



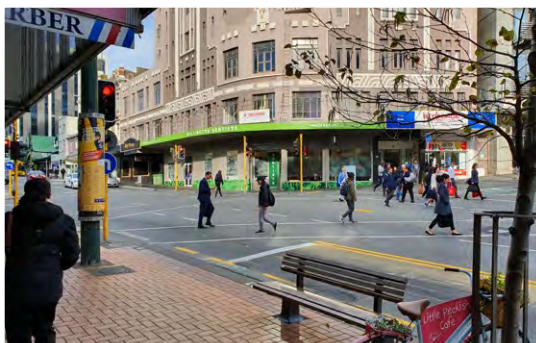
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Appendix I - Golden Mile Traffic Regulations Strategy

October 2021

Golden Mile Single Stage Business Case | Contract No. 1851



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LGWM GOLDEN MILE - REGULATING ACCESS TO THE GOLDEN MILE

8 AUGUST 2021



(Image Credit: LGWM)

LGWM GOLDEN MILE - REGULATING ACCESS TO THE GOLDEN MILE

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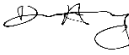


100 Willis Street

Wellington 6011, New Zealand

+64 4 471 7000

wsp.com/nz

REV	DATE	DETAILS
A	23.07.2021	Issued for Review

	NAME	DATE	SIGNATURE
Prepared by:	David Huang	23.07.2021	
Reviewed by:	Roger Burra	26/07/21	
Approved by:	Roger Burra	26/07/21	

INTRODUCTION

The purpose of this document is to demonstrate that it is possible to establish the controls and regulations required to enable the proposed improvements along the Golden Mile and how this can be achieved. Opportunities and challenges will be identified, including implications, pros and cons with different approaches such as traffic regulation and a new permitting system. We will also identify aspects relating to traffic control that should influence or be considered in the streetscape design.

The considerations for identifying the most appropriate controls will be outlined in this report and the recommended approach will be explained. We will discuss the steps needed to establish the required controls and outline a high-level strategy appropriate for the Golden Mile project.

A Traffic Control Strategy will be briefly outline at the end of this report to clarify the timeframe of the traffic resolution process, how the design process will provide the information required for traffic resolutions and identify key risks to the traffic resolution process.

PRINCIPLES OF ACCESS REGULATIONS AND CONTROLS

Access regulations and controls aim to enable access to land uses while maintaining road safety and mobility through controlling access location, design, spacing and operation. Businesses frequently view any attempt to limit access to their land uses as economically detrimental. This view has been expressed during the public engagement of the Golden Mile and it can make implementation controversial.

The measures proposed in the Preferred Option of the Golden Mile project seek to limit and consolidate access for private motorised vehicles along the route, while promoting a street system that works better for people using public transport and active modes. The result is a road environment that functions safely and efficiently for its useful life, and a more attractive corridor along the Golden Mile.

Access regulations and controls should be simple to signpost, understand and enforce. They should be easily understandable by all road users. The system should be reasonably easy to implement, and the message of the access restrictions and regulations should be clearly communicated to the road users by design. It is important that the system can be enforced when it comes to regulating either stationary or moving vehicles.

REGULATION APPROACHES

LAND TRANSPORT ACT 1998 (LTA)

The content of the traffic bylaw is made legal by the LTA (Section 22AB), which states that a local authority can make a bylaw on specific traffic and parking matters, appoint parking wardens (parking officers) and what their powers are.

The traffic bylaw should be read alongside the Land Transport (Road User) Rule 2004 (the Road User Rule) – a government regulation made under the LTA, which establishes detailed traffic rules, (for example, traffic signals, pedestrian crossings, parking, speed limits) and the LTA.

The powers of parking wardens (parking officers) are set out in the LTA and the infringement fees are set in the Land Transport (Offences and Penalties) Regulations Act 1999, these are not controlled by the Council.

TRAFFIC BYLAW

The purpose of the traffic bylaw is to regulate a wide range of activities that take place on road reserves within Wellington City. This is to protect, promote and maintain public health and safety and protect the public from nuisance, harm and to minimise the potential for offensive behaviour preventing the wellbeing and enjoyment of the public using the road.

The traffic bylaw sets the requirements for parking and control of vehicles or other traffic on any road owned or managed by Wellington City Council, including the Golden Mile. This includes the ability to:

- Create parking meter areas and restricted parking zones;
- Specify times for parking, set parking fees;
- Ban turns or otherwise direct how the roads may be used
- Provide information about parking such as using signs and road markings;
- Establish the Council mechanism for making decisions by Council resolution and the processes required; and
- A list of offences.

The Wellington City Council Traffic and Parking Bylaw 2021 is made pursuant to section 22AB of the Land Transport Act 1998. In addition, traffic and parking issues are also regulated and controlled by other Acts and Regulations. This includes the Land Transport (Road User) Rule 2004 and the Local Government Act 1974, which should be referred to in conjunction with this Bylaw.

This Bylaw allows the Council by resolution¹ to permit, prohibit, limit, restrict, or control on any specified road or portion of road, or any land owned or controlled by Council and not being a road or part of a road.

Any resolutions under this Bylaw may:

- Be made in respect of a specified class, type or description of vehicle, and may be revoked or amended by the Council.
- Be expressed or limited to apply only on specified days, or between specified times, or in respect of specified events or classes of events or be limited to specified maximum periods of time.
- Also, where appropriate, prescribe, abolish or amend fees, whether annual, hourly or otherwise, as the Council may reasonably require for any parking space, parking area, building, transport station, or restricted parking area; and may prescribe the methods of displaying appropriate receipts for payments, or other authority to use or park in such spaces, buildings or areas.
- In respect of any resolution made in terms of this Bylaw, specify a minimum number of occupants in any private motor vehicle.
- Be made in respect of any defined part of a road, including, any defined footpath, carriageway or lane.

Some typical traffic resolutions which might be applied to the Golden Mile include but are not limited to:

- Specify one-way roads
- Prohibit or restrict left or right turns and U-turns
- Prescribe certain routes and manoeuvres on roads

¹ Once a Traffic Resolution Report outlining the proposed traffic control changes is passed by WCC, it becomes a “resolution”. The process will be explained in detail at the later part of this report.

- Prescribe a road or part of road as a special vehicle lane
- Prohibit traffic control by size, nature or goods on certain roads
- Specify certain roads or parts of road to be shared paths and cycle paths
- Specify certain roads or parts of roads to be shared zones
- Construct anything on, over, or under a road or cycle path
- Prohibit or restrict cruising on certain roads
- Prohibit or restrict light motor vehicles on certain roads at certain times
- Determine prohibitions and restrictions on the stopping, standing or parking of all or any specified vehicles or classes of vehicles on roads
- Determine a parking place, a coupon parking area, or metered parking area, or a transport station and the method of use and payment for these areas
- Prohibit the use of parking spaces by other than specified users or vehicles or certain categories of user or vehicle
- Reserve any parking space for disabled persons
- Declare roads or parts of roads where heavy vehicles, immobilised vehicles and trailer parking is permitted at specified times

MOVING VIOLATIONS V.S. STATIONARY OFFENCES

A moving violation is any violation of the law committed by the driver of a vehicle while it is in motion. The term "motion" distinguishes it from other motor vehicle violations, such as paperwork violations (which include violations involving vehicle insurance, registration and inspection), parking violations, or equipment violations. Examples of moving violations include driving in a bus lane or bus-only lane or failing to comply with a banned turn.

According to Land Transport Act 1998, stationary infringement offences involve non-moving vehicles and they can be parking offences and not having a current Warrant of Fitness or vehicle registration.

Wellington City Council Parking Services issues an infringement ticket if a driver does not pay for their parking, overstay the time limit, park unsafely – for example, on broken yellow lines or on the footpath or park a vehicle on a road with an expired warrant of fitness or licence label.

Wellington City Council does not issue infringement tickets to moving vehicles, with the exception of bus lane infringements. WCC's ability to enforce unauthorised use of special vehicle lane can be extended to other types of special vehicle lanes such as transit lanes (T2, T3 lanes, etc.).

Based on Section 40 of the Land Transport Act 1998 and Rule 2.3(1)(f) of the Land Transport (Road User Rule) 2004, WCC is able to issue infringement notice to a person drove a vehicle on a road and used a special vehicle lane (e.g.; bus lane) reserved for a specific class or classes of vehicle other than the one being driven.

ROAD TRAFFIC CONTROLS

Road traffic control at its most elemental level is achieved through the use of a system of signs, signals, and markings. Engineering standards such as Manual of Traffic Signs and Markings (MOTSAM) are used to assure that the traffic control devices convey a clear and simple meaning to the motorist. A comparable and matching education programme

is needed, through driver-licensing authorities, to assure that those who operate motor vehicles understand the rules of the road and the actions that they are required or advised to take when a particular control device is present.

REGULATING THE ACCESS TO THE GOLDEN MILE

To regulate the access into the Golden Mile, three main methods have been considered:

- A. Road Traffic Controls - as discussed above, this is the most common way of establishing controls and restrictions and this is achieved through the use of a system of signs, signals, and markings.
- B. Physical Access Control - physical access controls, whether they be gates, barriers, bollards or any of a number of other mechanisms. When such systems are properly maintained and the set of policies that govern their use is followed, they can be very efficient in controlling access.
- C. Permitting System - a Golden Mile access permit. This system would allow permit holders who meet WCC requirements in relation to road use, vehicle class, type or travel time period to access the corridor. Some examples of permit holders include buses, emergency vehicles, service vehicles, taxis and ride share vehicles which travel to parts of the Golden Mile during certain time periods.

The difference between methods A and C is that Method A Road Traffic Controls is more strongly aligned to vehicle types and classes and Method C Permitting System is more aligned to specific vehicles through registration. In comparison, Method A Road Traffic Controls is a more business as usual approach.

The pros and cons of the three methods have been tabled as below:

	A. Road Traffic Controls	B. Physical Access Control	C. Permitting System
Establishment	<p>Pros</p> <p>Use of a system of signs, signals, and markings. Relatively easy implementation.</p> <p>Cons</p>	<p>Pro</p> <p>Clear to users when the control is established and physically present</p> <p>Cons</p> <p>More expensive physical works. Although they can be removed, they are considered more permanent measures compared with signs and markings</p>	<p>Pros</p> <p>Proven technology and less physical civil infrastructure required</p> <p>Cons</p> <p>Software and hardware infrastructure can be expensive. Issuing permits can be time-consuming.</p>
Enforcement	<p>Pros</p> <p>Enforcement can be labour-intensive. WCC officers have limited power in enforcing moving violations. They can issue</p>	<p>Pros</p> <p>Easy to enforce as prohibited users will be physically restricted for certain movements</p>	<p>Pros</p> <p>Enforcement is undertaken by a computerised system and less reliant on human judgement</p>

	<p>infringement tickets to abusers of bus lanes and other types of special vehicle lanes, but they are unable to enforce other moving offences such as making a banned turn or speeding.</p> <p>Cons</p> <p>Relying on road users to understand and obey the regulations. Moving violations including access restrictions are hard to enforce</p>	<p>Cons</p> <p>Physical infrastructure along cannot stop some traffic violations. Still some reliance on traffic officers and enforcement system</p>	<p>Cons</p> <p>At this stage, current legislation does not allow computerised system to issue infringement tickets without manual verification by an officer</p>
Operational Cost	<p>Pros</p> <p>Low operational and maintenance cost of the infrastructure once established</p> <p>Cons</p> <p>Reliance on traffic officers for enforcement. Even camera enforcement requires manual verification.</p>	<p>Pros</p> <p>Low operational and maintenance cost of the infrastructure once established</p>	
User Experience	<p>Pros</p> <p>Education and familiarisation of new controls needed. Most road users are used to the common traffic controls proposed for the Golden Mile</p>	<p>Pros</p> <p>Easy to understand. Access to the Golden Mile will be physically restricted, leaving little chance for access violations.</p> <p>Cons</p> <p>Inflexible. However, this could be addressed by removeable infrastructure</p>	<p>Pros</p> <p>Education and familiarisation of new permit system needed. Easier to use - permit holders can access the Golden Mile while others can not</p> <p>Cons</p> <p>Administrative processes and costs.</p>

Table 1. Pros and Cons of Different Approaches

It is likely that a hybrid approach involving road traffic controls and a permitting system would be most suitable for the Golden Mile.

Discussion with representatives of WCC's Parking Services team on 17 June 2021 has confirmed that WCC are working to procure technological systems (e.g. cameras, no. plate recognition, back room data processing, new control centre) and deliver the new traffic enforcement technology within 12-18 months.

WCC are expecting to procure a number of cameras that would be installed as part of the new system. Although none are currently planned for the Golden Mile, additional cameras could be implemented on the Golden Mile to enable the proposed controls to be enforced whether they be enacted by a permitting system or not.

It was also confirmed that technology systems and back-room database that is expected to be procured as part of the parking systems upgrade could be used in association with a permitting system (linked to number plates) to enable exemptions to general traffic bans within the Golden Mile.

The planned enforcement system will be designed to have capability to be used for enforcement of both stationary and moving offences. At this stage, WCC is not empowered to enforce moving offences (i.e. banned turns, no entry,) apart from bus lane violations and use of a special vehicle lane reserved for a specific class or classes of vehicle other than the one being driven.

PROPOSED ACCESS CONTROLS

The Golden Mile will need to accommodate a range of users that have different access requirements and modes of movement. Based on the current Preferred Option, the key traffic controls for each part of the Golden Mile are as listed below. It is worth noting that while the types of traffic controls are largely confirmed, they are still subject to changes. Details such as exact locations and time restrictions will be determined as part of the Detailed Design.

LAMBTON QUAY

- Bi-directional cycleway or shared path between Whitmore Street and Panama Street
- Bus-only or bus lanes
- Access for service vehicles – time restricted
- Limiting side street access to private motorised vehicles at Stout Street, Waring Taylor Street, Johnson Street, Brandon Street. Bus movement through Stout St intersection may be allowed
- Loading bays at various locations

WILLIS STREET

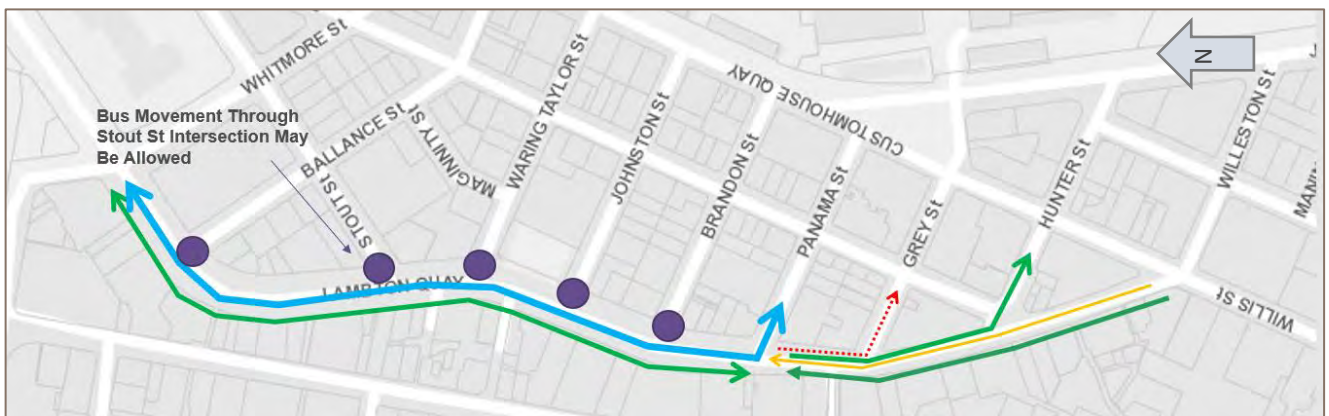
- Bus-only and/or bus lanes
- One-way cycle connectivity (no cycle facility provision) between Boulcott Street and Lambton Quay
- Access for service vehicles – time restricted
- Closure of side street access at Mercer Street

MANNERS STREET

- Bus-only lanes
- Access for service vehicles – time restricted
- Limiting side street access at Lower Cuba Street

COURTENAY PLACE

- Bi-directional cycleway or shared path between Taranaki Street and Cambridge Terrace
- Bus-only or bus lanes
- Permission for service vehicles – time restricted
- Closure of side street access at Allen Street and Blair Street
- Tory Street becomes straight-through traffic only. No turning in any direction, except left turn for cyclists
- Loading bay at various locations
- Consolidated bus stops



Legend:		
Bi-directional Cycleway or Shared facility		Bus Only or Bus Lanes
Cycles banned		Cycle Connectivity
Cycle Connectivity (no provision)		Restricted Side Street Access

Figure 1. Proposed Access Controls on Lambton Quay

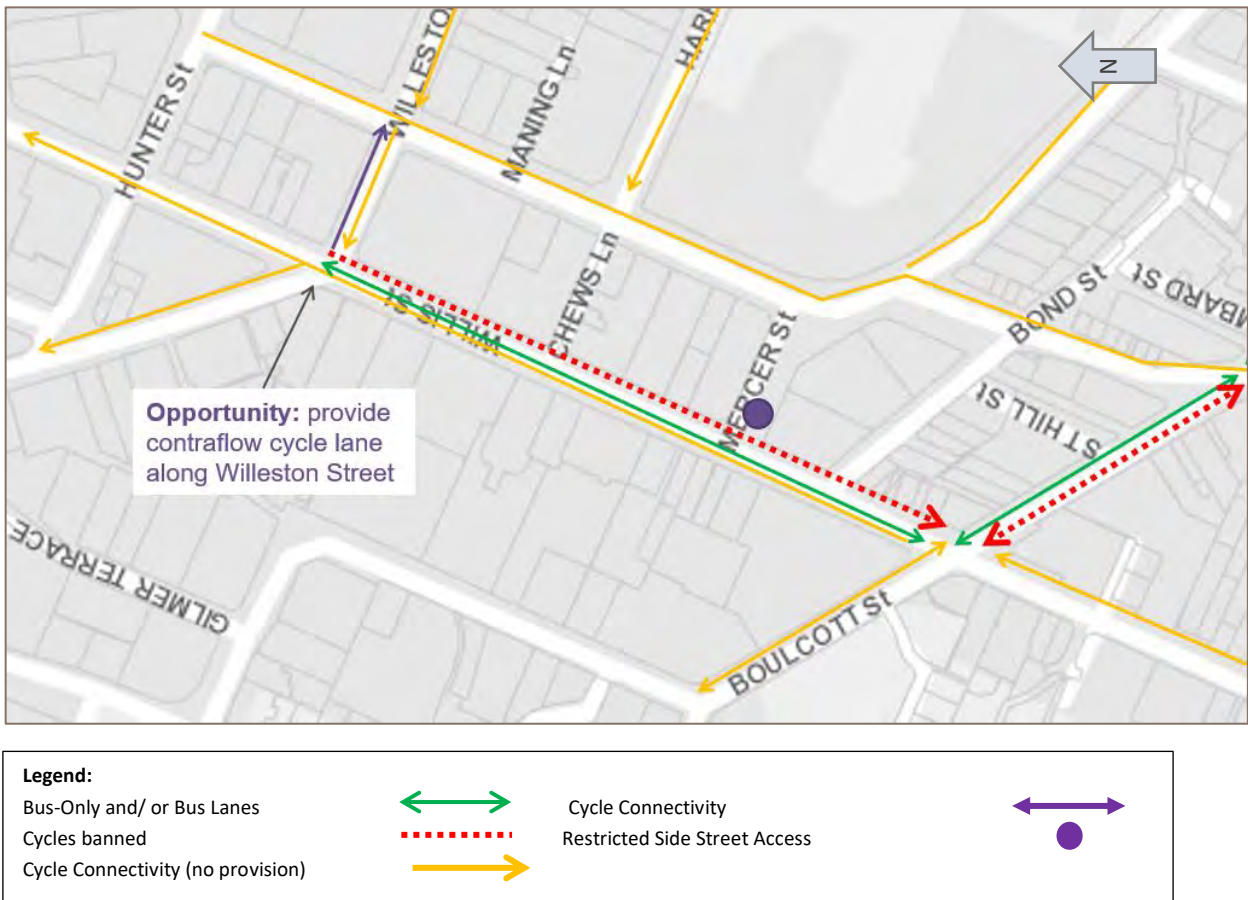


Figure 2. Proposed Access Controls on Willis Street

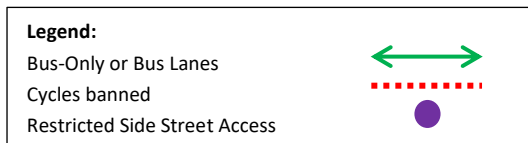
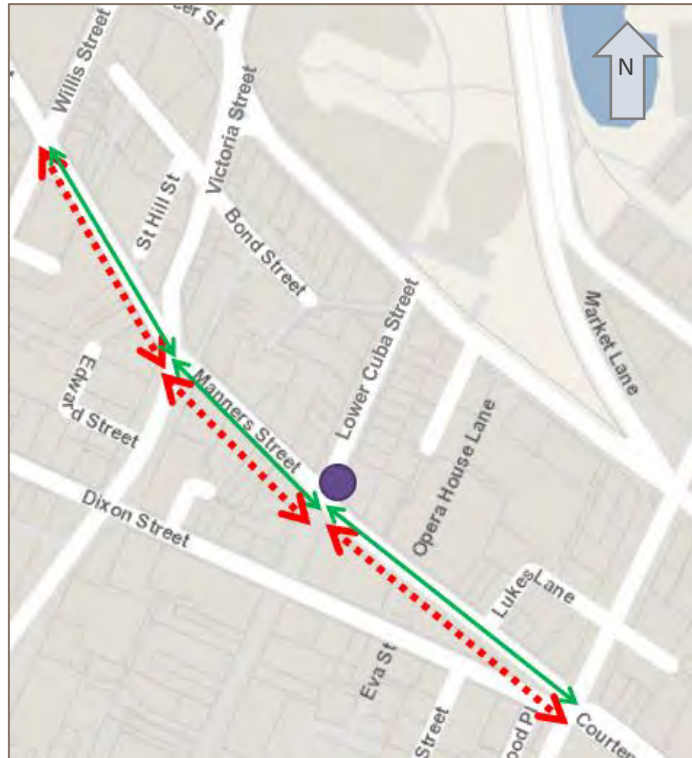


Figure 3. Proposed Access Controls on Manner Street

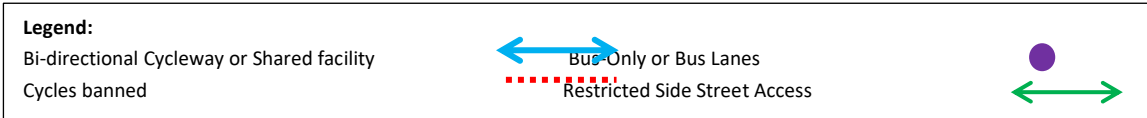
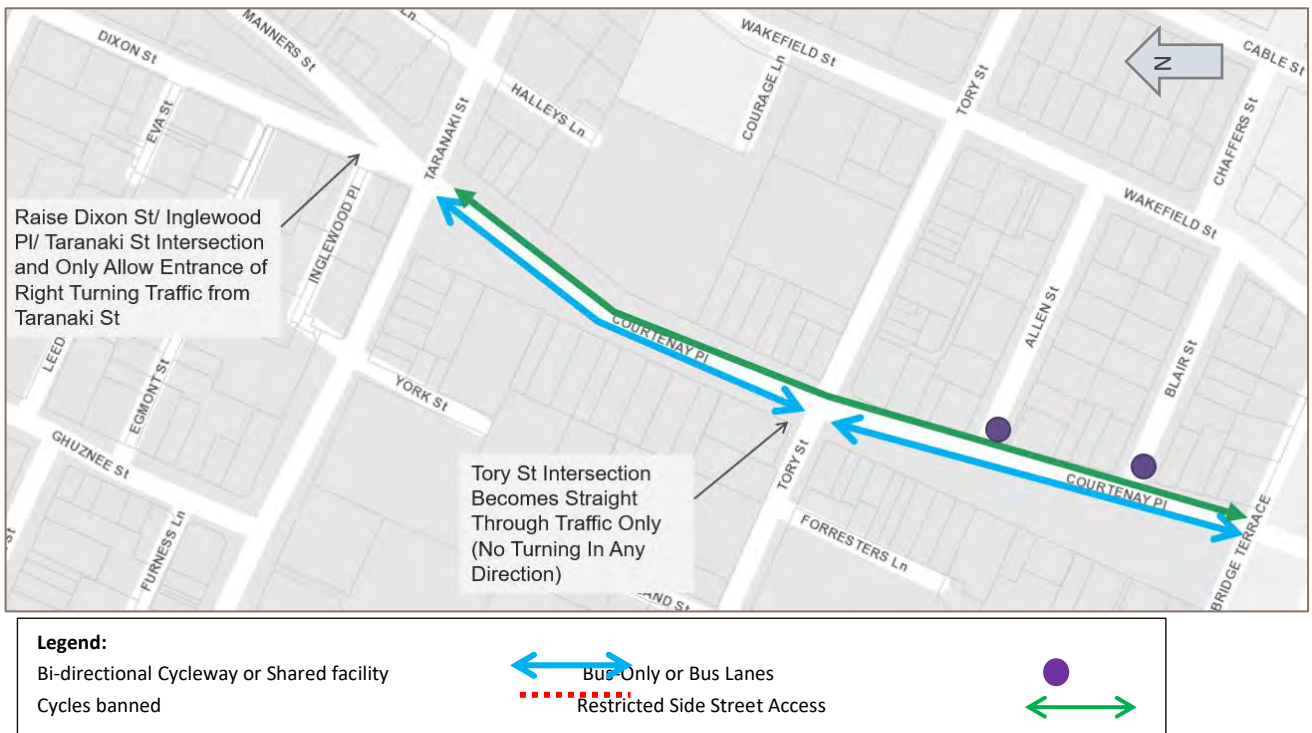


Figure 4. Proposed Access Controls on Courtenay Place

PROPOSED TRAFFIC CONTROLS

This section of the report discusses the different types of traffic controls proposed as part of the Preferred Option of the Golden Mile improvements and how they can be enabled and implemented. Diagrams are provided to show where these traffic controls will apply. It is worth noting that the focus of this section is giving effect to the design and outlining how to regulate these traffic controls, rather than justifying the design itself.

BUS LANES

Two types of bus facilities have been proposed for the Golden Mile. They are bus lanes and bus-only lanes. Bus lanes can be used by buses, bicycles, motorcycles/scooters and in-service taxis. Bus-only lanes can only be used by buses. All other vehicles can use these lanes briefly (up to 50 metres) to cross through to another lane or turn into another street. The differences are highlighted below.





Lane marking and sign	Who can use the lane
	<p>Only buses, bicycles, motorcycles/scooters and in-service taxis are allowed to use this lane.</p>
	<p>During the times listed, only buses, bicycles, motorcycles/scooters and in-service taxis can use this lane.</p> <p>Outside of the times listed, all vehicles can use the lane.</p>
	<p>Only buses are allowed to use this lane.</p>
	<p>During the times listed, only buses are allowed to use this lane.</p> <p>Outside of the times listed, all vehicles can use the lane.</p>

Table 2. Bus Lane vs. Bus-Only Lane

According to Section 2(1) of the Transport Services Licensing Act 1989, a “bus” is defined as a passenger service vehicle that has more than nine seating positions (including the driver’s seating position).

To establish the bus or bus-only lanes through WCC's traffic resolution process, a legal description will need to be added to the Wellington City Council Traffic Bylaw Schedule C (Direction).

LOADING ZONES

As part of the proposed improvements along the Golden Mile, loading zones will be created at various locations. Loading zones are short-term parking spaces that allow businesses to load or unload goods. WCC issue loading zone permits so that small business operators can service their business or customers without having to purchase a goods vehicle. It also prevents motorists who are not involved in a goods service from parking in a loading zone. Loading zones can be used by goods vehicles and business vehicles with a loading zone permit. Businesses that use goods vehicles do not need a permit. Goods vehicles are those designed especially for the purpose of trade, such as vans (without back seats), flat-deck trucks and utility vehicles.² Businesses that use any other kind of vehicle to load or unload goods need a permit to use a loading zone.

According to WCC website, loading permit conditions are:

- Parking availability is not guaranteed and can be affected by roadworks or construction.
- The vehicle must be used for the purpose of carrying goods.
- The permit is non-transferable and must only be affixed to the vehicle for which the permit is issued.
- The permit only applies to loading zones where signs specify "Goods vehicles and other authorised vehicles only".
- The vehicle must not be left unattended in a loading zone for longer than the time shown on the signs.
- It is the permit holder's responsibility to renew permits on an annual basis.

The current WCC permit system is limited to activities undertaken by stationary vehicles and does not apply to permission of traffic movement. To regulate access of servicing vehicles on certain roads or areas and/or during certain time periods, WCC needs to specify the permitted use of traffic controls (such as a bus lane) in the schedule of the traffic bylaw.

SPACE FOR PEOPLE ON BIKES AND FASTER MOBILITY

Along Lambton Quay (between Whitmore Street and Panama Street) and Courtenay Place (between Taranaki Street and Cambridge Terrace), space for people on bikes and faster mobility such as scooters is being proposed in the form of a bi-directional cycleway on one side of the road.

Cycle lanes are classified as special vehicle lanes (Land Transport Rule Traffic Control Devices 2004 definition). Therefore, they should be established by local bylaw; this is particularly important for bi-directional cycle lanes with which part of the cycle movements oppose the normally permitted direction of traffic.

A motor vehicle driver must not drive in a marked cycle lane unless the size of their vehicle or load or the presence of a road obstruction means it is impractical to stay outside the cycle lane and driving in the cycle lane can be done safely and without impeding other traffic. Whilst in some parts of Australia there are cycle lanes that operate as another space during certain hours, this practice is not permitted within New Zealand legislation.

² <https://wellington.govt.nz/parking-roads-and-transport/parking/business-and-trade-parking/loading-zone-permits>

To establish the bi-directional cycleway through WCC's traffic resolution process, a legal description will need to be added to the Wellington City Council Traffic Bylaw Schedule I (Cycle Lanes). An example can be found in Appendix A.

SIDE STREET ACCESS

As part of the Preferred Option for the Golden Mile, restrictions on side street access has been proposed at the following locations:

- Lambton Quay at Stout Street, Waring Taylor Street, Johnson Street, Brandon Street.
- Willis Street at Mercer Street
- Manner Street at Lower Cuba Street
- Courtenay Place at Allen Street and Blair Street

The current thinking behind the design of these restrictions is to limit the access to and from these side streets for motorised vehicles and convert the intersections into pedestrian amenity zones. Footpath and cycle path will connect directly onto the pedestrian amenity zones and people on bikes will be allowed to filter through the area and access the side streets at a low speed. Urban design will play an important role in enabling these closures as they are seen as a place-making opportunity where vehicle moving space are being converted to where people move, stop and socialise. An example of this type of side street closure can be found at Lower Cuba Street, as below:

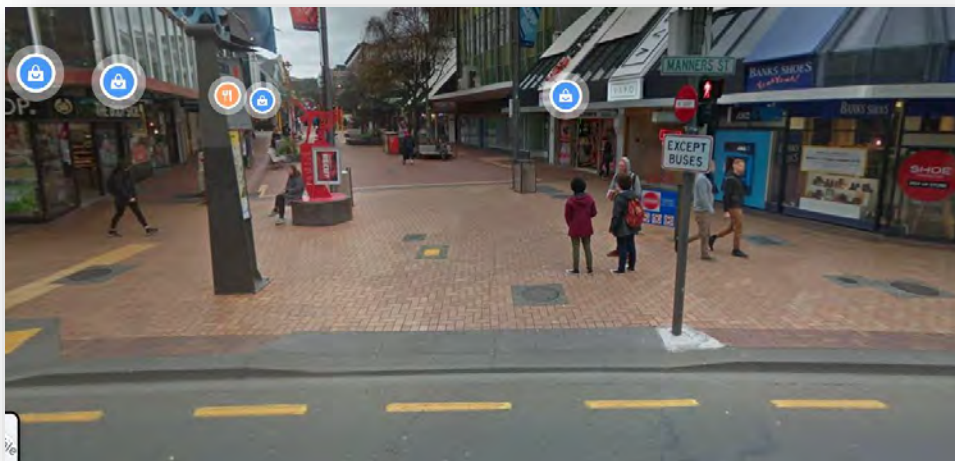


Figure 5. An Example of Side Street Access Control - Lower Cuba Street, Te Aro (Google Streetview)

Although the access from Lambton Quay to Stout Street will be closed to the general traffic, bus permeability may be allowed. The design of this intersection will be confirmed during the detailed design stage of the Golden Mile project and it is likely to be different from other proposed side street closures. Bunny Street outside Victoria University of Wellington provides an example of such design where the character of a road access is more prominent while a raised table has been provided along the pedestrian desire line.



Figure 6. An Example of Side Street Access Control - Bunny Street, Pipitea (Google Streetview)

ONE-WAY STREETS

The current permitted traffic movement on some of the side streets are one-way only. Once the closure of the side streets along the Golden Mile has been established, the vehicles travelling on the side streets will need to be allowed to travel both ways to enter and exit.

To establish the two-way movement on side streets through WCC's traffic resolution process, the legal description currently governing the one-way traffic control will need to be deleted from the Wellington City Council Traffic Bylaw Schedule C (Direction).

RESTRICTED MOVEMENTS

Another key feature of the Preferred Option is the restricted traffic movements at various locations. This includes locations where road users are prohibited from undertaking certain movements, as well as locations where performing certain movement(s) is the only option. For example:

At Manners Street/ Cuba Street intersection, currently only service vehicles are permitted to turn left from the westbound lane on Manner Street onto the pedestrianised section of Cuba Street. To allow this movement, WCC introduced a "No left turn. Northwest bound traffic No left turn to Cuba Street south from Manners Street." restriction under 'Schedule C - Direction' with the detailed descriptions of "At All Times, except for service vehicles Monday to Saturday 5:00am - 10:00am" to allow for exceptions for service vehicles.

On Manner Street at its intersections with Lukes Lane and Opera House Lane, to prohibit vehicles from turning left on to the bus-only lane along Manner Street, WCC imposed a "Turn Right, At All Times, South bound traffic on Lukes Lane at its intersection with Manners Street." restriction under 'Schedule C - Direction'.

Signage is key to communicating the movement restrictions. With the signs under the 'Direction and Placement'³ category of Waka Kotahi's sign specifications, we can communicate effectively on the movements allowed or prohibited, such as no entry, left and/or right turn only, except authorised vehicles/buses/cycles, one-way, no left/right turn, etc. Exceptions such as allowing service vehicles or buses for certain movements can be made through inserting conditions in the legal description of the Traffic Resolution Report.

Under the current Preferred Option, restricted movements include:

- Lambton Quay (north of Whitmore Street and Bowen Street), left turn only onto Whitmore Street and right turn only onto Bowen Street
- Masons Lane, no entry, except authorised vehicles
- Woodward Street, no entry, except authorised vehicles
- Willeston Street, turn right onto Customhouse Quay, except buses
- Willis Street, no left turn onto Lambton Quay, except buses (and cycles)
- Willis Street, no left turn onto Manners Street, except buses
- Willis Street, turn left onto Boulcott Street, except buses
- Boulcott Street, turn right onto Willis Street, except buses (can travel straight through onto Manners Street)
- Victoria Street, no left turn onto Manners Street, except buses
- Opera House Lane, turn right onto Manners Street
- Opera House Lane, no entry from Manners Street
- Lukes Lane, no entry from Manners Street
- Manners Street, turn left or right onto Taranaki Street, except buses
- Taranaki Street, no left turn onto Courtenay Place, except buses
- Tory Street, straight through movements only, except cycle movements left/right onto the proposed cycle lane
- Cambridge Terrace, no left turn onto Courtenay Place, except buses
- Kent Terrace, no right turn onto Courtenay Place, except buses
- Majoribanks Street, turn left onto Kent Terrace or turn right onto Cambridge Terrace, except buses which can travel straight onto Courtenay Place

The restricted movements listed above will be subject to changes as the detailed design progresses.

TAXIS AND SHARED MOBILITY

The use of bus and bus-only lanes by special vehicles such as taxis and shared mobility services (such as Uber and Ola) can be permitted through inserting exceptions in the legal description of the resolution for the bus/ bus-only lanes.

Taxis are more easily identifiable than the shared mobility vehicles from their appearance. Once bus/ bus-only lanes are installed on Courtenay Place and Lambton Quay, it will become harder to enforce the use by shared mobility service

³ <https://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/?category=677&subcategory1=691&sortby=Default&term=>

vehicles. Even though a permit system will be able to filter out the shared mobility service providers by permit linked to the number plates, abuses by off-duty vehicles can occur and will be difficult to enforce.

Rules on the use of taxi stands should be established by WCC if shared mobility service vehicles are to be allowed to share them. At the Embassy Theatre end of Courtenay Place, there is opportunity to transform the current slip lane into a shared space. This space could be used as a taxi and ride share waiting area during the off-peak periods such as during the evenings.

At the time of preparing this report, WCC is undertaking a trial⁴ at this slip lane. Temporary changes have been made at the slip lane area to improve the flow of public transport through Courtenay Place and provide a safer place for taxis and ride shares to wait for customers.

A dedicated taxi and ride share stand in the existing slip lane on Courtenay Place has been created during the following hours:

- Friday 8pm to Saturday 8am
- Saturday 6pm to Sunday 8am
- Sunday 6pm to Monday 8am

By creating this designated area, WCC seeks to allow for safe pick up and drop off locations for people using these services, particularly during peak entertainment hours. It also means that the bus stops along Courtenay Place where the taxi stands were previously allowed will be freely used by the buses and passengers.

STEPS TO ESTABLISH CHANGES TO TRAFFIC RESOLUTIONS AND PERMITTING SYSTEM

Traffic and parking controls have a direct impact on road users. Wellington City Council's resolution and approval process ensures the most appropriate controls and restrictions are put in place and can be legally enforced.

WCC is required to contribute to an effective, efficient and safe land transport system in Wellington City. WCC bylaws allow the establishment of certain traffic and parking controls by resolutions under the bylaws (this power is delegated to the Regulatory Processes Committee). WCC also has the power under the Local Government Act 1974 and Land Transport Act 1998 to approve a range of other traffic controls. The Regulatory Processes Committee is delegated to power to pass resolutions for these controls.

The resolution and approval processes ensure that WCC can consider the relevant information in making decisions on traffic and parking controls. Legalising the restrictions and controls ensures that they can be enforced by WCC and the NZ Police.

TRAFFIC RESOLUTION REPORT

To establish changes to traffic controls, a Traffic Resolution Report is required. The report needs to clearly outline the traffic control changes required. Background information and the rationale behind the changes are needed to help the audience understand the drivers behind the proposed change.

⁴ <https://wellington.govt.nz/community-support-and-resources/safety-in-wellington/community-safety/courtenay-place-taxi-stand-trial>

The 'Consultation' section will explain the public consultation and other forms of engagement undertaken, as well as their outcomes. Readers of the report should be able to gain a clear understanding how the general public and other key stakeholders are for or against the proposal.

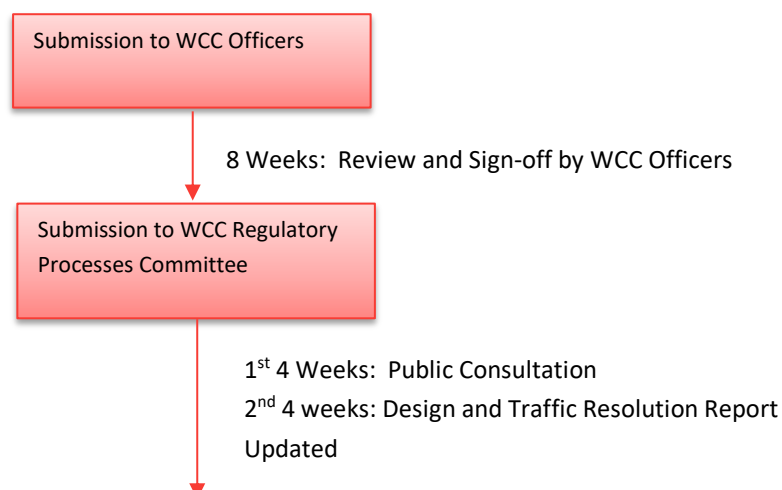
The 'Legal Description' section will provide a detailed description of the proposed traffic control changes using the required format where traffic controls are added or deleted from a series of schedules of the WCC Traffic Bylaw.

A set of traffic resolution plans will need to be attached to the Traffic Resolution Report. The goal of a resolution plan is simplicity as these drawings will be interpreted by an adjudicator should a restriction ever be challenged in court. The information the Regulatory Processes Committee requires from a resolution plan is not complex, particularly when compared to typical construction plans. Generally, what is necessary in a resolution plan is kerb location, existing road markings and any relevant features that may be affected by a parking restriction or traffic control change in some manner, like driveways and/or existing controls. The type, location, extent/ dimensions of the proposed traffic controls should form the key elements of the report. In addition, enough information needs to be supplied in the resolution plan to locate the resolution area within a map. This is done by adding section boundaries and relevant section information such as property addresses. Information beyond this tends to clutter the resolution plans and provide more opportunity for confusion and misinterpretation.

TIMELINE FOR TRAFFIC RESOLUTION PROCESS

The Regulatory Processes Committee at WCC meets regularly to consider traffic and parking control reports. Traffic Resolutions reports must first be reviewed and signed off by various WCC officers. It can be expected that this process will take approximately 8 weeks. A Traffic Resolution Report will need to be submitted in draft to Wellington City Council eight weeks prior to the scheduled Regulatory Processes Committee meeting. The first four weeks will largely involve a public consultation process where the general public will have the opportunity to review the proposed changes and provide their feedback. Following the four-week period, the draft Traffic Resolution Report will be updated with the "Consultation" section added with a detailed summary of the consultation undertaken and the feedback received. During the second four-week period, the Designer will have the opportunity to update the design in response to the feedback received. Senior WCC officers, ELT members and Regulatory Processes Committee members will be briefed on the proposed the traffic control changes and the consultation outcome. WCC's Democratic Services team will work with the members of the public who wish to speak at the Regulatory Processes Committee on their feedback in preparation of the meeting.

Once the report is tabled at the Regulatory Processes Committee meeting and passed by the Committee, it becomes a 'resolution'. Together with the minutes of the meeting, the resolution becomes the legal record of authority to install and place restrictions on the roading network. There are various WCC departments that use resolutions to support infringement notice issues and prosecutions, should infringements be challenged.



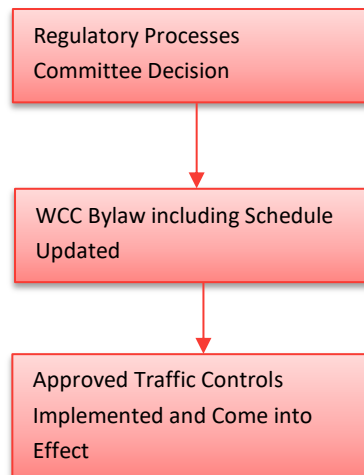


Figure 7. WCC Traffic Resolution Process

Based on the information provided by Wellington City Council, the following dates for future Regulatory Processes Committee meetings have been scheduled:

2021: 11 August, 8 September, 13 October, 10 November and 8 December

2022: 9 February, 9 March, 13 April, 11 May, 8 June, 10 August and 14 September

TRAFFIC CONTROL STRATEGY

This section outlines the high-level traffic control strategy of the Let's Getting Wellington Moving Golden Mile Project that will need to be adopted to enable the design of the Preferred Option to be implemented and become enforceable.

The key objectives of the strategy are:

- Confirm the timeframe of the traffic resolution process for the Golden Mile improvements
- Confirm how the design process will provide the information required for traffic resolutions
- Identify key risks to the traffic resolution process

While the exact details of the traffic control changes will rely on the finalisation of the detailed design, the time frame for detailed design is important in determine when the traffic resolution process should commence. The construction of the Golden Mile improvements is expected to start the end of 2022 and the design process will span from August 2021 to August 2022.

The engagement and design approach needs to be fully integrated with the traffic resolution process. In a nutshell, the planned engagement programme will comprise of three key stages:

- Involve – early release of concept plans (from August 2021)
- Consult - Consultation on plans at 60% stage (Late 2021)
- Inform - Close the loop and update on plans at the 80% stage (April/May 22)

This engagement throughout the design phase will lay the foundation for the required formal public consultation during the traffic resolution process. It will seek to identify and mitigate issues that may cause objections from the general public. It will also provide confidence to the decision makers that the Golden Mile project team has had sufficient opportunities to receive and incorporate the public feedback on the proposed design.

As WCC representatives will be heavily involved in the design process, the design team will have opportunities to address any issues or concerns from a Council perspective. This practice will also help streamline the process as the proposed Traffic Resolution Reports navigate through the WCC internal approval process prior to reaching the Regulatory Processes Committee.

The traffic resolution process needs to commence towards the end of the detailed design phase which is likely to be from June 2022.

The recommended approach for traffic resolution process of the Golden Mile improvements is to prepare four separate Traffic Resolution Reports for each of the key components of the Golden Mile - Lambton Quay, Willis Street, Manner Street and Courtenay Place.

The key sections of each Traffic Resolution Reports such as 'Background' and 'Information' will be almost identical as they communicate how the different components are linked together and the overall objectives the proposed improvements along the Golden Mile are trying to achieve. By preparing and submitting separate Traffic Resolution Reports, the risk of one or several design elements of a particular location holding up the approval of or derailing the entire project is greatly contained.

APPENDIX A - EXAMPLES OF LEGAL DESCRIPTION CHANGES

BUS/ BUS-ONLY LANE

To establish the bus or bus-only lanes through WCC's traffic resolution process, a legal description will need to be added to the Wellington City Council Traffic Bylaw Schedule C (Direction) using the following format:

"Add to Schedule C (Direction) of the Traffic Restrictions Schedule

Column One: Lambton Quay

Column Two: Buses Only,

Column Three: At All Times, From ... to ...

OR

Column Two: Bus Lane,

Column Three: At All Times, lane may be used by police, traffic enforcement, and service vehicles, From ... to ..."

Examples of similar traffic control change can be found in Wellington City Council's Traffic Restrictions Database supplied by WCC. The specific legal description of the bus lanes or bus-only lanes are as below:

Example 1.

The section of Manner Street Bus-Only Lane between Victoria Street and Cuba Street:

"Column One: Manner Street

Column Two: Buses Only,

Column Three: At All Times, Southeast from intersection of Victoria Street to Cuba Street."

Example 2.

The section of part-time westbound bus lane on Courtenay Place east of Taranaki Street:

"Column One: Courtenay Place

Column Two: Bus Lane,

Column Three: Monday to Friday 4 - 6pm, lane may be used by bicycles, motorcycles, police, traffic enforcement, and any vehicle for 50m turning into or out of a side street or property. North kerbside, eastbound lane, commencing 13 metres from its intersection with Taranaki Street, and extending in an easterly direction for 82 metres."

SPACE FOR PEOPLE ON BIKES AND FASTER MOBILITY

To establish the bi-directional cycleway through WCC's traffic resolution process, a legal description will need to be added to the Wellington City Council Traffic Bylaw Schedule I (Cycle Lanes) using the following format:

"Add to Schedule I (Cycle Lanes) of the Traffic Restrictions Schedule

Column One: Lambton Quay

Column Two: Two way cycle path,

Column Three: At All Times, East Side, From ... to ...”

To enable special vehicles such as scooters and e-scooters to use the proposed cycle path, the permitted vehicles will need to be specified in the Column Three of the legal description. For example:

“Add to Schedule I (Cycle Lanes) of the Traffic Restrictions Schedule

Column One: Lambton Quay

Column Two: Two way cycle path,

Column Three: Except Scooters - At All Times, East Side, From ... to ...”

Example:

An example of similar traffic control change can be found in Wellington City Council’s TR30-18 Oriental Parade Cycle Improvements”⁵ The specific legal description of the new bi-directional cycle path is as below:

<i>Add to Schedule I (Cycle Lane) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Oriental Parade	<i>Two way cycle path</i>	<i>Westbound and Eastbound, north side, following the kerbline from its intersection with Herd Street (Grid Coordinates X=2659613.439627 m, Y=5989030.810441 m) and extending in an easterly direction for 277.1 metres.</i>

ONE-WAY STREETS

To establish the two-way movement on side streets through WCC’s traffic resolution process, the legal description currently governing this traffic control will need to be deleted from the Wellington City Council Traffic Bylaw Schedule C (Direction) using the following format:

“Delete from Schedule C (Direction) of the Traffic Restrictions Schedule

Column One: Brandon Street

Column Two: One Way Restriction

Column Three: No Supplement”

⁵ <https://www.transportprojects.org.nz/assets/Uploads/TR30-18-Oriental-Parade-Cycle-Improvements.pdf>



Contact

Stantec Building

Level 15, 10 Brandon Street

Wellington Central, Wellington 6011

+64 4 381 6700

Futuregroup »



aurecon

Jasmax



Boffa Miskell



local