver, I use this road frequently. This has become very dangerous recently as people have found a loophole in the parking restrictions or lack of them. Being able to park on both sides in this section should be stopped. I would also argue that from the top of Hawker Street to where Palliser road veers off to the left down the hill, this entire stretch should only have parking on one side at any given area. Consideration should be taken to not obstruct view on blind corners, also not to have parking on the same side coming out of a blind corner as some sections currently do. You are probably aware that this area isn't used for residents parking, its coupon free so people abandon vehicles here for days and weeks at a time. There isn't a real need from a residents perspective to have parking available here.

Possibly a separate subject but much smaller buses should be used on this route, the currently size also poses a danger.

**Name:** Fred Albert  
**Suburb:** Roseneath  
**Agree:** Yes

I support removing parking for this part of Palliser Road so that the number 20 bus can use the road safely and easily. There needs to be more widespread parking restrictions on the sections of the road that the bus uses. I take the number 20 bus which uses Palliser Road as a route. It has definitely become more difficult for the bus to go up and down Palliser road because of parked cars making the road very narrow. I support the No stopping at all times signage.

**Name:** Susan Hutchinson-Daniel for Greater Wellington Regional Council  
**Suburb:** Te Aro  
**Agree:** Yes

Extension of no-stopping markings has potential to improve safety and traffic flow and we also support this on The Parade, Island Bay, Tannadyce Street, McFarlane Street, Rothsay Road and Hankey Street.



## PROPOSED TRAFFIC RESOLUTION

**Reference Number:** TR 134-19

**Location:** Featherston Street ,Wellington Central

**Proposal:** To install a morning peak bus stop to provide better accessibility to the city for peak commuter bus services 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 changes have needed to be carried out to refine bus stop configurations and locations.

In an effort to manage congestion at bus stops along the Golden Mile, a number of peak commuter bus services start and end from Brandon Street. In the morning peak, these services approach Brandon Street from Karori through Bowen Street; Kelburn using The Terrace; and the Northern suburbs along Thorndon Quay, meaning the last bus stops before Brandon Street for these services are around 750 to 900 metres away. To improve accessibility in the city for passengers in line with Council's Transport strategy outcome there is a need to establish an additional bus stop before Brandon Street.

At present the Northern suburbs peak services use a stop opposite the end of Mulgrave Street while the Karori and Kelburn services use a temporary bus stop on Whitmore Street outside Victoria University Law School between 7 and 9.45am. Whitmore St is not a desirable long term site as there are plans to improve cycling facilities along this corridor to build on the intersection improvement work already undertaken along Whitmore Street.

Accepting this and looking for a more convenient bus stop for passengers from the North to alight from it is proposed to install a bus stop on Featherston Street near Waring Taylor Street. This area is currently a clearway from 7.00 – 9.00am so the establishment of a peak morning bus stop will have minimal impact on the area. The proposal effectively extends the restriction on parking in this area by another 45minutes Monday to Friday.

The bus stop is proposed to be 28m long to allow clear entry to and exit from the stop. This will also ensure that buses can pull safely in to the bus stop parallel to the kerb to enable customers to

**PROPOSED TRAFFIC RESOLUTION**

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

comfortably alight from the bus. No stopping lines are not proposed as these would remove parking at other times.

**Key Dates:**

Advertisement in the Dominion Post Newspaper	30 July 2019
Feedback period closes.	14 August 2019
If no objections received report sent to City Strategy Committee for approval.	12 September 2019
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>Featherston Street</b>	Clearway Monday to Friday 7:00am - 9:00am.	East side, commencing 5.5 metres south of its intersection with Ballance Street (Grid Coordinates X=2658914.372 m, Y=5990148.509 m) and extending in a southerly direction following the kerbline for 50 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>Featherston Street</b>	Metered Parking P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, commencing 10.5 metres south of its intersection with Ballance Street (Grid coordinates x= 1748892.6 m, y= 5428436.3 m), and extending in a southerly direction following the kerbline for 45 metres. (8 parallel carparks)

**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
Wellington City Council  
Me Heke Ki PōnekeAdd To Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Featherston Street</b>	Clearway Monday to Friday 7am to 9.00am	East side, commencing 5.5 metres south of its intersection with Ballance Street (Grid Coordinates X=2658914.372 m, Y=5990148.509 m) and extending in a southerly direction following the kerbline for 22 metres.

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Featherston Street</b>	Bus Stop, 7.00am – 9.45am Monday to Friday	East side, commencing 27.5 metres south of its intersection with Ballance Street (Grid Coordinates X=2658914.372 m, Y=5990148.509 m) and extending in a southerly direction following the kerbline for 28 metres.

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Featherston Street</b>	Metered Parking P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm	East side, commencing 10.5 metres south of its intersection with Ballance Street (Grid Coordinates X=2658914.372 m, Y=5990148.509 m) and extending in a southerly direction following the kerbline for 17 metres. (3 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*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Featherston Street</b>	Metered Parking P120 Maximum, Monday to Thursday 9:45am - 6:00pm, Friday 9:45am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm	East side, commencing 27.5 metres south of its intersection with Ballance Street (Grid Coordinates X=2658914.372 m, Y=5990148.509 m) and extending in a southerly direction following the kerbline for 28 metres. (5 parallel carparks).

Prepared By : Stephen Harte  
Approved By : Steve Spence  
Date: 28/08/2019

**(Transport and Place Planning  
Project Manager)  
(Chief Transport Advisor)**

**WCC Contact:**

Stephen Harte  
Transport and Place Planning, Project  
Manager  
Wellington City Council  
113 The Terrace/ PO Box 2199,  
Wellington 6140  
Phone: +64 4 803 8084  
Email: Stephen.Harte@wcc.govt.nz



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

# PROPOSED TRAFFIC RESOLUTION

Attachment 1: Indicative Bus Stop layout - Featherston Street near Waring Taylor Street



PROPOSED BUS STOP LAYOUT:  
FEATHERSTON STREET

SCALE: 1:300  
DRAWN BY: SMCNEILL  
DATE DRAWN: 27/08/2019

Disclaimer: All reasonable efforts are made to ensure the currency and accuracy of the information printed.

## FEEDBACK RECEIVED

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

### Feedback Received:

**Name:** James Burgess for Cycle Wellington  
**Suburb:** Unknown  
**Agree:** Yes

Cycle Wellington supports this proposal because it helps free up space on Whitmore St for cycling improvements there.  
We look forward to the cycling improvements being put in place!

**Name:** Tim Jenkins  
**Suburb:** Karori  
**Agree:** Yes

It's important to make commuting by bus more attractive.

**Name:** Susan Hutchinson-Daniel for Greater Wellington Regional Council  
**Suburb:** Te Aro  
**Agree:** Yes

GWRC Strategy Group supports the removal of parking at the entrance and egress from bus stops.  
We encourage WCC to do this wherever possible, in order to allow buses to safely enter the stop and align themselves properly to the kerb while passengers disembark.  
This is in line with our objectives to deliver an effective and efficient regional public transport network, and is also in the interests of increased access for all ages and abilities in Wellington City boundaries.

**PROPOSED TRAFFIC RESOLUTION**Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke**Reference:** TR135-19**Location:** Goa Street, Hataitai**Proposal:** P120, Time restricted parking**Information:** Council officers have received a request from the "Makeup & Nail Studio" business owner requesting some time restricted car parks to support their business. Recent improvements to the intersection at Goa Street & Moxham Ave have resulted in parking losses. It is noted that some commuters are using this section of the street to 'park and ride'.

Council officers therefore propose to convert 2 unrestricted car parking spaces into P120 Tue-Fri 9:00am – 5:00pm.

Net parking loss: None (converting to time restricted P120 Tuesday to Friday 9am – 5pm)

The proposal is shown in the image below and layout plan on the next page.



# PROPOSED TRAFFIC RESOLUTION

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

**Key Dates:**

- |   |                   |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper.  | 30 July 2019      |
| 2) Feedback period closes.  | 14 August 2019    |
| 3) If no objections received, report sent to City Strategy Committee for approval.                            | 12 September 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |                   |

**Legal Description:**

*Add to Schedule A Time Limited (No Stopping) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Goa Street</b>	<i>Time Limited Parking P120 Maximum 9:00am – 5:00pm Tuesday to Friday</i>	<i>North side, commencing 6.8 metres west of its intersection with Moxham Ave (Grid coordinates x= 1,750,042.8, y= 5,425,408.8) and extending in a westerly direction following the northern kerblines for 10.2 metres.</i>

<b>Prepared By:</b>	Amin Shahin	<b>(Intermediate Traffic Engineer)</b>
<b>Approved By:</b>	Steve Spence	<b>(Chief Transport Advisor)</b>
<b>Date:</b>	28/08/2019	

**No feedback received**

**WCC Contact:**  
Lindsey Hill  
**Project Coordinator**  
Transport & Infrastructure  
Wellington City Council  
113 The Terrace/ PO Box 2199,  
Wellington 6140  
Email: Lindsey.Hill@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

**Reference:** TR136 – 19

**Location:** The Parade - Island Bay

**Proposal:** Remove Time Limited Parking P10, (At All Times) and replace with a No Stopping At All Times restriction

**Information:** It has been brought to our attention that the business at the corner of The Parade and Dee Street (Chappies Dairy) has recently closed down. There is currently a signed time restriction of P10, (At All Times) for 1 on-street carpark.

Council Officers have also reviewed the feedback received from the earlier consultation undertaken in May 2019 where it was proposed to retain 1 unrestricted (time) parking space in this location. The majority of the feedback received was not supportive of retaining the parking space. The key concern was in relation to a parked vehicle in this location would create a pinch point for cyclists approaching the roundabout.

As a result of the feedback received, Council officers now propose the removal of the car park and the implementation of a 'No Stopping At All Times' restriction in this location to improve safety for cyclists on the approach to the intersection of Dee Street and The Parade.

The Urban Growth Plan, Low Carbon Capital Plan, Let's Get Wellington Moving, Our City Tomorrow and the Long-term Plan set the strategic direction for our transport network development, which is to encourage walking, cycling and public transport over other modes of transport. The sustainable transport hierarchy adopted in the Urban Growth Plan 2015 places emphasis on encouraging greater use of walking, cycling and public transport

This traffic resolution supports the Council's strategic direction and sustainable transport hierarchy adopted in the Urban Growth Plan 2015 by providing safer sightlines at the intersection, particularly for cyclists.

Whilst this change will result in the net loss of 1 car park, the overall public good benefits are safer sightlines on the approach to a roundabout intersection and in this instance officers consider that these benefits outweigh the loss of parking.

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

- |   |                   |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper   | 30 July 2019      |
| 2) Feedback period closes.  | 14 August 2019    |
| 3) If no objections received report sent to City Strategy Committee for approval.                             | 12 September 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |                   |

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>The Parade</b>	<i>P10, At All Times</i>	<i>West side, commencing 35.3 metres south the southern kerb line of Dee Street (Grid coordinates x= 1748440.8m y= 5423144.2m), and extending in a southerly direction for 5 metres.</i>

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>The Parade</b>	<i>No Stopping, At All Times</i>	<i>West side, commencing 11.1 metres south of its intersection with Dee Street (Grid coordinates x= 1,748,443.7m y= 5,423,178.5m), and extending in a southerly direction for 5 metres.</i>

**Prepared By: Amin Shahin****(Area Traffic Engineer)****Approved By: Steve Spence****(Chief Transport Advisor)****Date: 28/08/2019****WCC Contact:**

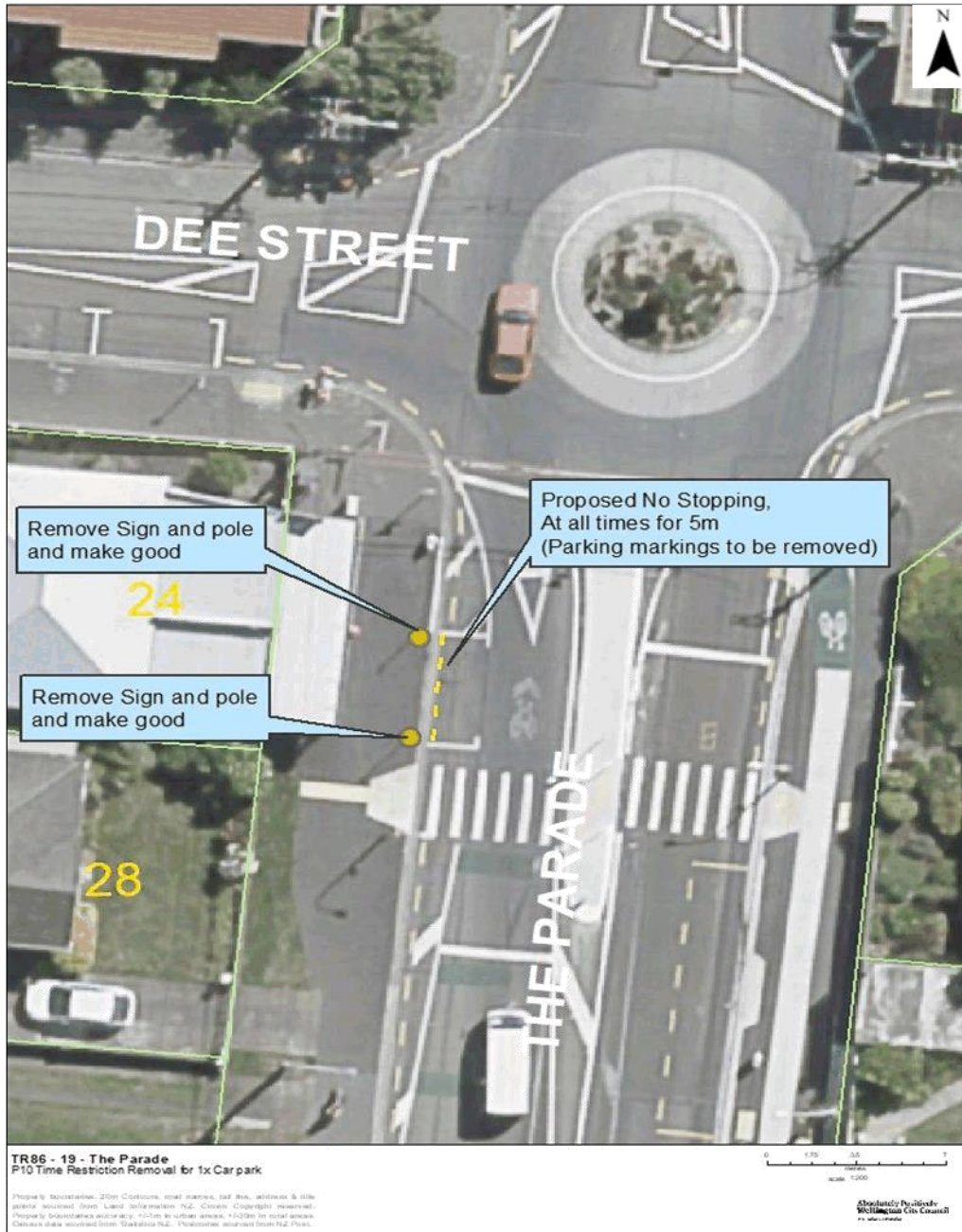
Amin Shahin  
**Area Traffic Engineer**  
 Transport and Infrastructure  
 Wellington City Council  
 113 The Terrace/ PO Box 2199,  
 Wellington 6140  
 Phone: +64 4 803 0294  
 Fax: +64 4 801 0294  
 Email: amin.shahin@wcc.govt.nz



# PROPOSED TRAFFIC RESOLUTION

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

## Proposed Traffic Resolution Plan:





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

**Name:** James Burgess for Cycle Wellington  
**Suburb:** Unknown  
**Agree:** Yes

Cycle Wellington supports this proposal because it will remove a pinch point from the cycleway merging zone and improve visibility.

When full, the existing park causes a pinch point and restricts visibility. Drivers entering the roundabout from the west might find the single parked car blocking their view of an approaching northbound cyclist, or other traffic, that they should give way to. Removing the car park removes this risk.

**Name:** Regan Dooley  
**Suburb:** Island Bay  
**Agree:** Yes

I support the proposal to completely remove this car park and thank you for listening to feedback on the original proposal. In particular, I would like to thank council staff for explicitly linking their decision to the strategic direction for transport network development set out in The Urban Growth Plan, Low Carbon Capital Plan, Let's Get Wellington Moving, Our City Tomorrow and the Long-term Plan. It is great to see that thinking starting to influence even relatively small decisions like this one.

I look forward to seeing the more significant issue of how people on bikes can safely navigate The Parade/Dee Street intersection being addressed during the Newtown Connections consultation.

**Name:** Christine McGill  
**Suburb:** Island Bay  
**Agree:** Yes

I wish to register my strong support of the proposed changes to remove the Time Limited Parking and impose a no stopping at all times on The Parade near Dee Street.

We live at the neighbouring address (28 The Parade) and vehicles parked in this spot right on the roundabout greatly impair the ability to see oncoming traffic through the roundabout. As the dairy is shut, this is no longer required. I am very much looking forward to this hazardous park being removed to improve visibility and safety on the roundabout.

**Name:** Tim Jenkins  
**Suburb:** Karori  
**Agree:** Yes

Removing the pinch point and reducing the risk of 'dooring' is great.

**Name:** Susan Hutchinson-Daniel for Greater Wellington Regional Council  
**Suburb:** Te Aro  
**Agree:** Yes

Extension of no-stopping markings has potential to improve safety and traffic flow and we support this on The Parade, Island Bay, Tannadyce Street, McFarlane Street, Rothsay Road and Hankey Street.

## PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Reference:** TR138-19

**Location:** Cuba Street, Te Aro

**Proposal:** Proposed Loading Zone

**Information:** Council officers have received requests from local businesses to provide a loading zone to help service their business requirements. Our assessment of the site as well as the completed 'request to action' form filled out by several businesses in the vicinity (attached) warrants the need for accessibility improvement.

This traffic resolution supports the Council's strategic direction and sustainable transport hierarchy adopted in the Urban Growth Plan 2015 by improving accessibility for local business in the vicinity.

As part of the development at 54 Webb Street, it is proposed to reinstate a vehicle crossing to kerb and channel. It is proposed to install the loading zone in this area (see plan appended for further details).

Net parking loss: None (installing loading zone adjacent to reinstated vehicle crossing)

**Key Dates:**

- |   |                   |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper.  | 30 July 2019      |
| 2) Feedback period closes.  | 14 August 2019    |
| 3) If no objections received, report sent to City Strategy Committee for approval.                            | 12 September 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>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Cuba Street</b>	P10, Loading Zone	<i>East side, commencing 8.2m from its intersection with Webb Street (Grid Coordinates X=1,748,468.8m, Y=5,426,680.7 m) and extending in a northerly direction following the eastern kerbline for 10 metres.</i>

<b>Prepared By:</b>	Amin Shahin	<b>(Intermediate Traffic Engineer)</b>
<b>Approved By:</b>	Steve Spence	<b>(Chief Transport Advisor)</b>
<b>Date:</b>	28/08/2019	

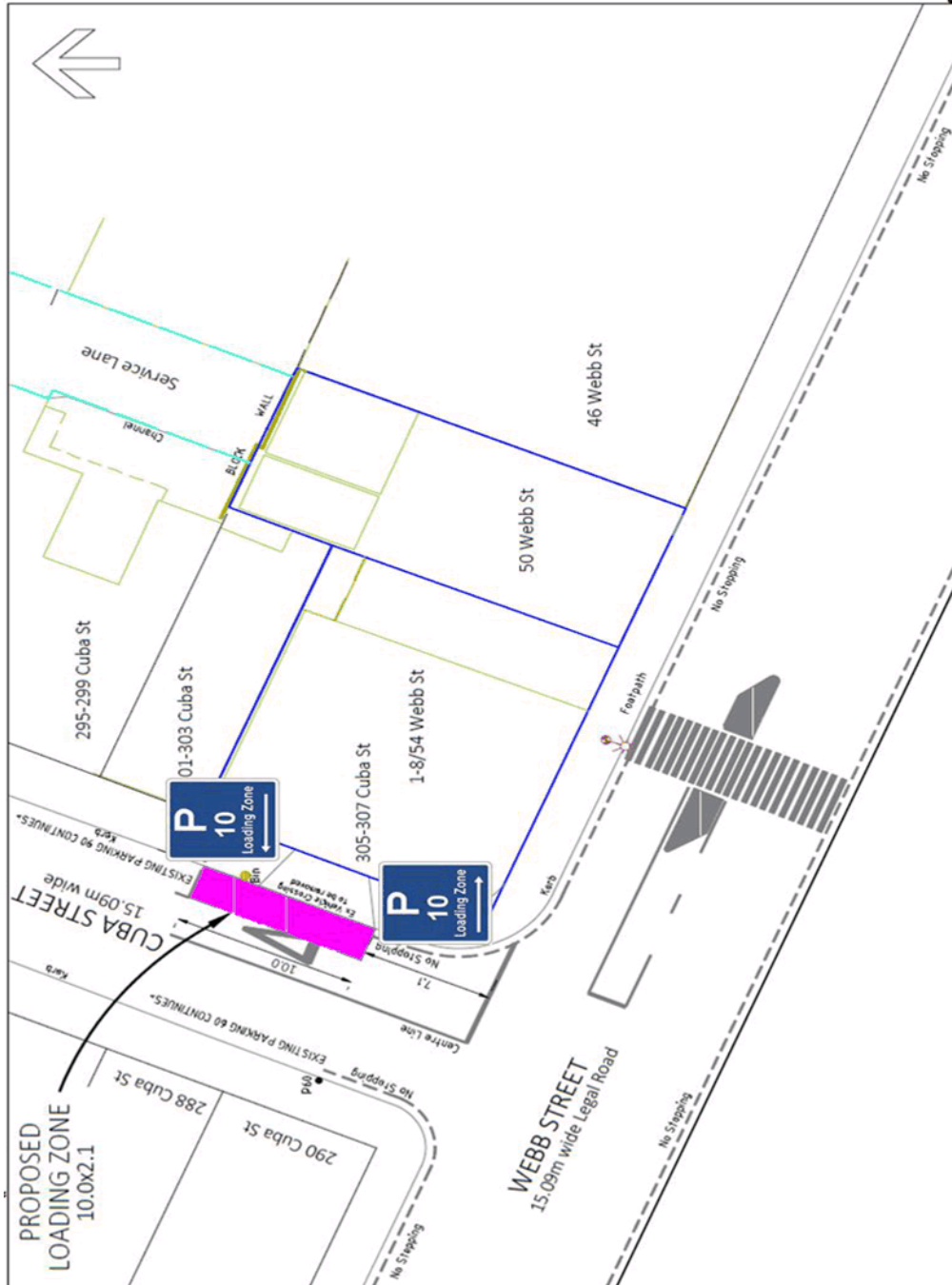
No feedback received

**WCC Contact:**Lindsey Hill  
Project CoordinatorTransport & Infrastructure  
Wellington City Council  
113 The Terrace/ PO Box 2199,  
Wellington 6140  
Email: Lindsey.Hill@wcc.govt.nz

# PROPOSED TRAFFIC RESOLUTION

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

Traffic Resolution Plan







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### **3. Committee Reports**

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## **REPORT OF THE GRANTS SUBCOMMITTEE MEETING OF 4 SEPTEMBER 2019**

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**Members:** Mayor Lester, Councillor Dawson, Councillor Day, Councillor Free (Chair), Councillor Gilberd, Councillor Young.

**The Grants Subcommittee recommends:**

#### **BUILT HERITAGE INCENTIVE AND BUILDING RESILIENCE FUND**

#### **Recommendation/s**

That the City Strategy Committee:

1. Agree to the revised purpose and criteria for the Built Heritage Incentive Fund in Appendix One.
2. Agree to the purpose and criteria for the new Building Resilience Fund in Appendix Two.
3. Agree that officers consider the implications for the Building Resilience Fund of supporting applications for geo-tech surveys of earthquake prone buildings.

Website link to the Grants Subcommittee Meeting of 4 September 2019:  
<https://wellington.govt.nz/your-council/meetings/committees/grants-subcommittee/2019/09/04>

#### **Attachments**

Attachment 1.	Appendix One: Built Heritage Incentive Fund	Page 136
Attachment 2.	Appendix Two - Building Resilience Fund	Page 140

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### Appendix One: Built Heritage Incentive Fund

#### **Purpose**

The purpose of the Built Heritage Incentive Fund is to assist owners of heritage buildings to undertake conservation and/or seismic strengthening work where successful outcomes would be unlikely without assistance.

#### **Proposed Eligibility Criteria**

1. The application relates to a heritage-listed building, or a building identified as contributing to a listed heritage area. See the Wellington City District Plan heritage listed areas and buildings.
2. The applicant is the owner or part-owner of the heritage building. This includes private owners, body corporates, charitable trusts or church organisations.  
The following are ineligible: the Crown, state sector organisations, overseas state agencies, district health boards, community boards, Council-controlled organisations and Council business units.
3. The planned work must aim to physically improve the building's structural integrity, public access, safety and/or heritage values.
4. The works applied for have not started prior to the Council Committee decision on the application.
5. Funding will be directed towards buildings where successful heritage and seismic strengthening outcomes will be unlikely without assistance. As such:
  - grants will be directed towards buildings that are owned by individuals, body corporates, community groups or small to medium sized companies
  - applications from limited companies must identify if they are affiliated with larger commercial entities
  - all applicants must demonstrate that they do not have excess unallocated reserve funds
6. The application must demonstrate that the work will conserve and/or enhance the building's heritage significance. As such, input from a recognised conservation architect is:
  - required for all work that impacts the building's heritage elements (such as large-scale restoration works and invasive testing and construction works for seismic strengthening)
  - optional for all other work (such as repair and maintenance, small-scale restoration and detailed seismic design or non-invasive seismic investigations)

7. The owner of the property must show that the full costs of the project can be met.
8. The application does not relate to a building or part of a building that has incomplete allocations from a previous Built Heritage Incentive Fund grant.

**How to apply (former “The application process”)**

The current administrative eligibility criteria have been moved to the “how to apply” sections. Some wording has been amended. New wording and sections are highlighted in **yellow**.

Current	Proposed
<p>1. You will need:</p> <ul style="list-style-type: none"> <li>• evidence you can meet full project costs - for example, audited accounts or bank statements</li> <li>• one recent (within three months from fund closing date) quote or estimate for each type of work from a registered builder or recognised professional that relates directly to your application</li> <li>• a photo of the building façade and photos of areas your project affects. This is not essential if you are applying for a conservation report</li> <li>• if it’s part of a larger project, or includes work that’s not heritage conservation, the quote or estimate must identify the heritage component cost.</li> <li>• a heritage impact statement. For larger projects, use a recognised conservation architect</li> <li>• for larger projects, we need fully-scaled plans so we can understand the proposed works.</li> </ul>	<p>1. You will need to:</p> <ul style="list-style-type: none"> <li>• Show evidence of your financial position and that you can meet the full project costs. This can include financial documents such as audited accounts, bank statements and lending or financing agreements. For applications by companies affiliated with larger commercial entities, the financial documents of all affiliated companies must be included with the funding application.</li> <li>• If an application is from a body corporate or a trust, we need evidence that all relevant members approve of the project. If the application is made on behalf of the owner(s), a letter of agreement needs to be provided by the owner(s) with the application.</li> <li>• One recent (within three months from fund closing date) quote or estimate for each component of the work from a registered builder or recognised professional that relates directly to your application. For quotes or estimates relating to a larger project, or including work not relating to heritage conservation, the quote must identify the heritage component cost. <b>Note: If on completion of the project the invoiced amounts are significantly different from the original estimated costs, or relate to work that was not applied for, Council will revise your payment accordingly. The original allocation amount will not be exceeded.</b></li> <li>• A recent photo of the building façade and photos of areas your project affects. This is not essential if you are applying</li> </ul>



	<p>for a conservation report</p> <ul style="list-style-type: none"> <li>Heritage impact statements may be required on a case-by-case basis depending on the complexity and scale of the project and/or if there may be a significant impact on heritage values</li> <li>For larger projects we need fully-scaled plans so we can understand the proposed works. <b>These need to be submitted as flat pdfs of less than 5MB.</b></li> </ul>
2. Register on the <a href="#">online funding portal</a> .	No change
3. Start drafting your funding application, adding information and attachments. Remember to save your application as you go	No change
4. Submit the completed application, including attachments of all required documents, before midnight of the application closing date. You will receive an email confirmation	No change

**How we assess, prioritise and allocate funding (former “How we assess BHIF applications and allocate funding”)**

This section combines and amends the ‘Assessment’ and ‘Allocation’ sections of the website which are currently highly repetitive and difficult to follow. A section on priorities is included, which can be updated to reflect Council priorities. New wording and sections are highlighted in **yellow**.

Current	Proposed
<p>For all applications, when allocating funding we consider:</p> <ul style="list-style-type: none"> <li>The risk of the heritage value diminishing if funding is not granted</li> <li>Confidence in the quality of the proposed work</li> <li>The project is visible and/or accessible to the public</li> <li>The project will provide a benefit to the community</li> <li>The value of the funding request</li> <li>The value of the funding request when considered against the total project cost</li> <li>Parity with similar projects in previous rounds</li> <li>Equitable distribution in the current round</li> <li>The amount of funding available for allocation.</li> </ul> <p>There are additional allocation guidelines for</p>	<p>When <b>assessing</b> all applications we consider:</p> <ul style="list-style-type: none"> <li>The heritage value of the building, including whether this is on the Heritage New Zealand list</li> <li>The risk of the heritage value diminishing if funding is not granted</li> <li>Confidence in the quality of the proposed work</li> <li><b>Confidence that the project costs are as accurate as possible and the building owner is willing to, and financially capable of, proceeding with the project</b></li> <li><b>Whether the building owner has sufficient resources, or has access to funding through company affiliations, and could proceed with the project without additional financial assistance</b></li> <li><b>Whether the project has received funds from other public grants</b></li> <li>Whether the project is visible and/or</li> </ul>

<p>conservation and seismic applications.</p>	<p>accessible to the public</p> <ul style="list-style-type: none"> <li>If the project will provide a benefit to the community</li> </ul>
<p><u>Conservation applications</u> When deciding allocations for conservation, restoration, repair or maintenance works, we use the above guidelines and also consider:</p> <ul style="list-style-type: none"> <li>The heritage significance of the building and the degree to which this significance will be enhance or negatively impacted by the works</li> <li>If the building is on the <a href="#">Heritage New Zealand list</a></li> </ul>	<p><b>For conservation projects we prioritise:</b></p> <ul style="list-style-type: none"> <li>The completion or updating of a <b>conservation plan</b></li> </ul> <p>For <b>seismic strengthening</b> projects we prioritise:</p> <ul style="list-style-type: none"> <li>buildings on the MBIE’s <a href="#">Earthquake-prone building list</a></li> <li>buildings approaching the expiry date of their s124 Notice under the Building Act 2004</li> <li>Projects which strengthen more than one attached building</li> <li><b>buildings which have not as yet commenced assessment or detailed design works</b></li> </ul>
<p><u>Seismic strengthening applications</u> When deciding allocations for projects aiming to remedy seismic risk, we consider the above guidelines and:</p> <ul style="list-style-type: none"> <li>The heritage significance of the building and how the works will benefit or negatively impact its heritage significance.</li> <li>If the building is on the <a href="#">Heritage New Zealand list</a>.</li> <li>If the building is on the <a href="#">WCC Earthquake-prone building list</a>.</li> <li>The expiry date of a s124 Notice under the Building Act 2004.</li> <li>The building being in one of the following focus heritage areas<sup>1</sup>: Cuba Street, Courtenay Place or Newtown shopping centre heritage area.</li> <li>Joint strengthening applications – a project that strengthens more than one attached building.</li> <li>The building’s ‘Importance Level’ (IL) as defined by Australian and New Zealand Structural Design Standard AS/NZS1170.0 or any revision of this standard.</li> <li>The location of the building to a ‘strategic route’ as defined by all roads marked in colour on <a href="#">District Plan Maps 33 &amp; 34</a>.</li> </ul>	<p>When <b>allocating</b> funding we consider:</p> <ul style="list-style-type: none"> <li>The value of the funding request</li> <li>The value of the funding request when considered against the total project cost</li> <li>Parity with similar projects in previous rounds</li> <li>Equitable distribution in the current round</li> <li>The amount of funding available for allocation</li> </ul>

<sup>1</sup> This focus is based on high numbers of earthquake-prone buildings in one heritage area as well as the levels of traffic that occur in these areas.

## Appendix Two: Building Resilience Fund

### **Purpose**

The purpose of the Building Resilience Fund is to assist building owners to fund a detailed seismic assessment in order to initiate a strengthening process. The fund targets two types of non-heritage vulnerable buildings:

- Residential buildings that have complex ownership arrangements (such as a body corporate);
- Small (one or two stories) buildings.

This fund reimburses the cost or part cost of undertaking a detailed seismic assessment *after* the assessment has been undertaken.

### **Proposed Eligibility Criteria**

1. The application must relate to a non-heritage building that has been identified as potentially earthquake-prone or issued with an earthquake-prone building notice by the Wellington City Council.
2. The building is either:
  - Primarily residential use (more than 50%) and with a complex ownership arrangement such as a body corporate, or
  - A small (one or two stories) building.
3. The applicant must be the owner or part-owner of the building:
  - This includes private owners, body corporates, charitable trusts or church organisations.
  - The Crown, Crown entities, district health boards, community boards, Council-controlled organisations and Council business units are not eligible.
4. The application can only be to fund or part-fund a detailed seismic assessment.
5. The assessment applied for must not have not started prior to the Council Committee decision on the application.
6. Funding will be directed towards buildings where successful seismic strengthening outcomes will be unlikely without assistance. As such:
  - grants will be directed towards buildings that are owned by individuals, body corporates, community groups or small to medium sized companies

- applications from limited companies must identify if they are affiliated with larger commercial entities
- all applicants must demonstrate that they do not have excess unallocated reserve funds

#### **How to apply**

1. You will need to:
  - Show evidence of your financial position and that you can meet the full cost of undertaking an assessment. This can include financial documents such as audited accounts, bank statements and lending or financing agreements. For applications by companies affiliated with larger commercial entities, the financial documents of all affiliated companies must be included with the funding application.
  - Include at least one recent (within three months of fund closing date) quote or estimate from an engineer. Note: If on completion of the project the invoiced amounts are significantly different from the original estimated costs, or relate to work that was not applied for, Council will revise your payment accordingly. The original allocation amount will not be exceeded.
  - If an application is from a body corporate or a trust, we need evidence that all relevant members approve of the assessment being undertaken. If the application is made on behalf of the owner(s), a letter of agreement needs to be provided by the owner(s) with the application.
  - A recent photo of the building.
2. Register on the [online funding portal](#).
3. Start drafting your funding application, adding information and attachments. Remember to save your application as you go.
4. Submit the completed application, including attachments of all required documents, before midnight of the application closing date. You will receive an email confirmation.

#### **How we assess and allocate funding**

When **assessing** all applications we consider:

- Buildings approaching the expiry date of their s124 or Earthquake –Prone Notice under the Building Act 2004
- Projects which assess more than one attached building

When **allocating** funding we consider:

- The value of the funding request



- Parity with similar projects
- Equitable distribution in the current round
- The amount of funding available for allocation