
ORDINARY MEETING
OF
PŪRORO ĀMUA - PLANNING AND ENVIRONMENT
COMMITTEE
AGENDA

Time: 1:30pm
Date: Wednesday, 23 June 2021
Venue: Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Wellington

MEMBERSHIP

Mayor Foster
Deputy Mayor Free
Councillor Calvert
Councillor Condie
Councillor Day
Councillor Fitzsimons
Councillor Foon
Councillor Matthews
Councillor O'Neill
Councillor Pannett (Chair)
Councillor Paul (Deputy Chair)
Councillor Rush
Councillor Sparrow
Councillor Woolf
Councillor Young

NON-VOTING MEMBERS

Te Rūnanga o Toa Rangatira Incorporated
Port Nicholson Block Settlement Trust

Have your say!

You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-803-8334, emailing public.participation@wcc.govt.nz or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about. All Council and committee meetings are livestreamed on our YouTube page. This includes any public participation at the meeting.

AREA OF FOCUS

1. The Planning and Environment Committee has the following responsibilities:
 - a) RMA matters
 - b) Urban Planning, District Plan
 - c) Built environment
 - d) Natural environment and biodiversity
 - e) Future Development Strategy, Spatial Plans and Housing Supply
 - f) Climate Change Response and Resilience
 - g) Heritage
 - h) Transport Strategy and Planning, including significant traffic resolutions
 - i) Parking policy
 - j) Submissions to Government or other local authorities
 - k) Regulatory activity and compliance
 - l) Planning and approval of business cases for Let's Get Wellington Moving, associated traffic resolutions and other non-financial statutory powers necessary for progressing the business cases (such as decisions under the Local Government Act 1974)
 - m) Implementing and monitoring delivery of the affordable housing strategy.

2. The Committee has the responsibility to discuss and approve a forward agenda.

Quorum: 9 members

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1. Meeting Conduct

1.1 Karakia

The Chairperson will open the meeting with a karakia.

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

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

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

1.2 Apologies

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

1.3 Conflict of Interest Declarations

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

1.4 Confirmation of Minutes

The minutes of the meeting held on 22 June 2021 will be put to the Pūroro Āmua | Planning and Environment 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 Pūroro Āmua | Planning and Environment 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 Pūroro Āmua | Planning and Environment Committee.

Minor Matters relating to the General Business of the Pūroro Āmua | Planning and Environment 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 Pūroro Āmua | Planning and Environment Committee for further discussion.

1.6 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under Standing Order 31.2 a written, oral or electronic application to address the meeting setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the meeting concerned, and subsequently approved by the Chairperson.

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

2. General Business

TRAFFIC AND PARKING BYLAW FORUM

Purpose

1. This report asks the Pūroro Āmua | Planning and Environment Committee to acknowledge the oral submissions regarding the Traffic and Parking Bylaw.

Recommendations

That the Pūroro Āmua | Planning and Environment Committee:

1. Receive the information.
2. Hear the oral submitters and thank them for their submissions.

Background

2. On 22 April 2021 the Strategy and Policy Committee approved the proposed draft consultation document for community consultation.
3. Wellington City Council consulted the community on the proposed Traffic and Parking Bylaw from 10 May 2021 to 11 June 2021.
4. Submitters who indicated that they wished to speak at oral hearings have been contacted and scheduled to speak on 23 June 2021.
5. Forums were proposed to submitters as an opportunity to have longer, more interactive conversations with Councillors, with the opportunity to ask questions and have discussions.
6. All submitters (regardless of attendance at a forum) have been assured that all councillors will have been provided with their written submission prior to deliberations.


Discussion

7. Attachment 1 comprises the submissions to the proposed Traffic and Parking Bylaw that indicated they would like to speak to councillors. A list of confirmed oral submitters and the page number of their submission will be published prior to the meeting.
8. The full submission document, including those that have not indicated they wished to speak to councillors, will be published prior to the Pūroro Āmua | Planning and Environment Committee meeting of 4 August 2021.
9. Many submitters have taken the opportunity to suggest alternatives to parking on footpaths. The Council recently revoked a parking on footpath enforcement guideline from 2005 to better reflect current legislation and the new Parking Policy. In the coming months the Council will work with key stakeholders including resident associations to implement solutions over time. Meanwhile, no changes to current ticketing practice will be made and parking officers will continue to use their powers of discretion under the Land Transport Act 1998.

Next Actions

10. Elected members will deliberate on the information received from these and all other submissions at the Pūroro Rangaranga | Social, Cultural and Economic Committee on 4 August 2021.

Attachments

Attachment 1. Oral submissions - Traffic and Parking Bylaw [↓](#) 

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Author	Hedi Mueller, Democracy Advisor
Authoriser	Stephen McArthur, Chief Strategy & Governance Officer

SUPPORTING INFORMATION

Engagement and Consultation

This report provides for a key stage of the consultation process – the opportunity for the public to speak to their written submission.

Treaty of Waitangi considerations

There are no Treaty of Waitangi considerations arising from this report. Submitters may speak to matters that have Treaty of Waitangi implications.

Financial implications

There are no financial implications arising from this report. Submitters may speak to matters that have financial implications.

Policy and legislative implications

There are no policy implications arising from this report. Submitters may speak to matters that have policy implications.

Risks / legal

There are no risk or legal implications arising from the oral hearing report. Submitters may speak on matters that have risk or legal implications.

Climate Change impact and considerations

There are no climate change implications arising from this report. Submitters may speak to matters that have climate change implications.

Communications Plan

Not applicable

Health and Safety Impact considered

As at previous forums, consideration has been given to a number of factors including:

- Seating arrangements at each table, including balance of viewpoints.
 - Layout of the room
 - Access needs of submitters
 - Break times
-

Survey Responses

28 March 2019 - 15 June 2021

Oral Submissions Proposed new Traffic and Parking Bylaw

Kōrero mai | Wellington City Council

Project: Proposed Traffic and Parking Bylaw 2021



VISITORS					
1171					
CONTRIBUTORS			RESPONSES		
356			376		
356	0	0	376	0	0
Registered	Unverified	Anonymous	Registered	Unverified	Anonymous



Respondent No: 4

[Redacted]
[Redacted]

[Redacted] [Redacted]
[Redacted] [Redacted]
[Redacted] [Redacted]

- Q1. Your full name: Mark Spiers
-
- Q2. Your email or postal address: [Redacted]
-
- Q3. Are you making this submission as an individual or on behalf of an organisation? Individual
-
- Q4. What organisation are you submitting on behalf of? not answered
-
- Q5. What is your connection to Wellington? Tick all that apply. I am a Wellington City Council ratepayer
I live in Wellington
-
- Q6. Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum? Yes
-
- Q7. If you wish to make an oral submission, please give your phone number so that a submission time can be arranged: [Redacted]
-
- Q8. provide for shared paths Yes
-
- Q9. provide for shared use parking zones No
-
- Q10. reflect the Parking Policy 2020 Yes
-
- Q11. enable temporary road changes for pilot/trial schemes No
-
- Q12. make it simpler for Parking officers to remove non-motorised vehicles that park on the street for longer than 7 days Yes
-
- Q13. regulate the parking of vehicles for advertising or selling purposes Yes
-
- Q14. manage mobile trading in roads and public places Yes
-
- Q15. prohibit the driving, riding or parking of vehicles on beaches (such as Island Bay and Lyall Bay beach) No
-

Q16. restrict the driving, riding or parking of vehicles on unformed legal roads No

Q17. amend definition of taxi to include small passenger service vehicles (such as rideshare Uber, Ola and Zoomy) Yes

Q18. clarify that charges can be set for placing skip and bulk bins in the road or parking places and can be restricted from roads and parking places, or removed when in contravention of the bylaw Yes

Q19. clarify the conditions for using actual public works as a defence for parking offences Yes

Q20. If you have answered No to any of the above, please provide an explanation for each 'no' response.

8- Parking is difficult enough, shared use is inconsistent. 10- Should be consulted Widely first. (Island Bay Cycleway) 14- Absolutely Not. 15- Legal road is usable.

Q21. Do you agree that motorcycles should be able to park in a pay by space (space controlled by a parking meter), provided they pay the appropriate charge (per vehicle) and follow the time restriction? Yes

Q22. Please provide an explanation for your chosen response

Bikes with sidecars or large cruising bikes need more space.

Q23. How could the Council best manage pedestrian and vehicle access and parking on narrow streets where parking on the footpath has been commonplace?

Providing enough space for double pushchairs on footpaths is essential. Same rules for all vehicles, Council contractors often block footpaths. Not allowing larger buses on narrow streets. Prohibiting all vehicles parking on footpaths when there is only one and there is enough street space or space on the non footpath side.

Q24. Do you have any final comments about the proposed revised Traffic and Parking Bylaw

not answered

Q25. Upload any supporting information for your submission here. not answered



Respondent No: 86

[REDACTED]
[REDACTED]

[REDACTED] [REDACTED]
[REDACTED] [REDACTED]
[REDACTED] [REDACTED]

- Q1. Your full name: Jakobe richards
- Q2. Your email or postal address: [REDACTED]
- Q3. Are you making this submission as an individual or on behalf of an organisation? Individual
- Q4. What organisation are you submitting on behalf of? not answered
- Q5. What is your connection to Wellington? Tick all that apply. I live in Wellington
- Q6. Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum? Yes
- Q7. If you wish to make an oral submission, please give your phone number so that a submission time can be arranged: [REDACTED]
- Q8. provide for shared paths No
- Q9. provide for shared use parking zones No
- Q10. reflect the Parking Policy 2020 No
- Q11. enable temporary road changes for pilot/trial schemes No
- Q12. make it simpler for Parking officers to remove non-motorised vehicles that park on the street for longer than 7 days No
- Q13. regulate the parking of vehicles for advertising or selling purposes No
- Q14. manage mobile trading in roads and public places No
- Q15. prohibit the driving, riding or parking of vehicles on beaches (such as Island Bay and Lyall Bay beach) No

Q16. restrict the driving, riding or parking of vehicles on unformed legal roads No

Q17. amend definition of taxi to include small passenger service vehicles (such as rideshare Uber, Ola and Zoomy) No

Q18. clarify that charges can be set for placing skip and bulk bins in the road or parking places and can be restricted from roads and parking places, or removed when in contravention of the bylaw No

Q19. clarify the conditions for using actual public works as a defence for parking offences No

Q20. If you have answered No to any of the above, please provide an explanation for each 'no' response.

Stop tryna ruin the fun man thi is our only place where we feel like were up the far. North or up the coast cut it out

Q21. Do you agree that motorcycles should be able to park in a pay by space (space controlled by a parking meter), provided they pay the appropriate charge (per vehicle) and follow the time restriction? No

Q22. Please provide an explanation for your chosen response

Cause three little mate

Q23. How could the Council best manage pedestrian and vehicle access and parking on narrow streets where parking on the footpath has been commonplace?

not answered

Q24. Do you have any final comments about the proposed revised Traffic and Parking Bylaw

not answered

Q25. Upload any supporting information for your submission here. not answered



Respondent No: 129

[REDACTED]
[REDACTED]

[REDACTED] [REDACTED]
[REDACTED] [REDACTED]
[REDACTED] [REDACTED]

- Q1. **Your full name:** Josh maxwell
- Q2. **Your email or postal address:** [REDACTED]
- Q3. **Are you making this submission as an individual or on behalf of an organisation?** Individual
- Q4. **What organisation are you submitting on behalf of?** not answered
- Q5. **What is your connection to Wellington? Tick all that apply.**
I am a Wellington City Council ratepayer
I live in Wellington
I work in Wellington
I study in Wellington
I am a visitor to Wellington
- Q6. **Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?** Yes
- Q7. **If you wish to make an oral submission, please give your phone number so that a submission time can be arranged:** [REDACTED]
- Q8. **provide for shared paths** Yes
- Q9. **provide for shared use parking zones** Don't know
- Q10. **reflect the Parking Policy 2020** No
- Q11. **enable temporary road changes for pilot/trial schemes** Yes
- Q12. **make it simpler for Parking officers to remove non-motorised vehicles that park on the street for longer than 7 days** Yes
- Q13. **regulate the parking of vehicles for advertising or selling purposes** No
- Q14. **manage mobile trading in roads and public places** No

Q15. **prohibit the driving, riding or parking of vehicles on beaches (such as Island Bay and Lyall Bay beach)** No

Q16. **restrict the driving, riding or parking of vehicles on unformed legal roads** No

Q17. **amend definition of taxi to include small passenger service vehicles (such as rideshare Uber, Ola and Zoomy)** Yes

Q18. **clarify that charges can be set for placing skip and bulk bins in the road or parking places and can be restricted from roads and parking places, or removed when in contravention of the bylaw** No

Q19. **clarify the conditions for using actual public works as a defence for parking offences** No

Q20. **If you have answered No to any of the above, please provide an explanation for each 'no' response.**

I have fill this survey one for question 14 With a particular place in mind (red rocks) I am person who was raised in the out doors bush and sea exploring on horse foot machine and flipper lol And now days it getting harder and harder to do what I grew up to love. There in no comparison to driving down the beach with the family going for a diving Lighting a fire have a feed with a hot cup of tea Red rocks is the last free space in Wellington for us kiwi boys to go in Wellington Yes I know we can still go and drive on the dirt road but if the law is changed next step from here is fines for everyone cops at the gate and a hole generation of kiwis who have earned the right to be there feeling more separated and prosecuted for a way of life. What will be the next preposed change in a year or so !!!!!

Q21. **Do you agree that motorcycles should be able to park in a pay by space (space controlled by a parking meter), provided they pay the appropriate charge (per vehicle) and follow the time restriction?** No

Q22. **Please provide an explanation for your chosen response**

If there is sufficient parking for motorcycles then I'm happy

Q23. **How could the Council best manage pedestrian and vehicle access and parking on narrow streets where parking on the footpath has been commonplace?**

It is what it is in a way without a major change you stuck le #property owner/landlords to provide off street parking-expensive #no parking on the street -complicated Any possible option is unreasonable an expensive

Q24. **Do you have any final comments about the proposed revised Traffic and Parking Bylaw**

not answered

Q25. Upload any supporting information for your submission here.

not answered



Respondent No: 158

[Redacted]
[Redacted]
[Redacted]

[Redacted] [Redacted]
[Redacted] [Redacted]
[Redacted] [Redacted]

- Q1. **Your full name:** Kirk moon
- Q2. **Your email or postal address:** [Redacted]
- Q3. **Are you making this submission as an individual or on behalf of an organisation?** Individual
- Q4. **What organisation are you submitting on behalf of?** not answered
- Q5. **What is your connection to Wellington? Tick all that apply.** I live in Wellington
- Q6. **Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?** Yes
- Q7. **If you wish to make an oral submission, please give your phone number so that a submission time can be arranged:** [Redacted]
- Q8. **provide for shared paths** No
- Q9. **provide for shared use parking zones** Yes
- Q10. **reflect the Parking Policy 2020** Yes
- Q11. **enable temporary road changes for pilot/trial schemes** No
- Q12. **make it simpler for Parking officers to remove non-motorised vehicles that park on the street for longer than 7 days** Yes
- Q13. **regulate the parking of vehicles for advertising or selling purposes** Yes
- Q14. **manage mobile trading in roads and public places** No
- Q15. **prohibit the driving, riding or parking of vehicles on beaches (such as Island Bay and Lyall Bay beach)** No

Q16. **restrict the driving, riding or parking of vehicles on unformed legal roads** No

Q17. **amend definition of taxi to include small passenger service vehicles (such as rideshare Uber, Ola and Zoomy)** Yes

Q18. **clarify that charges can be set for placing skip and bulk bins in the road or parking places and can be restricted from roads and parking places, or removed when in contravention of the bylaw** Yes

Q19. **clarify the conditions for using actual public works as a defence for parking offences** Yes

Q20. **If you have answered No to any of the above, please provide an explanation for each 'no' response.**

Red Rocks just needs more regulation. After 12yrs in Queensland we saw a huge improvement after a permit system was implemented to use the beaches. WCC should do the same. When you purchase your permit online you have to read and agree to follow the rules, this enables improved prosecution for rule breakers. The revenue from the permits pays for regular maintenance and upgrades. People who are happy to pay for a permit, enter their vehicle details and name etc, are less likely to do anything wrong. It's a beautiful part of Wellington we need to protect and enjoy. Ideally vehicles should stay on the formed roads, it's safer creates less damage. However parking up just off the tracks should still be allowed. Idiots ripping up no go areas should be held accountable. 75% of people do the right thing, stick to the tracks, remove their own rubbish and follow the rules. We can't be reactive and close this resource because of a few people, we need to educate, inform and ensure users are abiding by the rules. Our children learn so much when we go around there too, respect the land, experience nature. Anything lower the high tide changes/moves from the waves, driving on it has very little or no impact, compared to one tidal movement, however we should encourage everyone to stay on the tracks. Implementation of a permit system is the answer here. User pays.

Q21. **Do you agree that motorcycles should be able to park in a pay by space (space controlled by a parking meter), provided they pay the appropriate charge (per vehicle) and follow the time restriction?** Yes

Q22. **Please provide an explanation for your chosen response**

Create a small motorcycle parking area, I never see many around there, this way motorcycles are not using the car spaces.

Q23. **How could the Council best manage pedestrian and vehicle access and parking on narrow streets where parking on the footpath has been commonplace?**

Park on one side of the road. Create some diagonal parking, this will double the parking using the nature strip between the back of the foot path and the rock walls

Q24. **Do you have any final comments about the proposed revised Traffic and Parking Bylaw**

This must be kept open to the public. It's a great resource we can all enjoy together, we just need to respect other users and the environment.

Q25. Upload any supporting information for your submission here.

not answered



Respondent No: 162

[Redacted]
[Redacted]

[Redacted] [Redacted]
[Redacted] [Redacted]
[Redacted] [Redacted]

- Q1. **Your full name:** Tuau Toimatenga Love
- Q2. **Your email or postal address:** [Redacted]
- Q3. **Are you making this submission as an individual or on behalf of an organisation?** Individual
- Q4. **What organisation are you submitting on behalf of?** not answered
- Q5. **What is your connection to Wellington? Tick all that apply.** I live in Wellington
I work in Wellington
- Q6. **Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?** Yes
- Q7. **If you wish to make an oral submission, please give your phone number so that a submission time can be arranged:** [Redacted]
- Q8. **provide for shared paths** No
- Q9. **provide for shared use parking zones** No
- Q10. **reflect the Parking Policy 2020** No
- Q11. **enable temporary road changes for pilot/trial schemes** No
- Q12. **make it simpler for Parking officers to remove non-motorised vehicles that park on the street for longer than 7 days** No
- Q13. **regulate the parking of vehicles for advertising or selling purposes** No
- Q14. **manage mobile trading in roads and public places** No
- Q15. **prohibit the driving, riding or parking of vehicles on beaches (such as Island Bay and Lyall Bay beach)** No

Q16. **restrict the driving, riding or parking of vehicles on unformed legal roads** No

Q17. **amend definition of taxi to include small passenger service vehicles (such as rideshare Uber, Ola and Zoomy)** Don't know

Q18. **clarify that charges can be set for placing skip and bulk bins in the road or parking places and can be restricted from roads and parking places, or removed when in contravention of the bylaw** No

Q19. **clarify the conditions for using actual public works as a defence for parking offences** No

Q20. **If you have answered No to any of the above, please provide an explanation for each 'no' response.**

I dive in red rocks and take my kids there to catch a Kai for our whanau and distant relatives who live inland . Stopping driving on the beaches and unmarked roads will stop me and slot of other divers providing for our families the best way we know how .

Q21. **Do you agree that motorcycles should be able to park in a pay by space (space controlled by a parking meter), provided they pay the appropriate charge (per vehicle) and follow the time restriction?** Yes

Q22. **Please provide an explanation for your chosen response**

not answered

Q23. **How could the Council best manage pedestrian and vehicle access and parking on narrow streets where parking on the footpath has been commonplace?**

I don't know

Q24. **Do you have any final comments about the proposed revised Traffic and Parking Bylaw**

Let us drive to dive on red rocks to allow us to feed our families

Q25. **Upload any supporting information for your submission here.** not answered



Respondent No: 163

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

- Q1. **Your full name:** TeKapua Matatoru Peter Peakman-Solomon
- Q2. **Your email or postal address:** [REDACTED]
- Q3. **Are you making this submission as an individual or on behalf of an organisation?** Individual
- Q4. **What organisation are you submitting on behalf of?** not answered
- Q5. **What is your connection to Wellington? Tick all that apply.** I am a visitor to Wellington
- Q6. **Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?** Yes
- Q7. **If you wish to make an oral submission, please give your phone number so that a submission time can be arranged:** [REDACTED]
- Q8. **provide for shared paths** Yes
- Q9. **provide for shared use parking zones** Yes
- Q10. **reflect the Parking Policy 2020** No
- Q11. **enable temporary road changes for pilot/trial schemes** Don't know
- Q12. **make it simpler for Parking officers to remove non-motorised vehicles that park on the street for longer than 7 days** Don't know
- Q13. **regulate the parking of vehicles for advertising or selling purposes** Yes
- Q14. **manage mobile trading in roads and public places** No
- Q15. **prohibit the driving, riding or parking of vehicles on beaches (such as Island Bay and Lyall Bay beach)** No

Q16. **restrict the driving, riding or parking of vehicles on unformed legal roads** No

Q17. **amend definition of taxi to include small passenger service vehicles (such as rideshare Uber, Ola and Zoomy)** Don't know

Q18. **clarify that charges can be set for placing skip and bulk bins in the road or parking places and can be restricted from roads and parking places, or removed when in contravention of the bylaw** Yes

Q19. **clarify the conditions for using actual public works as a defence for parking offences** Yes

Q20. **If you have answered No to any of the above, please provide an explanation for each 'no' response.**

Q,#9: i have answered no as existing council requirements are very strict. The problems is not with the public parking practice, the lack of parking provided to public to access different parts of Poneke can be choked, ie: owhiro bay parking is always choked, Most of the bays, Inner CBD has always had parking issue hence use of public transport initiatives. Khandallah outdoor pools has bad parking. All these areas of significant have high amounts of children and parents attending increasing the amount and level of hazards associated with the areas. Q,#13 A lot of these people don't earn a lot of money and introducing more hoops makes it hard for these people to chase their dreams and the public don't mind them. Sometimes it's a gateway to another way of life and can be a pleasant experience you weren't actually looking for initially. Q,#14 Beach driving should be restricted to 4WD access only. A lot of the people getting stuck requiring rescue are people without the tools needed to access remote country. Myself have invested tens of thousands of dollars into my vehicles to enable me to take my family to explore remote areas of our country. I do get stuck from time to time and usually because I'm not familiar with the area, but in saying so I have the tools needed to self-rescue. I don't think it is fair to force permit entry upon frequent users as most of us do this on a budget as it's not cheap. We do this with the intentions of showing our children a low-tech world which required effort, grunt, knock all these things in order to teach them the foundations of life as the world we live in revolves around tech to the point if we ever lost our children would know what to do to feed themselves or their families. These important life skills I put above history lessons. These are LIFE skills that will save your life. Driving on the beach gives us the ability to access these remote areas and without them it changes our lives. 4X4/4WD ACCESS ONLY. Q,#15 These roads should be converted to tarseal to minimise accidents. Keeping in mind doing so invites more antisocial people to loiter. Rough terrain access keeps the environment purpose-built meaning only people with the correct intentions will access these areas. As we are kitted for this. I.e winch or 4X4 access minimum requirement.

Q21. **Do you agree that motorcycles should be able to park in a pay by space (space controlled by a parking meter), provided they pay the appropriate charge (per vehicle) and follow the time restriction?** Yes

Q22. **Please provide an explanation for your chosen response**

They are commuters like everyone else if they will pay the set rate then that only seems fair to give them the same rates. In saying so 1 bike per park to stop park cramming.

Q23. How could the Council best manage pedestrian and vehicle access and parking on narrow streets where parking on the footpath has been commonplace?

Widen roads or alternative access.

Q24. Do you have any final comments about the proposed revised Traffic and Parking Bylaw

My family love the outdoors. To loose access to red rocks,maungakotukutuku, odlins, makara, akatarawas, tararuas and all the other areaa we know and live would be shame. I believe limited to 4x4 access but not closd for good.

Q25. Upload any supporting information for your submission here. not answered



Respondent No: 250

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED] [REDACTED]
[REDACTED] [REDACTED]
[REDACTED] [REDACTED]

- Q1. **Your full name:** Robert Young
- Q2. **Your email or postal address:** [REDACTED]
- Q3. **Are you making this submission as an individual or on behalf of an organisation?** Individual
- Q4. **What organisation are you submitting on behalf of?** not answered
- Q5. **What is your connection to Wellington? Tick all that apply.** I live in Wellington
- Q6. **Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?** Yes
- Q7. **If you wish to make an oral submission, please give your phone number so that a submission time can be arranged:** [REDACTED]
- Q8. **provide for shared paths** Don't know
- Q9. **provide for shared use parking zones** Yes
- Q10. **reflect the Parking Policy 2020** No
- Q11. **enable temporary road changes for pilot/trial schemes** No
- Q12. **make it simpler for Parking officers to remove non-motorised vehicles that park on the street for longer than 7 days** No
- Q13. **regulate the parking of vehicles for advertising or selling purposes** Yes
- Q14. **manage mobile trading in roads and public places** No
- Q15. **prohibit the driving, riding or parking of vehicles on beaches (such as Island Bay and Lyall Bay beach)** No

Q16. **restrict the driving, riding or parking of vehicles on unformed legal roads** No

Q17. **amend definition of taxi to include small passenger service vehicles (such as rideshare Uber, Ola and Zoomy)** No

Q18. **clarify that charges can be set for placing skip and bulk bins in the road or parking places and can be restricted from roads and parking places, or removed when in contravention of the bylaw** Yes

Q19. **clarify the conditions for using actual public works as a defence for parking offences** No

Q20. **If you have answered No to any of the above, please provide an explanation for each 'no' response.**

This is a poorly put together survey for public consultation as it does not explain the questions and requires the user to read a 74-page document before they can accurately answer this document. This could have been done a lot better to receive public opinion. 7. I require more information about Public Shared Paths and where you would like to put them of course. I am open to shared paths if they are introduced well. 9. The traffic policy has been reviewed recently and I do not feel any requirement to rush the update of a policy that appears to be working fine. 10. Road Pilot schemes are a way to test different things without any research around the impact. The council needs to invest in proper research and development before making changes. 11. Why should vehicles not in use but paying registration be removed when parked legally in the same spot for 7 days? Many working people do not use their vehicles as they cannot afford to park their car outside of their workplace or cannot afford to repair their vehicle when it is broken down. Not everyone has a driveway where they can park their vehicle. 13. The opportunity for small business starts at home, regulating people selling fruit on council land or a little girl from selling lemonade on the side of the road is ridiculous. Embrace the free market. 14. There is no reason to ban the use, the council is not rescuing stuck vehicles, these are performed by the offroading community and all rubbish is before devils gate. 15. no 16. Please do not impact our affordable ride-share services. 17. People need skip bins 18. no

Q21. **Do you agree that motorcycles should be able to park in a pay by space (space controlled by a parking meter), provided they pay the appropriate charge (per vehicle) and follow the time restriction?** No

Q22. **Please provide an explanation for your chosen response**

Shared parking spaces should be charged for the space (Bay) rather than per vehicle, charging per vehicle is just a form of revenue gathering and is encouraging people to drive large cars around the city

Q23. **How could the Council best manage pedestrian and vehicle access and parking on narrow streets where parking on the footpath has been commonplace?**

Cars should be allowed to park on the curb provided there is at least 1 meter for people to pass. Enforce parking only on one side, road signage around giving way to oncoming traffic around known troublesome areas and allow parking facing either direction.

Q24. Do you have any final comments about the proposed revised Traffic and Parking Bylaw

The proposed concept of banning cruising is silly and enforcing it will cost the council more than the value that it outputs. Preventing engine braking is a safety risk. Preventing people from repairing vehicles on the side of the road is unreasonable. I have had to repair my vehicle or swap parts out on the side of the road as I do not have access to a driveway to repair my car and do not have the income to take my vehicle to a mechanic to perform repairs for me. The anti repairing your vehicle and not allowing a broken down vehicle to stay outside your property is a system designed just to punish the poor.

Q25. Upload any supporting information for your submission here.

not answered



Respondent No: 257

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

- Q1. **Your full name:** Declan Bailey
- Q2. **Your email or postal address:** [REDACTED]
- Q3. **Are you making this submission as an individual or on behalf of an organisation?** Individual
- Q4. **What organisation are you submitting on behalf of?** not answered
- Q5. **What is your connection to Wellington? Tick all that apply.**
I am a Wellington City Council ratepayer
I live in Wellington
I work in Wellington
- Q6. **Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?** Yes
- Q7. **If you wish to make an oral submission, please give your phone number so that a submission time can be arranged:** [REDACTED]
- Q8. **provide for shared paths** Don't know
- Q9. **provide for shared use parking zones** Don't know
- Q10. **reflect the Parking Policy 2020** Yes
- Q11. **enable temporary road changes for pilot/trial schemes** Don't know
- Q12. **make it simpler for Parking officers to remove non-motorised vehicles that park on the street for longer than 7 days** Yes
- Q13. **regulate the parking of vehicles for advertising or selling purposes** Don't know
- Q14. **manage mobile trading in roads and public places** Don't know
- Q15. **prohibit the driving, riding or parking of vehicles on beaches (such as Island Bay and Lyall Bay beach)** Don't know

Q16. **restrict the driving, riding or parking of vehicles on unformed legal roads** Don't know

Q17. **amend definition of taxi to include small passenger service vehicles (such as rideshare Uber, Ola and Zoomy)** Yes

Q18. **clarify that charges can be set for placing skip and bulk bins in the road or parking places and can be restricted from roads and parking places, or removed when in contravention of the bylaw** Don't know

Q19. **clarify the conditions for using actual public works as a defence for parking offences** Don't know

Q20. **If you have answered No to any of the above, please provide an explanation for each 'no' response.**

not answered

Q21. **Do you agree that motorcycles should be able to park in a pay by space (space controlled by a parking meter), provided they pay the appropriate charge (per vehicle) and follow the time restriction?** Yes

Q22. **Please provide an explanation for your chosen response**

They're vehicles too. Motorcycle parks are generally full, so they should be able to use and pay for a regular parking space.

Q23. How could the Council best manage pedestrian and vehicle access and parking on narrow streets where parking on the footpath has been commonplace?

The problem that you face here is one that we have. A limited number of spaces for parking, and too many cars. Multiple car households, especially in flatting situations, which much of the inner city is, need the flexibility of parking that we currently have. Many houses in the central city have no off street parking at all, so you just have to be tolerant here. What would be helpful is actually examining the unique parking problems in Wellington on a case-by-case basis. Where I live is a good example. We are smack in the middle of Finnimore Tce, which is footpath access only (Google maps thinks finnimore tce is Pearce street, for some reason): There are six parking spots on Pearce Street. There are four places on Pearce Street that have off street parking, and garages, but the occupants do not use them. Mostly the garages are used for storage, one is where some guy paints, etc. Some of these places have more than one vehicle parked on the road at any given time. The guy with the caravan (where caravan parked is marked in pink) Has an off street park, and a garage. Unfortunately, he had a sauna installed in his garage. So because of this we only have 5 parks on Pearce street. We've lived here for four years and he's only moved the caravan about six times for weekends away in that whole time. The rest of that time it just sits there. Meanwhile, those of us down Finnimore Tce, who have no road access, let alone garages, are forced to fight for any park we can get. I've had to park nearly a kilometer from my house sometimes, which would be fine, except for the fact I have a bit of a heart problem and this is a really steep area. Down the bottom, on Hutchison Road isn't much better. There's space for about four cars with about 8 people fighting for them. I've highlighted in green my house and those around me. All of these places either have families or multiple adults in them, and only one car per household, which seems pretty reasonable. If you guys could look at situations like above, assess who has private parking, who cannot have private parking, remove caravans and assign those public spaces to those of us who actually need them (seriously, I'm sick of having walk uphill several hundred meters to drive myself to A&E while having an angina attack), that would be great.

Q24. Do you have any final comments about the proposed revised Traffic and Parking Bylaw

- Non-motorized vehicles should not be allowed to park in public car parks, or on the footpath (unless attended for loading/unloading). - Motorized vehicles that remain continuously parked in public parks for longer than 14 days require to notify council (at no charge) to provide an explanation and exemption. - More regulation/residents parking around areas with very limited access on parking. Not a first-come-first served basis, but basis of actual need of a parking spot. NOTE: Some parts of Brooklyn and Vogelstown are basically free parking during the week for people who live elsewhere. They drive in from the hutt, waikanae, etc, park near a bus stop and use the bus to complete their journey. This is quite common, but I'm not sure what you could actually do about it.

Q25. Upload any supporting information for your submission here.

https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/536de433f331b36ce94111d231af8ea54b85ac09/original/1621295074/5bfc4fec4dfe6619d24230aa2768e46b_Pearce_St_Parking.jpg?1621295074





Respondent No: 281

[Redacted]
[Redacted]

[Redacted] [Redacted]
[Redacted] [Redacted]
[Redacted] [Redacted]

- Q1. Your full name: Jason
- Q2. Your email or postal address: [Redacted]
- Q3. Are you making this submission as an individual or on behalf of an organisation? Organisation
- Q4. What organisation are you submitting on behalf of? Tuhoe
- Q5. What is your connection to Wellington? Tick all that apply. I live in Wellington
I own a business in Wellington
- Q6. Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum? Yes
- Q7. If you wish to make an oral submission, please give your phone number so that a submission time can be arranged: [Redacted]
- Q8. provide for shared paths No
- Q9. provide for shared use parking zones Yes
- Q10. reflect the Parking Policy 2020 No
- Q11. enable temporary road changes for pilot/trial schemes No
- Q12. make it simpler for Parking officers to remove non-motorised vehicles that park on the street for longer than 7 days No
- Q13. regulate the parking of vehicles for advertising or selling purposes No
- Q14. manage mobile trading in roads and public places No
- Q15. prohibit the driving, riding or parking of vehicles on beaches (such as Island Bay and Lyall Bay beach) No

Q16. restrict the driving, riding or parking of vehicles on unformed legal roads No

Q17. amend definition of taxi to include small passenger service vehicles (such as rideshare Uber, Ola and Zoomy) No

Q18. clarify that charges can be set for placing skip and bulk bins in the road or parking places and can be restricted from roads and parking places, or removed when in contravention of the bylaw No

Q19. clarify the conditions for using actual public works as a defence for parking offences No

Q20. If you have answered No to any of the above, please provide an explanation for each 'no' response.

not answered

Q21. Do you agree that motorcycles should be able to park in a pay by space (space controlled by a parking meter), provided they pay the appropriate charge (per vehicle) and follow the time restriction? not answered

Q22. Please provide an explanation for your chosen response

not answered

Q23. How could the Council best manage pedestrian and vehicle access and parking on narrow streets where parking on the footpath has been commonplace?

not answered

Q24. Do you have any final comments about the proposed revised Traffic and Parking Bylaw

not answered

Q25. Upload any supporting information for your submission here. not answered



Respondent No: 297

[REDACTED]
[REDACTED]

[REDACTED] [REDACTED]
[REDACTED] [REDACTED]
[REDACTED] [REDACTED]

- Q1. **Your full name:** Anne Cunningham
- Q2. **Your email or postal address:** [REDACTED]
- Q3. **Are you making this submission as an individual or on behalf of an organisation?** Individual
- Q4. **What organisation are you submitting on behalf of?** not answered
- Q5. **What is your connection to Wellington? Tick all that apply.**
I am a Wellington City Council ratepayer
I live in Wellington
I work in Wellington
I own a business in Wellington
- Q6. **Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?** Yes
- Q7. **If you wish to make an oral submission, please give your phone number so that a submission time can be arranged:** [REDACTED]
- Q8. **provide for shared paths** Yes
- Q9. **provide for shared use parking zones** Yes
- Q10. **reflect the Parking Policy 2020** Yes
- Q11. **enable temporary road changes for pilot/trial schemes** Yes
- Q12. **make it simpler for Parking officers to remove non-motorised vehicles that park on the street for longer than 7 days** Yes
- Q13. **regulate the parking of vehicles for advertising or selling purposes** Yes
- Q14. **manage mobile trading in roads and public places** Yes

Q15. **prohibit the driving, riding or parking of vehicles on beaches (such as Island Bay and Lyall Bay beach)** Yes

Q16. **restrict the driving, riding or parking of vehicles on unformed legal roads** Yes

Q17. **amend definition of taxi to include small passenger service vehicles (such as rideshare Uber, Ola and Zoomy)** Yes

Q18. **clarify that charges can be set for placing skip and bulk bins in the road or parking places and can be restricted from roads and parking places, or removed when in contravention of the bylaw** Yes

Q19. **clarify the conditions for using actual public works as a defence for parking offences** Yes

Q20. **If you have answered No to any of the above, please provide an explanation for each 'no' response.**

not answered

Q21. **Do you agree that motorcycles should be able to park in a pay by space (space controlled by a parking meter), provided they pay the appropriate charge (per vehicle) and follow the time restriction?** Yes

Q22. **Please provide an explanation for your chosen response**

Smaller vehicles with lower carbon emissions should be encouraged.

Q23. **How could the Council best manage pedestrian and vehicle access and parking on narrow streets where parking on the footpath has been commonplace?**

I think it depends on the street. I would assume different places need different management. Where it is in a sensitive area e.g. near a school or ECE then I would restrict parking to encourage families to use active transport from at least 500m away. I'd encourage / support businesses and schools to have mobility plans - so instead of hitting parking head on it would support them to plan their future mobility strategies.

Q24. Do you have any final comments about the proposed revised Traffic and Parking Bylaw

Two comments. First: please consider schools - our headteacher reports that almost every day a kid is almost hit leaving school. I know you want to get the business arteries moving, but children need our care - and investment in their active mobility skills now. Can there be a way of allocating a parking space during school hours to kids bikes (this is done in other countries) or spare space to allow kids to leave their school easily by bike. Schools cannot manage all this with limited road patrols. Second, if it is left to residents to report then it is likely that some areas of the city will get better service. How will you support appropriate monitoring, without penalising people (with 3/4 jobs due to low incomes- and so have to drive). At the heart of this question is how will you make how you deliver this policy fair rather than the same or biased to those who shout loudest? This is all part of our transition to a lower-carbon city, but that transition needs to be just - not only because it's good but because otherwise, we will not achieve our targets as some will fall further and further behind.

Q25. Upload any supporting information for your submission here.

not answered



Respondent No: 315

[Redacted]
[Redacted]

[Redacted] [Redacted]
[Redacted] [Redacted]
[Redacted] [Redacted]

- Q1. Your full name: Yvonne Weeber
- Q2. Your email or postal address: [Redacted]
- Q3. Are you making this submission as an individual or on behalf of an organisation? Individual
- Q4. What organisation are you submitting on behalf of? not answered
- Q5. What is your connection to Wellington? Tick all that apply.
I am a Wellington City Council ratepayer
I live in Wellington
I work in Wellington
- Q6. Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum? Yes
- Q7. If you wish to make an oral submission, please give your phone number so that a submission time can be arranged: [Redacted]
- Q8. provide for shared paths Yes
- Q9. provide for shared use parking zones Yes
- Q10. reflect the Parking Policy 2020 Yes
- Q11. enable temporary road changes for pilot/trial schemes Yes
- Q12. make it simpler for Parking officers to remove non-motorised vehicles that park on the street for longer than 7 days Yes
- Q13. regulate the parking of vehicles for advertising or selling purposes Yes
- Q14. manage mobile trading in roads and public places Yes
- Q15. prohibit the driving, riding or parking of vehicles on beaches (such as Island Bay and Lyall Bay beach) Yes

Q16. **restrict the driving, riding or parking of vehicles on unformed legal roads** Yes

Q17. **amend definition of taxi to include small passenger service vehicles (such as rideshare Uber, Ola and Zoomy)** Yes

Q18. **clarify that charges can be set for placing skip and bulk bins in the road or parking places and can be restricted from roads and parking places, or removed when in contravention of the bylaw** Yes

Q19. **clarify the conditions for using actual public works as a defence for parking offences** Yes

Q20. **If you have answered No to any of the above, please provide an explanation for each 'no' response.**

Yes I know that WCC needs better policies for Parking officers to remove non-motorised vehicles that park on the street for longer than 7 days however the policies you are proposing do not go far enough. As you state the hierarchy categories for long stay parking puts non-motorised vehicles, boats on trailers etc. at the bottom of any priority. From my home within 500m I have one caravan, one boat trailer and one commercial food trailer parked permanently on the road. People who own non-motorised vehicles need to find off street spaces to park them off the road. I know for a fact two of these vehicles could be parked off the street. I therefore suggest that the distance to move the vehicle should be 1 kilometre. Thus making it extremely inconvenient for the owner to part the vehicle on the street. In addition I believe every non-motorised vehicle needs to have a yearly WCC permit to park on the street as well as your proposed bylaw change. The permit should be total cost recovery of the administration of the permit and increased on a regular basis. In addition if the non-motorised vehicle is not moved every 7 days that the permit should be forfeited and must be re-applied for plus any fine for not moving. In particular one caravan has become the blight of my neighbourhood. While the owners of the caravan enjoy the occasional holiday away from Wellington the neighbours put up with its endless parking on the street, Last year during Covid-19 lock downs and afterwards I had to endure this vehicle outside my house for three months. I know the owners can park it off site next to there house as they told me this. It takes up two carparking spaces. It restricts views when trying to leave residential houses with off street parking, It restricts views from those trying to leave on street carparks. Its been parked outside neighbours who have just had a new child in the family only to be told 'tough we can park here for 7 days'. To say the owners have a irresponsible attitude to something they own and are happy to see the caravan damage the amenity of our neighbourhood would be putting it mildly. Worst of all many people thought initaly that I owned the caravan as it was outside my house for most of the time. As the most of the neighbourhood has now had the unfortunate experience of meeting the owners they now know the truth and come to me plotting revenge of the caravan or something like that. Please make it much harder to park non-motorised vehicles on the road and develop a WCC permit system with some serve penalties if you don't comply with the bylaw.

Q21. **Do you agree that motorcycles should be able to park in a pay by space (space controlled by a parking meter), provided they pay the appropriate charge (per vehicle) and follow the time restriction?** Yes

Q22. **Please provide an explanation for your chosen response**

not answered

Q23. How could the Council best manage pedestrian and vehicle access and parking on narrow streets where parking on the footpath has been commonplace?

Pedestrians need to be given priority all the time. Cars parking on the road make it difficult to people to move around them. If you have disabilities it becomes impossible to move around a parked car on the footpath. Footpaths should not be for cars.

Q24. Do you have any final comments about the proposed revised Traffic and Parking Bylaw

Making non-motorised parking on roads a lot more expensive and harder so the owners find alternative places to park them.

Q25. Upload any supporting information for your submission here. not answered



Respondent No: 321

[Redacted]
[Redacted]

[Redacted] [Redacted]
[Redacted] [Redacted]
[Redacted] [Redacted]

- Q1. Your full name: Kate Hayward
- Q2. Your email or postal address: [Redacted]
- Q3. Are you making this submission as an individual or on behalf of an organisation? Individual
- Q4. What organisation are you submitting on behalf of? not answered
- Q5. What is your connection to Wellington? Tick all that apply. I am a Wellington City Council ratepayer
I live in Wellington
- Q6. Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum? Yes
- Q7. If you wish to make an oral submission, please give your phone number so that a submission time can be arranged: [Redacted]
- Q8. provide for shared paths Yes
- Q9. provide for shared use parking zones Don't know
- Q10. reflect the Parking Policy 2020 Don't know
- Q11. enable temporary road changes for pilot/trial schemes Yes
- Q12. make it simpler for Parking officers to remove non-motorised vehicles that park on the street for longer than 7 days Yes
- Q13. regulate the parking of vehicles for advertising or selling purposes Yes
- Q14. manage mobile trading in roads and public places Yes
- Q15. prohibit the driving, riding or parking of vehicles on beaches (such as Island Bay and Lyall Bay beach) Yes

Q16. **restrict the driving, riding or parking of vehicles on unformed legal roads** Don't know

Q17. **amend definition of taxi to include small passenger service vehicles (such as rideshare Uber, Ola and Zoomy)** Don't know

Q18. **clarify that charges can be set for placing skip and bulk bins in the road or parking places and can be restricted from roads and parking places, or removed when in contravention of the bylaw** Yes

Q19. **clarify the conditions for using actual public works as a defence for parking offences** Don't know

Q20. **If you have answered No to any of the above, please provide an explanation for each 'no' response.**

not answered

Q21. **Do you agree that motorcycles should be able to park in a pay by space (space controlled by a parking meter), provided they pay the appropriate charge (per vehicle) and follow the time restriction?** not answered

Q22. **Please provide an explanation for your chosen response**

not answered

Q23. How could the Council best manage pedestrian and vehicle access and parking on narrow streets where parking on the footpath has been commonplace?

There are a handful of minor, very narrow streets where it has been customary practice to put one wheel up on the footpath in order to ensure that your car does not prevent other cars from traversing the street. Mid-Hankey street is a prime example. If a street meets certain criteria and there is consensus amongst the residents, then there should be provision for the street to apply for a blue "Footpath Parking Exemption" sign. Council would be the final arbitrator and would be in control of how many were issued. If you used mid-Hankey Street as a case study, you would have ALL the criteria that would need to be met in order to warrant such a sign: (1) Has the practice been customary over several decades? (2) Is there a footpath on the other side of the street measuring at least 2M wide? (mid-Hankey street has a footpath on the "other" side which is almost 3M wide!!). (3) Is the footpath (that has been customarily used by cars to "hitch a wheel" up), a footpath that is not suitable or used by pedestrians? That is to say-- (3.a) Is said footpath narrow -- <1M wide in some sections? (3.b) Overgrown with vegetation? (3.c) Hugs a high embankment which adds to the narrow, un-inviting feeling? (3.d) Does the said footpath abruptly 'dead end'? (-i.e. a footpath which at one end leads to nowhere? I.e. it is not a "connecting" footpath). (4) Would enforcing the "no parking on footpath rule cause un-due hardship? (E.G. would it effectively make the road impassible for vehicles to get through? or put the parked cars at high risk of being damaged by passing vehicles? Or if parking was eliminated from section of the street, would that significantly decrease the parking spots available to residents? And if so, do 90% of the units on the street have no off-street parking provisions?) (5) Are the residents willing to endorse a document applying for the issuance of a "foothpath parking allowed" sign? Such a sign could be reviewed every ten years to ensure that there was still consensus amongst residents to allow footpath parking. As well, the sign cold be revoked by Council at any time if street conditions changed (e.g. if the street was widened). Even if a street had a blue "Parking on Footpath Allowed" sign, Parking Wardens would still be invited to use their discretion and issue tickets in the event the parked car did not leave a reasonable footpath space for pedestrians to get through. (Which is the current situation). There is no such thing as "one size fits all". Creating a process whereby the "outliers" can apply to Council IF they meet a strict and comprehensive set of criteria, would recognize Wellington's challenging topography and also acknowledge that in many cases a lack of investment in roads, has caused the conditions which has led motorists to park on the footpath.

Q24. Do you have any final comments about the proposed revised Traffic and Parking Bylaw

not answered

Q25. Upload any supporting information for your submission here.

not answered



Respondent No: 343

[REDACTED]
[REDACTED]

[REDACTED] [REDACTED]
[REDACTED] [REDACTED]
[REDACTED] [REDACTED]

- Q1. **Your full name:** Daniel Spector
- Q2. **Your email or postal address:** [REDACTED]
- Q3. **Are you making this submission as an individual or on behalf of an organisation?** Individual
- Q4. **What organisation are you submitting on behalf of?** not answered
- Q5. **What is your connection to Wellington? Tick all that apply.**
I am a Wellington City Council ratepayer
I live in Wellington
I work in Wellington
I own a business in Wellington
I am a visitor to Wellington
- Q6. **Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?** Yes
- Q7. **If you wish to make an oral submission, please give your phone number so that a submission time can be arranged:** [REDACTED]
- Q8. **provide for shared paths** Yes
- Q9. **provide for shared use parking zones** Yes
- Q10. **reflect the Parking Policy 2020** No
- Q11. **enable temporary road changes for pilot/trial schemes** Yes
- Q12. **make it simpler for Parking officers to remove non-motorised vehicles that park on the street for longer than 7 days** Yes
- Q13. **regulate the parking of vehicles for advertising or selling purposes** No
- Q14. **manage mobile trading in roads and public places** Don't know

Q15. **prohibit the driving, riding or parking of vehicles on beaches (such as Island Bay and Lyall Bay beach)** Yes

Q16. **restrict the driving, riding or parking of vehicles on unformed legal roads** No

Q17. **amend definition of taxi to include small passenger service vehicles (such as rideshare Uber, Ola and Zoomy)** Yes

Q18. **clarify that charges can be set for placing skip and bulk bins in the road or parking places and can be restricted from roads and parking places, or removed when in contravention of the bylaw** Yes

Q19. **clarify the conditions for using actual public works as a defence for parking offences** Yes

Q20. **If you have answered No to any of the above, please provide an explanation for each 'no' response.**

re: 12. Poor people who need to sell vehicles may not be able to afford TradeMe or other venues and should be able to have a sign in their vehicle and to park it in a prominent place. U think advertising trailers, however, should be banned from parking anywhere. re: 15. Unformed legal roads are still legal roads and may be useful for varieties of types of access. Prohibiting parking? Sure. Useage... uncomfortable.

Q21. **Do you agree that motorcycles should be able to park in a pay by space (space controlled by a parking meter), provided they pay the appropriate charge (per vehicle) and follow the time restriction?** Yes

Q22. **Please provide an explanation for your chosen response**

Motorcycles are efficient and should not be unduly discouraged via any form of restriction in a way that benefits less efficient modes of transport.

Q23. **How could the Council best manage pedestrian and vehicle access and parking on narrow streets where parking on the footpath has been commonplace?**

It's a mess. ALL parking on footpaths is abusive to the disabled and bad for pedestrians, especially children. In much of Wellington, the roads are too narrow and there are insufficient options. The BEST thing I can think of is encouraging and supporting making all public transit free to reduce reliance on private cars and, where private cars are required offer incentives to promote widespread acquisition of sub-micro cars like the Microlino and Citroen Ami.

Q24. Do you have any final comments about the proposed revised Traffic and Parking Bylaw

We own a small car and a big diesel SUV... And recognize that we must reduce the presence of cars in the city. There are many ways to do this, most important of which is widespread and free public transit. That said, it is poor people who rely on their cars most (when they have them). Any fee, tax, or useage charge is a gift to the rich to do what they want. Make all such charges proportional based on wealth, like Norway.

Q25. Upload any supporting information for your submission here.

not answered



Respondent No: 354

[Redacted]
[Redacted]

[Redacted] [Redacted]
[Redacted] [Redacted]
[Redacted] [Redacted]

- Q1. Your full name: Michael Mellor
- Q2. Your email or postal address: [Redacted]
- Q3. Are you making this submission as an individual or on behalf of an organisation? Individual
- Q4. What organisation are you submitting on behalf of? not answered
- Q5. What is your connection to Wellington? Tick all that apply. I am a Wellington City Council ratepayer
I live in Wellington
- Q6. Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum? Yes
- Q7. If you wish to make an oral submission, please give your phone number so that a submission time can be arranged: [Redacted]
- Q8. provide for shared paths No
- Q9. provide for shared use parking zones Yes
- Q10. reflect the Parking Policy 2020 Yes
- Q11. enable temporary road changes for pilot/trial schemes Yes
- Q12. make it simpler for Parking officers to remove non-motorised vehicles that park on the street for longer than 7 days Yes
- Q13. regulate the parking of vehicles for advertising or selling purposes Yes
- Q14. manage mobile trading in roads and public places Yes
- Q15. prohibit the driving, riding or parking of vehicles on beaches (such as Island Bay and Lyall Bay beach) Yes

Q16. **restrict the driving, riding or parking of vehicles on unformed legal roads** Yes

Q17. **amend definition of taxi to include small passenger service vehicles (such as rideshare Uber, Ola and Zoomy)** No

Q18. **clarify that charges can be set for placing skip and bulk bins in the road or parking places and can be restricted from roads and parking places, or removed when in contravention of the bylaw** Yes

Q19. **clarify the conditions for using actual public works as a defence for parking offences** Yes

Q20. **If you have answered No to any of the above, please provide an explanation for each 'no' response.**

I have answered "no" to Q7 and Q16 for the following reasons: Q7, because shared paths in urban areas are generally recognised as being not good practice. Pedestrians in general and disabled ones in particular need space that is not also occupied by bikes moving much faster and very quietly. But the question is actually irrelevant: despite what is said in para 4.3, the proposal does not in fact provide for shared paths (which already exist around the city), according to clause 13.1(a) (confusingly, there's no 13.1(b)) it provides for the priority of users of a shared path to be determined, not the existence of the shared path itself. Q16, because it uses the confusing term ridesharing (which does not include taxis) when it actually means ridehailing (which does include taxis). Change the wording, and my answer becomes "yes".

Q21. **Do you agree that motorcycles should be able to park in a pay by space (space controlled by a parking meter), provided they pay the appropriate charge (per vehicle) and follow the time restriction?** Yes

Q22. **Please provide an explanation for your chosen response**

I agree, but if there's more than one motorbike in the space I'm not sure how you'll be able to tell which one(s) have or haven't paid.

Q23. **How could the Council best manage pedestrian and vehicle access and parking on narrow streets where parking on the footpath has been commonplace?**

Congratulations to WCC for grasping the nettle, and deciding that the law needs to be enforced. How to do this needs to be looked at through the lens of WCC policies, particularly the sustainable transport hierarchy. This puts pedestrians at the top, private motor vehicles at the bottom, so pedestrian use of the footpath - legally pedestrian space - clearly takes precedence, both from a policy point of view and legally. WCC will have to work with footpath parkers to allow for pedestrians to use their space, and for vehicles to continue to use the road. Broken yellow lines will have their place, as has already happened in locations round the city, as will shared-use zones, with pedestrians having priority over the whole of the road, making it safe to walk on the road rather than be restricted to the footpath. Speed limits also have a place: the default throughout the city should be 30km/h, and lower in shared zones (which should include every urban street in the city that does not have adequate footpaths). There will have to be excellent communication at all stages of the process, focussing on education, information and alternatives first, and only then the blunt instrument of enforcement.

Q24. Do you have any final comments about the proposed revised Traffic and Parking Bylaw

It's a good approach, but it reads like an early draft rather than a final document. Examples are: - inconsistencies between the discussion and the bylaw. I have already mentioned the shared path issue in my response to Q7 above: similarly, re parking on berms the discussion says "Prohibit parking vehicles on the grass or berms" (p45) and "The intent is to make it clear that vehicles must not park on the berms" (p27), but the actual clause (29.1) adds "(b) so as to cause or be likely to cause damage to the cultivated area; or (c) so as to obstruct other traffic or pedestrians or any view of the roadway to the driver of a vehicle entering or exiting the roadway", so what is said to be an absolute prohibition is actually a conditional one, providing wriggle room and not making that intent clear. (In addition, point (a) is different in character from points (b) and (c) - do all these points apply equally, or are they alternatives, or should (a) be part of the main text? More scope for confusion and wriggle room, unfortunately.) To achieve the stated intention, points (b) and (c) should be deleted. - the document needs a good, professional proofread, being potentially unclear and having many inconsistencies of style, typos and grammatical errors. I have already given the examples of clauses 13 (point (a), but no subsequent points) and clause 29 (above). In addition, some points fail to follow clearly on from the previous text, making the meaning less clear than it should be, e.g. in clause 29 cited above; in clause 28.1 (c), which reads "No driver of a vehicle shall park: (c) angle park unless..."; in clause 7.3 (c), which reads "Any resolution may: (f) Council may, by resolution..."; in clause 24.1 (d) and (e), which read "the Council may by resolution: (d) the length of time... (e) the date and time..." (Also note the inconsistent presence/absence of "the" preceding "Council".) Typographical issues include some points beginning with an upper-case letter, some with a lower-case; some ending in a full stop, some in a semi-colon, some in a comma, some in a colon; use of "which" in places where "that" is required; multiple examples of incorrect usage of commas; etc etc. Other issues include the use of the undefined term "mobility parking" in clause 22.3, and the outdated term "Fire Service" in a couple of places. A good, thorough proofread is required to turn this into a clear document of the quality that an organisation like WCC should be producing.

Q25. Upload any supporting information for your submission here.

not answered



Respondent No: 357

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED] [REDACTED]
[REDACTED] [REDACTED]
[REDACTED] [REDACTED]

- Q1. **Your full name:** Tania Ali
- Q2. **Your email or postal address:** [REDACTED]
- Q3. **Are you making this submission as an individual or on behalf of an organisation?** Individual
- Q4. **What organisation are you submitting on behalf of?** not answered
- Q5. **What is your connection to Wellington? Tick all that apply.** not answered
- Q6. **Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?** Yes
- Q7. **If you wish to make an oral submission, please give your phone number so that a submission time can be arranged:** [REDACTED]
- Q8. **provide for shared paths** not answered
- Q9. **provide for shared use parking zones** not answered
- Q10. **reflect the Parking Policy 2020** not answered
- Q11. **enable temporary road changes for pilot/trial schemes** not answered
- Q12. **make it simpler for Parking officers to remove non-motorised vehicles that park on the street for longer than 7 days** not answered
- Q13. **regulate the parking of vehicles for advertising or selling purposes** not answered
- Q14. **manage mobile trading in roads and public places** not answered
- Q15. **prohibit the driving, riding or parking of vehicles on beaches (such as Island Bay and Lyall Bay beach)** not answered

Q16. **restrict the driving, riding or parking of vehicles on unformed legal roads** not answered

Q17. **amend definition of taxi to include small passenger service vehicles (such as rideshare Uber, Ola and Zoomy)** not answered

Q18. **clarify that charges can be set for placing skip and bulk bins in the road or parking places and can be restricted from roads and parking places, or removed when in contravention of the bylaw** not answered

Q19. **clarify the conditions for using actual public works as a defence for parking offences** not answered

Q20. **If you have answered No to any of the above, please provide an explanation for each 'no' response.**
not answered

Q21. **Do you agree that motorcycles should be able to park in a pay by space (space controlled by a parking meter), provided they pay the appropriate charge (per vehicle) and follow the time restriction?** not answered

Q22. **Please provide an explanation for your chosen response**
not answered

Q23. **How could the Council best manage pedestrian and vehicle access and parking on narrow streets where parking on the footpath has been commonplace?**
not answered

Q24. **Do you have any final comments about the proposed revised Traffic and Parking Bylaw**
not answered

Q25. **Upload any supporting information for your submission here.** not answered

Submission on Proposed Traffic Bylaw 2021

Traditionally one would start a submission with a thank you for the opportunity to comment on the issue.

In this case I must point out that community consultation in respect to sections 4.9 (Restricting vehicles from parking, riding or driving on beaches) and 4.10 (restricting vehicles on unformed legal roads) has been sub optimal to say the least. Information I have received suggests these sections were included late in the piece and have NOT been subject to any previous community input.

This submission primarily focuses on section 4.10

Supporting narrative justifying the bylaw amendment (Final Traffic Bylaw Statement of Proposal, page 20) includes;

“For example, as identified in the Outer Green Belt Management Plan 2019, user-related issues on the unformed coastal road from Hape Stream to Te Rimurapa/ Sinclair Head and beyond include: unsuitable vehicles getting stuck, dumping of abandoned vehicles, vehicle damage to coastal ecology, people disturbing wildlife and the effects of coastal erosion and sea level rise making parts of the road less viable and increased risk of rock falls. Some landowners have reported poaching and anti-social behaviour from some road users”

The paper claims “these issues are currently managed by closing the road to vehicles on Sundays. The ability to restrict vehicle access or introducing a permit-only access/or speed restrictions could help further reduce the impacts”

To those unfamiliar with the area, I say the rationale, as presented, while looking good is unfortunately flawed to the extent it contains mistruths.

Yes, vehicles do get stuck on the sand and gravels, remember however this is an unformed road traversing what many would describe as a rugged coastline. There would be, almost no one, even experienced drivers, who have not at some time become stuck on this coast at some point. Council's own staff and Police included. Council have met their community obligations by the erection of appropriate signage. While true vehicles have been “dumped” or left on the coast the number has been relatively few over recent years. Issues around rockfall exist irrespective of the land classification at the bottom of the slope. Redesignation to say Esplanade Reserve for example maintains a public right of walking access but the rockfall issue still exists. The reasons why policy writers chose to say ***“and increased risk of rockfalls”*** is unclear.

To claim the adverse effects are **managed** by closing the gate to vehicles on Sundays is I am sorry to say incorrect. A locked gate between 9.00 am and 6.00 pm on one day a week is unlikely to have any measurable effect on vehicles getting stuck, vehicle damage to coastal ecology, poaching etc. The reason for a locked gate on Sundays was specific to issues around walkers and had absolutely nothing to do with the other elements that have crept in to the narrative of the “Statement of Proposal” (p20).

The fact Council saw fit to release clarity around stopping vehicles driving along the road to Red Rocks and addressing driving or parking on beaches on 17 May would likely, perhaps not have been necessary if the appropriate consultation had occurred. Even the new material contains a factual error.

Much of the need for a bylaw amendment, as it applies to the Red Rocks coastline, centres around the claims of *“ability to manage vehicles driving or parking on paper roads”* it is suggested *“Council is not able to manage vehicle access and vehicles parking on these roads properly”*. While this may be accurate no real examples have been advanced to support the position.

It has long been known that speed has been an issue on the access-way to Red Rocks. As a strong advocate for the area, I have called for an enforceable speed limit for 20 plus years. Council’s position (expressed verbally) has been *“it is too difficult”*. That position does not seem to be supported in the current document. Under Section 4.10 the purpose of the bylaw is *“provide Council with the ability, by resolution, prohibit or restrict vehicle access”* (emphasis added). There is no plain text, that I have seen, that discusses speed. This raises the question of whether officers have inadvertently failed to address the issue or an enforceable limit could be introduced under existing legislation/bylaws. I should also point out that correspondence from Council seeking clarity as to what could or could not be done under the terminology *“restrict”* failed to include anything about speed. Approximately 20 years ago the South Coast Management Plan, seen as a contract between the community and Council included an implementation action of *“An assessment will be undertaken of the need to impose a speed limit on the coastal road.”* Despite the passage of time, I am yet to see either the assessment recommendations or significant actions deserving merit.

It also needs to be pointed out that when seeking clarity on matters relating to the proposed changes Officers are using language that has the potential to create a false impression or expressed more directly embarrassingly inaccurate and should have no place in Council correspondence. An example being *“For unformed legal roads such as the Red Rocks road sea level rise.....has made it tricky to identify exactly where the unformed road starts/finishes”*. A request seeking the date of the last attempt to survey the road along with technical reports or other creditable material supporting the statement appears to have been overlooked, wonder why?

If you were to form the view that Officers have failed to undertake appropriate consultation in respect to sections 4.9 and 4.10 of the proposed bylaw, then I suggest you consider withdrawing those sections from the document. To take a contrary position is akin to saying to the community give me the authority and have faith that the justification and processes in place were warranted. Surely you would be on shaky ground in the event of legal challenge.

When discussing the Bylaw with a coastal user recently they put it this way *“The whole bylaw is to allow Council to stop a road without due process”*. While I will not make judgements on such calls it perhaps highlights an individual’s perception when denied all of the available information had a proper consultation process been followed.

My submission has nothing to do with the sincerity of officers seeking to tidy up perceived issues but rather the need to demonstrate a recognized democratic process involving community consultation has been undertaken.

Barry Insull
Whitby 5024



Respondent No: 364

[Redacted]
[Redacted]
[Redacted]

[Redacted] [Redacted]
[Redacted] [Redacted]
[Redacted] [Redacted]

- Q1. **Your full name:** Michael Stiff

- Q2. **Your email or postal address:** [Redacted]

- Q3. **Are you making this submission as an individual or on behalf of an organisation?** Individual

- Q4. **What organisation are you submitting on behalf of?** not answered

- Q5. **What is your connection to Wellington? Tick all that apply.** not answered

- Q6. **Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?** Yes

- Q7. **If you wish to make an oral submission, please give your phone number so that a submission time can be arranged:** [Redacted]

- Q8. **provide for shared paths** Yes

- Q9. **provide for shared use parking zones** Yes

- Q10. **reflect the Parking Policy 2020** Don't know

- Q11. **enable temporary road changes for pilot/trial schemes** Yes

- Q12. **make it simpler for Parking officers to remove non-motorised vehicles that park on the street for longer than 7 days** Don't know

- Q13. **regulate the parking of vehicles for advertising or selling purposes** Yes

- Q14. **manage mobile trading in roads and public places** Yes

- Q15. **prohibit the driving, riding or parking of vehicles on beaches (such as Island Bay and Lyall Bay beach)** No

Q16. **restrict the driving, riding or parking of vehicles on unformed legal roads** No

Q17. **amend definition of taxi to include small passenger service vehicles (such as rideshare Uber, Ola and Zoomy)** Don't know

Q18. **clarify that charges can be set for placing skip and bulk bins in the road or parking places and can be restricted from roads and parking places, or removed when in contravention of the bylaw** Yes

Q19. **clarify the conditions for using actual public works as a defence for parking offences** Don't know

Q20. **If you have answered No to any of the above, please provide an explanation for each 'no' response.**

not answered

Q21. **Do you agree that motorcycles should be able to park in a pay by space (space controlled by a parking meter), provided they pay the appropriate charge (per vehicle) and follow the time restriction?** not answered

Q22. **Please provide an explanation for your chosen response**

not answered

Q23. **How could the Council best manage pedestrian and vehicle access and parking on narrow streets where parking on the footpath has been commonplace?**

Designate the footpath on the opposite side of the road to the Arlington development as a road reserve. This footpath isn't used and is a waste of space.

Q24. **Do you have any final comments about the proposed revised Traffic and Parking Bylaw**

not answered

Q25. **Upload any supporting information for your submission here.** not answered



Respondent No: 365

[Redacted]
[Redacted]
[Redacted]

[Redacted] [Redacted]
[Redacted] [Redacted]
[Redacted] [Redacted]

- Q1. **Your full name:** Chris Horne
- Q2. **Your email or postal address:** [Redacted]
- Q3. **Are you making this submission as an individual or on behalf of an organisation?** Individual
- Q4. **What organisation are you submitting on behalf of?** not answered
- Q5. **What is your connection to Wellington? Tick all that apply.** I live in Wellington
- Q6. **Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?** Yes
- Q7. **If you wish to make an oral submission, please give your phone number so that a submission time can be arranged:** [Redacted]
- Q8. **provide for shared paths** No
- Q9. **provide for shared use parking zones** Don't know
- Q10. **reflect the Parking Policy 2020** Don't know
- Q11. **enable temporary road changes for pilot/trial schemes** Don't know
- Q12. **make it simpler for Parking officers to remove non-motorised vehicles that park on the street for longer than 7 days** Don't know
- Q13. **regulate the parking of vehicles for advertising or selling purposes** Don't know
- Q14. **manage mobile trading in roads and public places** Don't know
- Q15. **prohibit the driving, riding or parking of vehicles on beaches (such as Island Bay and Lyall Bay beach)** Yes

Q16. **restrict the driving, riding or parking of vehicles on unformed legal roads** Don't know

Q17. **amend definition of taxi to include small passenger service vehicles (such as rideshare Uber, Ola and Zoomy)** Don't know

Q18. **clarify that charges can be set for placing skip and bulk bins in the road or parking places and can be restricted from roads and parking places, or removed when in contravention of the bylaw** Don't know

Q19. **clarify the conditions for using actual public works as a defence for parking offences** Don't know

Q20. **If you have answered No to any of the above, please provide an explanation for each 'no' response.**

13. SHARED PATHS I do not support the 'stopping' of footpaths so that they become 'shared paths'. These endanger pedestrians. Bicycles, e-bikes, e-scooters and powered skate-boards, etc., have in my opinion no place on footpaths because they put the safety of pedestrians and wheel-chair users at risk. 20. USE OF BEACHES I oppose the use of any beaches anywhere within the city boundaries for driving or parking. Use of vehicles on any beach potentially endangers people walking, running or at rest on beaches. Driving and parking on beaches have adverse impacts on native birds resting and crossing them and invertebrates and shellfish living in the sand.

Q21. **Do you agree that motorcycles should be able to park in a pay by space (space controlled by a parking meter), provided they pay the appropriate charge (per vehicle) and follow the time restriction?** not answered

Q22. **Please provide an explanation for your chosen response**

not answered

Q23. **How could the Council best manage pedestrian and vehicle access and parking on narrow streets where parking on the footpath has been commonplace?**

I notice the above example mitigations do not include fixing the narrowness that causes foot-path parking in the first place! I would think that should be one of your first considerations. I live at 66 Hankey Street and would like to encourage investment in mid-Hankey street so we would have a standard/normal road width plus two usable footpaths- an ideal scenario! This would mean the Council can fix the problem, not simply the symptom, which is crucial. I understand for some of the streets of Wellington, this would not be plausible but mid-Hankey has plenty of flat space as well as a huge building site already next door. We have a nearly THREE METRE wide footpath on one side and a 1 metre footpath on the other. This constitutes a poor road design being implemented in the first place, so please fix your problem. Not make it ours! Cut the footpath down to TWO METRES and solve our street problem once and for all! Don't create another!

Q24. **Do you have any final comments about the proposed revised Traffic and Parking Bylaw**

not answered

Q25. Upload any supporting information for your submission here.

not answered



Respondent No: 369

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED] [REDACTED]
[REDACTED] [REDACTED]
[REDACTED] [REDACTED]

- Q1. **Your full name:** New Zealand Automobile Association
- Q2. **Your email or postal address:** [REDACTED]
- Q3. **Are you making this submission as an individual or on behalf of an organisation?** Organisation
- Q4. **What organisation are you submitting on behalf of?** New Zealand Automobile Association
- Q5. **What is your connection to Wellington? Tick all that apply.** not answered
- Q6. **Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?** Yes
- Q7. **If you wish to make an oral submission, please give your phone number so that a submission time can be arranged:** [REDACTED]
- Q8. **provide for shared paths** not answered
- Q9. **provide for shared use parking zones** not answered
- Q10. **reflect the Parking Policy 2020** not answered
- Q11. **enable temporary road changes for pilot/trial schemes** not answered
- Q12. **make it simpler for Parking officers to remove non-motorised vehicles that park on the street for longer than 7 days** No
- Q13. **regulate the parking of vehicles for advertising or selling purposes** not answered
- Q14. **manage mobile trading in roads and public places** not answered
- Q15. **prohibit the driving, riding or parking of vehicles on beaches (such as Island Bay and Lyall Bay beach)** not answered

Q16. **restrict the driving, riding or parking of vehicles on unformed legal roads** not answered

Q17. **amend definition of taxi to include small passenger service vehicles (such as rideshare Uber, Ola and Zoomy)** not answered

Q18. **clarify that charges can be set for placing skip and bulk bins in the road or parking places and can be restricted from roads and parking places, or removed when in contravention of the bylaw** not answered

Q19. **clarify the conditions for using actual public works as a defence for parking offences** not answered

Q20. **If you have answered No to any of the above, please provide an explanation for each 'no' response.**

Overall, we support most of the proposed changes in the statement of proposal, but there are some specific clauses which we do not agree with and wish to discuss with Council. 3. The clause suggesting it would be an offence to park over or across more than one marked parking space has good intent, but does not reflect that some vehicles eg large camper vans take up more than one park. We suggest that the clause be modified such that an offence is committed in this situation unless the vehicle operator pays for the two parks occupied. We note that Clause 28.1 already allows paying for both parking spaces if a vehicle has a trailer. 4. We have concerns regarding clauses enabling temporary road changes for pilot/trial schemes. In our view the process for designing the trial cycle lane on Brooklyn Road has not been managed well and we were disturbed that construction had commenced before the independent safety audit had been completed. 5. We support the proposed bylaw to limit the use of trailers for advertising purposes as these are a distraction for road users and represent a potential safety hazard. 6. We do not support the proposed clause to allow Council to remove motorhomes parked on a public street that have not been moved for 7 days. Motorhomes are registered motor vehicles and should be allowed to park on the street the same as other vehicles like cars. Many cars are not used during the week as the owners take public transport to work. Council already has mechanisms to restrict vehicle parking in inner city suburbs such as Residents Parking and Coupon Parking. 7. We acknowledge that technically it is an offence for any part of a motor vehicle to park on a footpath. We also acknowledge and support the current Council policy of allowing one wheel of a car to park on a footpath as long as at least 1 metre of footpath remains for pedestrians etc.

Q21. **Do you agree that motorcycles should be able to park in a pay by space (space controlled by a parking meter), provided they pay the appropriate charge (per vehicle) and follow the time restriction?** not answered

Q22. **Please provide an explanation for your chosen response**

not answered

Q23. How could the Council best manage pedestrian and vehicle access and parking on narrow streets where parking on the footpath has been commonplace?

8. You have asked for comment on how could Council best manage pedestrian and vehicle access and parking on narrow streets where parking on the footpath has been commonplace. We suggest the following ideas merit consideration: Consider limiting parking on footpaths to specific narrow streets or those with large numbers of trucks eg Owhiro Road. Consider marking with dotted white paint on the footpath the limit that vehicles can park on a specific footpath. We understand one Australian state has adopted this practice. As house occupiers on many narrow streets occupy old houses with no off-street parking they have no choice but to park on the street. Therefore restricting parking with dotted yellow lines may cause parking congestion on adjacent streets. We accept that sufficient width for emergency vehicles must be maintained at all times and with larger and wider vehicles some streets may no longer be suitable for parking on both sides of the road. Alternatively signage could be used limiting parking to vehicles not exceeding a specific width.

Q24. Do you have any final comments about the proposed revised Traffic and Parking Bylaw

not answered

Q25. Upload any supporting information for your submission here.

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New Zealand Automobile Association Inc.

342-352 Lambton Quay, Wellington 6011

PO Box 1, Wellington 6140

T. 04 931 9971

8 June 2021

Submission for WCC Consolidated Bylaw 2008 Part 7 Traffic

Wellington City Council

Email policy.submissions@wcc.govt.nz

This submission is made by the Wellington District Council of the New Zealand Automobile Association (AA).

1. The District Council represents over 200,000 members. Although we are an organisation representing motorists all of our members are on occasions pedestrians and an increasing number are cyclists. We also note that with Wellington's topography there is very limited space in some areas to accommodate separate footpath(s), and road space.
2. Overall, we support most of the proposed changes in the statement of proposal, but there are some specific clauses which we do not agree with and wish to discuss with Council.
3. The clause suggesting it would be an offence to park over or across more than one marked parking space has good intent, but does not reflect that some vehicles eg large camper vans take up more than one park. We suggest that the clause be modified such that an offence is committed in this situation unless the vehicle operator pays for the two parks occupied. We note that Clause 28.1 already allows paying for both parking spaces if a vehicle has a trailer.
4. We have concerns regarding clauses enabling temporary road changes for pilot/trial schemes. In our view the process for designing the trial cycle lane on Brooklyn Road has not been managed well and we were disturbed that construction had commenced before the independent safety audit had been completed.
5. We support the proposed bylaw to limit the use of trailers for advertising purposes as these are a distraction for road users and represent a potential safety hazard.



6. We do not support the proposed clause to allow Council to remove motorhomes parked on a public street that have not been moved for 7 days. Motorhomes are registered motor vehicles and should be allowed to park on the street the same as other vehicles like cars. Many cars are not used during the week as the owners take public transport to work. Council already has mechanisms to restrict vehicle parking in inner city suburbs such as Residents Parking and Coupon Parking.
7. We acknowledge that technically it is an offence for any part of a motor vehicle to park on a footpath. We also acknowledge and support the current Council policy of allowing one wheel of a car to park on a footpath as long as at least 1 metre of footpath remains for pedestrians etc.
8. You have asked for comment on how could Council best manage pedestrian and vehicle access and parking on narrow streets where parking on the footpath has been commonplace. We suggest the following ideas merit consideration:
 - Consider limiting parking on footpaths to specific narrow streets or those with large numbers of trucks eg Owhiro Road.
 - Consider marking with dotted white paint on the footpath the limit that vehicles can park on a specific footpath. We understand one Australian state has adopted this practice.
 - As house occupiers on many narrow streets occupy old houses with no off-street parking they have no choice but to park on the street. Therefore restricting parking with dotted yellow lines may cause parking congestion on adjacent streets.
 - We accept that sufficient width for emergency vehicles must be maintained at all times and with larger and wider vehicles some streets may no longer be suitable for parking on both sides of the road. Alternatively signage could be used limiting parking to vehicles not exceeding a specific width.

We request the opportunity to present our submission to Council.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Geordie Cassin', written in a cursive style.

Geordie Cassin

Wellington District Chairman



Respondent No: 370

[Redacted]
[Redacted]
[Redacted]

[Redacted] [Redacted]
[Redacted] [Redacted]
[Redacted] [Redacted]

- Q1. **Your full name:** Ian Hutchings/Ralph Dobson (President)
- Q2. **Your email or postal address:** [Redacted]
- Q3. **Are you making this submission as an individual or on behalf of an organisation?** Organisation
- Q4. **What organisation are you submitting on behalf of?** Cross Country Vehicle Club Wellington
- Q5. **What is your connection to Wellington? Tick all that apply.** not answered
- Q6. **Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?** Yes
- Q7. **If you wish to make an oral submission, please give your phone number so that a submission time can be arranged:** [Redacted]
- Q8. **provide for shared paths** not answered
- Q9. **provide for shared use parking zones** not answered
- Q10. **reflect the Parking Policy 2020** not answered
- Q11. **enable temporary road changes for pilot/trial schemes** not answered
- Q12. **make it simpler for Parking officers to remove non-motorised vehicles that park on the street for longer than 7 days** not answered
- Q13. **regulate the parking of vehicles for advertising or selling purposes** not answered
- Q14. **manage mobile trading in roads and public places** not answered
- Q15. **prohibit the driving, riding or parking of vehicles on beaches (such as Island Bay and Lyall Bay beach)** No

Q16. **restrict the driving, riding or parking of vehicles on unformed legal roads** No

Q17. **amend definition of taxi to include small passenger service vehicles (such as rideshare Uber, Ola and Zoomy)** not answered

Q18. **clarify that charges can be set for placing skip and bulk bins in the road or parking places and can be restricted from roads and parking places, or removed when in contravention of the bylaw** not answered

Q19. **clarify the conditions for using actual public works as a defence for parking offences** not answered

Q20. **If you have answered No to any of the above, please provide an explanation for each 'no' response.**

The Council process: CCVC recognizes that major parts of the proposed bylaw have been consulted on in 2020 and that the bylaw stage is the next step in the process. However, Parts 19 and 20 of the proposal dealing with unformed legal roads (ULR) and parking on beaches have NOT been subject to any effective prior consultation process. The Parking Policy adopted by Council in August 2020 does not relate in any way to the proposed Part 19 and 20 of the bylaw. As with all bylaws, the first issue is to identify the problem – Council has failed to do so. Only then does one consider if a bylaw is appropriate. Without an identified problem how can that stage proceed?? Part 19 ULR The rights of access to legal roads are well enshrined in law and have been strongly supported in New Zealand by the Courts. The public have full rights of access to all ULR, by whatever means they find practicable or see fit, be it by foot, cycle, vehicle. These rights are no different to those on a formed roadway. The NZPAC Guidelines on unformed public roads identify that the public has rights of free passage on unformed legal roads. Councils should: • uphold those rights • increase public awareness of them • legally enforce, if necessary. Council is seeking a general power applicable to the many 10's of kilometres of ULR in the City area but has not given any particular examples of issues (the perceived problem), and no examples of what a "restriction" might involve. Any power sought be Council, in our view, needs to be specific as to where it is to be applied and only if it is the best response to the issue. The definitions in the proposal are also seen as unsatisfactory. A ULR is defined in the proposal as any part of the road not used as carriageway or footpath (a footpath being laid out or constructed by Council). A ULR that is used for foot or vehicle access (and many are) is therefore not within the definition, which seems non-sensical. COUNCIL STATES.....in regard to ULR The intent is to ensure the Council can manage vehicle access on unformed legal roads such as Heath Street (Alex Moor Park), Netherleigh Street (Seatoun), Noel Ashton Way (Makara/Brooklyn) and parts of Owhiro Bay Parade to Red Rocks". CCVC notes: Heath St (Alex Moore Park). Council's Park has been constructed on land intended to be Road. It is physically barred by a chain where it is not formed as road. This issue is specific and entirely of Council's making by not stopping the road when the Park was constructed. There is currently no parking issue on the formed park, and any legal issue can be solved by Council. The remedy is specific, simple and does not warrant a city-wide power for all other ULR. Noel Aston Way – this is a Private Way on Private Land running from the end of South Makara Rd up to and along a ridge line. It is entirely unclear why Council is concerned with private land and how it might possibly be controlled by Council under a bylaw! Netherleigh Street – this is a small piece of land in Seatoun (Council stopped and sold an 87 m length in 2017) that frankly is not subject to parking or any other pressures. None of these examples warrant taking a general power over all ULR. Owhiro Bay Parade (South Coast to Red Rocks) road is also cited as an example, but in subsequent information posted by Council on the WCC web site states that no changes are intended in this area. The Council Web sites states (bold added) No, the Council is not proposing to change the vehicle restrictions on the unformed legal road to Pari Whero/Red Rocks (Great Harbour Way/Te Aranui o Pōneke). The proposal, in the draft bylaw, is to provide the Council with the ability to manage vehicles driving or parking on paper roads in Wellington City, if it needed to in the future. There are many paper roads (legal unformed roads) in the city,

not just the road out to Pari Whero/Red Rocks and at the moment, the Council is not able to manage vehicle access and parking on these roads properly. Clearly Council is not even sure the bylaw may be needed in the future! NO SUBSTANTIVE EXAMPLE HAS BEEN CITED BY COUNCIL TO JUSTIFY CITY WIDE BYLAWS ON ULR's It is obviously unacceptable to pass a bylaw where it is not known if a problem may or may not exist in the future. Part 20 Beaches In Part 20 (beaches) the only beach identified is Makara Beach where Council has taken no action to identify the extent of legal road (as distinct from Scenic Reserve) Therefore, for beaches which are not reserves, such as Makara beach, the Council needs a mechanism to prohibit or restrict vehicles driving and parking on them. Council can, of course, manage its foreshore Scenic Reserve parcels at Makara appropriately but the residual land is legal road, not a "beach". So again, the problem is not readily discernable from the Councils proposal. In later material outside of the proposal, Council identified This would include beaches such as Freyberg beach on Oriental Bay, Lyall Bay beach. Island Bay beach and Scorching Bay beach. Freyberg Beach is fully controlled by a Council owned strip of land which effectively controls the Beach access. Scorching Bay is a Recreation Reserve and can be managed accordingly. Lyall Bay beach appears to be a specific land parcel presumably Council owned. Council should as a starting point, identify which beaches are not Reserves and identify those where there is a perceived issue. It appears the issue of concern to Council could be about some of the "urban" beaches of the harbour, and not those along the wider coastline. At present it is not clear. A person who uses the legal road from Owhiro Bay to say beyond Red Rocks, and who parks to go diving, surfcasting or just enjoy the area is likely to park off the roadway, probably on a "beach" and under Part 20 as written would likely be breaching the bylaw. The Proposal of Council is also misleading as it says: Proposed bylaw: Amends the definition of Road in the interpretation section to clearly include beaches. Adds a new provision to prohibit or restrict vehicle access to all Wellington beaches unless launching a boat or has prior written permission from the Council. However the actual detail of the bylaw further limits rights to launch a boat to just Council designated launch sites. If a person using the South Coast launch say a rubber boat for diving or fishing, they are again in breach of the bylaw. People from the South Makara Stream baches launching a boat would breach the bylaw. This demonstrates the need to have a consultation process prior to the bylaw enactment, rather than try "drafting on the hoof". However, if Council does wish to "draft on the hoof" to manage "urban" beaches the bylaw could include the words "beaches on the coastline from Freyberg Beach to and including Owhiro Bay" either as a definition or in the wording of Part 20. CCVC remains ready to sit around the table and discuss the issues advanced by Council to reach a resolution that meets sensible needs. The Club does wish to be heard on these matters at the appropriate Committee of Council meeting.

Q21. Do you agree that motorcycles should be able to park in a pay by space (space controlled by a parking meter), provided they pay the appropriate charge (per vehicle) and follow the time restriction? not answered

Q22. Please provide an explanation for your chosen response

not answered

Q23. How could the Council best manage pedestrian and vehicle access and parking on narrow streets where parking on the footpath has been commonplace?

not answered

Q24. Do you have any final comments about the proposed revised Traffic and Parking Bylaw

CCVC submits that:

- The proposed Bylaw Parts 19 (Unformed Legal Roads) and Part 20 (Beaches) have not been subject to a prior consultation on the policies (but all other parts have) and the process is therefore inadequate and it is unsafe to proceed;
- The examples cited to support the Bylaws are confusing, trivial, misleading and just plain wrong, and do not present a substantive case for the actions proposed;
- It is a role of Council to champion public access to legal roads, formed or unformed, and Council should be acting in accordance with the NZ Public Access Commission's Guidelines for Legal roads, and not acting in derogation of the law;
- As written, Part 20 of the bylaw will make the recreational activities of many Wellingtonians, who access the legal road on the South Coast to Red Rocks and beyond, in breach of the bylaw;
- Parts 19 and 20 of the Bylaw should be withdrawn at this stage with any further action to follow a correct process and first identify real issues!

ABOUT CCVC The Cross-Country Vehicle Club (Wellington) Inc (CCVC), was incorporated 50 years ago and with over 200 members has long been the largest of the four-wheel drive clubs in New Zealand. The Club prides itself on many years of involvement in public good causes. The Club Constitution states that, among other things, the purpose of the Club is to:

- Promote, encourage and conduct four-wheel drive trips and events
- Support the retention, development, maintenance and utilization of roads, tracks and places suitable for four-wheel drive trips and events
- Act in cooperation with any Government Department, Local Authority, club, committee or person for the promotion of the purpose of the Club

CCVC has worked with the WCC on public good activities for the last 20 years including track maintenance, conservation and planting work, 20 years of coastal clean-ups on the South Coast, recovering vehicles and removing wrecks etc, carrying members of the public on Council 4WD outings and taking special interest groups into otherwise inaccessible areas. We have also for a number of years participated in Council ranger and police initiatives on driver education promoting responsible driving around the South Coast and Red Rocks area. More recently we have assisted in the track clearance and deployment of traps in conjunction with Capital Kiwi in the WCC Te Kopahou block. CCVC has, under a finalized MOA with Capital Kiwi and WCC, monitored and reset these traps for the last two years (and a few more years are to come). The point of this lengthy introduction is to establish the fact that four wheel drive activities can and do contribute positively to communities, on both Council and Private lands, when well organised and managed.

Q25. Upload any supporting information for your submission here.

not answered



Respondent No: 372

[Redacted]
[Redacted]
[Redacted]

[Redacted] [Redacted]
[Redacted] [Redacted]
[Redacted] [Redacted]

- Q1. **Your full name:** Kate Hayward
- Q2. **Your email or postal address:** [Redacted]
- Q3. **Are you making this submission as an individual or on behalf of an organisation?** Organisation
- Q4. **What organisation are you submitting on behalf of?** Hankey Street Cares Residents Association
- Q5. **What is your connection to Wellington? Tick all that apply.** I live in Wellington
- Q6. **Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?** Yes
- Q7. **If you wish to make an oral submission, please give your phone number so that a submission time can be arranged:** [Redacted]
- Q8. **provide for shared paths** not answered
- Q9. **provide for shared use parking zones** not answered
- Q10. **reflect the Parking Policy 2020** not answered
- Q11. **enable temporary road changes for pilot/trial schemes** not answered
- Q12. **make it simpler for Parking officers to remove non-motorised vehicles that park on the street for longer than 7 days** not answered
- Q13. **regulate the parking of vehicles for advertising or selling purposes** not answered
- Q14. **manage mobile trading in roads and public places** not answered
- Q15. **prohibit the driving, riding or parking of vehicles on beaches (such as Island Bay and Lyall Bay beach)** not answered

Q16. **restrict the driving, riding or parking of vehicles on unformed legal roads** not answered

Q17. **amend definition of taxi to include small passenger service vehicles (such as rideshare Uber, Ola and Zoomy)** not answered

Q18. **clarify that charges can be set for placing skip and bulk bins in the road or parking places and can be restricted from roads and parking places, or removed when in contravention of the bylaw** not answered

Q19. **clarify the conditions for using actual public works as a defence for parking offences** not answered

Q20. **If you have answered No to any of the above, please provide an explanation for each 'no' response.**

not answered

Q21. **Do you agree that motorcycles should be able to park in a pay by space (space controlled by a parking meter), provided they pay the appropriate charge (per vehicle) and follow the time restriction?** not answered

Q22. **Please provide an explanation for your chosen response**

not answered

Q23. **How could the Council best manage pedestrian and vehicle access and parking on narrow streets where parking on the footpath has been commonplace?**

INTRODUCTION & OVERVIEW Hankey Street Care residents support efforts to enhance pedestrian safety and the walking experience. We appreciate Council looking at ways to support compliance for residents on narrow streets where footpath parking has been customary. Car parks are not just a private good; they are also a public good. We all need parks for tradesmen to do repair/maintenance on our homes and for couriers to drop off / pick up goods at our houses. If one considers the public good aspect alone, it follows that broken yellow lines should be a last resort. Disappointingly, it was the first suggestion in Section 6. Without the loss of carparks (which are a public good), there are only two ways to address street narrowness: 1) Widen the road (where it is flat and economical to do so); 2) Eliminate a footpath (if pedestrians will not be impacted, or minimally impacted) We are pleased Council has suggested the second option in Section 6. There will be those who will say "all footpaths must remain" – but there are definitely cases where a footpath can be removed and pedestrians will either be not be impacted, or only minimally. (Our submission details eight criteria that Council could use to make this determination). We found it strange, though, that Section 6, does not mention the first and most obvious option, i.e. widen the road. Of course this solution will not be possible for most streets, but when there is sufficient flat and widening would be a straightforward, economical operation, this should be Council's first choice. At the very least, the assessment needs to be made for the streets Section 6 covers. Lastly, our submission suggests that white road edge lines, currently reserved only for roads that are with a high traffic count, should be considered for certain 'lesser' roads. A white road edge line can give assurance to a motorist that they are not 'sticking out' and therefore do not need to make more room by footpath parking. The above points are principles that apply to wider Wellington, however, in our submission, we will be focussing on how these principles apply to our cul de sac Street, Mid-Hankey which is next to

Arlington. This elevation diagram shows our relationship to Arlington in Mt. Cook and shows why we call our "mid" Hankey. THE BROKEN YELLOW LINE Broken yellow line is NOT an Option for Mid-Hankey Our first point is that a broken yellow line should only be used as a last resort and it certainly should NOT be used on mid-Hankey! Footpath parking is practiced the entire embankment (western) side of our street. A wheel on the footpath provides the 50 centimetres of extra width which allows just sufficient room for a car to get through. If footpath parking is banned and the council takes no further action, then effectively a de facto broken yellow line is created on one side of the road and 50% of our car parks are eliminated. It is important to realise that Mid-hankey is adjacent to Arlington and forms its western boundary. Within two years 300 units and nearly a thousand people will be materialising in Arlington. To decrease our carparks by 50% is madness! In fact, it could well be illegal, in that the resource consent which determined the number of internal carparks the Arlington design needed to incorporate, was based on a formula which included the number of external car parks that already existed. A painted broken yellow line or a de facto one is not an option for Mid-Hankey! TWO VIABLE SOLUTIONS for MID-HANKEY Fortunately for mid-Hankey, we meet the criteria for the other options Council should pursue: (1) Widen the road; (2) Remove the footpath. First, let us explore how the 'Widen the Road' option would work well for Council and for the half-dozen streets, such as Mid-Hankey, that would qualify for this approach. SOLUTION OPTION No. 1 When Economical, deal with the Root Cause - Widen the street!! Widen the Road Option - Use a Phased Approach for Qualifying Streets For the most part, Wellington's narrow roads are the result of a lack of flat land. For those streets it will likely be uneconomical to widen them. Mid-Hankey is the exception. We have sufficient flat land. Our street width was not determined by topography, but rather by a 19th century road designer's mis-judgement. Footpath parking has allowed this design gaffe to be papered over for over a century. On 2nd June, prompted by an issue relating to Waste Management, the Transport Unit engineers did a site visit and determined we have sufficient flat land. The plan would be to shave off .5M to .7M from the excessively wide 2.7M footpath on the eastern side of the road. This would provide the extra 50 centimetres our road lacks by creating a shallow parking bay. (See aerial photograph below). The WCC engineers suggested that it could be the sort of thing that might be included in an expanded road maintenance operation. For any other street that shares this similarity (probably less than a half-dozen?), Council should ear-mark them as "to be widened when kerb maintenance is scheduled". In the interim, WCC will need to issue a temporary exemption in the form of a "Footpath Parking Permitted" sign. Perhaps something along these lines: Council has underinvested in mid-Hankey for decades. In two years, when the 300 units in Arlington are completed, 1,000 people will be moving into our neighbourhood. (Mid-Hankey is Arlington's eastern boundary). Mid-Hankey is overdue for an upgrade! (In fact, if it had been a private developer rather than an arm of the central government, no doubt WCC would have required an upgrade of mid-Hankey at the developer's expense as a condition of the resource consent.) There will likely only be a handful of streets like mid-Hankey that can be widened so cheaply and easily. (We have the flat land available which only requires cutting back a triple-wide footpath by a half-meter). However, all streets where footpath parking has been a problem, deserve to at least have an assessment made before footpath removal or broken yellow lines are considered. Road widening should be Council's first choice, when the economics are favourable! SOLUTION OPTION No. 2 'Unnecessary footpath removal' used judiciously For those streets which cannot be economically / easily widened because, for example, there is insufficient flat land, then Council should consider the option it has suggested in Section 6., that is to say, assess whether the footpath being parked upon is un-necessary and if so, designate it as road verge. There will be those who will say "we must never remove a footpath", but not all footpaths provide high amenity value. For some such footpaths, there would be little or no impact on pedestrians if it was re-designated as road verge and cars allowed to park on it. What might such a low-value, potentially 'unnecessary' footpath look like? Here is a list of some indicators we believe could be useful for Council to consider: POSSIBLE CRITERIA TO APPLY TO ASSESS FOOTPATH REMOVAL The footpath in question provides a sub-standard pedestrian experience. Some factors that might contribute to this could be: (a) The footpath hugs a high embankment making it subject to constant overgrowth that encroaches on the footpath and slaps pedestrians in the legs and face as they walk! (b) The embankment lacks an adequate retaining wall, so earth falls on it, adding to an unpleasant pedestrian experience. (c) The footpath is narrow, less than the standard one metre, perhaps even with steps protruding out into it, making it even more narrow and hazardous. (d) The footpath is not a "connecting footpath" – i.e. it dwindles out at either both end or one end, effectively leading (in at least one direction) to nowhere! 2. An Alternative footpath must exist (a) That alternative footpath must have high amenity value --E.g. wide, unencumbered by embankment vegetation, well-lit and in general, "feels safe". (b) That alternative footpath must be easy to access – i.e. it must safe to cross the road at a number of points to get to the alternative route. The pedestrians must not be faced with crossing an arterial highway. Ideally, the road being crossed would be a low-speed cul de sac road with no through traffic. 3. There must be wide consensus in the

neighbourhood that the footpath is redundant / unnecessary and best re-designated as road verge. As it happens, mid-Hankey Street meets all of the above criteria. 😊 It is a perfect candidate to have the embankment footpath removed and declared “road verge”, EXCEPT that mid-Hankey is also the perfect candidate for economic road widening. Economic road widening (phased in as part of scheduled maintenance) should be Council’s FIRST choice. We believe the application of the above criteria will assist Council in determining when a footpath can be categorised as unnecessary and removed. The application of strict criteria will allay the fears of those who might take the rather dogmatic approach that “no footpaths should ever be removed”. WHITE LINES -- FINAL ‘ TOOL TIP’ TO ASSIST COMPLIANCE 😊 Use White Road Edge Lines to encourage Compliance by giving ‘Peace of Mind’ Finally, Mid-Hankey would like to offer an additional tool to manage those areas where there is customary footpath parking. We have noticed on our street that sometimes there is the mistaken perception by motorists that there is not sufficient road width. Other times, cars make the opposite assumption and park sloppily, leaving an undue distance from the kerb. For narrow streets, the use of white road-edge lines can assist vehicles in parking correctly. (It can also give the message to large SUV’s that might be better off finding another, more commodious street for parking!) Unfortunately, in conversation with WCC Transport engineers, there has been a reluctance to use this cheap and simple tool for mid-Hankey. It seems there is a ‘rule book’ which recommends the use of white road markings be reserved for only arterial and high traffic roads. This may make sense for cities like Hamilton or Palmerston North, but Wellington has special conditions. We would like Council authorise / encourage the Transport Department to make use of white road edge lines in smaller streets, like mid-Hankey, where it can assist no footpath parking compliance and also encourage better parking (so crucial in narrow streets). SUMMARY Below is a summary of our main points regarding steps Council take to assist compliance of the new total ban on footpath parking:

- Yellow lines should be a LAST Option (Remember-- car parks are also a public good, not just a private benefit.)
- The First Option should be an assessment – Is this street a good candidate for economical widening? (If so, issue a temporary “Footpath Parking Permitted” sign and schedule widening when the maintenance on that street is due – sometime in the next 2-5 years or so).
- The Second Option should be consider whether a footpath can be removed and designated as road verge. (We have suggested some criteria Council might use to ensure pedestrians would not be impacted).
- Always consider whether, if in addition to the above, whether the use of ‘White Road Edge Lines’ can assist. When this is the case, do not be constrained by the “Road marking Guide Book’. All of the above points apply to Mid-Hankey. 😊 However, if Council takes no action, then a de facto broken yellow line will be created and our street will lose 50% of its car parks. With the 300 units coming on-line in Arlington soon, this is NOT an option! Mid-Hankey residents look forward to a positive outcome that will benefit all parties.

Q24. Do you have any final comments about the proposed revised Traffic and Parking Bylaw

not answered

Q25. Upload any supporting information for your submission here.

https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/b74666cfda0d90e32ff60dcc46de684bcb359c91/original/1623721648/13a0537f2a89c423c8d738fcace66ac9_Hankey_Street_Car_es_footpath_only.docx?1623721648

Parking Bylaw Submission – 11 June, 2021 Response to Section 6.

Section 6

How could the Council best manage pedestrian and vehicle access and parking on the narrow streets where parking on the footpath has been common place? For example, adding broken yellow lines, providing additional signage, remove unnecessary footpaths or add new parking management.

INTRODUCTION & OVERVIEW

Hankey Street Care residents support efforts to enhance pedestrian safety and the walking experience. We appreciate Council looking at ways to support compliance for residents on narrow streets where footpath parking has been customary.

Car parks are not just a private good; they are also a public good. We all need parks for tradesmen to do repair/maintenance on our homes and for couriers to drop off / pick up goods at our houses. If one considers the public good aspect alone, it follows **that broken yellow lines should be a last resort**. Disappointingly, it was the first suggestion in Section 6.

Without the loss of carparks (which are a public good), there are only two ways to address street narrowness:

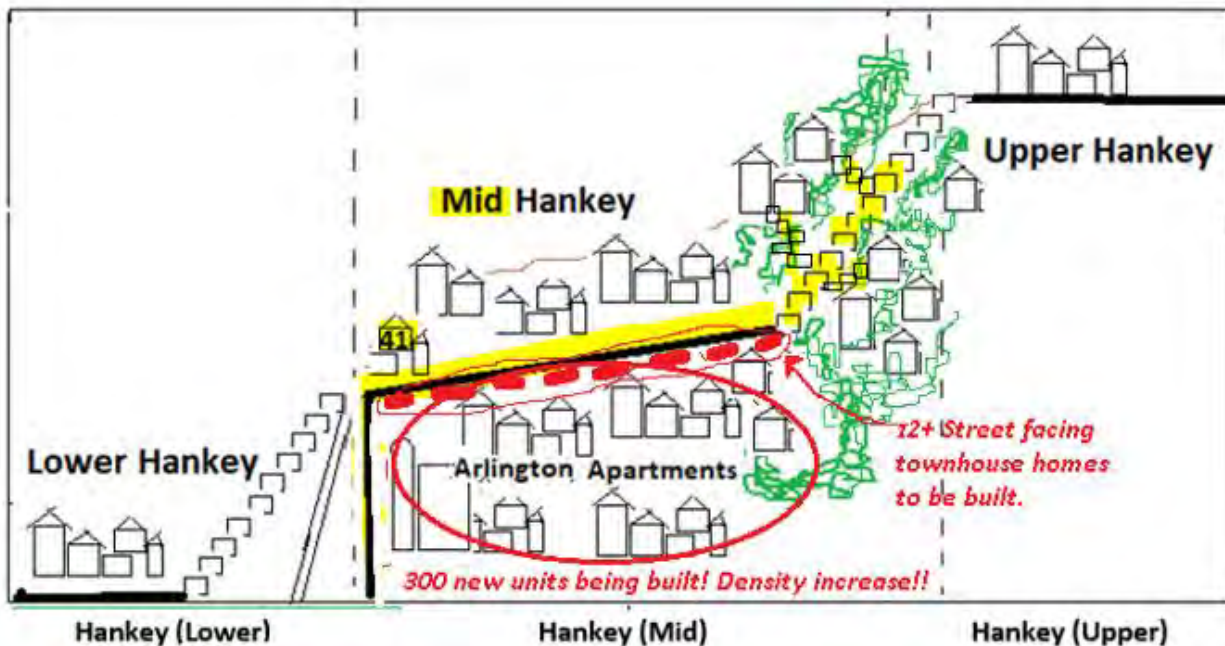
- 1) Widen the road (where it is flat and economical to do so);
- 2) Eliminate a footpath (if pedestrians will not be impacted, or minimally impacted)

We are pleased Council has suggested the second option in Section 6. There will be those who will say “all footpaths must remain” – but there are definitely **cases where a footpath can be removed and pedestrians will either be not be impacted, or only minimally**. (Our submission details eight criteria that Council could use to make this determination).

We found it strange, though, that Section 6, does not mention the first and most obvious option, i.e. **widen the road**. Of course this solution will not be possible for most streets, but when there is sufficient flat and widening would be a straightforward, *economical* operation, this should be Council’s first choice. At the very least, the assessment needs to be made for the streets Section 6 covers.

Lastly, our submission suggests that **white road edge lines**, currently reserved only for roads that are with a high traffic count, should be considered for certain ‘lesser’ roads. A white road edge line can give assurance to a motorist that they are not ‘sticking out’ and therefore do not need to make more room by footpath parking.

The above points are principles that apply to wider Wellington, however, in our submission, we will be focussing on how these principles apply to our cul de sac Street, Mid-Hankey which is next to Arlington. This elevation diagram shows our relationship to Arlington in Mt. Cook and shows why we call our “mid” Hankey.



THE BROKEN YELLOW LINE

Broken yellow line is NOT an Option for Mid-Hankey

Our first point is that a broken yellow line should only be used as a last resort and it certainly should NOT be used on mid-Hankey! Footpath parking is practiced the entire embankment (western) side of our street. A wheel on the footpath provides the 50 centimetres of extra width which allows just sufficient room for a car to get through. If footpath parking is banned *and the council takes no further action*, then effectively a de facto broken yellow line is created on one side of the road and **50% of our car parks are eliminated**.

It is important to realise that Mid-hankey is adjacent to Arlington and forms its western boundary. *Within two years 300 units and nearly a thousand people will be materialising in Arlington.* To decrease our carparks by 50% is madness! In fact, it could well be illegal, in that the resource consent which determined the number of internal carparks the Arlington design needed to incorporate, was based on a formula which included the number of external car parks that already existed. A painted broken yellow line or a de facto one is not an option for Mid-Hankey!

TWO VIABLE SOLUTIONS for MID-HANKEY

Fortunately for mid-Hankey, **we meet the criteria for the other options** Council should pursue:

- (1) Widen the road;
- (2) Remove the footpath.

First, let us explore how the ‘Widen the Road’ option would work well for Council and for the half-dozen streets, such as Mid-Hankey, that would qualify for this approach.

SOLUTION OPTION No. 1 When Economical, deal with the Root Cause - Widen the street!!

Widen the Road Option - Use a Phased Approach for Qualifying Streets

For the most part, Wellington’s narrow roads are the result of a lack of flat land. For those streets it will likely be uneconomical to widen them. Mid-Hankey is the exception. **We have sufficient flat land. Our street width was not determined by topography, but rather by a 19th century road designer’s mis-judgement.** Footpath parking has allowed this design gaffe to be papered over for over a century.

On 2nd June, prompted by an issue relating to Waste Management, the **Transport Unit engineers did a site visit and determined we have sufficient flat land.** The plan would be to shave off .5M to .7M from the excessively wide 2.7M footpath on the eastern side of the road. This would provide the extra 50 centimetres our road lacks by creating a shallow parking bay. (See aerial photograph below). The WCC engineers suggested that it could be the sort of thing that might be included in an expanded road maintenance operation .



For any other street that shares this similarity (probably less than a half-dozen?), Council should earmark them as “to be widened when kerb maintenance is scheduled”. In the interim, WCC will need to issue a temporary exemption in the form of a “Footpath Parking Permitted” sign. Perhaps something along these lines:

	<p><<These <u>temporary</u> “Footpath Parking Permitted” signs (probably less than a half-dozen would be needed) would disappear one-by-one over a period of probably about seven years as road maintenance was scheduled.</p> <p>This <u>phased approach</u> has the advantage of taking Council where it wants to go, but without creating undue hardship and disruption for either the residents or for Council’s road improvement budget. 😊</p>
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Council has underinvested in mid-Hankey for decades. In two years, when the 300 units in Arlington are completed, **1,000 people will be moving into our neighbourhood.** (Mid-Hankey is Arlington’s eastern

boundary). Mid-Hankey is overdue for an upgrade! (In fact, if it had been a private developer rather than an arm of the central government, no doubt WCC would have required an upgrade of mid-Hankey at the developer's expense as a condition of the resource consent.)

There will likely only be a handful of streets like mid-Hankey that can be widened so cheaply and easily. (We have the flat land available which only requires cutting back a triple-wide footpath by a half-meter). However, all streets where footpath parking has been a problem, deserve to at least have an assessment made before footpath removal or broken yellow lines are considered. **Road widening should be Council's first choice, when the economics are favourable!**

SOLUTION OPTION No. 2 'Unnecessary footpath removal' used judiciously

For those streets which cannot be economically / easily widened because, for example, there is insufficient flat land, then Council should consider the option it has suggested in Section 6., that is to say, assess whether the footpath being parked upon is un-necessary and if so, designate it as road verge.


There will be those who will say "we must never remove a footpath", but not all footpaths provide high amenity value. For some such footpaths, there would be little or no impact on pedestrians if it was re-designated as road verge and cars allowed to park on it.

What might such a low-value, potentially 'unnecessary' footpath look like? Here is a list of some indicators we believe could be useful for Council to consider:

POSSIBLE CRITERIA TO APPLY TO ASSESS FOOTPATH REMOVAL

The footpath in question provides a sub-standard pedestrian experience. Some factors that might contribute to this could be:

- (a) The footpath hugs a high embankment making it subject to constant overgrowth that encroaches on the footpath and slaps pedestrians in the legs and face as they walk!
- (b) The embankment lacks an adequate retaining wall, so earth falls on it, adding to an unpleasant pedestrian experience.
- (c) The footpath is narrow, less than the standard one metre, perhaps even with steps protruding out into it, making it even more narrow and hazardous.
- (d) The footpath is not a "connecting footpath" – i.e. it dwindles out at either both end or one end, effectively leading (in at least one direction) to nowhere!

 <p>Nobody uses the embankment footpath -- Narrow (<1M) & overgrown-- Plus there's a 2.7M wide footpath on the other side!</p>	<p><< The embankment footpath on the eastern side of mid-Hankey Street meets all the above criteria.</p> <p>(Additionally, there is an alternative footpath across the road which everyone uses).</p>
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2. An Alternative footpath must exist

- (a) That alternative footpath must have high amenity value --Ee.g. wide, unencumbered by embankment vegetation, well-lit and in general, “feels safe”.
- (b) That alternative footpath must be easy to access – i.e. it must safe to cross the road at a number of points to get to the alternative route. The pedestrians must not be faced with crossing an arterial highway. Ideally, the road being crossed would be a low-speed cul de sac road with no through traffic.



3. There must be wide consensus in the neighbourhood that the footpath is redundant / unnecessary and best re-designated as road verge.

As it happens, mid-Hankey Street meets all of the above criteria. 😊 It is a perfect candidate to have the embankment footpath removed and declared “road verge”, **EXCEPT** that mid-Hankey is also the perfect candidate for economic road widening. Economic road widening (phased in as part of scheduled maintenance) should be Council’s FIRST choice.

We believe the application of the above criteria will assist Council in determining when a footpath can be categorised as unnecessary and removed. The application of strict criteria will allay the fears of those who might take the rather dogmatic approach that “no footpaths should ever be removed”.

WHITE LINES -- FINAL 'TOOL TIP' TO ASSIST COMPLIANCE 😊

Use White Road Edge Lines to encourage Compliance by giving 'Peace of Mind'

Finally, Mid-Hankey would like to offer an additional tool to manage those areas where there is customary footpath parking. We have noticed on our street that sometimes there is the mistaken perception by motorists that there is not sufficient road width. Other times, cars make the opposite assumption and park sloppily, leaving an undue distance from the kerb. For narrow streets, the use of white road-edge lines can assist vehicles in parking correctly. (It can also give the message to large SUV's that might be better off finding another, more commodious street for parking!)



Unfortunately, in conversation with WCC Transport engineers, there has been a reluctance to use this cheap and simple tool for mid-Hankey. It seems there is a 'rule book' which recommends the use of white road markings be reserved for only arterial and high traffic roads. This may make sense for cities like Hamilton or Palmerston North, but Wellington has special conditions. We would like Council authorise / encourage the Transport Department to make use of white road edge lines in smaller streets, like mid-Hankey, where it can assist no footpath parking compliance and also encourage better parking (so crucial in narrow streets).

SUMMARY

Below is a summary of our main points regarding steps Council take to assist compliance of the new total ban on footpath parking:

- **Yellow lines should be a LAST Option** (Remember-- car parks are also a public good, not just a private benefit.)
- **The First Option** should be an assessment – **Is this street a good candidate for economical widening?** (If so, issue a temporary “Footpath Parking Permitted” sign and schedule widening when the maintenance on that street is due – sometime in the next 2-5 years or so).
- **The Second Option** should be consider **whether a footpath can be removed** and designated as road verge. (We have suggested some criteria Council might use to ensure pedestrians would not be impacted).
- Always consider whether, if in addition to the above, whether the **use of ‘White Road Edge Lines’** can assist. When this is the case, do not be constrained by the “Road marking Guide Book’.

All of the above points apply to Mid-Hankey. 😊

However, if Council takes no action, then a de facto broken yellow line will be created and our street will **lose 50% of its car parks**. *With the 300 units coming on-line in Arlington soon, this is NOT an option!*

Mid-Hankey residents look forward to a positive outcome that will benefit all parties.



Respondent No: 373

[Redacted]
[Redacted]
[Redacted]

[Redacted] [Redacted]
[Redacted] [Redacted]
[Redacted] [Redacted]

- Q1. **Your full name:** Grant Purdie/Neville Dunton (National President)
- Q2. **Your email or postal address:** [Redacted]
- Q3. **Are you making this submission as an individual or on behalf of an organisation?** Organisation
- Q4. **What organisation are you submitting on behalf of?** The New Zealand Four Wheel Drive Association Inc
- Q5. **What is your connection to Wellington? Tick all that apply.** not answered
- Q6. **Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?** Yes
- Q7. **If you wish to make an oral submission, please give your phone number so that a submission time can be arranged:** [Redacted]
- Q8. **provide for shared paths** not answered
- Q9. **provide for shared use parking zones** not answered
- Q10. **reflect the Parking Policy 2020** not answered
- Q11. **enable temporary road changes for pilot/trial schemes** not answered
- Q12. **make it simpler for Parking officers to remove non-motorised vehicles that park on the street for longer than 7 days** not answered
- Q13. **regulate the parking of vehicles for advertising or selling purposes** not answered
- Q14. **manage mobile trading in roads and public places** not answered
- Q15. **prohibit the driving, riding or parking of vehicles on beaches (such as Island Bay and Lyall Bay beach)** not answered

Q16. **restrict the driving, riding or parking of vehicles on unformed legal roads** not answered

Q17. **amend definition of taxi to include small passenger service vehicles (such as rideshare Uber, Ola and Zoomy)** not answered

Q18. **clarify that charges can be set for placing skip and bulk bins in the road or parking places and can be restricted from roads and parking places, or removed when in contravention of the bylaw** not answered

Q19. **clarify the conditions for using actual public works as a defence for parking offences** not answered

Q20. **If you have answered No to any of the above, please provide an explanation for each 'no' response.**

not answered

Q21. **Do you agree that motorcycles should be able to park in a pay by space (space controlled by a parking meter), provided they pay the appropriate charge (per vehicle) and follow the time restriction?** not answered

Q22. **Please provide an explanation for your chosen response**

not answered

Q23. **How could the Council best manage pedestrian and vehicle access and parking on narrow streets where parking on the footpath has been commonplace?**

not answered

Q24. **Do you have any final comments about the proposed revised Traffic and Parking Bylaw**

The letter is the submission from the New Zealand Four Wheel Drive Association (NZFWDA) in respect of Wellington City Council's Proposed Traffic and Parking Bylaw 2021 ("the proposal"). Who we are The NZFWDA is the peak national body for organised 4wd activities in New Zealand. It is a volunteer association which exists to encourage and promote the responsible use of 4WD vehicles and to advocate for their access to public lands. A large number of 4wd Clubs in New Zealand are affiliated to the NZFWDA, which is an Incorporated Society established in 1974. It is managed by its National Executive through a structure of three regional zones, Northern, Central and Southern, and the Competition Committee. Collectively the Association comprises some 62 affiliated Clubs, with over 2,130 members in total. Our clubs and their members have a long history of community contributions, by way of planting, rubbish clean-ups, provision of transport for interest groups who could not otherwise access places, fund-raising and more. Our submission is made on behalf of all our affiliated clubs and their members. We understand that independent submissions have also been made by some of our members and clubs. What our submission covers Our submission addresses only those parts of the proposal that refer to restricting vehicles on unformed legal roads (ULRs), also known as paper roads. In our submission we use the term "vehicle access" to describe this. We have not commented on other aspects of the proposal. References The Council's proposal document, obtained from the Council's website, has references throughout to ULRs, with some discussion on vehicles restrictions set out in section 4.10. Given that, our submission is more about general aspects of the proposal

rather than a clause-by-clause analysis. Our Submission We submit that: 1. Public Consultation We understand that vehicle access was included in the scope of the proposal only late in the process, after consultation had taken place on the overall proposal. This is not in the interests of an open and fair process and is not in keeping with this Council's normal approach. In our view it would be use of an earlier process for an improper purpose, to proceed with the inclusion of vehicle access in the manner proposed, without normal, full and fair consultation. We recommend that the vehicle access components of the proposal are removed until that has taken place. 2. Legal Precedent Not holding legal qualifications ourselves, we nonetheless have an awareness of some aspects of the law applicable to ULRs. It is our understanding that there is legal precedent in respect of the rights of local bodies to impose restrictions on ULRs. For example "road stopping" requires a proper process to be followed including proper consultation with potentially affected parties if not the public. We understand that there are similar requirements of process for establishing by-laws. A local example is Johnson's Road in Upper Hutt, where the Upper Hutt City Council decision to stop the ULR was overturned by the Environment Court. We recommend that Wellington City Council recognises such precedents, which show the risks of not following a proper process, when reconsidering its approach to managing vehicle access on ULRs. 3. Walking Access Commission The Walking Access Commission (WAC) has a well-established track record of identifying and protecting those tracks and roads throughout New Zealand where the public has right of access. This includes ULRs. We have consulted the WAC on the proposal and we have received very clear advice that the proposal is likely to be invalid in relation to vehicle access and that the proposal, if enacted as a by-law, could be easily overturned if challenged in court. We recommend that the Council confers with the WAC to assist with revising their approach to vehicle access. 4. Outer Green Belt Management Plan The Council approved the amended Outer Green Belt Management Plan (OGBMP) in 2019. The OGBMP has a number of references to ULRs, including these examples: • In 1.1.3.2 "Management of the unformed legal roads (ULRs), of which there are a number in the Outer Green Belt, must comply with legal requirements for ULRs. ULRs are not reserves" • In 4.5.2.5 "1. Prohibit private vehicle access except under exceptional circumstances and on a one-off basis or where legal access is provided for (e.g. unformed legal roads or where legal right of way exists)" • In 5.7.1.5 "Coastal road: The public has a right of access on the unformed legal road that runs along the coastal platform from the gates at Hape Stream to Sinclair Head/Te Rimurapa and beyond." • In 5.7.2.5 "Develop, disseminate and promote a shared use behaviour code for users of the coastal unformed legal road." The proposal is inconsistent with aspects of these existing management provisions in a number of ways. We recommend that, as part of re-assessing the approach to vehicle access, the Council works to ensure consistency with the OGBMP. Specificity of Application It is our understanding that, for a by-law to be properly enacted, specific details of the issues and the proposed solution must be identified. In the case of some of the ULRs the Council is concerned with, certain specific management measures that the Council may consider could be appropriate, however proper process still must be followed. The proposal does not identify issues specific to each ULR and does not detail the proposed management measures for each ULR. Instead, the proposal has a broad-brush general approach, which does not include the necessary specificity. We believe that this approach is not necessarily legal and may be challenged in court if enacted as a by-law. In addition, we understand that a number of the examples included in the proposal are flawed, as pointed out by other submitters. In conclusion Thank you for the opportunity to participate in consultation on the proposal. Our submission is on behalf of over 2,000 members of the public of which a material number are interested parties when it comes to the vehicle access aspects of the proposal. We consider that a proper process has not been followed and we have made what we believe to be highly significant points in relation to vehicle access and we trust that these will be taken into account. In summary, we submit that the vehicle access provisions of the proposal be withdrawn and a correct legal process commenced. We do wish to have the opportunity to speak in support of our submission at any hearing. Please register our Wellington-based Officer who will speak on our behalf:

Q25. Upload any supporting information for your submission here.

not answered



Respondent No: 374

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED] [REDACTED]
[REDACTED] [REDACTED]
[REDACTED] [REDACTED]

- Q1. **Your full name:** Peter Hunt
- Q2. **Your email or postal address:** [REDACTED]
- Q3. **Are you making this submission as an individual or on behalf of an organisation?** Organisation
- Q4. **What organisation are you submitting on behalf of?** Forest and Bird
- Q5. **What is your connection to Wellington? Tick all that apply.** not answered
- Q6. **Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?** Yes
- Q7. **If you wish to make an oral submission, please give your phone number so that a submission time can be arranged:** [REDACTED]
- Q8. **provide for shared paths** not answered
- Q9. **provide for shared use parking zones** not answered
- Q10. **reflect the Parking Policy 2020** not answered
- Q11. **enable temporary road changes for pilot/trial schemes** not answered
- Q12. **make it simpler for Parking officers to remove non-motorised vehicles that park on the street for longer than 7 days** not answered
- Q13. **regulate the parking of vehicles for advertising or selling purposes** not answered
- Q14. **manage mobile trading in roads and public places** not answered
- Q15. **prohibit the driving, riding or parking of vehicles on beaches (such as Island Bay and Lyall Bay beach)** not answered

Q16. **restrict the driving, riding or parking of vehicles on unformed legal roads** not answered

Q17. **amend definition of taxi to include small passenger service vehicles (such as rideshare Uber, Ola and Zoomy)** not answered

Q18. **clarify that charges can be set for placing skip and bulk bins in the road or parking places and can be restricted from roads and parking places, or removed when in contravention of the bylaw** not answered

Q19. **clarify the conditions for using actual public works as a defence for parking offences** not answered

Q20. **If you have answered No to any of the above, please provide an explanation for each 'no' response.**

not answered

Q21. **Do you agree that motorcycles should be able to park in a pay by space (space controlled by a parking meter), provided they pay the appropriate charge (per vehicle) and follow the time restriction?** not answered

Q22. **Please provide an explanation for your chosen response**

not answered

Q23. **How could the Council best manage pedestrian and vehicle access and parking on narrow streets where parking on the footpath has been commonplace?**

not answered

Q24. **Do you have any final comments about the proposed revised Traffic and Parking Bylaw**

1. Forest & Bird is New Zealand's largest independent conservation organisation. Our mission is to protect New Zealand's unique flora and fauna and its habitat. 2. Nature is in crisis chiefly through loss of habitat and interference in other ways by human behaviour and activity and it is for this reason we are making a submission. The size of New Zealand's seabird population is a fraction of its historic levels and on a downward trajectory. 3. Wellington's coastline is home to many seabird species — a harsh marine environment where they raise their young; feed; rest and moult. Their nests are on bluffs, sand dunes, among rocks, in coastal scrub and on the pebble and sandy foreshore above the high water mark. Many feed in the intertidal zone on molluscs and crustaceans some on juvenile fish close inshore and others out in deeper water. Whatever the activity the behaviour of seabirds and other wildlife changes in the presence of humans, which on beaches can occur many times over extended periods and made worse by vehicles — wildlife instinctively perceive humans as predators — their behaviour is altered to avoid the threat and to take evasive or diversionary action. 4. Uncontrolled vehicle access and use of the foreshore space for recreational purposes increases both direct and indirect disturbance — with immediate and/or long term affects to this wildlife. 5. We are particularly pleased that Council has addressed the "...user-related issues on the unformed coastal road from Haape Stream to Te Rimurapa/Sinclair Head and beyond..."[Section 4.10 page 19]. This unformed road is on a wild and fragile coastline which is outside the urban landscape and because of this has the greatest potential for vehicles to disturb wildlife and damage its coastal habitat — a situation that would benefit from stricter

and enforceable access control by Council. 6. We congratulate Wellington City Council for its review and the inclusion of strict limits that apply to driving, riding and parking of vehicles on beaches. This is of particular relevance to our 'Places for Penguins' project and our advocacy for a number of years for greater care and preventative measures to protect penguins from the danger posed by vehicles — both on coastal roads and beaches frequented by penguins. Removing vehicles from our beaches is one practical measure to reduce the damage they cause to a fragile coastal environment — and can considerably reduce stress and disturbance they can cause to kororā/little penguins and other wildlife that live, roost or forage in that environment. 7. Forest & Bird is aware of the issues arising from the definition of a road which include beaches — we have continued advocacy in this space around Aotearoa/New Zealand. We suggest however, that as written, draft clause 20 needs to be tightened to be more specific in the circumstances when permission might be granted. This would give Council officers more certainty around their ability to issue permits and enforce the bylaw and would give residents of Wellington more clarity around the regulations. Our submission relates exclusively to draft clauses 19 and 20 regarding the restriction of use of motor vehicles on unformed legal roads for the purposes of protecting the environment and the regulation of the driving, riding and parking of vehicles on beaches in Wellington. 8. We would like to speak in support of our submission. 9. Off-road vehicle use is arguably one of the most environmentally damaging human activities undertaken on sandy beaches worldwide. Vehicles on beaches pose a significant threat to the ecological values of fragile coastal ecosystems. They can destroy dune systems, accelerate erosion, damage the habitat of nesting birds, compact sand, thereby impacting on macro-invertebrate populations relied upon by foraging shorebirds and destroy natural areas which can take hundreds of years to recover in the harsh coastal environment. 10. We agree that vehicles on beaches cause damage to the ecological values and contribute to erosion as well as being a hazard to wildlife. Research published in 2016 determined that even low-level vehicle traffic negatively impacts the physical beach environment and consequently, the ability of many species to survive in this habitat in the face of such disturbance¹. Wildlife vulnerable to disturbance on Wellington beaches include banded and New Zealand dotterels, reef herons, variable oystercatcher/tōrea, little penguin/kororā, and also the seals and various lizards such as the northern grass skink and raukawa gecko and the invertebrates that persist in the coastal environment. 11. Given a choice between either reducing traffic volumes, or excluding traffic from beaches, the scientific evidence indicates that the latter would be more appropriate to protect ecological integrity of Wellington's beaches. Furthermore, there are plenty of examples from around New Zealand of locals disregarding the rules e.g. Ripiro Beach in Kaipara², therefore prohibition is a preferred approach from an ecological and an enforcement perspective. 12. Forest & Bird supports the new provision to provide the Council with the ability, by resolution, to prohibit or restrict where this is appropriate, vehicle access to Wellington unformed legal roads. 13. Forest & Bird supports the need to clarify that the scope includes all Council managed places. 14. Forest & Bird supports the amendment to the definition of Road in the interpretation section to clearly include beaches and unformed legal roads. 15. Forest & Bird requests inclusion of a definition of motor vehicle in the interpretation section to be clear as to what is being regulated. The definition should include not only cars but also quad bikes, tractors, motorbikes, scooters and any other form of vehicle including tracked vehicles and hovercraft. All motorised vehicles will have an impact on beaches and its wildlife. 16. Forest & Bird agrees with Council that vehicles on beaches cause damage to the ecological values and contribute to erosion as well as being a hazard to wildlife. Forest & Bird therefore supports the new provision to prohibit or restrict vehicle access to all Wellington beaches unless launching a boat at designated locations or having obtained prior written permission from the Council. 17. Forest & Bird opposes the inclusion of clause 20.2 and questions what 'event' Council might be anticipating and in what frequency these events may occur. Without clear boundaries, such events could let hundreds of vehicles on to a beach at a time or could occur with such regularity that they could cause damage to the beach environment. In light of the scientific evidence, we request the deletion of clause 20.2. 18. If clause 20.2 is to remain — notwithstanding our position stated above — we would like to see the inclusion of the conditions and constraints in the bylaw under which it would apply — this could include: the circumstances when vehicles can use the beach; the limit of vehicles and trip numbers; speed and noise limits; visibility and safety requirements; locations where the clause could apply and any route and time of day or seasonal constraints.

Q25. Upload any supporting information for your submission here.

not answered



Respondent No: 375

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED] [REDACTED]
[REDACTED] [REDACTED]
[REDACTED] [REDACTED]

- Q1. **Your full name:** Michelle Rush
- Q2. **Your email or postal address:** [REDACTED]
- Q3. **Are you making this submission as an individual or on behalf of an organisation?** Organisation
- Q4. **What organisation are you submitting on behalf of?** Environmental Reference Group
- Q5. **What is your connection to Wellington? Tick all that apply.** not answered
- Q6. **Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?** Yes
- Q7. **If you wish to make an oral submission, please give your phone number so that a submission time can be arranged:** [REDACTED]
- Q8. **provide for shared paths** Don't know
- Q9. **provide for shared use parking zones** Yes
- Q10. **reflect the Parking Policy 2020** Yes
- Q11. **enable temporary road changes for pilot/trial schemes** Yes
- Q12. **make it simpler for Parking officers to remove non-motorised vehicles that park on the street for longer than 7 days** Yes
- Q13. **regulate the parking of vehicles for advertising or selling purposes** Yes
- Q14. **manage mobile trading in roads and public places** Yes
- Q15. **prohibit the driving, riding or parking of vehicles on beaches (such as Island Bay and Lyall Bay beach)** Yes

Q16. **restrict the driving, riding or parking of vehicles on unformed legal roads** not answered

Q17. **amend definition of taxi to include small passenger service vehicles (such as rideshare Uber, Ola and Zoomy)** Yes

Q18. **clarify that charges can be set for placing skip and bulk bins in the road or parking places and can be restricted from roads and parking places, or removed when in contravention of the bylaw** Yes

Q19. **clarify the conditions for using actual public works as a defence for parking offences** Yes

Q20. **If you have answered No to any of the above, please provide an explanation for each 'no' response.**

We have concerns about provision for shared paths. Reason: Shared paths pose risks for pedestrians: 1) They are unable to see and may not hear cyclists, e-scooters or micro-mobility devices that may be coming from behind. Any pedestrian has the right to suddenly change course, turn one way or another, or wave to someone on the street. In any of these cases, an e-scooter or cyclist etc not anticipating this and travelling at speed could cause an accident. 2) Children in particular are at risk, being more likely to want to randomly change direction. 3) Visually or hearing impaired pedestrians are also at greater risk. 4) Whilst shared pathways can have benefits, e.g. families where a child is riding and a parent walking, we are of the view that they should not be used as a 'default' option to reduce the costs of constructing separate paths, especially on commuter routes where active transport users are more likely to be travelling at speed. 5) We submit that shared paths only be considered when other options have been exhausted; as far as possible be on recreational rather than commuter routes, and that they include cues that signal to active transport users that the precinct is a 'go slow' and 'proceed with caution' area.

Q21. **Do you agree that motorcycles should be able to park in a pay by space (space controlled by a parking meter), provided they pay the appropriate charge (per vehicle) and follow the time restriction?** Yes

Q22. **Please provide an explanation for your chosen response**

not answered

Q23. How could the Council best manage pedestrian and vehicle access and parking on narrow streets where parking on the footpath has been commonplace?

The recently adopted parking policy contains a hierarchy which should be applied on a case by case basis, starting with the most problematic streets, e.g. high traffic streets where pedestrians are at particular risk when cars perpetually block the footpath. Parking plans, as this policy provides for, would enable this, as a raft of options may well need to be considered to solve this issue, and Wellington streets vary wildly in terms of their geography, land use density and road width. In the long term we need far fewer private vehicles parked on streets: in the short term we have to transition from the current reality of many cars parked on streets, and this transition will pose challenges. Use of road reserve for off-street parking; rezoning streets as 'cars as guests' streets that are fully 'traffic calmed' where pedestrians have the right to walk and play in the roadway, broken yellow lines on one side (or both if necessary), encouragement of 'mevo' parks so that households don't all feel the need to have their own vehicle, must all be part of the possible solutions.

Q24. Do you have any final comments about the proposed revised Traffic and Parking Bylaw

Overall Comment ERG supports the changes signalled in this bylaw, and in particular the aligning of the bylaw with WCC's recently adopted Parking Policy. Road space in Wellington is geographically constrained, and it is important that WCC has a wide range of options at its disposal to manage this resource in a manner that helps achieve its community outcomes in the Long Term Plan and the policies that contribute towards these. ERG has a concern about shared paths. An issue we would like to see addressed, is the matter of e-scooters 'parked' on footpaths – these present a significant hazard to visually impaired pedestrians, and indeed anyone not expecting them (they are also being left in the middle of cycle lanes!) Many are left lying down, which is even more hazardous. We submit that council look to ensure some wording in the by-law makes it clear that micro-mobility devices should be parked safely, and further, that WCC work further with the e-scooter providers on protocols and potential sanctions for those that don't leave the e-scooter to the side of a path and out of danger zone to others using the path at any time of day or night. Thank you for the opportunity to comment.

Q25. Upload any supporting information for your submission here.

not answered



Respondent No: 376

[Redacted]
[Redacted]
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[Redacted] [Redacted]
[Redacted] [Redacted]
[Redacted] [Redacted]

- Q1. **Your full name:** Ellen Blake
- Q2. **Your email or postal address:** [Redacted]
- Q3. **Are you making this submission as an individual or on behalf of an organisation?** Organisation
- Q4. **What organisation are you submitting on behalf of?** Living Streets Aotearoa
- Q5. **What is your connection to Wellington? Tick all that apply.** not answered
- Q6. **Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum?** Yes
- Q7. **If you wish to make an oral submission, please give your phone number so that a submission time can be arranged:** [Redacted]
- Q8. **provide for shared paths** not answered
- Q9. **provide for shared use parking zones** not answered
- Q10. **reflect the Parking Policy 2020** not answered
- Q11. **enable temporary road changes for pilot/trial schemes** not answered
- Q12. **make it simpler for Parking officers to remove non-motorised vehicles that park on the street for longer than 7 days** not answered
- Q13. **regulate the parking of vehicles for advertising or selling purposes** not answered
- Q14. **manage mobile trading in roads and public places** not answered
- Q15. **prohibit the driving, riding or parking of vehicles on beaches (such as Island Bay and Lyall Bay beach)** not answered

Q16. **restrict the driving, riding or parking of vehicles on unformed legal roads** not answered

Q17. **amend definition of taxi to include small passenger service vehicles (such as rideshare Uber, Ola and Zoomy)** not answered

Q18. **clarify that charges can be set for placing skip and bulk bins in the road or parking places and can be restricted from roads and parking places, or removed when in contravention of the bylaw** not answered

Q19. **clarify the conditions for using actual public works as a defence for parking offences** not answered

Q20. **If you have answered No to any of the above, please provide an explanation for each 'no' response.**

not answered

Q21. **Do you agree that motorcycles should be able to park in a pay by space (space controlled by a parking meter), provided they pay the appropriate charge (per vehicle) and follow the time restriction?** not answered

Q22. **Please provide an explanation for your chosen response**

not answered

Q23. **How could the Council best manage pedestrian and vehicle access and parking on narrow streets where parking on the footpath has been commonplace?**

Alternatives to parking on footpaths! We strongly support the revocation of the 2015 guideline and would like to see enforcement as soon as possible while the momentum for this remains. We recommend that publicly available guidelines are available to understand when and why discretion to not enforce NZ Road Rules may be used by parking enforcement. We expect this is in very unusual circumstances. There are many alternatives to illegal parking and these can be developed depending on the type of street environment. For example Newport Terrace in Seatoun has no footpath at all, some street placemaking could support pedestrian movement and priority along this street and access for residents only, improving the experience for all users. Other streets may need parking on one side only, for example downhill on parts of Palliser Road. This would allow uphill cycle and bus priority and an upgrade to the very narrow footpath. Living Streets has many ideas for these type of streets which we are happy to help co-design.

Q24. **Do you have any final comments about the proposed revised Traffic and Parking Bylaw**

General Thank you for the opportunity to comment on these important bylaw changes, where the leather hits the footpath in transport management. Our comments relate to specific parts. Definitions from page 29 Business – not all businesses pay business rates, e.g., scooters and taxis, ubers - need a better definition to cover all activity. Cycle lane should include use by all micro-mobility vehicles or at least allow for this as it is a likely change in legislation. Electric scooter definition does not cover current hire scooters, the motors are not auxiliary motors but the only means of propulsion. Please include all scooters in the definition. Support footpath definition. Micromobility vehicles – please include reference to skateboards, push scooters and other new tech like one e-wheelers. These vehicles are not borrowed but are hired. Please delete this

confusing terminology. Oversize vehicle – please include the dimensions of a ‘standard parking space’. Oversize vehicles are becoming a significant issue. Shared path – either use the complete definitions in the relevant Act or Rule or don’t use the definition at all. There is inconsistent usage throughout the definitions. Shared zone – is defined in the Land Transport Act 2004 Rule “shared zone means a length of roadway intended to be used by pedestrians and vehicles”. Why is a different definition used? Specific parts There is reference in section 4.7 to vehicles not being used and parked on the street – this needs to include footpaths such as Willis St and Kent Terrace that has had advertising on bikes for several years now despite numerous complaints. The reason stated for on-road parking and that equally applies to footpaths is that: “As with the issue above, this is private use and benefit of a public space that should either be paid for or moved off the street on to the commercial premises.” There is reference in section 4.12 to regulate skip bins on footpaths, and we suggest the bins should not be able to block a footpath unless a bypass walk route is provided. There is no section in the bylaw covering this. 9 We support the power to control left and right turns (page 32). 11 Special vehicle lanes – do these include bus lanes? If so we support this and it should be made clear bus lanes are included. 13 Shared path WCC needs to include the process for ‘stopping’ footpaths and changing them to shared paths. For instance the process set out in Part 3.8 for one-way roads could be used as a model. Section 13 is not as strong and needs a resolution to have a shared path. Shared paths are not best practice for pedestrians and there needs to be oversight for changing of footpaths into the lower level of service provided by shared paths. The discussion notes: The Council is improving city place-making, amenity and safety and needs to achieve more from the same amount of road space by creating more shared use paths that can be used by different users at the same time (such as pedestrians, cyclists, riders of mobility devices and riders of wheeled recreation devices, This will include creating new urban design features such as seating areas and shared paths or cycle paths for active transport (para 4.3, p15). So in consequence, the proposal is said to Provide for shared paths, shared-use zones and special vehicle lanes (pp4,6). But it doesn’t actually do that - what it does is: Adds a new shared path clause to clarify that the Council may by resolution determine the priority for users of the shared path. (para 4.3, p15) confirmed by the wording of the new clause: 13. Shared paths and cycle paths 13.1 The Council may by resolution – (a) determine the priority for users of a shared path, cycle path and/or cycle lane created under the Local Government Act 1974. 13.2 A person must not use a shared path or a cycle path or a cycle lane in a manner contrary to any restriction made by the Council (p33). We recommend the paragraph about the necessity of shared paths be removed, because it’s irrelevant, debateable and inconsistent with council policy (including the transport hierarchy) and with good practice. 14.3 Support for this as experience has shown it is particularly important to manage parking in shared zones. 15 What is the purpose of this, construction of a thing for publicly accessible community place. Why are road and cycle path noted separately? Are these the only two places that community places will be? What about footpaths? This needs to be much clearer. 16 Needs a definition of cruising, it is not obvious what this means. Appears to be controlling moving vehicles and drivers. Is this ultra vires? 17 What’s the point of this restriction on light vehicles? An explanation is needed to understand what this rule is about, and why it is separate from the ‘cruising’ section. 19 Unformed road needs to relate to berm parking as many people would see them as the same thing. Or be more clear what a berm is (29). 20 Support powers to restrict use of beaches for driving and parking, e.g. Seatoun Beach and beaches west of the end of the west end of Owhiro Bay Parade. Is the same power required for parks and reserves? 22.3 Support alternative disability parking being made available during temporary works. 23 Are these processes easier or just as onerous as now? 24 What is a transport station? Please define. 29 Living Streets strongly support parking on berms being prohibited. What the document says is: The intention is to prohibit parking vehicles on the grass or berms (pp43,44) and ‘The intent is to make it clear that vehicles must not park on the berms’ (p27). But the relevant clause actually says 29. Parking vehicles on the grass/berm 29.1 No person may stop, stand, or park a vehicle on a berm, verge, kerb, lawn, garden, or other cultivation (a) adjacent to, or forming part of a road: (b) so as to cause or be likely to cause damage to the cultivated area; or (c) so as to obstruct other traffic or pedestrians or any view of the roadway to the driver of a vehicle entering or exiting the roadway. (p38) which implies a conditional rather than absolute ban (though poor wording means that it’s open to interpretation). We recommend that (b) and (c) be deleted from the berm clause, so that it does what it says is intended. 28 Parking restricted 28.2 Include that a vehicle must not overhang the kerb. Some oversize vehicles in particular frequently take up much of the footpath space. 28.9 This should include that no vehicle can park in a space that it can not fit into, e.g. a truck that takes up 3 standard parking spaces. 30 Parking vehicles off roadway What does this mean – the side of a road is a kerb? Please make this clear. 38 Offences. 38.1 This should include footpath for clarity. 38.1 (k) implies that there is some right for occupants to park outside their property in a residential area. This should be removed as there is no such right. Residents frequently do not park directly outside their property. 38.1 (s) We recommend this include any vehicle which leans against any traffic control such as

pedestrian beg buttons, telephone poles, etc.. This is a too frequent occurrence and is a particular problem for people using mobility aids. 38.1 (t) This does not specify where bikes and scooters should park. Clearly they will not be allowed on the footpath when this bylaw is enacted. 39.1 We recommend that it is made clear that vehicles can be removed from footpaths as well. 41 What is a traffic officer? Police are not differentiated so is this a parking warden? Defence should not include parking on the footpath – fire engines and roadworks trucks are too heavy at any time Other matters There is no protection for Cuba Mall from unwanted parking as it is not a shared zone. This is our one pedestrian-only space in Wellington. Cyclists and e-scooter riders using Cuba Mall as a through route continue to be a problem. Intersection parking – there should be no parking from a standard set-back of 6 metres at all intersections and this should be included in the bylaw. This provides an adequate chance for all road users to see each other and be seen. A particular safety issue for frail people and children. Demand-responsive parking charges A change is the ability to introduce demand-responsive charging for parking, something that is long overdue. We support demand-responsive pricing (which has been implicit in WCC Parking Policy since 2007, explicit since last year). The document needs a good proof-read to correct inconsistencies, typos and grammatical infelicities. We would like to see some rules on driveways across footpaths. We recommend that all accessways to residential property are one-car width only and there is no exceptions or an annual fee is charged for the use public space. This would complement requirements for lower and safer fence heights in the District Plan. We support maintaining the current standard 'parking space' size on streets for private vehicles and provision of the innovative bike/ motorbike/ scooter spaces on otherwise un-useable small sections of roadside kerb. There should be places for truck and bus parks in appropriate places. It is good to see that the exclusion of state highways has now changed in certain circumstances, for instance Stationary Vehicle Offences on State Highways and Special Vehicle Lane Offences, Stock Control, Roadside Selling and Planned Road Closures on State Highways (will occur on 1 July 2021) We would like to be heard in support of this submission. About Living Streets Living Streets Aotearoa is New Zealand's national walking and pedestrian organisation, providing a positive voice for people on foot and working to promote walking-friendly planning and development around the country. Our vision is "More people choosing to walk more often and enjoying public places". The objectives of Living Streets Aotearoa are: • to promote walking as a healthy, environmentally-friendly and universal means of transport and recreation • to promote the social and economic benefits of pedestrian-friendly communities • to work for improved access and conditions for walkers, pedestrians and runners, including walking surfaces, traffic flows, speed and safety • to advocate for greater representation of pedestrian concerns in national, regional and urban land-use and transport planning.

Q25. Upload any supporting information for your submission here.

not answered



Respondent No: 371

[Redacted]
[Redacted]
[Redacted]

[Redacted] [Redacted]
[Redacted] [Redacted]
[Redacted] [Redacted]

- | | |
|---|-----------------|
| Q1. Your full name: | Generation Zero |
| Q2. Your email or postal address: | [Redacted] |
| Q3. Are you making this submission as an individual or on behalf of an organisation? | Organisation |
| Q4. What organisation are you submitting on behalf of? | Generation Zero |
| Q5. What is your connection to Wellington? Tick all that apply. | not answered |
| Q6. Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum? | No |
| Q7. If you wish to make an oral submission, please give your phone number so that a submission time can be arranged: | not answered |
| Q8. provide for shared paths | Yes |
| Q9. provide for shared use parking zones | Yes |
| Q10. reflect the Parking Policy 2020 | Yes |
| Q11. enable temporary road changes for pilot/trial schemes | not answered |
| Q12. make it simpler for Parking officers to remove non-motorised vehicles that park on the street for longer than 7 days | not answered |
| Q13. regulate the parking of vehicles for advertising or selling purposes | Yes |
| Q14. manage mobile trading in roads and public places | not answered |
| Q15. prohibit the driving, riding or parking of vehicles on beaches (such as Island Bay and Lyall Bay beach) | not answered |

Q16. **restrict the driving, riding or parking of vehicles on unformed legal roads** not answered

Q17. **amend definition of taxi to include small passenger service vehicles (such as rideshare Uber, Ola and Zoomy)** not answered

Q18. **clarify that charges can be set for placing skip and bulk bins in the road or parking places and can be restricted from roads and parking places, or removed when in contravention of the bylaw** not answered

Q19. **clarify the conditions for using actual public works as a defence for parking offences** not answered

Q20. **If you have answered No to any of the above, please provide an explanation for each 'no' response.**

We agree that WCC should regulate the parking of vehicles for advertising or selling purposes. We agree that WCC should enable temporary road changes for pilot/trial schemes. These should be done at low cost, with little prior consultation and in a flexible manner. Reflect the Parking Policy 2020. We agree that moves to increase pricing on parks in many situations is beneficial. Space is a premium in Wellington, and pricing is the way to ensure this scarce resource is managed appropriately. We support increasing the cost of residents and coupon parking, as these areas are currently underpriced. Shared zones. We agree with this. WCC needs the legal power to adequately regulate access to these areas based on vehicle type, speed, time and purpose. Shared pathways where pedestrians and bikes/scooters mix ought to be used only in circumstances where those uses cannot be separated. And to regulate the passing distance, priority and speed of bikes as they interact with pedestrians. We agree that advertising vehicles ought to be regulated as this is often a poor use of space.

Q21. **Do you agree that motorcycles should be able to park in a pay by space (space controlled by a parking meter), provided they pay the appropriate charge (per vehicle) and follow the time restriction?** not answered

Q22. **Please provide an explanation for your chosen response**

not answered

Q23. How could the Council best manage pedestrian and vehicle access and parking on narrow streets where parking on the footpath has been commonplace?

Footpath parking (section 6) Our starting points The built environment, and particularly transportation infrastructure, is inaccessible for many members of our communities who are disabled. Any reforms must strive to make our transport system and city fully accessible and uphold the rights of disabled people – including their participation and engagement in decision making and design. United Nations Convention on the Rights of People with Disabilities (UNCRPD) states that New Zealand (as a signatory) should “enable persons with disabilities to live independently, and participate fully in all aspects of life ... ensure to persons with disabilities access, on an equal basis with others to the physical environment, to transportation, to information and communications, including information and communications technology and systems, and to other facilities and services open to or provided to the public” (article 9). Further, based on international best practice, Waka Kotahi guidelines, and WCC guidelines, ‘mobility impaired pedestrians’ ought to be at the top of the hierarchy of people to be considered in transport planning. We also think that NZBORA, freedom of movement, is an engaged right. Read in light of the UNCRPD and transport hierarchy, any proposed bylaws that encourage behaviour that infringes those rights would be an unjustified limitation under s 5. We are concerned that the Council’s legal advice on this is light on detail and under-states the legal obligations (and therefore litigation risk) council faces when considering the allocation of street space. Planning for our most vulnerable in our transport system leads to co-benefits and all users having a better experience. For example, ensuring that wheelchair users have adequate room to access a property via a footpath also allows children, prams, people with crutches to access that property too. Appropriate use of space allows for a reduction in emissions as it makes walking and cycling relatively more safe and attractive modes, and by not oversupplying public land to private vehicles. An easier and safer walk enables longer and more pleasant walks to public transport and shops. Climate justice ensures that any transition to a low-carbon future is done by upholding the rights of our most vulnerable, including children and disabled people. Ensuring that their rights are paramount is key. Public land is public space. Private vehicles do not have a right to park and are lowest on the transport hierarchy. If residents wish to have an absolute right to a guaranteed park, they should pay for an off-street park on their property. Furthermore, the movement of cars is prioritised above the parking of cars. Often parking on narrow streets makes it dangerous or excessively slow to move through that street. How should footpath parking be regulated? Footpath parking should be discouraged as much as possible. Council should take a range of approaches. Firstly, it should encourage no footpath parking by design. That means installing broken lines to remove parking space, signs in problem areas and indicating spaces that can be sued using white lines (as opposed to a bare curb). Best practice is to have footpaths on both sides of the road. Removing a footpath to install parking is not recommended. A combination of yellow lines and marked spaces on alternating sides of the road create a chicane effect and can be useful in providing some parking on narrow streets, but also ensuring that there is legible and easy to maneuverer traffic calming created by this. Design can occur progressively across the city – with any physical adjustments occurring in line with resurfacing to save costs. We advise that footpath parking should be outright prohibited. However, this may not work in some parts of the city. Alternative options that are lower than a ban could involve: - A ban on footpath parking on main arterials - A traffic management rule that requires parked vehicles to leave 1.5m (a safe distance for disabled footpath users) clear. - A fine for doing so that is sufficiently high to create behaviour change. - Enforcement of problem streets that responses quickly to (especially repeated) concerns by citizens. At all times disabled pedestrians should be put at the top of your intervention priority hierarchy. Private parking is the lowest on that hierarchy. Lastly, we think that council should be trying to change behaviour and educate the public on this. Most people are well-meaning and may not understand how their behaviour compromises the rights and safety of disabled people, pedestrians, and other users of the street. Council should engage in social media posts and radio posts to educate the general population. “Leave space for everyone”. This can also be about cars sharing road space with cyclists, and cyclists with pedestrians on shared paths. Additionally, targeted engagement (leaflets, talking to residents) in streets that have particularly high footpath parking. Any new design of streets should be done by ensure people have proper notice of this change and feel brought along the change journey. However, council should not consider proposals by residents that encourage footpath parking or parking that compromises the rights of people on the footpath.

Q24. Do you have any final comments about the proposed revised Traffic and Parking Bylaw

We agree with the proposed changes.

Q25. Upload any supporting information for your submission here.

https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/3277e922a6be652ec85a793bff83881dec1c7b76/original/1623719854/4a49fdbf13e8e6c4f300aea4ac6ad6d5_Generation_Zero_submission_on_the_Traffic_and_Parking_Bylaw_%28002%29.docx?1623719854

Generation Zero submission on the WCC Traffic and Parking Bylaw

11/06/2021

Do you agree with the changes we proposed to make? (section 2)

We agree with the changes.

Further comments:

We agree that WCC should regulate the parking of vehicles for advertising or selling purposes.

We agree that WCC should enable temporary road changes for pilot/trial schemes. These should be done at low cost, with little prior consultation and in a flexible manner.

Reflect the Parking Policy 2020. We agree that moves to increase pricing on parks in many situations is beneficial. Space is a premium in Wellington, and pricing is the way to ensure this scarce resource is managed appropriately. We support increasing the cost of residents and coupon parking, as these areas are currently underpriced.

Shared zones. We agree with this. WCC needs the legal power to adequately regulate access to these areas based on vehicle type, speed, time and purpose. Shared pathways where pedestrians and bikes/scooters mix ought to be used only in circumstances where those uses cannot be separated. And to regulate the passing distance, priority and speed of bikes as they interact with pedestrians.

We agree that advertising vehicles ought to be regulated as this is often a poor use of space.

Footpath parking (section 6)

Our starting points

The built environment, and particularly transportation infrastructure, is inaccessible for many members of our communities who are disabled. Any reforms must strive to make our transport system and city fully accessible and uphold the rights of disabled people – including their participation and engagement in decision making and design.

United Nations Convention on the Rights of People with Disabilities (UNCRPD) states that New Zealand (as a signatory) should “enable persons with disabilities to live independently, and participate fully in all aspects of life ... ensure to persons with disabilities access, on an equal basis with others to the physical environment, to transportation, to information and communications, including information and communications technology and systems, and to other facilities and services open to or provided to the public” (article 9).



Further, based on international best practice, Waka Kotahi guidelines, and WCC guidelines, 'mobility impaired pedestrians' ought to be at the top of the hierarchy of people to be considered in transport planning.

We also think that NZBORA, freedom of movement, is an engaged right. Read in light of the UNCRPD and transport hierarchy, any proposed bylaws that encourage behaviour that infringes those rights would be an unjustified limitation under s 5. We are concerned that the Council's legal advice on this is light on detail and under-states the legal obligations (and therefore litigation risk) council faces when considering the allocation of street space.

Planning for our most vulnerable in our transport system leads to co-benefits and all users having a better experience. For example, ensuring that wheelchair users have adequate room to access a property via a footpath also allows children, prams, people with crutches to access that property too.

Appropriate use of space allows for a reduction in emissions as it makes walking and cycling relatively more safe and attractive modes, and by not oversupplying public land to private vehicles. An easier and safer walk enables longer and more pleasant walks to public transport and shops. Climate justice ensures that any transition to a low-carbon future is done by upholding the rights of our most vulnerable, including children and disabled people. Ensuring that their rights are paramount is key.

Public land is public space. Private vehicles do not have a right to park and are lowest on the transport hierarchy. If residents wish to have an absolute right to a guaranteed park, they should pay for an off-street park on their property.

Furthermore, the movement of cars is prioritised above the parking of cars. Often parking on narrow streets makes it dangerous or excessively slow to move through that street.

How should footpath parking be regulated?

Footpath parking should be discouraged as much as possible.

Council should take a range of approaches. Firstly, it should encourage no footpath parking by design. That means installing broken lines to remove parking space, signs in problem areas and indicating spaces that can be used using white lines (as opposed to a bare curb).

Best practice is to have footpaths on both sides of the road. Removing a footpath to install parking is not recommended.

A combination of yellow lines and marked spaces on alternating sides of the road create a chicane effect and can be useful in providing some parking on narrow streets, but also ensuring that there is legible and easy to maneuverer traffic calming created by this.

Design can occur progressively across the city – with any physical adjustments occurring in line with resurfacing to save costs.

We advise that footpath parking should be outright prohibited. However, this may not work in some parts of the city. Alternative options that are lower than a ban could involve:

- A ban on footpath parking on main arterials



- A traffic management rule that requires parked vehicles to leave 1.5m (a safe distance for disabled footpath users) clear.
- A fine for doing so that is sufficiently high to create behaviour change.
- Enforcement of problem streets that responds quickly to (especially repeated) concerns by citizens.

At all times disabled pedestrians should be put at the top of your intervention priority hierarchy. Private parking is the lowest on that hierarchy.

Lastly, we think that council should be trying to change behaviour and educate the public on this. Most people are well-meaning and may not understand how their behaviour compromises the rights and safety of disabled people, pedestrians, and other users of the street. Council should engage in social media posts and radio posts to educate the general population. "Leave space for everyone". This can also be about cars sharing road space with cyclists, and cyclists with pedestrians on shared paths.

Additionally, targeted engagement (leaflets, talking to residents) in streets that have particularly high footpath parking. Any new design of streets should be done by ensure people have proper notice of this change and feel brought along the change journey. However, council should not consider proposals by residents that encourage footpath parking or parking that compromises the rights of people on the footpath.





Respondent No: 278

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

- Q1. Your full name: Daniel McGaughran
- Q2. Your email or postal address: [REDACTED]
- Q3. Are you making this submission as an individual or on behalf of an organisation? Individual
- Q4. What organisation are you submitting on behalf of? not answered
- Q5. What is your connection to Wellington? Tick all that apply.
I am a Wellington City Council ratepayer
I live in Wellington
I work in Wellington
- Q6. Do you wish to speak to Councillors about your submission at an Oral Hearing or Forum? No
- Q7. If you wish to make an oral submission, please give your phone number so that a submission time can be arranged: not answered
- Q8. provide for shared paths Yes
- Q9. provide for shared use parking zones No
- Q10. reflect the Parking Policy 2020 No
- Q11. enable temporary road changes for pilot/trial schemes No
- Q12. make it simpler for Parking officers to remove non-motorised vehicles that park on the street for longer than 7 days Yes
- Q13. regulate the parking of vehicles for advertising or selling purposes No
- Q14. manage mobile trading in roads and public places Yes
- Q15. prohibit the driving, riding or parking of vehicles on beaches (such as Island Bay and Lyall Bay beach) Yes

Q16. **restrict the driving, riding or parking of vehicles on unformed legal roads** Don't know

Q17. **amend definition of taxi to include small passenger service vehicles (such as rideshare Uber, Ola and Zoomy)** No

Q18. **clarify that charges can be set for placing skip and bulk bins in the road or parking places and can be restricted from roads and parking places, or removed when in contravention of the bylaw** Yes

Q19. **clarify the conditions for using actual public works as a defence for parking offences** No

Your forms must be received by Council by Friday 11 June 5pm Forms can be: dropped off at any library -or- at the WCC Service Centre at 12 Manners St. (Or scan your paper copy and email it to policy.submission@wcc.govt.nz)

Alternatively, you can use this link and make a submission on-line (you will be directed to first register and create an account before proceeding). <https://www.letstalk.wellington.govt.nz/proposed-traffic-and-parking-bylaw-2021>

Submission form: Traffic and Parking Bylaw

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Your views, and those of other submitters on the proposed changes, will inform councillors and help finalise the new Traffic and Parking Bylaw.

The Council will consider your feedback in June 2021 and the new bylaw will come into effect August 2021. This timeline is set out in the Statement of Proposal.

Privacy statement

All submissions (including names and contact details) are provided in their entirety to Council Officers for the purpose of analysing feedback. No contact details will be made public or linked to your submission.

Your personal information will also be used for the administration of the engagement process, including informing you of the outcome of the engagement. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct their personal information.

Section 1 - your details	
Name*:	CLAIRE HILL
Address*:	66 HANKEY STREET MOUNT COOK
Email:	CLAIREHILLOO1@GMAIL.COM
Are you are making this submission as an individual or on behalf of an organisation?*	
<input checked="" type="checkbox"/> Individual	<input type="checkbox"/> Organisation:
I would like to make an oral submission to the Councillors (oral submissions will be scheduled in June/August)	

<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If yes, please give your phone number so that a submission time can be arranged*	
Phone:	[REDACTED]

*mandatory field

Section 2 - your feedback		Don't Know
Do you agree with the following changes we propose to make to the Traffic and Parking Bylaw?		
provide for shared paths	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> ?
provide for shared use parking zones	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> ?
reflect the Parking Policy 2020	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> ?
enable temporary road changes for pilot/trial schemes	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> ?
make it simpler for Parking Officers to remove non-motorised vehicles that park on the street for longer than 7 days	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> ?
regulate the parking of vehicles for advertising or selling purposes	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> ?
manage mobile trading in roads and public places	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> ?
prohibit driving, riding or parking vehicles on beaches	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> ?
restrict driving, riding or parking vehicles on unformed legal roads	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> ?
amend definition of taxi to include small passenger service vehicles	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> ?
clarify that skip/bulk bins can be restricted, charged and removed when in contravention of the traffic bylaw	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> ?
clarify the conditions for using public works as a defence for parking offences	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> ?

If you have answered no to any of the above, please provide an explanation for each 'no' response:

Explanation below.

Section 6

How could the Council best manage pedestrian and vehicle access and parking on narrow streets where parking on the footpath has been commonplace? For example adding broken yellow lines, provide additional signage, remove unnecessary footpaths or add new parking management.

I notice the above example mitigations do not include fixing the narrowness that causes foot-path parking in the first place; I would think that should be one of your first considerations. I live at 66 Hankey Street and would like to encourage investment in mid-Hankey st. so we would have a standard/normal road width plus two useable footpaths - an ideal scenario! This would mean the Council can fix the problem, not simply the symptom, which is crucial. I understand for some of the streets in Wellington, this would not be plausible but mid-Hankey has plenty of flat space as well as a huge building site already next door. We have a nearly THREE METRE wide footpath on one side and a 1 metre footpath on the other. This constitutes a poor road design being implemented in the first place, so please fix your problem! Not make it ours! Cut the footpath down to TWO METRES and solve our street's problem once and for all. Don't create another!

Your Signature: _____

[Handwritten Signature]

Date: _____

9/6/21

(Clare Hill).