

**ORDINARY MEETING
OF
REGULATORY PROCESSES COMMITTEE
AGENDA**

Time: 9:30am
Date: Wednesday, 14 April 2021
Venue: Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Wellington

MEMBERSHIP

Mayor Foster
Deputy Mayor Free
Councillor Condie
Councillor Matthews
Councillor O'Neill
Councillor Sparrow (Chair)
Councillor Woolf

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

The Regulatory Processes Committee has responsibility for overseeing the Council's regulatory functions, including responsibility for:

- Approving the list of Resource Management Act Commissioners and the associated Appointment Guidelines
- Objections to classifications under the Dog Control Act
- Fencing of swimming pools
- Road stopping
- Naming places in accordance with the Naming Policy, except for significant naming decisions, which are considered by the Strategy and Policy Committee.
- Traffic resolutions which are not considered by the Strategy and Policy Committee.
- Suburb boundaries
- Development Contributions remissions.
- Approving leases pursuant to Council policies.

To read the full delegations of this Committee, please visit wellington.govt.nz/meetings.

Quorum: 3 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,	Draw on the supreme sacredness
te wairua	To clear, to free the heart, the body
I te ara takatū	and the spirit of mankind
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 3 March 2021 will be put to the Regulatory Processes 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 Regulatory Processes 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 Regulatory Processes Committee.

Minor Matters relating to the General Business of the Regulatory Processes 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 Regulatory Processes 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. Petitions

E-PETITION: MAKE SAFE SPACE FOR CYCLING ON THORNDON QUAY

Summary

Primary Petitioner:	Patrick Morgan
Total Signatures:	389
Presented by:	Patrick Morgan

Recommendation

That the Regulatory Processes Committee:

1. Receive the information and thank the petitioner.

Background

1. Wellington City Council operates a system of e-petitions whereby people can conveniently and electronically petition the Council on matters related to Council business.
2. Patrick Morgan opened an e-petition on the Wellington City Council website on 22 December 2020.
3. The e-petition details are as follows:

We all deserve safe streets.

Let's make Thorndon Quay safe for people on bikes.

We call on Wellington City Council to change angle parking to parallel parking on Thorndon Quay, to make space for people on bikes.

Thorndon Quay is a key route in Wellington's cycling network, linking the city with northern suburbs. Sadly, it has a high crash rate. That needs fixing urgently.

4. The background information provided for the e-petition was:

FAQ

Q: Does Thorndon Quay need protected bike lanes?

A: Yes. These will happen in the Let's Get Wellington Moving upgrade, but in the meantime we need to make it safe.

Q: Is there a risk that a change to parallel parking means we won't get bike lanes?

A: No.

Q: What about parking?

A: A WCC study has shown that even at peak demand, there is plenty of unused car parks on Thorndon Quay. Wellington has more than 29,000 car parks in the central city.

5. The e-petition closed on 22 February 2021 with 389 authenticated signatures. The list of authenticated signatures is presented as Attachment 1.

Officers' response

6. Work is underway on addressing safety issues on Thorndon Quay as the result of a recent safety audit by Waka Kotahi.
7. This will be addressed through the Traffic resolution process which will give the affected communities an opportunity to share views which can be taken into account by Councillors.
8. Council officers propose to time the traffic resolution process to coincide with consultation Let's Get Wellington Moving is running on Thorndon Quay as part of their City Streets Programme.
9. Physical works would then occur in November dependant on the option taken for rollout of parking changes.
10. The above options will be analysed in the Business Case stage to determine which option will be the favourable one

Attachments

Attachment 1. Verified Signatures EP20-16 [↓](#) 

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Author	Anna Blomquist, T/I Transport Safety Education
Authoriser	Liam Hodgetts, Chief Planning Officer

SUPPORTING INFORMATION

Engagement and Consultation

Any consultation would take place as part of the Traffic resolution process.

Treaty of Waitangi considerations

None with regards to the recommendations of this paper.

Financial implications

None with regards to this paper.

Policy and legislative implications

None with regards to the recommendations of this paper.

Risks / legal

None with regards to the recommendations of this paper.

Climate Change impact and considerations

None with regards to the recommendations of this paper.

Communications Plan

Any communications would take place as part of the Traffic resolution process.

Health and Safety Impact considered

None with regards to the recommendations of this paper.

Petition Details

Title:	Make safe space for cycling on Thorndon Quay
Petition details:	<p>We all deserve safe streets.</p> <p>Let's make Thorndon Quay safe for people on bikes.</p> <p>We call on Wellington City Council to change angle parking to parallel parking on Thorndon Quay, to make space for people on bikes.</p> <p>Thorndon Quay is a key route in Wellington's cycling network, linking the city with northern suburbs. Sadly, it has a high crash rate. That needs fixing urgently.</p>
Signature Total:	389
Open Date:	22-Dec-20
Closed Date:	22-Feb-21

Principal Petitioner Details

First Name:	Patrick
Last Name:	Morgan
Suburb:	Te Aro
City:	Wellington
Organisation:	Cycle Wellington

Signatory Details

Name	Suburb	City
Ivan Eiroa Santamarina	Wellington	Wellington
Catherine Reisima	Maupuia	Wellington
Celia McAlpine	Brooklyn	Wellington
Jarrod Crossland	Maupuia	Maupuia
Christian Hipp	Island Bay	Wellington
Grant Buchan	Mt Cook	Wellington

Michael Archer	Aro Valley	Wellington
Chris Calvi-Freeman	Wellington	Wellington
Graeme Hearfield	Thorndon	Wellington
Matthew Molloy	Wellington	Wellington
Dean Quinn	Khandallah	Wellington
Ozzman Symes-Hull	Paraparaumu Beach	Wellington
Greg Bond	Crofton Downs	Wellington
Regan Dooley	Island Bay	Wellington
James Clarke	Berhampore	Wellington
Rachel Nicholls	Brooklyn	Wellington
Michael Crowley	Upper Hutt	Upper Hutt
Eleonora De Crescenzo	Wellington	Wellington
Matthew Cross	Wellington	Wellington
Malcolm Doidge	Brooklyn	Wellington
Lucy Alcock	Wadestown	Wellington
Deb Mills	Khandallah	Wellington
Nathaniel Stewart	Island Bay	Wellington
Kelvin Wills	Wellington	Wellington
Richard Reddaway	Kilbirnie	Wellington
Kate Linzey	Kilbirnie	Wellington
Melanie Bourke	Miramar	Wellington
Simon Shaw	Eastbourne	Lower Hutt
Jo Ferguson	Northland	Wellington
Phillip Kane	Ngaio	Wellington
Brook Mitchell	Porirua	Porirua
Keith Morris	Trentham	Upper Hutt
Paul Chaplow	St Johns Hill	Whanganui
Amy Bendall	Newlands	Wellington
Brittany Challis	Ngaio	Wellington
Gabi Steer	Thorndon	Wellington
Eamonn Doherty	Wellington	Wellington
Alastair Kendrew	Woodridge	Wellington
Igor Albornett	Wellington	Wellington
Paul Campbell	Newtown	Wellington
Steven Farrow	Johnsonville	Wellington
Emily Dinsdale	Kenepuru	Porirua
Gerad McArthur	Khandallah	Wellington
Peter Gent	Mt Victoria	Wellington
Annette Thomas	Churton Park	Wellington
Susie Robertson	Brooklyn	Wellington
Emily Hartley-Skudder	Thorndon	Wellington
Kathryn Martin	Stokes Valley	Lower Hutt
Andy Smith	Paparangi	Wellington
Steve Whittaker	Paparangi	Wellington
Venkat Raghavan	Grenada village	Wellington

Rick Parker	Lower Hutt	Lower Hutt
Allan Pledger	Wellington	Wellington
David Munden	newlands	wellington
Kim Willis	Newlands	Wellington
Kate Jensen	Te Aro	Wellington
KIRSTY JOHNSTON	BULLS	BULLS
Michael Gray	Miramar	Wellington
Claire Newman	Waltham	Christchurch
Holly Whall	Te Aro	Te Aro
Daryl Stephens	Wainuiomata	Lower Hutt
Anna Galvin	Ngaio	Wellington
Tasha Tan	Hataitai	Wellington
Bevan Cresswell	Ngaio	Wellington
Dylan Guitry	Newlands	wellington
Ian Shearer	Wadestown	Wellington
Sarah Kirkham	Thorndon	Wellington
Nan Stock	Torbay	Torbay, Auckland
Amy de Joux	Khandallah	Wellington
Karen LeSueur	Newlands	Wellington
Stuart Kuus	Normadale	Wellington
Simon Vita	Berhampore	Wellington
Joanna Swanson	Ngaio	Wellington
Jaimee C	Hataitai	Wellington
andrew carr	karori	wellington
Daniel Gray	Pipitea	Wellington
Maysen Bloemen	Wellington	Wellington
Liam Pledger	Tawa	Wellington
Jonathan Barnett	Petone	Lower Hutt
Ignatius Black	Khandallah	Wellington
Corina Mathie	Wellington	Wellington
Dionne Ward	Lower Hutt	Hutt City
Lisa Jarrett	Ngaio	Wellington
Matthew Reweti	Wellington	Wellington
Sam Somers	khandallah	Wellington
Peter Ramage	Petone	Lower Hutt
Peter Cornish	Khandallah	Wellington
Leigh Hunt	Whitby	Porirua
Asher Regan	Wellington Central	Wellington Central
Cassandra Bahr	Newtown	Wellington
Kathryn Fitzpatrick	Maungaraki	Lower Hutt
Roland Sapsford	Aro Valley	Wellington
Neil Fitzpatrick	Maungaraki	Lower hutt
Sean Duggan	Karori	Wellington
Frances Wright Johns	Ngaio	Wellington
Peter Barnes	Silverstream	Upper Hutt

Deborah Platts-Fowler	Khandallah	Wellington
John Grimwood	Karori	Wellington
James Barber	Berhampore	Wellington
Patrick Lam	Kelburn	Wellington
Holly Norton	Thordon.	Wellington
Tom Anderson	Khandallah	Wellington
Rhedyn Law	Newtown	Wellington
David Rowlands	Newtown	Wellington
Sally Murrey	Ngaio	Wellington
Flavia Machado	Island bay	Wellington
Kerry Parker	Island Bay	Wellington
Kevin Braddock	Heretaunga	Upper Hutt
Gareth Bostock	Northland	Wellington
Adrian Rumney	Stokes Valley	Lower Hutt
matthew Higgins	Island bay	wellington
Elisabeth Nielson	Kelson	Lower Hutt
Lucy Stewart	Wellington	Wadestown
Peter Falloon	Hataitai	Wellington
Mike O'Neil	Lower Hutt	Lower Hutt
Andrew Ivory	Seatoun	Wellington
Peter OBrien	Miramar	Wellington
Tristan Thomas	Karori	Wellington
Merran Bakker	Petone	Lower Hutt
Sid Jones	Ngaio	Wellington
Evan Freshwater	Raumati South	Kapiti Coast
Brendhan Callaghan	Mt Cook	WELLINGTON
Sarah Bogle	Mt Cook	WELLINGTON
Antonia Mann	Point howard	Lower hutt
Jeff Page	Waiwhetu	Lower Hutt
Pip Nelson	Khandallah	Wellington
Tim Harford	Brooklyn	Wellington
Tim Wright	Carterton	Carterton
Souradeep Gupta	Khandallah	Wellington
Richard McMillan	Aro valley	Wellington
Laura Christie	Brooklyn	Wellington
Bev Macris	Te Aro	Wellington
Mark Godfrey	Petone	Lower Hutt
Caroline Grimstone	Strathmore Park	Wellington
Chris Bloor	Churton Park	Wellington
Ella Borrie	Newtown	Wellington
Glenn Jones	Wellington	Wellington
Geeta McDonald	Belmont	Lower Hutt
Paul Kennett	Te Aro	Wellington
Scott Quinlan	Waiwhetu	Lower hutt
Joanne Snodin	Wellington	Wellington

Stuart Macandrew	Brooklyn	Wellington
Eliza Prestidge Oldfield	Newtown	Wellington
Ralf Schwoerer	Wadestown	Wellington
Craig Ward	Wellington	Wellington
Rebecca Morrissey	Hataitai	Wellington
Carolyn Ellis	Southgate	Wellington
Tim Leamy	Newlands	Wellington
Ben Wilde	Wellington	Wellington
Brent Leslie	Ngaio	Wellington
Rachael Cunningham	Ngaio	Wellington
Nick Warren	Tawa	Wellington
Julia FitzGerald	Tawa	Wellington
Andy Crosland	Maungaraki	Lower Hutt
Kathryn Kelly	Highbury	Wellington
Ray O'Hagan	Crofton Downs	Wellington
Thomas Damerham	Wellington	Wellington
David Capel	Normandale	Lower Hutt
Abraham Faid	Wilton	Wellington
Zong Chen	Northland	Wellington
Garth Baker	WELLINGTON	WELLINGTON
Nicholas Carman	Albany	Auckland
Emma Osborne	Wellington	Wellington
Matt Fowler	Ngaio	Wellington
Adrian Vercoe	Seatoun	Wellington
Gustavo Vallejos	Johnsonville	Wellington
Dean Riley	Lower Hutt	Lower Hutt
Ian Sellen	Wellington	Wellington
Julian Tanaka	Thorndon	Wellington
James Gilbert-Milne	Karori	Wellington
Barry Phease	Lower Hutt	Lower Hutt
Lyn Garrett	Wellington	Wellington
Joe Purdy	strathmore	Wellington
Scott Gorrie	Te Aro	Wellington
David Laing	Hataitai	Wellington
Dan Addington	Hataitai	Wellington
Simon Edmonds	Island bay	Wellington
Sam Donald	Brooklyn	Wellington
Stephen Maslin	Newtown	Wellington
Emily McGeorge	Wadestown	Wellington
Jim Whitman	Newtown	Wellington
Chris Naylor	Johnsonville	Wellington
Justin Young	Petone	Lower Hutt
Paul Ocallaghan	Titahi Bay	Porirua
David Weaver	Wellington	Wellington
Marco Renall	Normandale	Lower Hutt

Nick Mouat	Brooklyn	Wellington
M McLaren	Miramar	Wellington
Ari Stevens	Hataitai	Wellington
Neville Henderson	Wellington	Wellington
Nick Wilson	Karori	Wellington
Jan Pearson	Kelburn	Wellington
Malcolm Law	Central Hutt	Lower Hutt
Jessica Macdonald	Te Aro	Wellington
Jo Clendon	Hutt central	Lower hutt
Tessa Johnstone	Wellington	Wellington
Dan Grantham	Newlands	Wellington
Christine Whiteford	Wellington	Wellington
Bruce Chapman	Waterloo	Lower Hutt
Wanja Leuthold	Berhampore	Wellington
Lee Symes	Johnsonville	Wellington
Nicole Gaston	Newtown	Newtown
Adam Lewis	Ngaio	Wellington
Stuart Davidson	Berhampore	Wellington
Danielle Trewoon	Wellington	Wellington
Rebecca Nicholson	Petone	Wellington
Blake Toloa Hewit	Raumati South	Wellington
Nick Law	Island Bay	Wellington
Donna Jennings	Mornington	Wellington
Antony Foster	Southgate	Wellington
Jessica Emde	Wellington	Wellington
John Hitchcock	Petone	Hutt City
Mike Brooker	Fairfield	Lower Hutt
Oli Brooke-White	Berhampore	Wellington
Patricia Given	Hataitsi	Wellington
Amit Goel	Paparangi	Wellington
Adam Jang-Jones	Berhampore	WELLINGTON
James Court	Seatoun	Wellington
Rebecca Downes	Houghton Bay	Wellington
Jacob van Hulst	Brooklyn	Wellington
Michael Teague	Petone	Wellington
Polly Griffiths	Wadestown	Wellington
Esther Crookbain	Island bay	Wellington
Andrew Bartlett	Miramar	Wellington
Allan Wright	Kelburn	Wellington
Nathan Cook	Paparangi	Wellington
Peter Bink	Tirohanga	Lower Hutt
Chris Baylis	Ebdentown	Upper hutt
Nicola Shorten	Island Bay	Wellington
Grant Petherick	Miramar	Wellington
Jared Carson	Henderson	Auckland

Christina Bellis	Miramar	Wellington
Carl Howarth	Newtown	Wellington
Marion Leighton	Newtown	Wellington
Rod Badcock	Lower Hutt	Lower Hutt
Hayley Colgan	Korokoro	Lower Hutt
Catherine Hay	Kingston	Wellington
Ari Pfeiffenberger	Brooklyn	Wellington
Jay Shulamith	Kelson	Lower Hutt
Sydney LeFay	Kelburn	Wellington
David Bernard	Ngaio	Wellington
Kura McCaskill	Ngaio	Wellington
Felix Marwick	Karori	Wellington
Linda Mcarthur	Khandallah	Wellington
James Marsh	Khandallah	Wellington
Tim Collinson	Eastbourne	Lower Hutt
Brett Wood	Wellington	Wellington
Morgan Hanks	Berhampore	Wellington
Chris Nees	Fairfield	Lower Hutt
Peter Duckworth	Tawa	Wellington
Rebecca Todd	Wadestown	Wellington
Stu Fox	Newtown	Wellington
Lynn Sleath	Paraparaumu	Paraparaumu
Barbara Hobden	Ngaio	Wellington
Alex Lewis	Ngaio	Wellington
Merewyn Groom	Moera	Lower Hutt
Rob Whelan	Thorndon	Wellington
Anneke Mace	Raumati Beach	Raumati Beach
Audrey Vidoni	Island bay	Wellington
Malcolm Shaw	Mana	Porirua
Claire Betridge	Berhampore	Berhampore
Sam Thornton	Newlands	Wellington
Sam Ferguson	Levin	Levin
Claire Miranda	Kelburn	Wellington
Baskar Vedachalam	Kaiwharawhara	Wellington
Richard Kyle	Ngaio	Wellington
Peter Woods	Ngaio	Wellington
Keith Hutton	Newtown	Wellington
Jeremy Teague	Waltham	Christchurch
Jan Asmuth	Korokoro	Lower Hutt
Dolores Hoy	Newtown	Wellington
Patrick Wilkes	Ngaio	Wellington
Nicola Hankinson	Wellington	Wellington
Inez Romanos	Ngaio	Wellington
Sam Crawley	Ngaio	Wellington
Stella Saul	Berhampore	Wellington

Kathleen Logan	Hataitai	Wellington
Tim Jones	Wellington	Wellington
Michael Lowe	Mount Victoria	Wellington
Craig McGregor	Johnsonville	Wellington
Tim Helm	Thorndon	Wellington
Warrick Mason	Hillsborough	Christchurch
Sue Perry	Normandale	Lower Hutt
Stuart Cowley	Johnsonville	Wellington
Richard Hovey	Brooklyn	Wellington
Anne Dowden	Seatoun	Wellington
Mike Taves	Brooklyn	Wellington
Helga Wientjes	Petone	Lower Hutt
Dave Roberts	Woodridge	Wellington
Thomas Elliot	Kensington	Whangarei
Peter Thompson	Northland	Wellington
Lin Kee	Brooklyn	Wellington
Heather Garside	Northland	Wellington
Kathleen Wright	Ngaio	Wellington
Benjamin Burkhart	Newlands	Wellington
Lindsay Horton	Johnsonville	Wellington
Pablo Gomes Ludermir	Island Bay	Wellington
Debbie Burgoyne	Newtown	Wellington
Nigel Jemson	Woodridge	Wellington
Sarah Stevenson	Kelburn	Wellington
Kirsten Malpas	Khandallah	Wellington
Jill Ford	Wellington	Wellington
Steve Cosgrove	Wellington	Wellington
Lawrence Ball	brooklyn	wellington
Stephen Shand	Johnsonville	Wellington
Andrea Chapman	Ngaio	Wellington
Edward Conway	Hutt Central	Lower Hutt
Penelope Conway	Hutt Central	Lower Hutt
Jo Snodin	Hataitai	Wellington
Darren Conway	Hutt Central	Lower Hutt
Matt Disney	Waiwhetu	Lower Hutt
Lisa Hunkin	Waiwhetu	Lower Hutt
Susan Watson	Khandallah	Wellington
Tim McNamara	Stokes Valley	Lower Hutt
Gerard Hutching	Karaka bays	Wellington
Vicky Robertson	Mt Victoria	Wellington
Emma Wicks	Seatoun	Wellington
Grant Williams	Moa point	Wellington
Chris Service	Wellington	Wellington
Craig Burt	Wadestown	Wellington
Deborah East	Island Bay	Wellington

Juno Rodriguez	Aro Valley	Wellington
Spencer Voorend	Parnell	Auckland
Benjamin Swale	Karori	Wellington
Mark Coburn	Mount Victoria	Wellington
Paul Jones	Mount Victoria	Wellington
Catherine Goodwin	Johnsonville	Wellington
Delvina Gorton	Hataitai	Wellington
Wayne Stevens	Ngaio	Wellington
Leoni Hawkins	Northland	Wellington
Nathan Rose	Epping	Melbourne
Karen Yung	Moera	Lower Hutt
Paul Glover	Roseneath	Wellington
Tony Jansen	Thorndon	Wellington
Yvonne Weeber	Lyll Bay	Wellington
Ilya Skaler	Te Aro	Wellington
Jonathan Zukerman	Mt Victoria	Wellington
Isla Hutching	Wellington	Wellington
Greg Simpson	Hataitai	Wellington
Gerard Creamer	Khandallah	Wellington
Patrick Radomski	Ngaio	Wellington
Murdoch Stephens	Kaiwharawhara	Wellington
Mike Harkness	Tawa	Tawa
Glen Warner	Lower Hutt	Wellington
Alistair van Hattum	Te Aro	Wellington
Mike O'Neil	Wellington	Wellington
Kenneth Dixon	Upper Hutt	Upper Hutt
Caitlin Mackay	Mount Cook	Wellington
Scott Cursons	Ngaio	Wellington
Peter Matcham	Normandale	Lower Hutt
Juan Correa	Island Bay	Wellington
James Cross	Lower Hutt	Lower Hutt
Alex Dyer	Island Bay	Wellington
Carla Wellington	Melling	Lower Hutt
Geraint Scott	Khandallah	Wellington
David McCarthy	Newtown	Pōneke
Audrey Banach-Salas	Mount Victoria	Wellington
Janine Sharma	Thorndon	Wellington
Derek Richardson	Belmont	Lower Hutt
Christopher Dempsey	Parnell	Tamaki Makaurau
Martijn van der Tol	Island Bay	Wellington
Paul Mahoney	Lower Hutt	Lower Hutt
Paul Hudson	Petone	Lower Hutt
Sharyn Young	Melrose	Wellington
Michelle McCormick	Churton Park	Wellington
Mathea Roorda	Wellington	Wellington City

Karen Hofmann-Body	Island Bay	Wellington
Jack Elder	Khandallah	Wellington
Lucy Chave	Hataitai	Wellington
Tanya Piejus	Wellington	Wellington
Arthur Price	Island Bay	Wellington
Nicholas Cox	Tawa	Wellington
Raquel Gunman	Brooklyn	Wellington
Peter Steven	Highbury	Wellington
Bill Hickman	Melrose	Wellington
Graeme Lyon	Petone	Lower Hutt
Barbara Wheeler	Aro Valley	Wellington
Wendy Newsham	Paremata	Porirua
Martin Wilson	Aro Valley	Wellington
Matt Roberts	Moera	Lower Hutt
Patrick McKenna	Northland	Wellington
Andrew Ellis	The Glen	Dunedin
Belinda Moss	Lowry Bay	Eastbourne
Darren Calder	Woburn	Lower hutt
Oliver Seiler	Eastbourne	Lower Hutt
Jason Bryant	Grey Lynn	Auckland
Dylan Packman	Brooklyn	Wellington
Eric Aublant	Newtown	Wellington
amanda chu	Island bay	wellington
Emily Mahy	Te Aro	Wellington
Alex Johnston	Berhampore	Wellington
Nicole Vipond	Waterloo	Lower hutt
Mathew Hartley	Khandallah	Wellington
Phil Brownlee	Waterloo	Lower Hutt
Nicholas Rinehart	Mount Victoria	Wellington
Teresa Maguire	Hataitai	Wellington
Richard Davies	Whitemans valley	Upper Hutt
Joanne Witko	Vogeltown	Wellington
Adrian Kearns	Wellington	Wellington
Elaine Richardson	Belmont	Lower Hutt
John Parker	Newtown	Wellington
Sarah Grace Breen	Kelburn	Wellington
Rachel Averill	Ngaio	Wellington
Josh Curtis	Ngaio	Wellington
Mark Johnston	Berhampore	Wellington
Darcy Snell	Hataitai	Wellington
Alex Wynne	Oriental bay	Wellington
Ben Sandle	Karori	Wellington
Simon Miller	Korokoro	Lower Hutt
Erica Mangin	Berhampore	Wellington
Bradley Rooke	Mount Cook	Wellington

Tom Bennion	Lower Hutt	Lower Hutt
Bruce Spedding	Eastbourne	Lower Hutt
Matthew Young	Boulcott	Lower Hutt
Andre Oliver	Korokoro	Lower Hutt
Jannene Allwood	Petone	Lower hutt
Jonathan Coppard	Te Aro	Wellington
Tim Jenkins	Karori	Wellington
James Collinson-Smith	Karori	Wellington
Stephen Coppard	Island Bay	Wellington
Jeff Flavell	Ngaio	Wellington
Ron Beernink	Petone	Lower Hutt
Gene Clendon	Central Hutt	Lower Hutt
Arran Whiteford	Melrose	Wellintgon
Jo Tregidga	Aro Valley	Wellington
Raymond Kemp	Woodridge	Wellington
Nathalie Schaffer-Leamy	Newlands	Wellington
Nicola Mitchell	Ngaio	Wellington
Blair Brooker	Wilton	Wellington
Karien Mallee	Hataitai	Wellington
Dirk Bol	Miramar	Wellington
James Burgess	Wellington	Wellington
Andrew Gow	Mornington, Wellington	Wellington
Joey Sauer	Mount Victoria	Wellington
Carl Gordon	Johnsonville	Johnsonville
Stephanie Cairns	Wellington	Wellington
Daniel Harborne	Woburn	Lower Hutt
David Young	Karori	Wellington
Patrick Morgan	Te Aro	Wellington

3. General Business

NAMES FOR NEW RIGHT-OF-WAYS OFF COTTONWOOD LANE IN WOODRIDGE

Purpose

1. This report asks the Regulatory Processes Committee to approve names for three private right-of-ways to be created off Cottonwood Lane in Woodridge, as shown on F Plan 3120. It also asks the Regulatory Processes Committee to approve the continuation of the name Cottonwood Lane for an extension of this Lane.

Summary

2. Subdivision in Woodridge will create three new private right-of-ways. These will be accessed from Cottonwood Lane. Cottonwood Lane will also be extended. This report asks the Regulatory Processes Committee to approve the names **Ara Kanuka**, **Ara Kawakawa**, and **Ara Toetoe** for the right-of-ways. It is proposed to continue the name **Cottonwood Lane** for the extension.

Recommendations

That the Regulatory Processes Committee:

1. Receive the information.
2. Approve the names Ara Kanuka, Ara Kawakawa, and Ara Toetoe to be allocated to the private right-of-ways, as shown on F Plan 3120.
3. Approve the continuation of the name Cottonwood Lane for the extension of the lane, as shown on F Plan 3120.
4. Recommend, if the name Ara Kanuka is approved for use, consideration of inclusion of the macron on the street signage, thus showing the name as Ara Kānuka.

Background

3. Woodridge is noted in the Council's Naming Policy: Te Māpihi Maurea (the 'Policy') as having an "arboreal" theme (2019, p. 17). New roads and right-of-ways in Woodridge have been consistently named in accord with this theme.
4. Resolution 2.5.3 of The Regulatory Processes Committee at its meeting of 16 August 2017 stated that the Committee "require[d] officers to consider Te Reo Maori [sic] tree names when making future recommendations for new roads in Woodridge".

Discussion

5. On behalf of the developers, Wayne Wright of Woodridge Homes Limited proposed the names **Puka**, **Toetoe**, **Kanuka**, and **Kawakawa** for three new private right-of-ways and the extension of Cottonwood Lane. Each of these were proposed for use with 'English' road name types, either 'Lane' or 'Way'.
6. The term 'Ara' has been approved by Land Information New Zealand as a road name type for the purposes of addressing. Since the proposed names are te reo Maōri, it is therefore appropriate to also assign '**Ara**' as the road name type for these private right-of-ways. Stakeholders haven't advised any objection to the use of this road name type.
7. When considering the combinations of the proposed names with the road name type of 'Ara', officers observed the proposed name '**Puka**' - **Ara Puka** - sounds similar to '**Arapiko Street**' in the nearby northern suburb of Johnsonville. In this regard, it doesn't meet the stated guideline in the Policy that names should ideally be unique, or distinctive (p. 9). This name is therefore not recommended by officers for use in combination with the road name type of Ara.
8. Land Information New Zealand has advised the private right-of-way proposed to continue from the end of Cottonwood Lane - developed at an earlier stage in this subdivision - is able to have Cottonwood Lane addresses assigned from it. This means the extension won't require a new name. This is acceptable to the identified stakeholders, and means that only three, rather than four, names are required for the new right-of-ways.
9. Council's Tira Poutama, Iwi Partnerships Team commended the developers' proposal of te reo Maōri names. Tira Poutama has endorsed the proposed names and road name type. The Team also noted the name **Kanuka** should have a macron over the first 'a', thus: **Kānuka**.
10. Macrons are currently unable to be added to addresses in the appropriate Council databases, including the Council's Core Property System on which the Rating Information Database rests, for reasons of accessibility of information. It is possible to show the macron on the on-street signage for the private right-of-way, however, as previously advised by Council's roading signage specialists. An example can be seen on the street signage for Te Wharepōuri St. Officers recommend the macron be displayed on the street signage for the right-of-way for which the name **Ara Kanuka** is proposed. This means the street signage will show this name thus: **Ara Kānuka**.
11. The Tira Poutama, Iwi Partnerships Team also requested the Council's Arboriculture Team be consulted. The latter advised the names **Kānuka** and **Kawakawa** to be appropriate for use in Woodridge, but noted **Toetoe** is a grass.
12. The Newlands Paparangi Progressive Association has advised support of the proposed names as shown on F Plan 3120.

Options

13. The following options have been identified. The Committee can:
- Accept the recommendations of this report;
 - Accept the recommendations of this report with regards to names, but opt for the road name type of 'Way' for the private right-of-ways being named. This road name type is appropriate for use with private right-of-ways according to guidelines in the Policy (p. 18);
 - Accept the recommended names, apart from the name **Toetoe**. Instruct officers to consult in respect of an alternative to Toetoe;
 - Accept the recommended names, apart from the name **Toetoe**. Instruct officers to consult in respect of the name **Ara Puka**, as an alternative to Toetoe, noting the points above regarding its similarity to the existing road name of Arapiko Street;
 - Accept the recommendations of this report, apart from the recommended name **Toetoe**. Instruct officers to consult in respect of the name **Puka**, as an alternative to Toetoe, but in conjunction with the road name type of 'Way' instead of 'Ara' to reduce its similarity with Arapiko St;
 - Reject all or some of the names recommended by this report, additional to the name **Toetoe**, as above. Instruct officers to recommence consultation accordingly.

Next Actions

14. Dependent on the outcome of deliberations, officers will either recommence consultation as appropriate, or commence the process of advising relevant stakeholders and assigning addresses to the lots which will be created as a result of this stage of the subdivision in this area.

Attachments

Attachment 1. F Plan 3120 [↓](#) 

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Authors	Carline Thomas, Land & Customer Information Advisor Michael Brownie, Team Leader Land, Customer and Property Information
Authoriser	Tom Williams, Chief Infrastructure Officer

SUPPORTING INFORMATION

Engagement and Consultation

Consultation has taken place with Wayne Wright, acting on behalf of the developers, Council's Tira Poutama, Iwi Partnerships Team, and the Newlands Paparangi Progressive Association.

On the advice of Tira Poutama, Iwi Partnerships, Council's Arboriculture Team were also consulted.

The proposed names have been checked for duplication, similarity, and suitability by the Greater Wellington Regional Council.

Treaty of Waitangi considerations

Council's Tira Poutama, Iwi Partnerships Team have advised their support for the proposed names. The Team commended the developer for proposing names in te reo Māori.

Financial implications

Nil.

Policy and legislative implications

Under the Australasian Addressing Standard AS/NZS 4819:2011, right-of-ways, whether public or private, serving five or more properties should be named. Allocation of street names is a statutory function of Council under Section 319A of the Local Government Act 1974.

The proposed names meet the provisions of the Council's Naming Policy, Te Māpihi Maurea (August 2019).

Risks / legal

Nil.

Climate Change impact and considerations

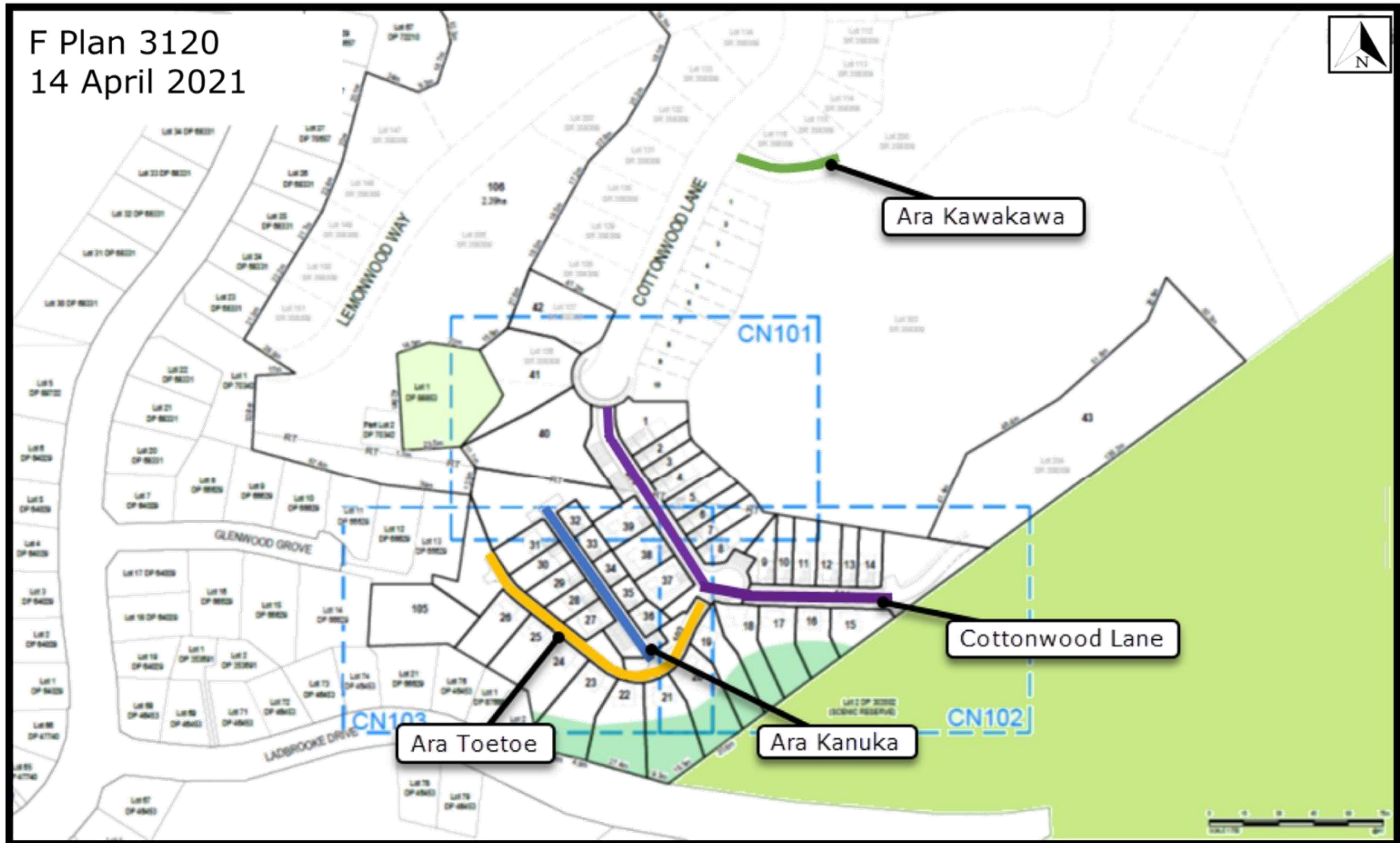
Climate change impacts are considered and provided for via the consenting process.

Communications Plan

Stakeholders are notified as appropriate. These include Land Information New Zealand, New Zealand Post, and emergency services as a matter of course.

Health and Safety Impact considered

When roads and right-of-ways are formally named, way-finding is enabled. Postal and emergency services are able to more readily locate delivery points and the site of emergencies, since addresses can be allocated to the properties accessed from them.



TRAFFIC RESOLUTIONS

Purpose

1. This report asks the Regulatory Processes Committee to consider twenty Traffic Resolutions that are recommended for approval. The Traffic Resolutions are attached to this report. These recommendations support the achievement of the Council's transport strategic outcomes of safety, accessibility, efficiency and sustainability

Summary

2. A total of twenty two proposed resolutions were issued for consultation between 2 March 2021 and 15 March 2021.
3. This included five proposed resolutions that were consulted on in December 2020. Although Council had met its bylaw obligations with regard to the notification of Traffic Resolutions, in this case, we had inadvertently not advertised Council's intentions in the Dominion Post which is our standard practice. A decision was therefore made to include them in the period of consultation between 2 March 2021 and 15 March 2021.
4. All feedback received during the consultation period has been included in the Traffic Resolution reports attached to this document and, where appropriate, officers' responses have been included.
5. All feedback received during the earlier consultation period in December 2020 is also included in the Traffic Resolution reports attached to this document.
6. After reviewing the feedback, twenty Traffic Resolutions are being recommended for approval (refer to recommendations) and two traffic resolutions were withdrawn:
 - TR35-21 Silverbirch Grove, Churton Park – No Stopping At All Times withdrawn due to significant opposition to the proposal.
 - TR39-21 Elizabeth Street, Mt Victoria – Car share parking withdrawn due to significant opposition to the proposal.
7. Officers are confident that the attached Traffic Resolutions, if approved, will improve the transport network in terms of transport safety, accessibility, efficiency and sustainability.

Recommendation/s

That the Regulatory Processes Committee:

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

-
- a) TR10-21 Hanson Street, Mount Cook - car share parking
 - b) TR20-21 Britomart Street, Berhampore - removal of P10 parking spaces
 - c) TR21-21 Arthur Street, Te Aro - No Stopping At All Times; loading zone; confirmation of parking restrictions
 - d) TR22-21 School Road, Kaiwharawhara - No Stopping At All Times
 - e) TR23-21 Trelissick Crescent, Ngaio - No Stopping At All Times
 - f) TR24-21 Ellice Street, Mount Victoria – No Stopping At All Times
 - g) TR26-21 Kenwyn Terrace, Newtown – Install mobility parking
 - h) TR27-21 Frankmoore Avenue, Johnsonville – P10 time limited parking
 - i) TR28-21 Collingwood Street, Ngaio - No stopping At All Times
 - j) TR29-21 Helston Road, Johnsonville – Relocate Bus Stop #3482
 - k) TR30-21 Braemar Terrace, Johnsonville - No Stopping At All Times
 - l) TR31-21 Coutts Street, Kilbirnie – No Stopping At All Times
 - m) TR32-21 Hunter Street, Wellington Central – Relocation of mobility parking
 - n) TR34-21 Willis Street, Wellington Central – Relocation of metered parking
 - o) TR37-21 Hataitai Road, Hataitai – Mobility and time limited parking
 - p) TR38 -21 Hutchison Road, Newtown – No Stopping At All Times
 - q) TR40-21 Courtenay Place loop lane, Wellington Central – Emergency vehicle parking
 - r) TR42-21 The Terrace, Wellington Central - No stopping At All Times
 - s) TR44-21 Willowbank Road, Tawa – Shared user path and No Stopping At All Times
 - t) TR45-21 Woodridge Drive, Woodridge – Formalise new Bus Stop #3708

Background

8. Twenty-two proposed traffic resolutions were publicly advertised in the Dominion Post on 2 March 2021. Copies were either hand delivered or posted to all properties in the affected area and electronic copies were sent to local Ward Councillors, and residents and business associations. Electronic copies were also available on the Wellington City Council website.

Discussion

9. A summary report for each traffic resolution can be found in the attachments. Each summary contains:

- a) the proposed traffic resolution report including map(s) as advertised for public feedback, or subsequently modified as a result of public feedback
- b) all feedback received, and
- c) where appropriate, Council officers' responses to the feedback.

Options





10. The attached 'Traffic Resolutions Summary Table RPC 14 April 2021' summarises the proposed changes which are detailed in the attached Traffic Resolutions. While there will be net car park losses in some instances, the improvements in transport safety, accessibility, efficiency and sustainability outweigh the proposed loss of car parking.

Next Actions

11. If approved, the proposals will be installed within the following three months.

Attachments

Attachment 1.	Traffic Resolutions Summary Table RPC 14 April 2021 ↓ 	Page 35
Attachment 2.	Table of Traffic Resolutions Legal Description RPC 14 April 2021 ↓ 	Page 43
Attachment 3.	TR10-21 Hanson Street - car share parking ↓ 	Page 55
Attachment 4.	TR20-21 Britomart Street - removal of P10 parking spaces ↓ 	Page 60
Attachment 5.	TR21-21 Arthur Street - No Stopping At All Times; loading zone; confirmation of parking restriction ↓ 	Page 65
Attachment 6.	TR22-21 School Road - No Stopping At All times ↓ 	Page 88
Attachment 7.	TR23-21 Trelissick Crescent - No Stopping At All Times ↓ 	Page 93
Attachment 8.	TR24-21 Ellice Street - No Stopping At All Times ↓ 	Page 108
Attachment 9.	TR26-21 Kenwyn Terrace, Newtown – Install mobility parking ↓ 	Page 114
Attachment 10.	TR27-21 Frankmoore Avenue, Johnsonville – P10 time limited parking ↓ 	Page 118
Attachment 11.	TR28-21 Collingwood Street, Ngaio - No stopping At All Times ↓ 	Page 121
Attachment 12.	TR29-21 Helston Road, Johnsonville - Relocate Bus Stop no.3482 ↓ 	Page 127
Attachment 13.	TR30-21 Braemar Terrace, Johnsonville - No Stopping At All Times ↓ 	Page 132
Attachment 14.	TR31-21 Coutts Street, Kilbirnie – No Stopping At All Times ↓ 	Page 137
Attachment 15.	TR32-21 Hunter Street, Wellington Central – Relocation of mobility parking ↓ 	Page 142
Attachment 16.	TR34-21 Willis Street, Wellington Central – Relocation of metered parking ↓ 	Page 148
Attachment 17.	TR37-21 Hataitai Road, Mobility parking and Time Limited parking ↓ 	Page 153
Attachment 18.	TR38-21 Hutchison Road, Newtown – No Stopping At All Times	Page 158

Attachment 19.	TR40-21 Courtney Place loop lane, Wellington Central – Emergency vehicle parking ↓ 	Page 165
Attachment 20.	TR42-21 The Terrace, Wellington Central - No stopping At All Times ↓ 	Page 169
Attachment 21.	TR44-21 Willowbank Road, Tawa – Shared user path and No Stopping At All Times ↓ 	Page 175
Attachment 22.	TR45-21 Woodridge Drive Woodridge - Formalise new Bus Stop no.3708 ↓ 	Page 182

Authors	Wendy Ferguson, Project Coordinator Lindsey Hill, Project Coordinator
Authoriser	Soon Teck Kong, Transport Engineering and Operations Manager Tom Williams, Chief Infrastructure Officer

SUPPORTING INFORMATION

Engagement and Consultation

Recommendations have been publicly advertised.

Treaty of Waitangi considerations

Not applicable.

Financial implications

The work required is contained in a range of Operating Project budgets Policy and legislative implications.

Policy and legislative implications

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

Risks / legal

None identified.

Climate Change impact and considerations

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

Communications Plan

Not required.

Health and Safety Impact considered

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

Traffic Resolutions Summary Table RPC 14 April 2021

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Annual Parking Revenue Impact	Beneficiaries of Proposed Change – average weekday volumes/Impact			Comments for Proposed Change	Feedback
								Weekday Traffic Volume	Daily Passenger Number	Pedestrian Impact (+, -, no change)		
TR10-21	(Part of) Hanson Street, Mount Cook	Coupon	Class restricted	Efficiency/Sustainability	Council	+ 2 x car share parking spaces/ - 2 x Coupon parking spaces	N/A	1,059	N/A	Positive	This proposal is to install two car share parking spaces along the east side of Hanson Street. Wellington City Council is proposing the provision of car share spaces around the city for travel demand management. As Wellington looks towards a growing future with 50,000 to 80,000 new residents over the next 30 years, it is necessary for Wellington to make better use of the limited kerbside space available for parking, and the inclusion of 'shared' cars offers an option in addressing this. This location was selected in conjunction with car sharing providers by using maps of membership, potential demand, and networks of vehicle positioning to best enable the growth of car sharing usage across the city. This accords with the <i>Te Atakura Implementation Plan, Car Sharing Policy 2016, Parking Policy</i> .	March 2021 Yes = 3 No = 0 Not stated = 0 April 2021 Yes = 2 No = 0 Not stated = 0
TR20-21	(Part of) Britomart Street, Berhampore	Time limited	Unrestricted	Accessibility	Public	+ 2 x unrestricted parking spaces/ - x 2 P10 parking spaces	N/A	4,557	N/A	No change	This proposal is to remove two P10 parking spaces along the north side of Britomart Street. We have received request from the public to remove the two P10 parking spaces on Britomart Street. The Early Childhood Education Centre on Britomart Street has been redeveloped into a multi-unit housing complex, and therefore the P10 spaces are no longer required.	March 2021 Yes = 1 No = 0 Not stated = 0 April 2021 Yes = 0 No = 0 Not stated = 0
TR21-21	(Part of) Arthur Street, Te Aro	Unrestricted parking/ Time limited	No stopping At All Times/ Loading zone/ Shared zone/ One way (except cyclists)	Safety/Accessibility	Resident	- x 6 unrestricted parking spaces/ - 2 P60 parking spaces/ + 2 x loading zone	N/A	500	N/A	Positive	This proposal is to install 100 metres of No Stopping At All Times restriction along the south side of Arthur Street 'loop' (accessing properties no.3 to no.39). Install P5 Loading Zone replacing two P60 parking as shown on the attached plan. Confirm the mobility park and the remaining P60 parking on the north side of Arthur Street 'loop'. Confirm the shared path designation along Arthur Street 'loop'. Add a westbound one-way restriction except for cyclists. We have received safety concerns from a local resident about vehicles parked on the south side of Arthur Street 'loop' obstructing the shared path making it unsafe for pedestrians and cyclists. These safety concerns have been confirmed by council officers onsite. Based on feedback received from the initial consultation of TR134-20, we are also	March 2021 Yes = 5 No = 5 Not stated = 0 April 2021 Yes = 13 No = 0 Not stated = 0

Traffic Resolutions Summary Table RPC 14 April 2021

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Annual Parking Revenue Impact	Beneficiaries of Proposed Change – average weekday volumes/Impact			Comments for Proposed Change	Feedback
								Weekday Traffic Volume	Daily Passenger Number	Pedestrian Impact (+, -, no change)		
											proposing a loading zone on the north side to address the servicing needs of businesses in the area.	
TR22-21	(Part of) School Road, Kaiwharawhara	Unrestricted	No stopping At All Times	Safety/ Accessibility	Property owner	- x 6 unrestricted parking spaces	N/A	N/A	N/A	Positive	This proposal is to install 56 metres of broken yellow lines along the northern side of School Road. We have received safety and accessibility concerns from a property owner on School Road following on from TR150-20. Vehicles are parking along the northern side of School Road restricting and blocking access for larger commercial vehicles who regularly use this road, to access their depots at the western end of School Road. The road width approximately ranges between 3.9 metres - 5.5 metres which does not allow adequate travelling width if vehicles park on either side of the road. It also restricts emergency vehicles from travelling through.	March 2021 Yes = 0 No = 0 Not stated = 0 April 2021 Yes = 1 No = 0 Not stated = 0
TR23-21	(Part of) Trelissick Crescent, Ngaio	Unrestricted	No stopping At All Times	Safety/ Accessibility	Resident	- x 3 unrestricted parking spaces	N/A	134	N/A	Positive	This proposal is to install 24 metres of broken yellow lines along the south side of Trelissick Crescent. We have received safety and accessibility concerns from a local resident about vehicles parking on both sides of the road outside No.1 Trelissick Crescent. The road width measures 6.3 metres at this location and with parking on both sides of the road, the remaining lane width is reduced to 2.3 metres which is not enough for general traffic and emergency vehicles to safely travel through.	March 2021 Yes = 1 No = 2 Not stated = 2 April 2021 Yes = 5 No = 2 Not stated = 0
TR24-21	(Part of) Ellice Street, Mount Victoria	Unrestricted	No stopping At All Times	Safety/ Accessibility	Resident	- x 1 coupon parking space	N/A	1,194	N/A	Positive	This proposal is to install 6 metres of broken yellow lines along the northern side of Ellice Street. We have received safety concerns from a local resident regarding drivers travelling southbound on Brougham Street who are unable to see vehicles travelling east on Ellice Street. We have investigated onsite and confirm there are visibility concerns due to the current kerbside parking and recommend the removal of one parking space. The police crash database identifies that there have been three non-injury reported crashes at this intersection in the last five years that relate to southbound vehicles exiting from Brougham Street. The installation of the no-stopping restriction will improve safety and visibility for the drivers at this intersection.	March 2021 Yes = 1 No = 0 Not stated = 0 April 2021 Yes = 2 No = 0 Not stated = 0

Traffic Resolutions Summary Table RPC 14 April 2021

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Annual Parking Revenue Impact	Beneficiaries of Proposed Change – average weekday volumes/Impact			Comments for Proposed Change	Feedback
								Weekday Traffic Volume	Daily Passenger Number	Pedestrian Impact (+, -, no change)		
TR26-21	(Part of) Kenwyn Terrace, Newtown	Unrestricted	Class restricted	Safety/ Accessibility	Resident	-1 unrestricted Parking space +1 Mobility parking space	N/A	195	N/A	no change	This proposal is to install mobility park on the west side of Kenwyn Terrace, Newtown. We have received safety and accessibility concerns from a local resident about the ability for them to enter their property on Kenwyn Terrace due to their current circumstances and mobility impairment. We have assessed the situation and deemed this location suitable for a Mobility parking space.	April 2021 Yes = 1 No = 0 Not stated = 0
TR27-21	(Part of) Frankmoore Avenue, Johnsonville	Time limited	Time limited	Safety/ Accessibility	Public	no change	N/A	2,836	N/A	positive	This proposal is to install two P10 pick up and drop off spaces between 8am -9am and 2:00pm – 2:30pm Monday to Friday along the southern side of Frankmoore Avenue. These parks will remain P120 at all other times. We have received safety and accessibility concerns from a parent who finds it difficult to safely drop off and pick up their child at Early Impressions Creche and Playgroup. We have confirmed with Early Impressions Creche and Johnsonville community centre that there is a high demand for parking during these hours which can result in vehicles parking illegal in order to drop off and pick up their children.	April 2021 Yes = 0 No = 0 Not stated = 0
TR28-21	(Part of) Collingwood Street, Ngaio	Unrestricted	No Stopping At All Times	Safety/ Accessibility	Resident	- 2 unrestricted parking spaces	N/A	2,334	N/A	positive	This proposal is to install 15 metres of broken yellow lines along the eastern side of Collingwood Street. We have received a request regarding accessibility concerns from a resident regarding vehicles parked on both sides of the road outside no.14 Collingwood Street. The road in this location is not wide enough to allow for two way traffic flow and parking on both sides of the road. This proposal aims to remove a bottleneck on Collingwood Street and because this road is defined as a collector route with an average Daily Traffic (ADT) of 2,300 and serves a large residential catchment, it is important to keep this route free flowing for moving traffic and large vehicles such as emergency services and refuse trucks.	April 2021 Yes = 1 No = 0 Not stated = 0
TR29-21	(Part of) Helston Road, Johnsonville	Class restricted	Class restricted/ No Stopping At All times	Safety/ Accessibility	WCC	N/A	N/A	12,490	57	positive	This proposal is to relocate bus stop #3482 west on Helston Road and mark the stop to be more accessible for buses and passengers, and to enable installation of a bus shelter. The relocation of stop #3482 is proposed as a result of a proposal to install a bus shelter at this bus stop. The footpath is too	April 2021 Yes = 2 No = 0 Not stated = 0

Traffic Resolutions Summary Table RPC 14 April 2021

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Annual Parking Revenue Impact	Beneficiaries of Proposed Change – average weekday volumes/Impact			Comments for Proposed Change	Feedback
								Weekday Traffic Volume	Daily Passenger Number	Pedestrian Impact (+, -, no change)		
											narrow for a bus shelter with a high retaining wall in the current bus stop location. The new stop location will provide sufficient room for a bus shelter (located in berm behind footpath). This relocation, with the addition of a shelter, will support and encourage added public transport use in this area. Bus stop in the existing location is not marked. Bus stop in new location will be marked with a 15m bus box and 15m entry taper (broken yellow lines) on approach to the stop making access easier for buses entering the stop. An exit taper is not required, as the newly marked bus box will join the existing broken yellow lines on the corner of Helston Road and Arthur Carman Street. Consultation by letter has been undertaken for a bus shelter to be installed in the new bus stop location.	
TR30-21	(Part of) Braemar Terrace, Johnsonville	No Stopping At All times	No Stopping At All times	Safety/ Accessibility	Resident	-5 unrestricted parking spaces	N/A	N/A	N/A	positive	This proposal is to install 34 metres of broken yellow lines and formalise the existing 13 metres of broken yellow lines on the eastern side and the existing 15 metres of broken yellow lines on the western side, of Braemar Terrace. A request was received from a resident to implement a no stopping restriction. The carriageway is 6 metres wide and a 2.5 metre space is required for civil service and emergency vehicles to travel to the end of street. When vehicles park on both sides of the road this prohibits access for civil service and emergency vehicles. During site visits we observed that vehicles were generally parking on the eastern side of the carriageway. Clearly indicating where vehicles can park provides improved access for all road users including emergency vehicles and pedestrians.	April 2021 Yes = 1 No = 0 Not stated = 0
TR31-21	(Part of) Coutts Street, Kilbirnie	Unrestricted	No Stopping At All times	Safety	Resident	-1 unrestricted parking space	N/A	5,668	N/A	positive	This proposal is to install 6 metres of broken yellow lines along the north side of Coutts Street. We have received safety concerns from a local resident regarding the visibility to eastbound traffic when turning out of Salek Street. We have carried out a site visit and identified the current parking arrangement results in limited visibility to vehicles travelling eastbound on Coutts Street. Police crash database identifies that there have been two reported crashes	April 2021 Yes = 2 No = 0 Not stated = 1

Traffic Resolutions Summary Table RPC 14 April 2021

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Annual Parking Revenue Impact	Beneficiaries of Proposed Change – average weekday volumes/Impact			Comments for Proposed Change	Feedback
								Weekday Traffic Volume	Daily Passenger Number	Pedestrian Impact (+, -, no change)		
											in relation to visibility to eastbound traffic at this intersection, when exiting Salek Street.	
TR32-21	(Part of) Hunter Street, Wellington Central	Metered parking	Metered parking	Safety/ Accessibility	WCC	-1 metered parking space	Approx. \$11,100	Hunter Street 10,160 Victoria Street 7,560	N/A	positive	This proposal is to relocate the existing mobility parking space from the south side of Hunter Street to the west side of Victoria Street. Removal of two metered parking spaces on the west side of Victoria Street. Install one metered parking space on the south side of Hunter Street. We have identified safety and accessibility concerns for mobility users who wish to use the current mobility parking space on Hunter Street. The current mobility park does not have a wheelchair ramp for wheelchair users to safely traverse to the footpath, they currently travel along the live lane around the motorbike parking creating a large safety risk. We have identified a safer location on Victoria Street to install a mobility parking space. This proposed location on Victoria Street will allow for a kerb indentation ensuring mobility users can safely exit their vehicle off the live lane, a mobility ramp will also be installed to ensure accessibility to the footpath.	April 2021 Yes = 1 No = 0 Not stated = 0
TR34-21	(Part of) Willis Street, Wellington Central	Metered parking/ No Stopping At All times	Metered parking/ No Stopping At All times	Safety/ Accessibility	Property Developer	no change	N/A	5,760	N/A	no change	This proposal is to relocate a metered parking space to make room for adjustments to the vehicle crossing for a new development at 188 Victoria Street. The vehicle crossing outside no.251 Willis street will be moved south as part of a new development at no.188 Victoria Street. The on street metered parking requires adjustment to realign with the change.	April 2021 Yes = 1 No = 0 Not stated = 0
TR37-21	(Part of) Hataitai Road, Hataitai	Unrestricted	Time limited/ Class restricted	Safety/ Accessibility	Hataitai Centre	-3 unrestricted parking spaces +2 time limited parking spaces 1+ mobility parking space	N/A	2,680	N/A	no change	This proposal is to install one mobility parking space on the east side of Hataitai Road, outside the Hataitai Centre. Install two time limited parking spaces on the east side of Hataitai Road, outside the Hataitai Centre. We had a request for the Hataitai Centre to provide mobility parking space and time limited parking to improve accessibility for customers. We had a request from the Hataitai Centre to provide mobility parking space and time limited parking to improve accessibility for customers.	April 2021 Yes = 2 No = 2 Not stated = 0

Traffic Resolutions Summary Table RPC 14 April 2021

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Annual Parking Revenue Impact	Beneficiaries of Proposed Change – average weekday volumes/Impact			Comments for Proposed Change	Feedback
								Weekday Traffic Volume	Daily Passenger Number	Pedestrian Impact (+, -, no change)		
TR38 -21	(Part of) Hutchison Road, Newtown	No Stopping At All times	No Stopping At All times	Safety/ Accessibility	Resident	-1 coupon parking space	Approx \$1,113	3,746	N/A	positive	This proposal is to install 5.5 metres of broken yellow lines along the south side of Hutchison Road. Remove one coupon parking space. We have received concerns from a local resident regarding the cyclist pinch point that occurs between the pedestrian refuge island and parked vehicles on Hutchison Road. The lane width between the pedestrian island and parked vehicles measures approx. 3.2 metres. This does not allow enough room for vehicles to safely pass cyclists travelling along Hutchison Road. TR130-20 was approved by the Regulatory processes committee on the 14 th October 2020 for the installation of 5.5 metres of broken yellow lines. We have monitored the situation and propose an additional 5.5 metres to ensure a wider approach adjacent to the traffic island for vehicles to safely pass cyclists travelling uphill along Hutchison Road.	April 2021 Yes = 3 No = 0 Not stated = 0
TR40-21	(Part of) Courtenay Place loop lane	Class restricted	Class restricted	Safety/ Accessibility	NZ Police	N/A	N/A	N/A	N/A	positive	This proposal is to do an alteration of no parking except for Ambulances Friday and Saturday 6pm-Midnight, Saturday and Sunday midnight – 3am only to emergency vehicle only during those hours on the north side of Courtenay Place loop lane. We have received a request from NZ Police for designated Police parking on Courtenay Place during Friday and Saturday nights to assist with their operations. Courtenay Place has an increased demand for police presence during these hours to ensure the safety of the public. Currently the Ambulance parking is not fully occupied during these hours. We are proposing to change the restriction to allow all emergency vehicles to park here.	April 2021 Yes = 1 No = 0 Not stated = 0
TR42-21	(Part of) The Terrace, Wellington Central	Residents parking	Residents parking/ No Stopping At All times	Safety/ Accessibility	Residents	-1 residents parking space	N/A	13,275	N/A	positive	This proposal is to install 5 metres of broken yellow lines along the east side of The Terrace. Remove one resident only parking space along the east side of The Terrace. We have received safety and accessibility concerns from residents about the narrow lane width outside no.221 The Terrace due to parked vehicles. The existing parking arrangement reduces the southbound lane to 2.3 metres in width causing safety concerns for vehicles travelling through the gap between the parked vehicle and oncoming traffic. The	April 2021 Yes = 2 No = 0 Not stated = 0

Traffic Resolutions Summary Table RPC 14 April 2021

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Annual Parking Revenue Impact	Beneficiaries of Proposed Change – average weekday volumes/Impact			Comments for Proposed Change	Feedback
								Weekday Traffic Volume	Daily Passenger Number	Pedestrian Impact (+, -, no change)		
											Police crash database from the last 5 years highlights the safety concerns with 10 non-injury and one serious crash reported at this location as a result of southbound vehicles colliding with parked vehicles.	
TR44-21	(Part of) Willowbank Road, Tawa	No Stopping At All times	Class restricted	Safety/ Accessibility	Residents	no change	N/A	4,617	N/A	positive	This proposal is to install 80 metres of shared user path on the eastern side of Willowbank Road (lower level) extending in a north direction towards the platform to the Takapu Road Station. Install 15 metres of broken yellow lines off the eastern side of Willowbank Road near the start of the shared user path. There is currently no safe formed access path on the eastern side of Willowbank Road and at the lower level which leads to the Takapu Road Station platform. Council received a petition from nearby residents and met with community representatives who request the installation of a safe facility for pedestrians and cyclists using the existing unsealed access. It is proposed to construct a shared user path connecting the existing footpath on Willowbank Road to the Takapu Road Station platform to address accessibility and safety issues raised by the community. Broken yellow lines are required at the entrance to the shared user path and adjacent driveway to ensure accessibility is not blocked by parked vehicles.	April 2021 Yes = 5 No = 0 Not stated = 0
TR45-21	(Part of) Woodridge Drive, Woodridge	Unrestricted	Class restricted/ No Stopping At All times	Safety/ Accessibility	GWRC	Approx. -5 unrestricted parking spaces	N/A	414	46	no change	This proposal is to make changes to the bus network to better service the area. The bus route through Woodridge currently does a loop along Woodridge Drive and back along Kentwood Drive to Woodridge Drive heading south. A new bus stop was installed in September 2020 under agreement between GWRC and WCC to provide access to bus services to residents of Woodridge Drive as the housing development is near completion. The stop is located outside no's 89 – 91 Woodridge Drive, utilising the recess in the roadway to improve entry to the bus stop and to alleviate issues of the bus blocking moving traffic by stopping in the live lane. The bus stop is composed of a 9 metre length of broken yellow lines to act as an entry taper, a bus box 15 metres in length, and a 9 metre section of broken yellow lines	April 2021 Yes = 2 No = 0 Not stated = 0

Traffic Resolutions Summary Table RPC 14 April 2021

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Annual Parking Revenue Impact	Beneficiaries of Proposed Change – average weekday volumes/Impact			Comments for Proposed Change	Feedback
								Weekday Traffic Volume	Daily Passenger Number	Pedestrian Impact (+, -, no change)		
											acting as an exit taper. The location of the bus stop is considered a safe and suitable position that will provide for the frequency of the services using it.	

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a.	Hanson Street, Mount Cook (TR10-21) car share parking		
	<i>Add to Schedule B (Class Restricted) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Hanson Street	<i>Car Share, At All Times</i>	<i>East side, commencing 72.3 metres north of its intersection with John Street (Grid coordinates X=1,748,744.41m Y=5,425,638.11m) and extending in a northerly direction following the eastern kerb line for 11 metres.</i>
b.	Britomart Street, Berhampore (TR20-21) removal of P10 parking spaces		
	<i>Delete from Schedule A (Time Limited) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Britomart Street	<i>P10, At All Times</i>	<i>North side, commencing 36 metres west of its intersection with Stanley Street and extending in a westerly direction following the northern kerb line for 12 metres.</i>
c.	Arthur Street, Te Aro (TR21-21) No Stopping At All Times; loading zone; confirmation of parking restrictions		
	<i>Delete from Schedule D (No Stopping) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Arthur Street loop	<i>No Stopping</i>	<i>South side, following the kerbline 158.5 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658684.89234 m, Y=5988364.924933 m) and extending in a westerly direction and then northerly to its intersection with Arthur Street for a total of 17 metres.</i>
	Arthur Street loop	<i>No Stopping</i>	<i>South side, following the kerbline 116.5 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658684.89234 m, Y=5988364.924933 m) and extending in a westerly direction for 12.5 metres.</i>
	Arthur Street loop	<i>No Stopping</i>	<i>South side, following the kerbline 86 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658684.89234 m, Y=5988364.924933 m) and extending in a westerly direction for 25.5 metres.</i>
	Arthur Street loop	<i>No Stopping</i>	<i>South side, following the kerbline 7 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658684.89234 m, Y=5988364.924933 m) and extending in a westerly direction for 73.5 metres.</i>

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<i>Delete from Schedule A (Time Limited) of the Traffic Resolutions Schedule</i>		
Column One	Column Two	Column Three
Arthur Street loop	<i>P60, Monday to Saturday 8:00am - 6:00pm</i>	<i>South side, following the kerbline 129 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658684.89234 m, Y=5988364.924933 m) and extending in a westerly direction for 29.5 metres.</i>
Arthur Street loop	<i>P60, Monday to Saturday 8:00am - 6:00pm</i>	<i>South side, following the kerbline 80.5 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658684.89234 m, Y=5988364.924933 m) and extending in a westerly direction for 5.5 metres.</i>
<i>Delete from Schedule B (Class Restricted) of the Traffic Resolutions Schedule</i>		
Column One	Column Two	Column Three
Arthur Street loop	<i>P120, No stopping except for vehicles displaying an operation mobility card, Monday to Sunday, 8:00am-6:00pm</i>	<i>South side, following the kerbline 148.5 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658684.89234 m, Y=5988364.924933 m) and extending in a westerly direction for 6.5 metres.</i>
<i>Add to Schedule A (Time Limited) of the Traffic Resolutions Schedule</i>		
Column One	Column Two	Column Three
Arthur Street loop	<i>P60, Monday to Sunday 8:00am - 6:00pm</i>	<i>North side, commencing 7.6 metres west of its intersection with Arthur Street (Grid coordinates X= 1,748,639.22m, Y= 5,426,667.74m) and extending in a westerly direction following the northern kerb line for 12.2 metres.</i>
Arthur Street loop	<i>P60, Monday to Sunday 8:00am - 6:00pm</i>	<i>North side, commencing 21.8 metres west of its intersection with Arthur Street (Grid coordinates X= 1,748,639.22m, Y= 5,426,667.74m) and extending in a westerly direction following the northern kerb line for 12.3 metres.</i>
Arthur Street loop	<i>P60, Monday to Sunday 8:00am - 6:00pm</i>	<i>North side, commencing 36.6 metres west of its intersection with Arthur Street (Grid coordinates X= 1,748,639.22m, Y= 5,426,667.74m) and extending in a westerly direction following the northern kerb line for 12.2 metres.</i>
Arthur Street loop	<i>P60, Monday to Sunday 8:00am - 6:00pm</i>	<i>North side, commencing 66.7 metres west of its intersection with Arthur Street (Grid coordinates X=</i>

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			1,748,639.22m, Y= 5,426,667.74m) and extending in a westerly direction following the northern kerb line for 12 metres.
Arthur Street loop	P60, Monday to Sunday 8:00am - 6:00pm		North side, commencing 80.9 metres west of its intersection with Arthur Street (Grid coordinates X= 1,748,639.22m, Y= 5,426,667.74m) and extending in a westerly direction following the northern kerb line for 12.2 metres.
Arthur Street loop	P60, Monday to Sunday 8:00am - 6:00pm		North side, commencing 96 metres west of its intersection with Arthur Street (Grid coordinates X= 1,748,639.22m, Y= 5,426,667.74m) and extending in a westerly direction following the northern kerb line for 12 metres.
Arthur Street loop	P60, Monday to Sunday 8:00am - 6:00pm		North side, commencing 109.2 metres west of its intersection with Arthur Street (Grid coordinates X= 1,748,639.22m, Y= 5,426,667.74m) and extending in a westerly direction following the northern kerb line for 5.7 metres.
<i>Add to Schedule B (Class Restricted) of the Traffic Resolutions Schedule</i>			
Column One	Column Two	Column Three	
Arthur Street loop	P120, No Stopping except for vehicles displaying an operation mobility card, Monday to Sunday, 8:00am-6:00pm		North side, commencing 114.9 metres west of its intersection with Arthur Street (Grid coordinates X= 1,748,639.22m, Y= 5,426,667.74m) and extending in a westerly direction following the northern kerb line for 6.5 metres.
Arthur Street loop	Shared Zone, At All Times		From its eastern intersection with Arthur Street to its west intersection with Arthur Street. (150m)
Arthur Street loop	Loading Zone, P5, At All Times		North side, commencing 52 metres west of its intersection with Arthur Street (Grid coordinates X= 1,748,639.22m, Y= 5,426,667.74m) and extending in a westerly direction following the northern kerb line for 12.2 metres.
<i>Add to Schedule C (Direction) of the Traffic Resolutions Schedule</i>			
Column One	Column Two	Column Three	
Arthur Street loop	One Way Restriction, Except Cycles – At All Times		From its eastern intersection with Arthur Street to its west intersection with Arthur Street. (150m)

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<i>Add to Schedule D (No Stopping) of the Traffic Resolutions Schedule</i>		
Column One	Column Two	Column Three
Arthur Street loop	<i>No Stopping, At All Times</i>	<i>South side, commencing 5.2 metres west of its intersection with Arthur Street (Grid coordinates X= 1,748,646.51m, Y= 5,426,664.40m) and extending in a westerly direction following the southern kerb line for 105.0 metres.</i>
d. School Road, Kaiwharawhara (TR22-21) No Stopping At All Times		
<i>Add to Schedule D (No Stopping) of the Traffic Resolutions Schedule</i>		
Column One	Column Two	Column Three
School Road	<i>No Stopping, At All Times</i>	<i>North side, commencing at 30 metres from its intersection with Hutt Road (Grid coordinates X=1,749,884.33m Y=5,430,783.89m) and extending in a westerly direction following the northern kerb line for 56 metres.</i>
e. Trelissick Crescent, Ngaio (TR23-21) No Stopping At All Times		
<i>Add to Schedule D (No Stopping) of the Traffic Resolution Schedule</i>		
Column One	Column Two	Column Three
Trelissick Crescent	<i>No Stopping, At All Times</i>	<i>South side, commencing 18 metres west of its intersection with Kenya street (Grid coordinates X=1,748,378.45m Y=5,431,318.88m) and extending in a westerly direction following the southern kerb line for 24 metres.</i>
f. Ellice Street, Mount Victoria (TR24-21) No Stopping At All Times		
<i>Add to Schedule D (No Stopping) of the Traffic Resolutions Schedule</i>		
Column One	Column Two	Column Three
Ellice Street	<i>No Stopping, At All Times</i>	<i>North side, commencing 117 metres east of its intersection with Hania street (Grid coordinates X=1,749,175.12m Y=5,426,424.97m) and extending in an easterly direction following the northern kerb line for 6 metres.</i>
g. Kenwyn Terrace, Newtown (TR26-21) Install mobility parking		
<i>Add to Schedule B (Class restricted) of the Traffic Resolutions Schedule</i>		
Column One	Column Two	Column Three
Kenwyn Terrace	<i>Mobility Park, At All Times</i>	<i>West side, commencing 146 metres north of its intersection with Stoke street (Grid coordinates X=1,748,779.28m Y=5,424,839.16m) and extending in a northerly direction</i>

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			<i>following the western kerb line for 6.5 metres.</i>
h.	Frankmoore Avenue, Johnsonville (TR27-21) P10 time limited parking		
	<i>Delete from Schedule A (Time Limited) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Frankmoore Avenue	<i>P120, Monday to Sunday, 8am to 6pm</i>	<i>South side commencing 42 metres from its intersection with Moorefield Road (Grid Coordinates X=1,751,368.168m, Y=5,434,997.7789m) and extending in a westerly direction for 21 metres. (8 angle parks) (Johnsonville Community Centre)</i>
	<i>Add to Schedule A (Time Limited) of the Traffic Resolutions Schedule</i>		
	Frankmoore Avenue	<i>P10, Monday – Friday 8:30am- 9am and 2pm- 2:30pm</i>	<i>South side commencing 58 metres from its intersection with Moorefield Road (Grid Coordinates X=1,751,368.168m, Y=5,434,997.7789m) and extending in a westerly direction for 5 metres.</i>
	Frankmoore Avenue	<i>P120, Monday to Friday 8am to 8:30, 9am to 2pm, 2:30pm to 6pm. Saturday and Sunday 8am to 6pm</i>	<i>South side commencing 58 metres from its intersection with Moorefield Road (Grid Coordinates X=1,751,368.168m, Y=5,434,997.7789m) and extending in a westerly direction for 5 metres.</i>
	Frankmoore Avenue	<i>P120, Monday to Sunday, 8am to 6pm</i>	<i>South side commencing 42 metres from its intersection with Moorefield Road (Grid Coordinates X=1,751,368.168m, Y=5,434,997.7789m) and extending in a westerly direction for 16 metres.</i>
i.	Collingwood Street, Ngaio (TR28-21) No stopping At All Times		
	<i>Delete from Schedule D (No Stopping) of the Traffic Resolutions Schedul</i>		
	Column One	Column Two	Column Three
	Collingwood Street	<i>No Stopping At All Times</i>	<i>East side, commencing 58 metres south of its intersection with Chelmsford Street (Grid Coordinates X=1,748,455.4m Y=5,431,931.4m) and extending in a southerly direction, following the eastern kerb line for 21 metres</i>

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<i>Add to Schedule D (No Stopping) of the Traffic Resolutions Schedule</i>		
Column One	Column Two	Column Three
Collingwood Street	<i>No Stopping At All Times</i>	<i>East side, commencing 43 metres south of its intersection with Chelmsford Street (Grid Coordinates X=1,748,455.4m Y=5,431,931.4m) and extending in a southerly direction, following the eastern kerb line for 36 metres</i>
j. Helston Road, Johnsonville (TR29-21) Relocate Bus Stop #3482		
<i>Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
<i>Helston Road</i>	<i>Bus stop, At All Times</i>	<i>South side, commencing 0.5 metres east of its intersection with Paparangi Road and extending in an easterly direction following the southern kerbline for 12 metres.</i>
<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
<i>Helston Road</i>	<i>Bus stop, At All Times</i>	<i>South side commencing 16.6m east of its intersection with Arthur Carman St (Grid Coordinates (x=17,516,955.8m, y = 54,350,698.29m) and extending in a easterly direction following the southern kerb line for 15 metres.</i>
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
<i>Helston Road</i>	<i>No Stopping, At All Times</i>	<i>South side commencing 31.5m east of its intersection with Arthur Carman St (Grid Coordinates (x=17,516,955.8m, y = 54,350,698.29m) and extending in a easterly direction following the southern kerb line for 15 metres.</i>
k. Braemar Terrace, Johnsonville (TR30-21) No Stopping At All Times		
<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Braemar Terrace	<i>No Stopping, At All Times</i>	<i>South side, commencing from its intersection with Ohariu road and extending in a westerly direction following the southern kerbline for 5 metres.</i>
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three

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	Braemar Terrace	No Stopping, At All Times	North side, commencing from its intersection with Ohariu road (Grid Coordinates X=1,751,268.02m Y=5,435,401.89m) and extending in a north-westerly direction following the northern kerb line for 13 metres
	Braemar Terrace	No Stopping, At All Times	South side, commencing from its intersection with Ohariu Road (Grid Coordinates X= 1,751,263.97m Y=5,435,396.47m) and extending in a northerly direction, following the southern kerbline for 49 metres
i.	Coutts Street, Kilbirnie (TR31-21) No Stopping At All Times		
	Add to Schedule D (No Stopping) of the Traffic Resolutions Schedule		
	Column One	Column Two	Column Three
	Coutts Street	No Stopping, At All Times	North side, commencing 62 metres east of its intersection with Te Whiti street (Grid coordinates X=1,750,659.76m Y=5,424,049.22m) and extending in an easterly direction following the northern kerb line for 6 metres.
m.	Hunter Street, Wellington Central (TR32-21) Relocation of mobility parking		
	Delete from Schedule F (Metered Parking) of the Traffic Resolutions Schedule		
	Column One	Column Two	Column Three
	Hunter Street	At All Times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm, Displaying an Operation Mobility Permit Only	South side, commencing 17 metres east of its intersection with Customhouse Quay (Grid coordinates x= 1748784.5 m, y= 5428009.6 m), and extending in an easterly direction following the southern kerbline for 4.5 metres. (1 angled parking space)
	Hunter Street	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	South side, commencing 21.5 metres east of its intersection with Customhouse Quay (Grid coordinates x= 1748784.5 m, y= 5428009.6 m), and extending in an easterly direction following the southern kerbline for 38.5 metres. (13 angled parking spaces)
	Victoria Street	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	West side, commencing 8 metres south of its intersection with Hunter Street (Grid coordinates x= 1748841.4 m, y= 5427979.3 m), and extending in a southerly direction following the kerbline for 34.5 metres. (6 parallel carparks)

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Add to Schedule F (Metered Parking) of the Traffic Resolutions Schedule		
Column One	Column Two	Column Three
Hunter Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>South side, commencing 17 metres east of its intersection with Customhouse Quay (Grid coordinates x= 1748784.5 m, y= 5428009.6 m), and extending in an easterly direction following the southern kerbline for 43 metres. (14 angled parking spaces)</i>
Victoria Street	<i>At All Times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm, Displaying an Operation Mobility Permit Only</i>	<i>West side, commencing 33.75 metres south of its intersection with Hunter Street (Grid coordinates x= 1748841.4 m, y= 5427979.3 m), and extending in a southerly direction following the western kerbline for 8.75 metres.</i>
Victoria Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>West side, commencing 8 metres south of its intersection with Hunter Street (Grid coordinates x= 1748841.4 m, y= 5427979.3 m), and extending in a southerly direction following the western kerbline for 25.75 metres. (4 parallel parks)</i>
n.	Willis Street, Wellington Central (TR34-21) Relocation of metered parking	
<i>Delete from Schedule F (Metered Parking) of the Traffic Resolutions Schedule</i>		
Column One	Column Two	Column Three
Willis Street	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>East side, commencing 23.5 metres north of its intersection with Vivian Street (Grid Coordinates X=2658399.437948 m, Y=5988820.095948 m) and extending in a northerly direction following the kerbline for 41 metres. (7 parallel carparks)</i>
<i>Delete from Schedule D (No Stopping) of the Traffic Resolutions Schedule</i>		
Column One	Column Two	Column Three
Willis Street	<i>No Stopping At All Times</i>	<i>East side, commencing 64.5 metres north of its intersection with Vivian Street (Grid Coordinates X=2658399.437948 m, Y=5988820.095948 m) and extending in a northerly direction following the kerbline for 6.5 metres.</i>
<i>Add to Schedule F (Metered Parking) of the Traffic Resolutions Schedule</i>		

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	Column One	Column Two	Column Three
	Willis Street	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>East side, commencing 19.5 metres north of its intersection with Vivian Street (Grid Coordinates X=1748379.55m, Y=5427111.96m) and extending in a northerly direction following the kerb line for 35 metres. (6 parallel carparks)</i>
	Willis Street	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>East side, commencing 60.5 metres north of its intersection with Vivian Street (Grid Coordinates X=1748379.55m, Y=5427111.96m) and extending in a northerly direction following the kerb line for 5.5 metres. (1 parallel carparks)</i>
<i>Add to Schedule D (No Stopping) of the Traffic Resolutions Schedule</i>			
	Column One	Column Two	Column Three
	Willis Street	<i>No Stopping At All Times</i>	<i>East side, commencing 54.5 metres north of its intersection with Vivian Street (Grid Coordinates X=1748379.55m, Y=5427111.96m) and extending in a northerly direction following the kerb line for 6 metres.</i>
o.	Hataitai Road, Hataitai (TR37-21) Mobility and time limited parking		
<i>Add to Schedule B (Class Restricted) of the Traffic Resolutions Schedule</i>			
	Column One	Column Two	Column Three
	Hataitai Road	<i>No stopping except for vehicles displaying an operation mobility card, P120, Monday to Sunday, 8:00am- 6:00pm</i>	<i>East side, commencing 58 metres north of its intersection with Waitoa Road (Grid Coordinates X= 1750212.324, Y= 5425939.110) and extending in a northerly direction following the eastern kerb line for 7.8 metres</i>
<i>Add to Schedule A (Time Limited) of the Traffic Resolutions Schedule</i>			
	Column One	Column Two	Column Three
	Hataitai Road	<i>P120 Maximum, 8:00am – 6:00pm Monday to Sunday</i>	<i>East side, commencing 65.8 metres north of its intersection with Waitoa Road (Grid Coordinates X= 1750212.324, Y= 5425939.110) and extending in a northerly direction following the eastern kerb line for 12 metres</i>
p.	Hutchison Road, Newtown (TR38 -21) No Stopping At All Times		
<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three

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	Hutchison Road	<i>No Stopping, At All Times</i>	<i>South Side, commencing 144 metres west of its intersection with Wallace Street (Grid coordinates x=1,748,678.19, y=5,425,602.74m) and extending in a westerly direction following the southern kerb line for 5.5 metres.</i>
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Hutchison Road	<i>No Stopping, At All Times</i>	<i>South Side, commencing 138.5 metres west of its intersection with John Street (Grid coordinates x=1,748,678.19, y=5,425,602.74m) and extending in a westerly direction following the southern kerb line for 11 metres.</i>
q.	Courtenay Place loop lane, Wellington Central (TR40-21) – Emergency vehicle parking		
<i>Delete from Schedule B (Class Restriction) of the Traffic Resolutions Schedule</i>			
	Column One	Column Two	Column Three
	Courtenay Place -#5A LOOP	<i>No Parking except for ambulances, Friday and Saturday 6:00pm – midnight, Saturday and Sunday midnight – 3:00am</i>	<i>Northeast side, following the kerbline 35.5 metres southeast from its westernmost intersection with Courtenay Place (Grid coordinates, x= 1749220.4 m, y= 5427097.8 m), and extending in a south-easterly direction for 18 metres.</i>
<i>Add to Schedule B (Class Restriction) of the Traffic Resolutions Schedule</i>			
	Column One	Column Two	Column Three
	Courtenay Place- Loop lane	<i>No Parking except for emergency vehicles, Friday and Saturday 6:00pm – midnight, Saturday and Sunday midnight – 3:00am</i>	<i>Northeast side, following the northern kerbline 35.5 metres southeast from its westernmost intersection with Courtenay Place (Grid coordinates, x= 1749220.4 m, y= 5427097.8 m), and extending in a south-easterly direction for 18 metres.</i>
r.	The Terrace, Wellington Central (TR42-21) No stopping At All Times		
<i>Delete from Schedule E (Residents Parking) of the Traffic Resolutions Schedule</i>			
	Column One	Column Two	Column Three
	The Terrace	<i>Monday to Friday 8:00am - 6:00pm, Displaying an Authorised Resident Vehicle Parking Permit Only</i>	<i>East side, commencing 290.5 metres south of its intersection with the northern kerbline of Everton Terrace (Grid Coordinates X=2658554.854831 m, Y=5989738.421867 m) and extending in a southerly direction following the kerbline for 25 metres.</i>

Table of Traffic Resolutions Legal Description RPC 14 April 2021

<i>Add to Schedule E (Residents Parking) of the Traffic Resolutions Schedule</i>		
Column One	Column Two	Column Three
The Terrace	<i>Monday to Friday 8:00am - 6:00pm, Displaying an Authorised Resident Vehicle Parking Permit Only</i>	<i>East side, commencing 26 metres north of its intersection with the northern kerbline of Allenby Terrace (Grid Coordinates X=1,748,405.03m, Y=5,427,726.72m) and extending in a northerly direction following the eastern kerbline for 10 metres.</i>
The Terrace	<i>Monday to Friday 8:00am - 6:00pm, Displaying an Authorised Resident Vehicle Parking Permit Only</i>	<i>East side, commencing 16.5 metres north of its intersection with the northern kerbline of Allenby Terrace (Grid Coordinates X=1,748,405.03m, Y=5,427,726.72m) and extending in a northerly direction following the eastern kerbline for 5 metres.</i>
<i>Add to Schedule D (No Stopping) of the Traffic Resolutions Schedule</i>		
Column One	Column Two	Column Three
The Terrace	<i>No Stopping, At All Times</i>	<i>East side, commencing 11.5 metres north of its intersection with the northern kerbline of Allenby Terrace (Grid Coordinates X=1,748,405.03m, Y=5,427,726.72m) and extending in a northerly direction following eastern the kerbline for 5 metres.</i>
s.	Willowbank Road, Tawa (TR44-21) Shared user path and No Stopping At All Times	
<i>Add to Schedule D (No Stopping) of the Traffic Resolutions Schedule</i>		
Column One	Column Two	Column Three
Willowbank Road (Shared User Path)	<i>No Stopping, At All Times</i>	<i>East side, commencing 2 metres east of its intersection with the southern kerb of Willowbank Road (Grid coordinates X= 1,753,332.86m Y=5,438,887.73m) and extending in a north-easterly direction for 15 metres.</i>
<i>Add to Schedule B (Class restricted) of the Traffic Resolutions Schedul</i>		
Column One	Column Two	Column Three
Willowbank Road (Shared User Path)	<i>Shared User Path, At All Times</i>	<i>East side, commencing 17 metres northeast of its intersection with the southern kerb of Willowbank Road (Grid coordinates X= 1,753,332.86m Y= 5,438,887.73m) and extending in a north-easterly direction for 80 metres.</i>
t.	Woodridge Drive, Woodridge (TR45-21) Formalise new Bus Stop #3708	
<i>Add to Schedule B (class restricted parking) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three

Table of Traffic Resolutions Legal Description RPC 14 April 2021

	Woodridge Drive	<i>Bus Stop, At all times</i>	<i>West side, commencing 107 metres south of its intersection with Kentwood Drive (Grid Coordinates $x=1,753,772.273$ m, $y= 5,435,827.693$ m) and extending in a southerly direction for 15 metres.</i>
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Woodridge Drive	<i>No Stopping, At All Times</i>	<i>West side, commencing 98 metres south of its intersection with Kentwood Drive (Grid Coordinates $x=1,753,772.273$ m, $y= 5,435,827.693$ m) and extending in a southerly direction for 9 metres.</i>
	Woodridge Drive	<i>No Stopping, At All Times</i>	<i>West side, commencing 122 metres south of its intersection with Kentwood Drive (Grid Coordinates $x=1,753,772.273$ m, $y= 5,435,827.693$ m) and extending in a southerly direction for 9 metres.</i>

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Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

Wellington City Council is formally re-consulting on this proposal together with a number of other traffic resolutions. These Traffic Resolutions were consulted on in December 2020. Although Council had met their bylaw obligations with regard to the notification of Traffic Resolutions, in this case, we had inadvertently not advertised Council’s intentions in the Dominion Post which is our standard practise.

A decision has therefore been made to extend the period of consultation. This proposal will be presented to the Regulatory and Processes Committee on 14 April 2021.

If you have submitted feedback on this previously, you do not need to resubmit, unless you want to add to/ change. We will ensure your feedback is considered and included in the final report.

Proposal:

Reference	<ul style="list-style-type: none"> TR10-21 Hanson Street, Mount Cook - car share parking
What we’d like to do	<ul style="list-style-type: none"> Install two car share parking spaces along the east side of Hanson Street.
Why we are proposing the change	<ul style="list-style-type: none"> Wellington City Council is proposing the provision of car share spaces around the city for travel demand management. Historically Wellington car sharing scheme has proven to remove as many as 11 cars in each space it is put in (through sale or deferred purchase). There have been lower carbon emissions, and increased parking availability as residents join up and make use of the flexible services available to car sharing members. As Wellington looks towards a growing future with 50,000 to 80,000 new residents over the next 30 years, it is necessary for Wellington to make better use of the limited kerbside space available for parking, and the inclusion of ‘shared’ cars offers an option in addressing this. This location was selected in conjunction with car sharing providers by using maps of membership, potential demand, and networks of vehicle positioning to best enable the growth of car sharing usage across the city. This accords with the <i>Te Atakura Implementation Plan, Car Sharing Policy 2016, Parking Policy</i>.
Location – where we propose to make the change	<ul style="list-style-type: none"> Hanson Street, Mount Cook - outside no.39
Impact	<ul style="list-style-type: none"> Improved efficiency and sustainability – strategically putting the vehicles in place will enhance the availability and convenience of multimodal lifestyles as well as treating mobility as a service. In the long term it may enhance parking availability as more people take up car sharing instead of owning their own vehicle (or a second vehicle).

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	<ul style="list-style-type: none"> • Net parking impact - addition of two car share parking spaces and removal of two Coupon parking spaces. Vehicle parking bays are being converted from private parking to shared parking. The shared vehicles will be available to all members of the public and have been shown to enable as much as 11 vehicle reductions per car space put in place, so the immediate area may see a reduction in parking pressure after the car share spaces are put in place. • Pedestrian impact – positive impact as pedestrians may benefit from a decrease in traffic volume, on the road network.
How this relates to the parking policy	<ul style="list-style-type: none"> • Car share schemes align with the objectives of the Parking Policy (support move to becoming an eco-city – data shows that each car share scheme removes approximately 11 vehicles off the road per car space) • Car share is considered ‘High priority’ in the parking policy hierarchy table
Additional Information	<ul style="list-style-type: none"> • Average daily traffic count – 1,059. • Find out more about Council’s Zero Carbon plans at: http://www.zerocarboncapital.nz • Read more about car sharing at: https://wellington.govt.nz/services/parking-and-roads/smart-transport/car-share-schemes • To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Tuesday 2 March 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 2 March and finishes 5.00pm Monday 15 March 2021.</p>
Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Tuesday 16 March 2021. 2. The proposal will go to the Regulatory Processes Committee on Wednesday 14 April 2021. 3. If approved, the proposal will be installed within the following 3 months.

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Traffic Resolution Plan: TR10-21 Hanson Street, Mount Cook – Car Share parking



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Legal Description:

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

Column One	Column Two	Column Three
Hanson Street	<i>Car Share, At All Times</i>	<i>East side, commencing 72.3 metres north of its intersection with John Street (Grid coordinates X=1,748,744.41m Y=5,425,638.11m) and extending in a northerly direction following the eastern kerb line for 11 metres.</i>

Prepared By: Amin Shahin **(Team Leader Transport Engineering)**
Approved By: Charles Kingsford **(Principal Transport Engineer)**
Date: 19/03/2021

WCC Contact:

Tom Pettit
Sustainability Manager
Wellington City Council
Tahiwi 113 The Terrace Wellington
PO Box 2199, Wellington 6140
Phone: 04 499 4444
Email: tom.pettit@wcc.govt.nz

Feedback Received

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Feedback Received from 9 December to 22 December 2020:

Name: Arran Whiteford
Suburb: Melrose
Agree: Yes

We must do everything we can to encourage these car share schemes, they will help de congest our city.
They need to be pushed to grow fast, so that they can be used by more and more people.

Name: Jonathan Markwick
Suburb: Mount Cook
Agree: Yes

I strongly support this proposal as it would increase the viability of car sharing in this area. I think that the street space would be more efficiently used as car share spaces rather than as coupon parking spaces.
I agree with all the benefits of car sharing schemes mentioned in the TR10-21 document, including the positive impact on reducing carbon emissions.

Name: James Burgess
Suburb: Brooklyn
Agree: Yes

I support the addition of more car-share spaces. Car share is a great way to give people transport choice without everyone needing to own a car. It reduces km driven and pressure on parking overall.

Feedback Received from 2 March to 15 March 2021

Name: Erica Mangin
Suburb: Berhampore
Agree: Yes

Absolutely support the provision of more car-sharing parks. I agree with council's assessment that making this service more available will reduce the need for people in these inner suburbs of having their own cars.

Name: Tim Jenkins
Suburb: Karori
Agree: Yes

I'm pleased to see WCC encouraging more car share and less reliance on low occupancy private cars. I fully support the proposal for more car share spaces.

Officer's response:

Thank you for your feedback on TR10-21 Hanson Street, Mount Cook - car share parking

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A decision has therefore been made to extend the period of consultation. This proposal will be presented to the Regulatory and Processes Committee on 14 April 2021.

If you have submitted feedback on this previously, you do not need to resubmit, unless you want to add to/ change. We will ensure your feedback is considered and included in the final report.

Proposal:

Reference	<ul style="list-style-type: none"> TR20-21 Britomart Street, Berhampore - removal of P10 parking spaces
What we’d like to do	<ul style="list-style-type: none"> Removal of two P10 parking spaces along the north side of Britomart Street.
Why we are proposing the change	<ul style="list-style-type: none"> We have received request from the public to remove the two P10 parking spaces on Britomart Street. The Early Childhood Education Centre on Britomart Street has been redeveloped into a multi-unit housing complex, and therefore the P10 spaces are no longer required.
Location – where we propose to make the change	<ul style="list-style-type: none"> Britomart Street, Berhampore – outside no.126B
Impact	<ul style="list-style-type: none"> Improves accessibility for local residents who will have more parking opportunities outside their properties. Net parking impact – removal of P10 parking spaces to two unrestricted parking spaces. Pedestrian impact – no change.
How this relates to the parking policy	<ul style="list-style-type: none"> This proposal reflects the existing unrestricted parking along this street. The parking policy will be implemented when this area is reviewed.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 4,557. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Tuesday 2 March 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.

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Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 2 March and finishes 5.00pm Monday 15 March 2021.</p>
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Tuesday 16 March 2021.2. The proposal will go to the Regulatory Processes Committee on Wednesday 14 April 2021.1. If approved, the proposal will be installed within the following 3 months.

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Traffic Resolution Plan: TR20-20 Britomart Street, Berhampore – removal of P10 parking spaces



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Legal Description:

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

Column One	Column Two	Column Three
Britomart Street	<i>P10, At All Times</i>	North side, commencing 36 metres west of its intersection with Stanley Street and extending in a westerly direction following the northern kerb line for 12 metres.

Prepared By: Renee Corlett (Transport Engineer Assistant)

Approved By: Charles Kingsford (Principal Transport Engineer)

Date: 19/03/2021

FEEDBACK RECEIVED

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Feedback Received from 9 December to 22 December 2020:

Name: Peter Kelly
Suburb: Hataitai
Agree: Yes

No comment.

No Feedback Received from 2 March to 15 March 2021:

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Wellington City Council is formally re-consulting on this proposal together with a number of other traffic resolutions. These Traffic Resolutions were consulted on in December 2020. Although Council had met their bylaw obligations with regard to the notification of Traffic Resolutions, in this case, we had inadvertently not advertised Council’s intentions in the Dominion Post which is our standard practise.

A decision has therefore been made to extend the period of consultation. This proposal will be presented to the Regulatory and Processes Committee on 14 April 2021.

If you have submitted feedback on this previously, you do not need to resubmit, unless you want to add to/ change. We will ensure your feedback is considered and included in the final report.

Proposal:

Reference	<ul style="list-style-type: none"> TR21-21 Arthur Street, Te Aro - No Stopping At All Times; loading zone; confirmation of parking restrictions
What we’d like to do	<ul style="list-style-type: none"> Install 100 metres of No Stopping At All Times restriction along the south side of Arthur Street ‘loop’ (accessing properties no.3 to no.39). Install P5 Loading Zone replacing two P60 parking as shown on the attached plan. Confirm the mobility park and the remaining P60 parking on the north side of Arthur Street ‘loop’. Confirm the shared path designation along Arthur Street ‘loop’. Add a westbound one-way restriction except for cyclists.
Why we are proposing the change	<ul style="list-style-type: none"> We have received safety concerns from a local resident about vehicles parked on the south side of Arthur Street ‘loop’ obstructing the shared path making it unsafe for pedestrians and cyclists. These safety concerns have been confirmed by council officers onsite. To reflect the physical changes made in 2014 to the layout of Arthur Street we are proposing to confirm the current P60 parking signs and the shared path in this area. We are proposing no stopping along the south side of Arthur Street ‘loop’. The original design intention of this separated area was for a shared cycle and pedestrian path. The unobstructed width measured from the property boundary to the parking spaces (northern side) measures approximately 5 metres. If parking is permitted on the south side of Arthur street this leaves only 3 metres width which is significantly less than the absolute minimum for a vehicle moving corridor to combine with a shared zone with 2-way pedestrians and cyclists. Based on feedback received from the initial consultation of TR134-20, we are also proposing a loading zone on the north side to address the servicing needs of businesses in the area.

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	<ul style="list-style-type: none"> Recent emails from Waka Kotahi NZ Transport Agency support these proposed no stopping restrictions. The existing infrastructure supports walking and cycling and connects with the shared path network at the eastern and western ends.
Location – where we propose to make the change	<ul style="list-style-type: none"> Arthur Street ‘loop’, Te Aro (accessing properties no.3 to no.39)
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for pedestrians, cyclists and vehicles. Net parking impact – conversion of two P60 parking spaces to a 12 metre P5 loading zone; removal of five unmarked parking spaces in the shared path to ensure public safety. Pedestrian impact – positive. Removes cars parking in the shared path on the south side.
How this relates to the parking policy	<ul style="list-style-type: none"> Safe and efficient movement of people and goods is the highest priority in the parking policy with loading zones being also high priority in the Central Area. We are removing unrestricted parking spaces used by residents, workers, commuters and visitors to enable safe and efficient movement of people and goods through this shared path.
Additional Information	<ul style="list-style-type: none"> Estimated Average daily traffic volume – 500. This proposal was initially put forward as TR134-20 and after public feedback was received, we have amended the proposal to include a P5 loading zone at all times. The proposed changes exclude the area recently occupied for a temporary construction loading zone. We will review the parking restrictions in this area once the construction has finished. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Tuesday 2 March 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 2 March and finishes 5.00pm Monday 15 March 2021.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by Tuesday 16 March 2021. The proposal will go to the Regulatory Processes Committee on Wednesday 14 April 2021. If approved, the proposal will be installed within the following 3 months.

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Traffic Resolution Plan: TR134-20 Arthur Street, Te Aro – No Stopping At All Times; Confirmation of Parking Restrictions



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Legal Description:

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

Column One	Column Two	Column Three
Arthur Street loop	<i>No Stopping</i>	<i>South side, following the kerbline 158.5 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658684.89234 m, Y=5988364.924933 m) and extending in a westerly direction and then northerly to its intersection with Arthur Street for a total of 17 metres.</i>
Arthur Street loop	<i>No Stopping</i>	<i>South side, following the kerbline 116.5 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658684.89234 m, Y=5988364.924933 m) and extending in a westerly direction for 12.5 metres.</i>
Arthur Street loop	<i>No Stopping</i>	<i>South side, following the kerbline 86 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658684.89234 m, Y=5988364.924933 m) and extending in a westerly direction for 25.5 metres.</i>
Arthur Street loop	<i>No Stopping</i>	<i>South side, following the kerbline 7 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658684.89234 m, Y=5988364.924933 m) and extending in a westerly direction for 73.5 metres.</i>

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

Column One	Column Two	Column Three
Arthur Street loop	<i>P60, Monday to Saturday 8:00am - 6:00pm</i>	<i>South side, following the kerbline 129 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658684.89234 m, Y=5988364.924933 m) and extending in a westerly direction for 29.5 metres.</i>

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Arthur Street loop	<i>P60, Monday to Saturday 8:00am - 6:00pm</i>	<i>South side, following the kerbline 80.5 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658684.89234 m, Y=5988364.924933 m) and extending in a westerly direction for 5.5 metres.</i>
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Delete from Schedule B (Class Restricted) of the Traffic Resolutions Schedule

Column One	Column Two	Column Three
Arthur Street loop	<i>P120, No stopping except for vehicles displaying an operation mobility card, Monday to Sunday, 8:00am-6:00pm</i>	<i>South side, following the kerbline 148.5 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658684.89234 m, Y=5988364.924933 m) and extending in a westerly direction for 6.5 metres.</i>

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

Column One	Column Two	Column Three
Arthur Street loop	<i>P60, Monday to Sunday 8:00am - 6:00pm</i>	<i>North side, commencing 7.6 metres west of its intersection with Arthur Street (Grid coordinates X= 1,748,639.22m, Y= 5,426,667.74m) and extending in a westerly direction following the northern kerb line for 12.2 metres.</i>
Arthur Street loop	<i>P60, Monday to Sunday 8:00am - 6:00pm</i>	<i>North side, commencing 21.8 metres west of its intersection with Arthur Street (Grid coordinates X= 1,748,639.22m, Y= 5,426,667.74m) and extending in a westerly direction following the northern kerb line for 12.3 metres.</i>
Arthur Street loop	<i>P60, Monday to Sunday 8:00am - 6:00pm</i>	<i>North side, commencing 36.6 metres west of its intersection with Arthur Street (Grid coordinates X= 1,748,639.22m, Y= 5,426,667.74m) and extending in a westerly direction following the northern kerb line for 12.2 metres.</i>
Arthur Street loop	<i>P60, Monday to Sunday 8:00am - 6:00pm</i>	<i>North side, commencing 66.7 metres west of its intersection with Arthur Street (Grid coordinates X= 1,748,639.22m, Y= 5,426,667.74m) and extending in a westerly direction following the northern kerb line for 12 metres.</i>

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Arthur Street loop	<i>P60, Monday to Sunday 8:00am - 6:00pm</i>	<i>North side, commencing 80.9 metres west of its intersection with Arthur Street (Grid coordinates X= 1,748,639.22m, Y= 5,426,667.74m) and extending in a westerly direction following the northern kerb line for 12.2 metres.</i>
Arthur Street loop	<i>P60, Monday to Sunday 8:00am - 6:00pm</i>	<i>North side, commencing 96 metres west of its intersection with Arthur Street (Grid coordinates X= 1,748,639.22m, Y= 5,426,667.74m) and extending in a westerly direction following the northern kerb line for 12 metres.</i>
Arthur Street loop	<i>P60, Monday to Sunday 8:00am - 6:00pm</i>	<i>North side, commencing 109.2 metres west of its intersection with Arthur Street (Grid coordinates X= 1,748,639.22m, Y= 5,426,667.74m) and extending in a westerly direction following the northern kerb line for 5.7 metres.</i>

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

Column One	Column Two	Column Three
Arthur Street loop	<i>P120, No Stopping except for vehicles displaying an operation mobility card, Monday to Sunday, 8:00am-6:00pm</i>	<i>North side, commencing 114.9 metres west of its intersection with Arthur Street (Grid coordinates X= 1,748,639.22m, Y= 5,426,667.74m) and extending in a westerly direction following the northern kerb line for 6.5 metres.</i>
Arthur Street loop	<i>Shared Zone, At All Times</i>	<i>From its eastern intersection with Arthur Street to its west intersection with Arthur Street. (150m)</i>
Arthur Street loop	<i>Loading Zone, P5, At All Times</i>	<i>North side, commencing 52 metres west of its intersection with Arthur Street (Grid coordinates X= 1,748,639.22m, Y= 5,426,667.74m) and extending in a westerly direction following the northern kerb line for 12.2 metres.</i>

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

Column One	Column Two	Column Three
Arthur Street loop	<i>One Way Restriction, Except Cycles – At All Times</i>	<i>From its eastern intersection with Arthur Street to its west intersection with Arthur Street. (150m)</i>

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

Column One	Column Two	Column Three
Arthur Street loop	<i>No Stopping, At All Times</i>	<i>South side, commencing 5.2 metres west of its intersection with Arthur Street (Grid coordinates X= 1,748,646.51m, Y= 5,426,664.40m) and extending in a westerly direction following the southern kerb line for 105.0 metres.</i>

Prepared By: Reuben Lovell-Smith **(Transport Engineer Assistant)**
Approved By: Charles Kingsford **(Principal Transport Engineer)**
Date: 19/03/2021

FEEDBACK RECEIVED

Absolutely Positively
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Feedback Received from 9 December to 22 December 2020:

Name: Garth Mitchell
Suburb: Island Bay
Agree: No

None of our concerns have been addressed that were raised by business owners with 2 council staff who visited Arthur Street. The proposed loading zone is far too short for a sliding deck recovery tow truck, there are 3 automotive businesses on Arthur Street that rely on these recovery trucks. We made this clear to the 2 attending council staff, please confirm the towing companies they contacted to get the truck measurements, including the vehicle being unloaded. I am concerned that TR 21-21 states a commencement date before the due process has even been completed, can someone please explain. Can council also please clarify how rubbish collection, recycling collection, taxi and other similar services, couriers and similar services will operate within the no stopping zone. If the no stopping zone is put in place can you please provide details of the contingency fund you have in place to relocate businesses who can no longer operate, and provide details of how we apply for it. I employ 3 people at my business at 4/19 Arthur Street, so 4 people will be unemployed, how will you help us. No one addressed our concerns on the initial proposal, please respond. Also, can you please confirm that this time council has actually contacted all owners and businesses on Arthur Street as in the initial proposal very few were notified. Can you also please explain how a road can have different rules for road users, the road is one way or it is not for wheeled vehicles, NZTA and the road code will verify this.

Thank you and have a nice xmas, while we plan for having to close our business and having no income from March next year. Thanks.

Officer's response:

Thank you for your feedback regarding Arthur Street.

The proposal includes the addition of a new loading zone on Arthur street. The P5 restriction on a loading zone applies to the length of time the vehicle can be left unattended and not the maximum time this space can be occupied. This time limit extends upon returning to the vehicle in the process of loading or unloading. The P5 ensures only vehicles actively loading or unloading will use this space.

Contra-flow cycle provision allows people to cycle on one-way streets in the opposing direction as is seen in lower Cuba Street Shared Zone. Our traffic bylaw can include an allowance for cyclists to travel in both directions.

Businesses on Arthur Street were notified by letter of the proposed changes, which was personally delivered.

Private business can only guarantee a loading and unloading facility when provided on-site. Council is responsible to cater to all users in a balanced and safe manner in a public area.

See also Officer's response summary on pages 16/17.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Jude Kelly-Brennan Kelly Glass & Mirror
Suburb: Te Aro
Agree: No

I am emailing regarding the proposed changes to Arthur Street, in particular the 100 metres of No Stopping At All Times.

Arthur Street is unlike any other shared path in that you allow cars, truck, pedestrians, and cyclists access to the same stretch of road (and it is a road), pedestrians and cyclists use this by walking and cycling right down the middle, both ways, where vehicles can only go one way, this is a big part of

the problem. Another factor is the mindset pedestrians and cyclists have that they have the right of way on Arthur Street, which is not the case. This is a shared path, so we accommodate each other, but we have our business on Arthur street, where pedestrians and cyclist use our street to go where they need to go from time to time.

We are a glazing business and we have glass delivered to our workshop a minimum of twice a day. The delivery truck is large, as is the glass that is unloaded. We frequently have glass delivered that is over 120 kilo's and requires 2-3 people to unload it which takes anywhere between 10-30 minutes.

It will not be possible to operate without our glass deliveries. This is a key part of our business and it needs to be delivered to as near to the workshop as possible.

Arthur Street is an industrial area that supports several businesses in the Wellington community. Is it not possible to change it from a shared zone to vehicles only and the really large footpath across the road that is already a cycle lane, for pedestrians and cyclists so we can continue our business efficiency, and continue to serve Wellingtonians.

We look forward to hearing from you.

Officer's response:

Thank you for your feedback regarding Arthur Street.

In Shared Zones vehicles are legally required to give way to pedestrians and must not unduly impede the passage of any vehicle.

Land Transport (Road User) Rule 2004 10.2 Shared zone

(1) A driver of a vehicle entering or proceeding along or through a shared zone must give way to a pedestrian who is in the shared zone.

(2) A pedestrian in a shared zone must not unduly impede the passage of any vehicle in the shared zone.

The proposal includes the addition of a new loading zone on Arthur street. The P5 restriction on a loading zone applies to the length of time the vehicle can be left unattended and not the maximum time this space can be occupied. This time limit extends upon returning to the vehicle in the process of loading or unloading. The P5 ensures only vehicles actively loading or unloading will use this space.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

When enforcing a No Stopping Restriction, we understand the parking officer may apply discretion if the driver can be seen by the parking officer. If the vehicle is attended the officer would ask the driver to move on and find a legal parking space. In most cases, if left unattended an infringement notice would be issued.

Private business can only guarantee a loading and unloading facility when provided on-site. Council is responsible to cater to all users in a balanced and safe manner in a public area.

See also Officer's response summary on pages 16/17.

Name: Patrick Morgan on behalf of Cycle Wellington
Suburb: Central Wellington
Agree: Yes

We support the changes in TR21-21 on Arthur St.

When the Inner City Bypass was constructed six years ago the Arthur St loop was supposed to be a shared space, not an unofficial car park. Regrettably, it seems the appropriate steps were not taken at that time to make this happen.

It's time this was fixed.

People on bikes and foot need safe space. We believe that safe space is a higher priority than car storage at this location. We note there are 29,000 car parks in central Wellington, and two loading zones are included in the Arthur St changes.

Once construction at the west end is complete, we support the inclusion of this section to the shared path. We have spoken to adjoining businesses for their views. We would like the opportunity to present to the regulatory committee.



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Officer's response:

Thank you for your feedback regarding Arthur Street. The current temporary restriction in place is a construction loading zone for an adjacent development, restrictions in this area will be reviewed once construction is complete, in the next 9-12 months.

Name: James Burgess
Suburb: Brooklyn
Agree: Yes

I ride this route 4-6 times each week, with my daughter on her bike seat. We always have to ride on the 'road' part due to parked cars. When we ride against the main traffic direction, oncoming drivers are often surprised to see us and not sure, what to do. We have to squeeze to one side to give them room to pass.

The changes will make our journey safer and more comfortable.

Please consider changes to the signalised pedestrian crossing at the south end of the loop road (crossing Taranaki St towards Pukeahu) to better support cycling on this route.

Also please improve cycle entrance to the Pukeahu precinct working with the Ministry of Culture and Heritage – the current pedestrian protection near the unsafe heritage building makes safe access to the precinct by bike more difficult.

Officer's response:

Thank you for your feedback regarding Arthur Street, unfortunately changes to the signalised pedestrian crossings is not a within the scope of this traffic resolution.

Name: Jonathan Coppard
Suburb: Te Aro
Agree: Yes

I strongly support this proposal to bring this area in line with its intended design. I regularly cycle along this section and the illegally parked cars are a significant hazard. It would be good to clearly mark the surface of the area with painted markings to indicate that this is a shared area and that cyclists are permitted to travel eastbound.

Officer's response:

Thank you for your feedback regarding Arthur Street.

We will be installing additional signs to indicate cyclists will be exempt from the one-way restriction and a Shared Zone is in operation.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Ellen Blake on behalf of Living Streets Aotearoa
Suburb: Wellington Central
Agree: Yes

Living Streets Aotearoa supports making the Arthur St shared zone safe for pedestrians walking, as it was intended to be, by adding broken yellow lines to the south side of this zone. This will make it clear there is no parking on the south side delineated area intended for pedestrian and cyclist use.

This shared zone has over time become less pedestrian-friendly due to the increase in parking everywhere along it.

Signage should make it clear that pedestrians also have right of way in both directions.

Living Streets would prefer a return to a dedicated pedestrian-only footpath along this street to cater to the large number of students in this area, and this street being a key part of east-west walking options in Wellington.

We also support reduction of speed in this area to the standard speed in other shared zones in Wellington, that is 10km/h. This is the speed on the waterfront and in Lower Cuba St shared zones.

We would like to be heard in support of our submission.

Officer's response:

Thank you for your feedback regarding Arthur Street.

Vehicles and Cyclists are legally required to give way to pedestrians in a shared zone and we will be adding additional signs to advise of this requirement.

Changing a speed limit is another process and is not currently within the scope of this traffic resolution. People cycling and driving in shared zones are expected to act like guests, travelling in a way that is consistent with a walking pace.

See also Officer's response summary on pages 16/17.

Name: Ron McGann
Suburb: Vogeltown
Agree: Yes

I support the proposed changes to the Loop Road in Arthur St.

In addition, I suggest that a couple of 5 km/h (Walking Pace) Speed Limit signs (for motor vehicles only) be added to the Loop Road as drivers tend to travel too fast around parking areas where there are pedestrians and also in this case cyclists travelling in the opposite direction to the motor vehicles. Motor vehicles travelling in excess of 5 km/h in a confined space where there are pedestrians and cyclists are intimidating to both pedestrians and cyclists.

FEEDBACK RECEIVED

Absolutely Positively
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Me Heke Ki Pōneke

Cycling eastbound this afternoon I was confronted by a westbound car which "completely filled" the shared lane. Maybe a couple of GIVE WAY TO CYCLISTS AND PEDESTRIANS would be useful too!

Officer's response:

Thank you for your feedback regarding Arthur Street.

Changing a speed limit is another process and is not currently within the scope of this traffic resolution. People cycling and driving in shared zones are expected to act like guests, traveling in a way that is

consistent with a walking pace. Vehicles and cyclists are legally required to give way to pedestrians in a shared zone and we will be adding additional signs to advise of this requirement.

See also Officer's response summary on pages 16/17.

Name: Joy
Suburb: Te Aro
Agree: No

First, apologies for this arriving late and I hope you are still able to process it into submissions today. I have been travelling for the last 2 days and December, as you can imagine, is a very busy time.

Secondly, I replied to the email sending out the updated proposal with some questions and did not receive a reply, which is very disappointing and frustrating as I'm unable to factor those answers into my submission.

Finally, my feedback. We appreciated the council staff coming to meet us, but it appears we have mostly not been listened to. The addition of a loading zone to the proposal is helpful, but it does not fully address that the proposal will have negative effects on almost all the businesses along Arthur Street.

Arthur Street is commercially zoned I believe and is loaded with retail trade/ commercial businesses. Why, in the proposal, are the businesses residents of the street not even considered in the section labelled "impact"?

The proposal states that the changes allow for "safe and efficient movement of people and goods" but you have not addressed how businesses in the street can have servicing such as rubbish removed, waste oil removed, waste tyres removed, or vehicles delivered, none of which can be achieved with the proposed loading zone. Are all the drivers undertaking these services now liable for tickets when they do this work?

How do you anticipate these services being undertaken? How, in this proposal, are those services factored in? I genuinely would like to know how you see these activities working?

Without these services our business can't operate, so this proposal leaves us the choices of closing, or requiring service vehicles to operate illegally, unless you can see a solution I can't?

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

An option would be to place P5 along the south side in front of businesses, and no parking in front of walls etc. This would ensure that service vehicles such as these can operate legally but would reduce the number of vehicles stopped at any point in time.

Officer's response:

Thank you for your feedback regarding Arthur Street.

When enforcing a No Stopping Restriction, we understand the parking officer may apply discretion if the driver can be seen by the parking officer. If the vehicle is attended the officer would ask the driver to move on and find a legal parking space. In most cases, if left unattended an infringement notice would be issued.

We will also discuss more active parking enforcement of the P60 and the proposed loading zone spaces with Parking Services. Our on-site surveys indicate the majority of vehicles were commuters and residents parking all day. Increased turnover assisted by regular enforcement will increase availability for customers and service vehicles to park in the P60 spaces.

Private business can only guarantee a loading and unloading facility when provided on-site. Council is responsible to cater to all users in a balanced and safe manner in a public area.

See also Officer's response summary on pages 16/17.

Name: Tim Wood
Suburb: Te Aro
Agree: No

I'm a resident of this street, owner Of Unit 3, 19 Arthur St (Commercial zone).
When the bypass went throw it was a Shared road of commercial use.
The idea of having the general public using this busy side street for commuting accesses is just bad planning.
Having bikes speeding down Arthur St with working trucks, Vans, Cars maneuvering around, loading and unloading heavy equipment is dangerous.
The street is working really well. if there's a big truck we all wait our turn as it's a shared zone.

Please do not put a bright unfriendly yellow line in front of my building on that very nice pathing way, if anything put a wight line.
Not sure if you know but on the main road next to us on the other side of us there should be a dedicated biking path, e-bike walkers, this could be an easy win. as these people normally go down Wills St or Cuba St.
Thank you for reading this.

Officer's response:

Thank you for your feedback regarding Arthur Street.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

While the street may have been working well for vehicles, we have received a number of safety concerns from pedestrians and cyclist using this route. Currently we intend to demarcate the no stopping restriction by installing signs.

See also Officer's response summary on pages 16/17.

Name: Doug Brennan
Suburb: Te Aro
Agree: No

Your planning on changing stopping along Arthur St.

I have never seen such a poorly supported set of claims. The document makes many fanciful claims one would think there is mayhem, death and injury where there is none.

Of all the streets in Wellington Arthur Street has one of the largest access widths of any being 4m on the south side and 6m on the north side even wider than state highway 1 for walking and cycling. So much for walking and cycling being more efficient. Where is the Sharing when the walkers and cyclists have more and now want still more. The proposal is making a problem we there is not a problem.

I suggest the council focuses on streets with a real problem. Try Mitchell st where hundreds of houses have gone in with not a single roading improvement. The Wellington City council needs to take care it is not overreacting to one person wielding an overreaching power to affect many unnecessarily when it has much bigger fish to sort.

Hatched lines is the only one with any impact of the proposal as it's not just preventing parking which we do not have an issue with, but for the businesses in the street makes it illegal to off load goods in an area zoned warehousing. Ironically some of the businesses in the street when smaller

operated from home and got caught up with work from home town plan rules and moved to a commercially zoned street to operate without restrictions. Now we are told no stopping at all times even in front of businesses adjacent to parked cars so it's not possible to stop for long. Vehicles are stopping but not parking. The 4 cars at the northern southern end are not an issue you can put hatched lines there for fairly much no effect.

We met the officers when this proposal was first proposed and ironically, they had to park in the area they want to prohibit due to a lack of parking. Classic. Can I suggest they come on bicycles next time after all its in keeping with their proposal claims.

During the officer's time in the street with the businesses I made an issue to point out any vehicles entering the street and got the officers to witness what happened to those vehicles ie did they stop or park. About half the vehicles were carpark searching. Not finding one they exited the street. This is by far the greatest safety concern due to a lack of parking compared to the attractions in area. Businesses attract people it is the reason for the traffic either walking or cycling or car. These businesses need to have commercial vehicles stop to unload and we are big rate payers or would you rather we take our rates to the Hutt Valley and then drive in on roads you don't have. Or is it more efficient to reside where the need is. What is needed here is provision to allow businesses to

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

trade efficiently without needless restriction. We appreciate the token parking for unloading although 5 minutes is very short for unloading containers, vehicle transporters and large pallets with forklifts. It is not uncommon for a truck to block the street for 15 minutes and cars have to wait.

It's the reality of a commercial street. It's not retail its Warehousing that is its zoning. The businesses have just as much right to be in this street as walking and cycling. The wellington City Council charge us about 3 times the rateable value because we are commercial and that has to have some privileges.

You have safety concerns against short term stationary vehicles.

This claim is outrageous and without foundation or any merit. It completely reverses a finding of fault against a stationary object against a moving one to take care.

Your heading "Impact" has nothing listed

The proposal is very poor on the impacts of this proposal and has not sought to even find out the impact on businesses or what they might be. One wonders if the Wellington City council really value or want businesses in the city. There has been no attempt to even find out, or how much offloading goes on in this street or how long that takes. If businesses are pushed out where will you find the rates to replace them and where are the roads get them back into the city. You have done little to improve access to the city. This proposal only makes matters worse it's better to keep businesses in the city where they are required it's much more efficient.

Our recommendation

You can remove any park you want.

Change the loading zone to 15 minutes

Don't put no stopping restrictions in front of 19 to 25 Arthur st. Anywhere else is fine.

If you lose all reason and no stopping is to be done, then add two service vehicle parks replacing two 1 hour parks with a 1 hour restriction.

Officer's response:

Thank you for your feedback regarding Arthur Street,
When enforcing a No Stopping Restriction, we understand the parking officer may apply discretion if the driver can be seen by the parking officer. If the vehicle is attended the officer would ask the driver to move on and find a legal parking space. In most cases, if left unattended an infringement notice would be issued.

The proposal includes the addition a new loading zone on Arthur street. The P5 restriction on a loading zone applies to the length of time the vehicle can be left unattended and not the maximum time this space can be occupied. This time limit extends upon returning to the vehicle in the process of loading or unloading. The P5 ensures only vehicles actively loading or unloading use this space. We will also discuss more active parking enforcement of the P60 and the proposed loading zone spaces with Parking Services. Our observations indicate the majority of vehicles were commuters

FEEDBACK RECEIVED



and residents parking all day. Increased turnover assisted by regular enforcement will increase availability for customers and service vehicles to park in the P60 spaces.

Private business can only guarantee a loading and unloading facility when provided on-site. Council is responsible to cater to all users in a balanced and safe manner in a public area.

See also Officer's response summary below.

Officer's response summary.

Regarding Enforcement of BYLs

When enforcing a No Stopping Restriction, we understand the parking officer may apply discretion if the driver can be seen by the parking officer. If the vehicle is attended the officer would ask the

driver to move on and find a legal parking space. In most cases, if left unattended an infringement notice would be issued.

Enforcement of P60 and Loading Zones spaces

We will also discuss more active parking enforcement of the P60 and the proposed loading zone spaces with Parking Services. Our observations indicate the majority of vehicles were commuters and residents parking all day. Increased turnover assisted by regular enforcement will increase availability for customers and service vehicles to park in the P60 spaces.

Regarding Loading Zone time limit

The proposal includes the addition adding loading zone on Arthur street. The P5 restriction on a loading zone applies to the length of time the vehicle can be left unattended and not the maximum time this space can be occupied. This time limit extends upon returning to the vehicle in the process of loading or unloading. The P5 ensures only vehicles actively loading or unloading use this space.

Parking Survey

Parking Surveys were undertaken a 10am and 3:30pm on two consecutive weekdays. Observations on the south side in the location of the proposed stopping restriction indicated approximately 50% were occupied all day.

Parking observed in the existing P60 spaces indicated approximately six out of the 15 spaces were occupied all day.

Regarding Speed limit Changes

Changing a speed limit is a lengthy process and is not currently a priority at this time, People cycling and driving in shared zones are expected to act like guests, traveling in a way that is consistent with a walking pace. We will continue to monitor the situation on Arthur street.

Signing Pedestrian Priority

Vehicles and Cyclists are legally required to give way to pedestrians in a Shared Zone. We currently have Shared Zone signs installed and we will be adding additional signs to reinforce the Shared Zone.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received from 2 March to 15 March 2021:

Name: Erica Mangin
Suburb: Berhampore
Agree: Yes

Glad that safety concerns are being addressed. Support the suggested change.

Name: Mark Johnston
Suburb: Unknown
Agree: Yes

I support the proposal overall, the changes would make bike trips safer, more dedicated loading space might help the businesses there.

Name: James Burgess
Suburb: Unknown
Agree: Yes

I support the proposal to improve walking and biking by freeing up the intended width of the Arthur St. service lane / shared space.

I sent in a submission on the first TR for this change, saying how the changes would make my regular bike trips safer. When riding southwards I often find myself approaching an oncoming driver, with nowhere to go because the free space is so narrow. This is not a safe way for a shared space to operate.

I read the feedback from businesses on the original proposal and agree that increasing loading space would help them. Please convert more of the P60 parking places along the north side of Arthur St into loading bays. These can help in two ways.

- Where a delivery is from a smaller van or truck, they can use the loading bay spaces.
- If a delivery is from a large truck (eg a flatbed truck for vehicles), they can stop in the centre of the shared space beside an empty loading zone. People can then walk or bike past safely by moving into the loading zone area.

Alternatively, you could make changes to the parking bay lengths to support a longer loading bay.

I hope these changes will help the local businesses without sacrificing the safe movement of people on foot or on bikes.

Officer's response:

Thank you for your feedback regarding Arthur Street. Our proposal includes converting one bay of P60 parking to a loading zone and we will continue to monitor the Arthur Street and could add additional loading zones at a later date if it is required.

FEEDBACK RECEIVED

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Me Heke Ki Pōneke

Name: Carl Howarth
Suburb: Newtown
Agree: Yes

I support proposal TR21-21 to remove the informal parking along the north edge of the service lane. The way the service lane operates is currently dangerous and inefficient as a two way cycle path. Parked cars narrow the shared path to such an extent that there is no room for cyclists and pedestrians to safely pass vehicles driving down the lane.

Name: Asher Regan
Suburb: Te Aro
Agree: Yes

These changes will make it much safer to cycle and walk this stretch of 'shared space'.

Name: Arthur Price
Suburb: Mount Victoria
Agree: Yes

I am writing in support of the proposed changes to Arthur St. I regularly cycle this route and it is often dangerous for pedestrians and cyclists. Many drivers are unaware it is a shared space with a lack of signage and markings on the ground. In support of local businesses, I would suggest that more of the 60min parking spaces are reserved for loading zones as this would allow easy access for delivery and collection from the shops & workshops. It would also be great to have a walking designated area and signage indicating vehicles should stop or slow down for oncoming cyclists and all pedestrians.

Thanks for your great work in making Wellington safer for everyone!

Officer's response:

Thank you for your feedback regarding Arthur Street, Vehicles and Cyclists are legally required to give way to pedestrians in a Shared Zone. We currently have Shared Zone signs installed and we will be adding additional signs to reinforce the Shared Zone

Name: Darcy Snell
Suburb: Unknown
Agree: Yes

I write this email in support of proposal TR21-21, advocating in favour of the proposed changes/improvements along the Arthur St. service lane.

As someone who uses this lane for both personal and business purposes, the proposed changes would make my bike trips significantly safer. Additionally, if some of the P60 parking spaces within the lane were turned into loading areas, this would further benefit business activity within the area. I would very much like to see Arthur St. as a shared space allowing safe two-way biking and think the changes, I've mentioned will allow this to happen.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Our proposal includes converting one bay of P60 parking to a loading zone and we will continue to monitor the Arthur Street and could add additional loading zones at a later date if it is required.

Name: Arran Whiteford
Suburb: Melrose
Agree: Yes

I bike this route twice a day, every weekday so massively welcome these changes.

I actually avoid Arthur street and bike on SH1, which is quite dangerous, and I am often tooted at for taking up a lane. I do this because Arthur street is too chaotic to bike on, and in my opinion even worse.

- Trade vehicles are almost always stopped there in the middle of the shared way.
- Heeeaps of Wellington college and Wellington high students walk that way,
- cars on that shared way often squeeze bikes into the gutter, they assume it's just for cars. I have been 'chickened' into the gutter many times there.
- parked cars take up half the space

The propositions do not go far enough. The businesses already have plenty of carparks. The carparks should be taken out (or at least right next to the businesses for easy access/unloading), and then there should be a footpath and then a bike way next to.

The current plan will see businesses unloading across the shared way!

Additionally, please do something about the intersection immediately east of there. Currently to go from ANZAC park to this shared way you must take a pedestrian crossing on a bike. Is that even legal? Most cars think not and get angry when you do.

Thanks, this is urgent

Officer's response:

Thank you for your feedback regarding Arthur Street, unfortunately changes to the signalised pedestrian crossings is not within the scope of this traffic resolution. Your other concerns will be raised separate to this traffic resolution.

Name: Tim Jenkins
Suburb: Karori
Agree: Yes

I understand that this traffic resolution is formalising the design that should have been put in place six years ago. I'm pleased to see that it may happen soon.

I use this shared space regularly on my bike in an attempt to avoid the busier roads in the city centre when getting from Aro or Cuba to Tory Street for shopping or to head out to Newtown.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

The cars parked on the south side make it too narrow to safely cycle in either direction, especially so when

riding east with vehicles driving west and towards me. Preventing the unregulated parking will make it much safer. The area being left for construction vehicle parking should revert to the shared area with no parking in line this with resolution when construction finishes.

The use of appropriate signs will make it much clearer for people on bike or foot that should have the priority here.

There is plenty of confusion about whether it's even ok to cycle against the flow of vehicles at present.

I think that more of the P60 spaces should be changed to P5 or P10 loading zones to help the businesses that operate on that stretch of road.

Officer's response:

Thank you for your feedback regarding Arthur Street, we will pass on your feedback to the relevant teams. Vehicles and Cyclists are legally required to give way to pedestrians in a shared zone and we will be adding additional signs to advise of this requirement. Our proposal includes converting one bay of P60 spacing to a loading zone and we will continue to monitor the Arthur Street and could add additional loading zones at a later date if it is required.

Name: Nicole Benkert
Suburb: Wellington
Agree: Yes

I cycle through there almost every day. It is an important connector between Pukeaho and the shared bike/footpath along Karo Drive. Though it's supposed to be shared road between cars/bikes/pedestrian, it is even full of parked cars and there is a lot of traffic going in and out. This makes it unpleasant, if not downright arduous or difficult to get through on the bike. I understand there is opposition to the proposal from businesses there. Perhaps this could be solved by providing more loading zones and removing more of the P60 parking. I don't know but I am very tired of business interests always being given priority over the safety of pedestrians and cyclists in this city.

Officer's response:

Thank you for your feedback regarding Arthur Street. Our proposal includes converting one bay of P60 spacing to a loading zone and we will continue to monitor the Arthur Street and could add additional loading zones at a later date if it is required.

Name: Dylan
Suburb: Unknown
Agree: Yes

I'm writing in support of traffic resolution TR21-21. I cycle down this "loop" sometimes on my way from Tory Street to Brooklyn Road.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

I think the proposals suggested in TR21-21 are a no-brainer and put in place the initial intent of this space. Considering buildings and homes were destroyed to widen Arthur Street it feels stupid to not be using the resulting space as intended or safely.

I think this space could and should be better improved from the proposals in TR21-21. I am not a traffic engineer, so I'm sure there's professional knowledge and background information that I'm missing, however, it seems like the design of this space is stuck in the era that it's from and now there are greater expectations.

At a minimum, how about painting some sharrows and bike symbols on the ground? That goes for Karo Drive too, and the link through from Old Buckle Street. We need clear, visible, consistent markings to make it obvious that there's a network of places where bikes are accepted and where spaces should be shared.

At present it's a small mystery how I'm meant to navigate from Old Buckle Street to the "loop". Again, clear markings would be useful here for the crossing.

Adding parking sensors to the parking spots and enforcing the time limits would probably be a good idea. (I'm pretty sure they're not there already, from what I can see on Google Street View?).

Please direct the out of scope bits of feedback from this email to the folks that it might be useful for. :) I think this is great, it'll make it safer, just get it done; but - without letting the perfect be the enemy of the good, I'm sure our spaces could be better still.

Officer's response:

Thank you for your feedback regarding Arthur Street, we will pass on your feedback to the relevant teams. Vehicles and Cyclists are legally required to give way to pedestrians in a shared zone and we will be adding additional signs to advise of this requirement. We have spoken to parking services who will be increasing the monitoring and enforcement of the P60 parking spaces.

Name: James Burgess on behalf of Cycle Wellington
Suburb: Wellington
Agree: Yes

Cycle Wellington supports the proposal to improve walking and biking by confirming the intended use of the Arthur St. shared space.

Currently uncontrolled informal parking along the south side creates a narrow corridor of usable space. Not enough room for vehicles to load and unload without blocking the way, and not enough space for people on foot or on bikes to easily and safely let moving vehicles pass.

We agree that businesses here need room to load and unload deliveries. With the informal parking removed, there'll be more room for people on foot or on bikes to safely get past trucks stopped briefly for deliveries.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

You could also convert more of the P60 parking places along the north side of Arthur St into time-restricted loading bays. This would make it easier for moving vehicles to pass trucks stopped for deliveries.

Officer's response:

Thank you for your feedback regarding Arthur Street. Our proposal includes converting one bay of P60 parking to a loading zone and we will continue to monitor the Arthur Street and could add additional loading zones at a later date if it is required.

Name: Ellen Blake on behalf of Living Streets Aotearoa
Suburb: Wellington
Agree: Yes

We support the changes proposed in this traffic resolution to make it clear that there is no parking on the southern side of this shared path. It is not a pleasant place to walk as it is.

We would like to see signage that supports pedestrian movement in both directions on this path.

We would prefer that this important east-west connector route has a dedicated footpath (as it once did) and that pedestrians are not expected to interact with vehicle traffic. This route is used by many school children.

We propose that the speed limit on this shared section is consistent with other shared zones and is changed to 10km/h. The current speed of 50km/h is not safe for pedestrians.

Officer's response:

Thank you for your feedback regarding Arthur Street.

Vehicles and Cyclists are legally required to give way to pedestrians in a shared zone and we will be adding additional signs to advise of this requirement.

Changing a speed limit is another process and is not currently within the scope of this traffic resolution. People cycling and driving in shared zones are expected to act like guests, travelling in a way that is consistent with a walking pace.

See also Officer's response summary on pages 16/17.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

Wellington City Council is formally re-consulting on this proposal together with a number of other traffic resolutions. These Traffic Resolutions were consulted on in December 2020. Although Council had met their bylaw obligations with regard to the notification of Traffic Resolutions, in this case, we had inadvertently not advertised Council's intentions in the Dominion Post which is our standard practise.

A decision has therefore been made to extend the period of consultation. This proposal will be presented to the Regulatory and Processes Committee on 14 April 2021.

If you have submitted feedback on this previously, you do not need to resubmit, unless you want to add to/ change. We will ensure your feedback is considered and included in the final report.

Proposal:

Reference	<ul style="list-style-type: none"> TR22-21 School Road, Kaiwharawhara - No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> Install 56 metres of broken yellow lines along the northern side of School Road.
Why we are proposing the change	<ul style="list-style-type: none"> We have received safety and accessibility concerns from a property owner on School Road following on from TR150-20. Vehicles are parking along the northern side of School Road restricting and blocking access for larger commercial vehicles who regularly use this road, to access their depots at the western end of School Road. The road width approximately ranges between 3.9 metres - 5.5 metres which does not allow adequate travelling width if vehicles park on either side of the road. It also restricts emergency vehicles from travelling through.
Location – where we propose to make the change	<ul style="list-style-type: none"> School Road, Kaiwharawhara – outside no.5
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for vehicles (heavy trucks) travelling along School Road. Net parking impact - removal of six unrestricted parking spaces. Pedestrian impact – positive. Pedestrian safety increased as pedestrians will no longer walk or exit from their vehicles on to a live traffic lane.
How this relates to the parking policy	<ul style="list-style-type: none"> Safe and efficient movement of people and goods.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – No data. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Tuesday 2 March 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.

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Feedback	If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz . Please note if you are giving feedback the consultation period opens 9.00am Tuesday 2 March and finishes 5.00pm Monday 15 March 2021.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Tuesday 16 March 2021.2. The proposal will go to the Regulatory Processes Committee on Wednesday 14 April 2021.3. If approved, the proposal will be installed within the following 3 months.

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Traffic Resolution Plan: TR22-21 School Road, Kaiwharawhara - No Stopping At All Times



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Legal Description:

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

Column One	Column Two	Column Three
School Road	<i>No Stopping, At All Times</i>	<i>North side, commencing at 30 metres from its intersection with Hutt Road (Grid coordinates X=1,749,884.33m Y=5,430,783.89m) and extending in a westerly direction following the northern kerb line for 56 metres.</i>

Prepared By: Renee Corlett (Transport Engineer Assistant)
Approved By: Charles Kingsford (Principal Transport Engineer)
Date: 19/03/2021

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Feedback Received from 2 March to 15 March 2021

Name: Erica Mangin
Suburb: Berhampore
Agree: Yes

Glad that safety concerns are being addressed. Support the suggested change.

Officer's response:

Thank you for your feedback regarding this traffic resolution for School Road.

We are proposing a change in your area



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This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

Wellington City Council is formally re-consulting on this proposal together with a number of other traffic resolutions. These Traffic Resolutions were consulted on in December 2020. Although Council had met their bylaw obligations with regard to the notification of Traffic Resolutions, in this case, we had inadvertently not advertised Council’s intentions in the Dominion Post which is our standard practise.

A decision has therefore been made to extend the period of consultation. This proposal will be presented to the Regulatory and Processes Committee on 14 April 2021.

If you have submitted feedback on this previously, you do not need to resubmit, unless you want to add to/ change. We will ensure your feedback is considered and included in the final report.

Proposal:

Reference	<ul style="list-style-type: none"> TR23-21 Trelissick Crescent, Ngaio - No Stopping At All Times
What we’d like to do	<ul style="list-style-type: none"> Install 24 metres of broken yellow lines along the south side of Trelissick Crescent.
Why we are proposing the change	<ul style="list-style-type: none"> We have received safety and accessibility concerns from a local resident about vehicles parking on both sides of the road outside No.1 Trelissick Crescent. The road width measures 6.3 metres at this location and with parking on both sides of the road, the remaining lane width is reduced to 2.3 metres which is not enough for general traffic and emergency vehicles to safety travel through.
Location – where we propose to make the change	<ul style="list-style-type: none"> Trelissick Crescent, Ngaio – outside no.1 and no.3
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for general traffic and emergency vehicles travelling on Trelissick Crescent. Net parking impact - removal of three unrestricted parking spaces. Pedestrian impact - positive pedestrian benefit as vehicles will no longer park on the footpath.
How this relates to the parking policy	<ul style="list-style-type: none"> Safe and efficient movement of people.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 134. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Tuesday 2 March 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.

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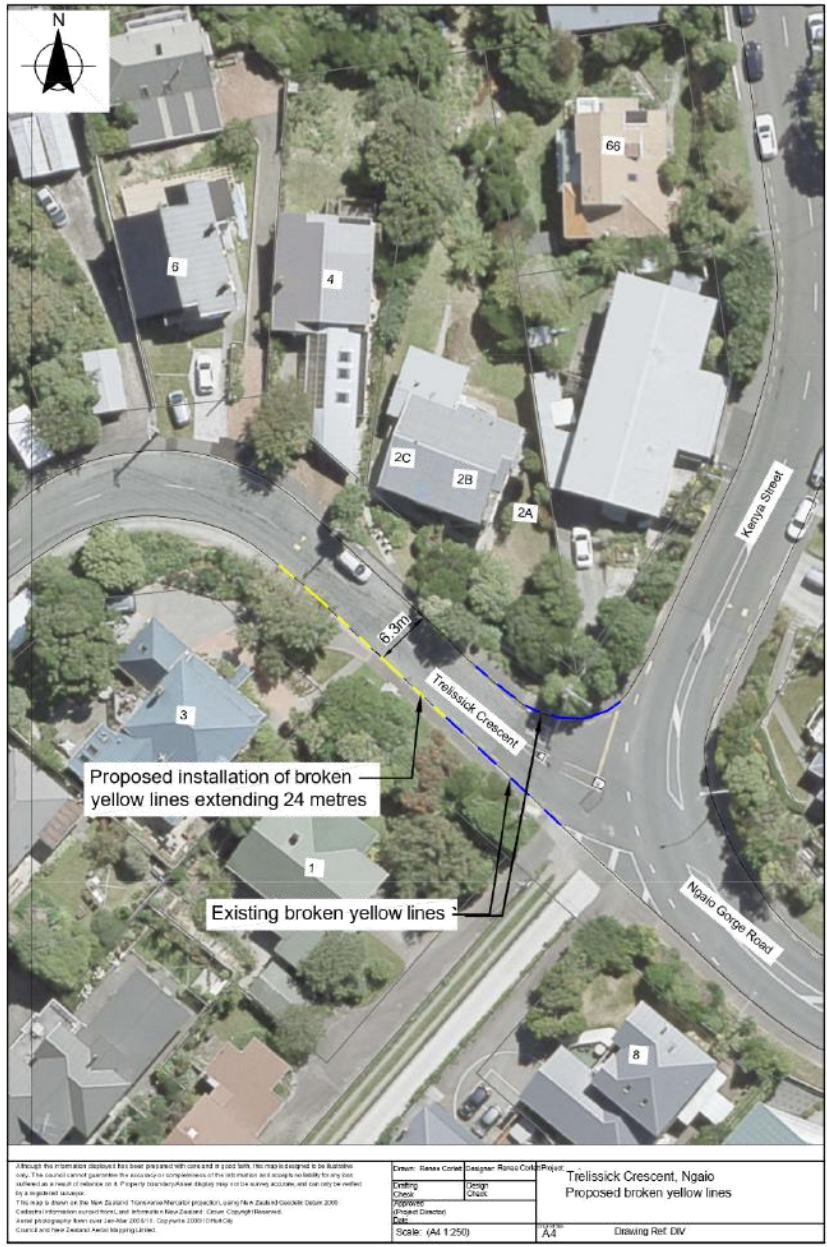
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Next Steps	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 2 March and finishes 5.00pm Monday 15 March 2021.</p>
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Tuesday 16 March 2021.2. The proposal will go to the Regulatory Processes Committee on Wednesday 14 April 2021.3. If approved, the proposal will be installed within the following 3 months.

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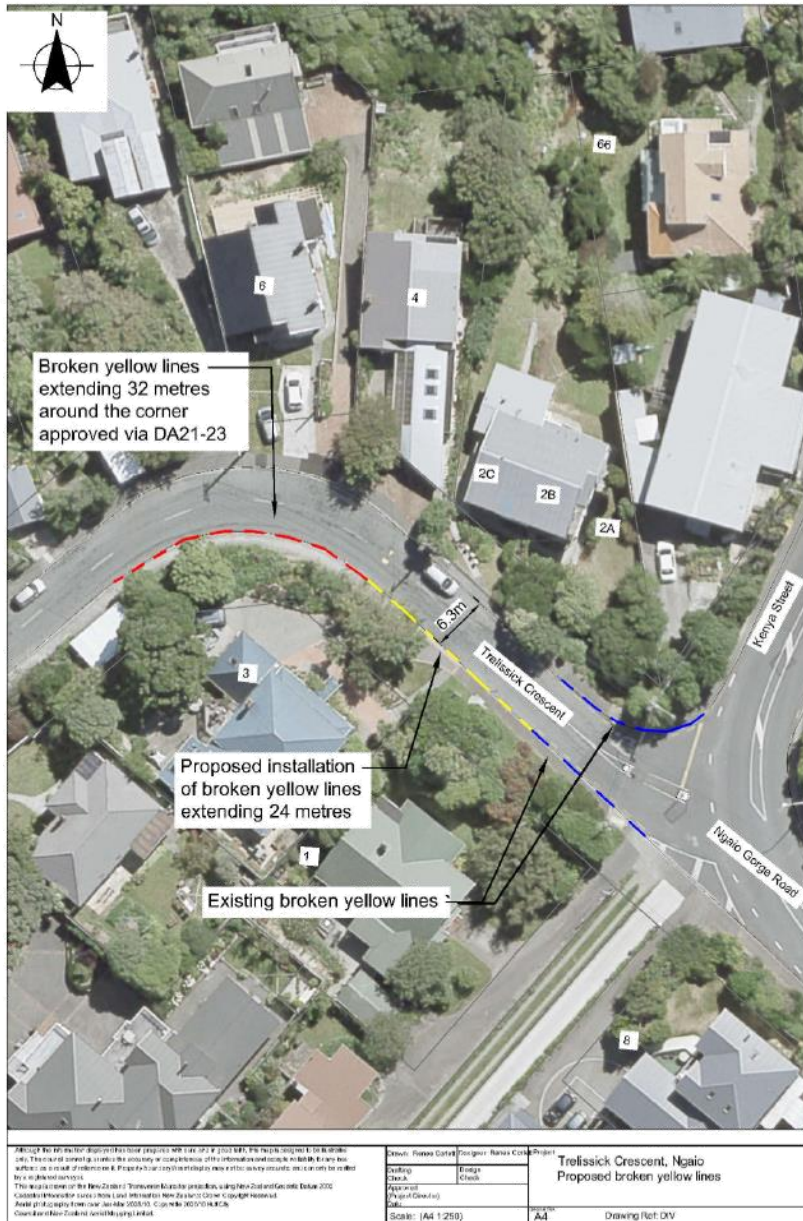
Traffic Resolution Plan: TR23-21 Trelissick Crescent–No Stopping At All Times



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Traffic Resolution Plan: TR23-21 Treliissick Crescent—No Stopping At All Times



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Legal Description:

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

Column One	Column Two	Column Three
<i>Trelissick Crescent</i>	<i>No Stopping, At All Times</i>	<i>South side, commencing 18 metres west of its intersection with Kenya street (Grid coordinates X=1,748,378.45m Y=5,431,318.88m) and extending in a westerly direction following the southern kerb line for 24 metres.</i>

Prepared By: Renee Corlett (Transport Engineer Assistant)
Approved By: Charles Kingsford (Principal Transport Engineer)
Date: 19/03/2021

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Feedback Received from 9 December to 22 December 2020:

Name: W H Wheeler
Suburb: Not stated
Agree: Maybe

I believe the proposed no stopping in Trelissick Cres is a step in the right direction but doesn't go far enough.

Parking on the footpath and on the corner between no 3 and 7 happens daily. Cars that park on the corner between 3 and 5 make this a very unsafe place to drive around as the road is then too narrow for two vehicles.

In the interest of safety, I would like the council to extend this no stopping at all times to as far as no 7 Trelissick Cres.

Officer's response:

Thank you for your feedback regarding the proposed no stopping on Trelissick Crescent. We have investigated your concerns regarding the safety of driving around the corner outside no.3 Trelissick Crescent. Through the Delegated Authority process we have gained approval to extend the broken yellow lines 32 metres around this bend (DA21-23).

In regards to vehicles parking on the footpath, parking on a footpath is illegal and clearly outlined in the Land Transport Road User Rule (2004) 6.14 Parking on Footpaths or cycle paths <https://www.nzta.govt.nz/assets/resources/rules/docs/road-user-2004.pdf>. All drivers are expected to be aware of the Road Code and may be subject to enforcement action if they park illegally. If you notice a vehicle is parked on a footpath please call 04 499 4444 with the details of the vehicle.

Name: Tony and Mary Lines
Suburb: Ngaio
Agree: Yes

So glad you are proposing to put yellow lines outside 1 and 3 Trelissick its long overdue after dramatic increase in parking on areas no one dared park on for the last 40 yrs.

We live at 7 Trelissick Cres and the parking on this side of the road from no 3 through to 9 Trelissick Cres is no different and out of control. Totally blocking the footpath and parked the wrong way often with the car not moved for weeks on end. We have difficulty getting in our drive because of cars on the footpath at the entrance every day/night.

You propose stopping outside no 3 right on the corner. But cars parked on and around the corner are the biggest problem of all. There are 4 right now and I can barely get past in my ute needing to pull in the mirrors. Plus, there is no visibility so near misses are a regular feature. All are parked illegally on the footpath and there is no ability for people to get past on the footpath.

Please extend the yellow lines to 9 Trelissick so we have a clear lane for traffic and emergency vehicles with vehicles on one side of the road only.

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Officer's response:

Thank you for your feedback regarding the proposed no stopping on Trelissick Crescent. We have investigated your concerns regarding the safety of driving around the corner outside no.3 Trelissick Crescent. Through the Delegated Authority process we have gained approval to extend the broken yellow lines 32 metres around this bend (DA21-23). In regards to the additional broken yellow lines you are requesting extending to no.9 Trelissick Crescent we will investigate your concerns and monitor the displacement of vehicles in this area as a separate enquiry, due to this being outside of the scope of the current Traffic Resolution.

In regards to vehicles parking on the footpath or blocking your accessway, these actions are illegal and clearly outlined in the Land Transport Road User Rule (2004) 6.14 Parking on Footpaths or cycle paths and 6.9 Obstructing vehicle entrances and exits <https://www.legislation.govt.nz/regulation/public/2004/0427/latest/DLM303605.html> . All drivers are expected to be aware of the Road Code and may be subject to enforcement action if they park illegally. If you notice a vehicle is parked on a footpath or blocking your accessway please call 04 499 4444 with the details of the vehicle.

Name: Marilyn Hester
Suburb: Ngaio
Agree: No

Installation of the broken yellow lines along the south side of Trelissick Crescent will somewhat improve safety and accessibility as proposed, but not visibility. Safety would be more enhanced if the yellow lines continued around the bend in the road. If cars park beyond where the yellow lines have been proposed to stop, visibility for residents turning right into driveways will be reduced even further than the near-zero visibility that already exists. These driveways are also used several times every hour as reversing options by drivers who have mistakenly exited onto T. Cres. off Ngaio Gorge Road. Cars parked on both sides of the road beyond the road bend will have to continue to be parked on the footpaths to ensure one-car width road passage.

Officer's response:

Thank you for your feedback regarding the proposed no stopping on Trelissick Crescent. We have investigated your concerns regarding the safety of driving around the corner outside no.3 Trelissick Crescent. Through the Delegated Authority process we have gained approval to extend the broken yellow lines 32 metres around this bend (DA21-23)

In regards to vehicles parked on a footpath, parking on a footpath is illegal and clearly outlined in the Land Transport Road User Rule (2004) 6.14 Parking on Footpaths or cycle paths <https://www.nzta.govt.nz/assets/resources/rules/docs/road-user-2004.pdf> . All drivers are expected to be aware of the Road Code and may be subject to enforcement action if they park illegally. If you notice a vehicle is parked on a footpath please call 04 499 4444 with the details of the vehicle.

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Name: Morris Robertson
Suburb: Ngaio
Agree: Maybe

Whilst I support the proposed 24 metres of broken yellow line in principle, I submit that it could lead to a further traffic hazard. The number of cars which already park on the curve on the south side, will likely be added to by those displaced by the proposed no stopping extension.

The effect of this is to cause traffic entering from Kenya St. to cross the centre line and be unsighted on the bend, by the parked cars, from oncoming traffic. I have already observed some head-on near misses in this area.

The saving factor to date has been the existing narrow passage into Trelissick Crescent causing traffic to slow.

Thus, I would support the no stopping proposal if it was extended around the full frontage of no. 3 Trelissick Crescent in order to maintain sight lines on the curve.

However, there is a greater problem to be considered. A number of cars which park at the Kenya St. end of Trelissick Crescent belong to residents of properties at the top end of Kenya St. as damage to vehicles has caused them to seek safe refuge in Trelissick Crescent. Only the residents of Flats 2A, 2B and 2C Trelissick Crescent do not have off street parking in the area under discussion.

The wider problem stems from south of 66 Kenya St. where the carriageway narrows on a curve and traffic can be unsighted by parked vehicles with the passageway width inadequate for two-way traffic. While the installation of bollards at the top of the curve have been of benefit the roadway from 66 Kenya St. to the Perth St./ Trelissick Crescent east entrance to Ngaio Gorge Road is hazardous due to both its vertical and horizontal curves with two intersections with limited sighting in both directions. I submit that it would benefit from a reduced speed limit.

In summary, I submit that the proposed extension of the no stopping line should be extended around the curve to a point where oncoming traffic can be sighted and that a wider review is undertaken of the hazards evident in the adjacent arterial strip of Kenya St./Ngaio Gorge Road.

Officer's response:

Thank you for your feedback regarding the proposed no stopping on Trelissick Crescent. We have investigated your concerns regarding the safety and visibility of driving around the corner outside no.3 Trelissick Crescent. Through the Delegated Authority process we have gained approval to extend the broken yellow lines 32 metres around this bend (DA21-23).

In regard to your request for a reduced speed limit, there is a different process that needs to be undertaken and approval given by NZTA in order to do this. Therefore, council are only considering changes from the posted speed limit to 30km/h in suburban shopping areas, at the current time.

We have also been investigating safety improvements on Kenya Street. There is currently an electronic curve warning sign, we have also installed another curve advisory sign, additional bollards,

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and road markings. Alongside this we are investigating further curve warning signs outside 56 Kenya Street.

Name: Bernie Wong She
Suburb: Ngaio
Agree: No

I propose a long term solution is to utilise the road reserve outside 1 Trelissick Crescent between the power pole and the telecommunications cabinet. To add 2 to 3 carpark spaces. This would be of 4.0m to 4.5m width. At least 2.5m width for cars and at least 1.5m for the footpath.

The design can be similar to the on street parking at 175 Mark Avenue Grenada Village. Where the gutter remains is the original position at the edge of the road and the footpath and carparking is built back from the road.

This would maintain the number of on street carparks on the southern side of the road.

The on street carparks at the entrance to Trelissick Crescent off Kenya Street are utilised by residents, visitors, and trade vehicles.

I view the addition of 24 metres of broken yellow lines as a short term solution that does not resolve the on street parking congestion.

Officer's response:

Thank you for your feedback regarding Trelissick Crescent. Our priorities are to increase active modes of transport rather than single car ownership, investing in minor works to install additional parking on this street would unfortunately not align with these goals and the new parking policy, which can be found through this link: <https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/parking-policy> We are therefore unable to justify any immediate changes at this present time.

We appreciate you taking the time to provide us with feedback and trust the above explains our decision in this instance.

Feedback Received from 2 March to 15 March 2021:

Name: W F Hester
Suburb: Ngaio
Agree: No

This change would be fine if it were part of a more comprehensive solution to accessibility and safety on this narrow and dangerous portion of the street. But in practice adding just 24 metres of no parking to that small portion of the road will make things less safe. Street parking would then be forced to move further around the Crescent - especially at the low visibility and dangerous curve in the street across from driveways at #4, #6A, #6, #8 and #10 Trelissick Crescent.

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If this proposed change is a consequence of "safety and accessibility concerns from a local resident" - please stop and review the safety and accessibility concerns from a half dozen other local residents which you have dismissed out of hand as not being within the scope of the proposed change. Any change should help alleviate the problem, not shift the problem and make it worse.

Officer's response:

Thank you for your feedback regarding the proposed no stopping on Trelissick Crescent. We have investigated your concerns regarding the safety and visibility of driving around the corner outside no.3 Trelissick Crescent. Through the Delegated Authority process we have gained approval to extend the broken yellow lines 32 metres around this bend (DA21-23).

Name: Tony and Mary Lines
Suburb: Ngaio
Agree: Yes

A further submission on this matter from AJ & MC Lines 7 Trelissick Cres:

We agree to the proposal but would like it extended around to 9 Trelissick Cres and understand that will be a further consultation. However it can't come soon enough, and it really needs to be done contemporaneously.

The placing of yellow lines will force cars parking there to park on the corner and further around towards our property at 7 Trelissick Cres.

Currently this is already often full now already.

Until about 2 yrs ago no cars ever parked on that side of the road. Then one or 2 did by parking on the footpath and this has set off a precedent, so others have just piled in following the example.

We suspect some are commuters from further away from town who then bus in from the top of Ngaio Gorge road as the cars often disappear at night and on weekends but certainly many are new residents in the area.

The problem also stems from some new infill housing in the street and more cars per household.

We have had to resort to placing cones at our driveway due to cars parking on the footpath too close to the driveway to allow exit and entry (we have a ute and a trailer). The cones get moved off virtually every day though they are placed only up to 1m from the driveway edge each side on the curb.

We look forward to consultation being commenced on the extension from 3-9 Trelissick Cres.

Officers response:

Thank you for your feedback regarding the proposed no stopping on Trelissick Crescent. We have investigated your concerns regarding the safety and visibility of driving around the corner outside no.3 Trelissick Crescent. Through the Delegated Authority process we have gained approval to extend the broken yellow lines 32 metres around this bend (DA21-23). In regards to the additional broken yellow lines you are requesting extending to no.9 Trelissick Crescent we will investigate your concerns and monitor the displacement of vehicles in this area as a separate enquiry, due to this being outside of the scope of the current Traffic Resolution.

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In regards to vehicles parked on a footpath or over your accessway, these actions are illegal and clearly outlined in the Land Transport Road User Rule (2004) 6.14 Parking on Footpaths or cycle paths and 6.9 Obstructing vehicle entrances and exits <https://www.legislation.govt.nz/regulation/public/2004/0427/latest/DLM303605.html>. All drivers are expected to be aware of the Road Code and may be subject to enforcement action if they park illegally. If you notice a vehicle is parked on a footpath, please call 04 499 4444 with the details of the vehicle. If vehicles continue to obstruct your vehicle access we can investigate the use of L bars to advise vehicles to park 1 metre back or look into broken yellow lines extending over your vehicle entrance, this will need to be raised as a separate enquiry.

Name: Erica Mangin
Suburb: Berhampore
Agree: Yes

Glad that safety concerns are being addressed. Support the suggested change.

Officer's response:

Thank you for your feedback regarding the proposed no stopping on Trelissick Crescent.

Name: Rebecca Crabbe
Suburb: Ngaio
Agree: Yes

Thank you for this initiative - it will make the street a lot safer. We feel it would be better to extend the yellow lines to just around the corner as often people park right on the corner forcing traffic onto the wrong side of the road in a blind spot.

Officer's response:

Thank you for your feedback regarding the proposed no stopping on Trelissick Crescent. We have investigated your concerns regarding the safety and visibility of driving around the corner outside no.3 Trelissick Crescent. Through the Delegated Authority process we have gained approval to extend the broken yellow lines 32 metres around this bend (DA21-23).

Name: Emma Thwaite
Suburb: Ngaio
Agree: Yes

Great idea, I'm primarily a pedestrian and often find the footpath blocked by parked cars.

Officer's response:

Thank you for your feedback regarding the proposed no stopping on Trelissick Crescent.

In regard to vehicles parked on a footpath, parking on a footpath is illegal and clearly outlined in the Land Transport Road User Rule (2004) 6.14 Parking on Footpaths or cycle paths

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<https://www.nzta.govt.nz/assets/resources/rules/docs/road-user-2004.pdf> . All drivers are expected to be aware of the Road Code and may be subject to enforcement action if they park illegally. If you notice a vehicle is parked on a footpath, please call 04 499 4444 with the details of the vehicle.

Name: Will Cook
Suburb: Ngaio
Agree: Yes

I am primarily a pedestrian and cyclist and this change will make my life easier and safer.

Officer's response:

Thank you for your feedback regarding the proposed no stopping on Trelissick Crescent.

In regards to vehicles parked on a footpath, parking on a footpath is illegal and clearly outlined in the Land Transport Road User Rule (2004) 6.14 Parking on Footpaths or cycle paths <https://www.nzta.govt.nz/assets/resources/rules/docs/road-user-2004.pdf> . All drivers are expected to be aware of the Road Code and may be subject to enforcement action if they park illegally. If you notice a vehicle is parked on a footpath, please call 04 499 4444 with the details of the vehicle.

Name: Andrew Hemsley
Suburb: Unknown
Agree: No

It's nice to have the opportunity to provide feedback on the council's proposal to reduce the parking to the south side of Trelissick Cres outside number 1 and 3 – despite the fact the outcome would seem to be predetermined.

I wish to formally register my **objection** to this proposal as I do not believe the proposed measures will improve safety and accessibility nor will it have a positive pedestrian benefit.

In stating my objection, I wish to make the following points

1. If the purpose of installing yellow lines is to stop people parking on the foot path – an inspection of the road further along Trelissick Cres (numbers 12 onwards) shows that the practice of parking on the left hand foot path is wide spread and not unique to numbers 1 – 3, therefore if the same criteria were to be applied to the whole of the street then, the left hand side of the road should also have dotted yellow lines as well – the council must act in a fair and balanced manner.
2. It's not clear when the data collection of vehicle movement occurred but it should be noted the over the last 10 – 14 months there has been significant building work occurring in the street with the construction of two new houses and a number of properties having alteration work carried out. This saw a marked increase in the number of vehicles (especially vans/Utes) parked in the street.

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In an attempt to reduce traffic speed and damage to cars parked in Kenya street, I believe the Council reduced the number of car parks available. The knock-on effect of reducing parks has seen an increase in vehicles (residents, visitors and trade) parking at this end of Trelissick Cres thus distorting the parking situation.

With that in mind the reduction of parking spaces outside number 1 – 3, will only push the cars further around Trelissick Cres thereby exacerbating the issue further as this part of the road is narrower – this impact does not seem to have been factored in to the councils proposed plan

3. With regards to the road width I believe the dimensions provided understates the actual situation. I have measured the road in the location indicated on the plan and I believe the dimension kerb to kerb is close to 6.50m.

I have measured several roads locally and provided the following data for consideration as I believe, there are situations where the road widths and passing distances are much narrower than 1 – 3 Trelissick and pose more of an issue for general vehicle travel and access for emergency services, if the council were to provide the same criteria fairly then these roads should also have yellow lines

I selected Aplin Terrace/ Abbot Street and Marsden Terrace deliberately as these are approach roads to schools – if access of emergency services is of genuine concern to the

Council then they should possibly looking at the effect parking has on these roads and act with immediate effect?

Street	Kerb to Kerb distance	Car to Car Gap – based on legally parked cars
Aplin Terrace – near number 21	6.60m	2.70m
Abbot Street – 100m south of the school	6.70m	2.90m
Marsden Terrace	6.60m	2.85m
Trelissick South -	6.10m	3.10m
Trelissick Noth – Outside # 1	6.70m	3.10m
		This is obviously dependant on the types of cars in the street at the time

Based on a very brief internet search, it would suggest that a fire engine has a width in the order 2.50m which would room for an engine to negotiate the vehicle to vehicle gap, acknowledging that the gap is dependent on which cars are parked on any given day.

4. While this will fall outside the terms of reference of this round of consultation, but if the council is genuinely looking to address positive pedestrian benefits then the council should be looking at extending the foot path to the right hand side of the Crescent around the entirety of Trelissick Cres.

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As Trelissick Park provides one of the few meaningful and suitably sized “off lead” locations for dog owners there is significant foot traffic going to and from the two entry/exit points to the park where walkers are required to walk around cars into the path of vehicles and dodge traffic – it’s hypocritical to mandate footpath access in one part of the street and fail to provide it elsewhere in the street.

5. One of the “benefits’ of the narrow gap between cars is the reduction in vehicle speed. During the holiday season when there were reduced numbers of cars parked in the street but there was a marked increase in the speed cars were travelling around the Cres as they approached the stop sign. The street has a multigenerational make up and any increase in speed will expose those at each end of the scale to increased risks when crossing roads or accessing vehicles

If the council does proceed with the installation of the yellow line, then they are surely obligated to provide meaningful speed mitigation ideally through the installation of speed humps

So in conclusion, I believe the loss of carparks will, see vehicles parking in other parts of Trelissick Cres creating an even narrower bottleneck which will exacerbate the issues of vehicle movement additionally the removal of the parks will see an increase in vehicle speed around thus creating an additional pedestrian hazard. To select this portion of the road to reduce carparking is unnecessary as there are narrower sections of road in Trelissick and there are other more critical local roads (approaching schools) that should have the same criteria applied

I’m hopeful of the council reconsidering its position but, given the responses provided to date to earlier submissions I think the decision is already made

Officer’s response:

Thank you for your feedback regarding the proposed no stopping on Trelissick Crescent.

Regarding the points you have made above,

1. In regards to vehicles parked on a footpath, parking on a footpath is illegal and clearly outlined in the Land Transport Road User Rule (2004) 6.14 Parking on Footpaths or cycle paths <https://www.nzta.govt.nz/assets/resources/rules/docs/road-user-2004.pdf> . All drivers are expected to be aware of the Road Code and may be subject to enforcement action if they park
2. Thank you for providing this additional information.
3. Thank you for your research into other surrounding streets, the reason we have investigated Trelissick Crescent in this instance is due to notification received from the Fire services that they had difficulty in this street when attending an emergency. Due to limited resources we are unable to investigate every street and therefore focus on areas where a known problem is occurring. If the streets you have outlined are having problems with accessibility due to vehicles parking on both sides of the road in a particular location, then please log an enquiry through our contact centre and we will investigate accordingly.

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4. In regard to extending the footpath around this street, this would require reviewing under our 'Minor Safety Works/ Improvements Scheme', there are however a number of projects already awaiting prioritisation and delivery as part of this programme. The process of prioritisation starts with us collating all proposed projects before ranking them based on their safety and operational issues. Once funding has been provided each financial year we prioritise projects which will be completed within the available resources and funding. The reason that we undertake these investigations in a structured way is that we need to assess all of these types of matters in a consistent manner. This makes it possible for us to determine the roads with the greatest safety and operational problems and which therefore need to receive a higher priority, given that there are limited funds for these types of matters. Due to this process we are unable to provide you with the exact timeframe for the implementation of the improvement work at this time.
5. Yes, parked vehicles on both sides of the road do reduce vehicle speeds however in this instance safety and accessibility is compromised and therefore the broken yellow lines are required to ensure vehicles can travel through this section of Trelissick Crescent. Vehicles will also be approaching a stop sign so required to slow for the intersection, alongside westbound traffic slowing for the corner outside no.3 Trelissick Crescent. Therefore, reducing the parked vehicles in this location is not expected to result in a significant increase in vehicle speeds.

In regards to the additional broken yellow lines you are requesting extending to other parts of Trelissick Crescent we will investigate your concerns and monitor the displacement of vehicles in this area as a separate enquiry, due to this being outside of the scope of the current Traffic Resolution.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
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Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

Wellington City Council is formally re-consulting on this proposal together with a number of other traffic resolutions. These Traffic Resolutions were consulted on in December 2020. Although Council had met their bylaw obligations with regard to the notification of Traffic Resolutions, in this case, we had inadvertently not advertised Council's intentions in the Dominion Post which is our standard practise.

A decision has therefore been made to extend the period of consultation. This proposal will be presented to the Regulatory and Processes Committee on 14 April 2021.

If you have submitted feedback on this previously, you do not need to resubmit, unless you want to add to/ change. We will ensure your feedback is considered and included in the final report.

Proposal:

Reference	<ul style="list-style-type: none"> TR24-21 Ellice Street, Mount Victoria – No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> Install 6 metres of broken yellow lines along the northern side of Ellice Street.
Why we are proposing the change	<ul style="list-style-type: none"> We have received safety concerns from a local resident regarding drivers travelling southbound on Brougham Street who are unable to see vehicles travelling east on Ellice Street. We have investigated onsite and confirm there are visibility concerns due to the current kerbside parking and recommend the removal of one parking space. The police crash database identifies that there have been three non-injury reported crashes at this intersection in the last five years that relate to southbound vehicles exiting from Brougham Street. The installation of the no-stopping restriction will improve safety and visibility for the drivers at this intersection.
Location – where we propose to make the change	<ul style="list-style-type: none"> Ellice Street, Mount Victoria - outside no.45
Impact	<ul style="list-style-type: none"> Improves safety and visibility for vehicles travelling through the Brougham Street / Ellice Street intersection. Net parking impact - removal of one coupon parking space. Pedestrian impact – positive. Pedestrians will also have improved visibility when crossing Brougham Street and Ellice Street.
How this relates to the parking policy	<ul style="list-style-type: none"> The safe and efficient movement of people and goods.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 1,194. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Tuesday 2 March 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.

We are proposing a change in your area

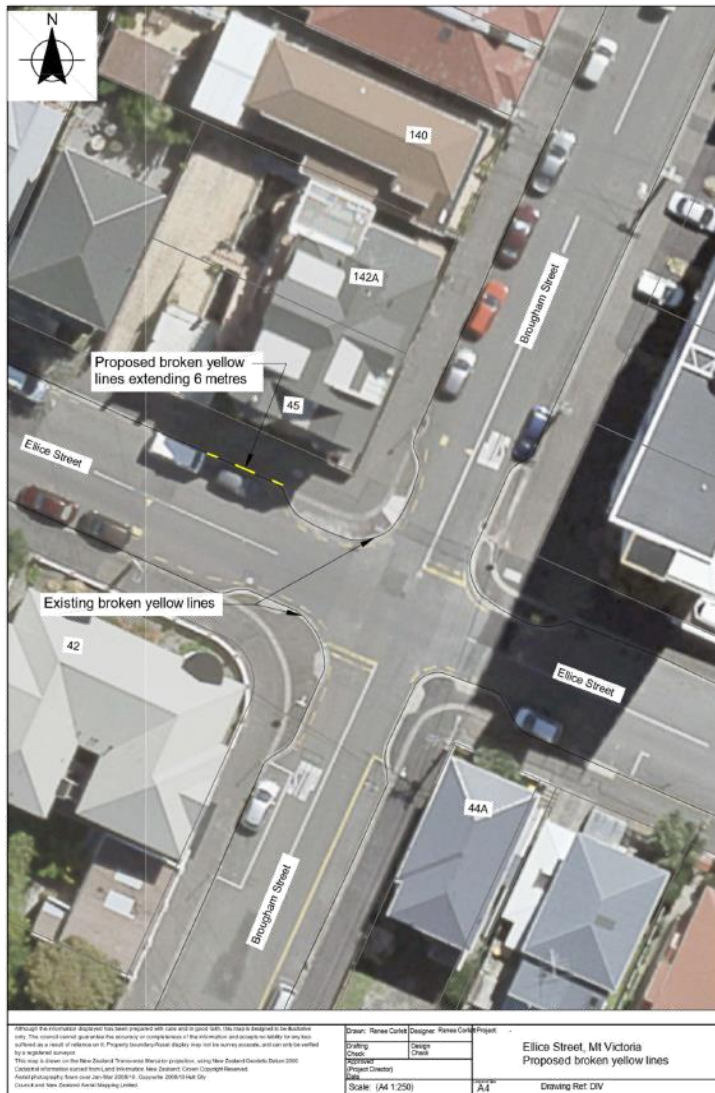
Absolutely Positively
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Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz.</p> <ol style="list-style-type: none">1. Please note if you are giving feedback the consultation period opens 9.00am Tuesday 2 March and finishes 5.00pm Monday 15 March 2021.
Next Steps	<ol style="list-style-type: none">2. Feedback collated by Tuesday 16 March 2021.3. The proposal will go to the Regulatory Processes Committee on Wednesday 14 April 2021.4. If approved, the proposal will be installed within the following 3 months.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
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Traffic Resolution Plan: TR24-21 Ellice Street, Mount Victoria – No Stopping At All Times



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
<i>Ellice Street</i>	<i>No Stopping, At All Times</i>	<i>North side, commencing 117 metres east of its intersection with Hania street (Grid coordinates X=1,749,175.12m Y=5,426,424.97m) and extending in an easterly direction following the northern kerb line for 6 metres.</i>

Prepared By: Renee Corlett (Transport Engineer Assistant)
Approved By: Charles Kingsford (Principal Transport Engineer)
Date: 19/03/2021

FEEDBACK RECEIVED

Absolutely Positively
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Feedback Received from 9 December to 22 December 2020:

Name: Ari Sargent
Suburb: Mount Victoria
Agree: Yes

We are owner/occupiers of 46 Ellice Street and have lived here for approximately 18 years. We can confirm that there have been multiple collisions at the Ellice/Brougham Street intersection (far more than the reported number). Accordingly, we support any initiative that will reduce the number of traffic accidents, including the proposed creation of a no-parking zone outside number 45 (although we do note that removal of car parking spaces will put further pressure on already limited parking availability in the area). However, we also believe speed is a contributing factor to accidents (and also creates a hazard for pedestrians, cyclists and motorists generally) - particularly up and down Ellice Street. We would suggest the creation of traffic speed humps on all approaches to the intersection (ie. on both Ellice and Brougham Streets, in both directions) as an alternative or supplementary measure.

As a bit of a footnote to my previous email, just yesterday a cyclist was knocked off his bike at this intersection. The proposed changes to the "No stopping" area would not have prevented this, but speed humps at the intersection may have.

Officer's response:

Thank you for your feedback regarding the proposed changes on Ellice Street. I am sorry to hear that you have witnessed many accidents at this location.

We have investigated your concerns regarding vehicles speeding down this street and can advise 85% of all vehicles are observed to travel at 43km/hr which is below the posted speed limit of 50km/hr. This is not to dispute your local knowledge of the minority of drivers that stand-out as driving inconsiderately. However, should you notice common trends of speeding vehicles such as the time of day or an individual vehicle, we suggest that you contact the police who may choose to carry out targeted enforcement in the area. Alongside this, unfortunately the topography of Ellice Street does not suit this type of traffic calming measure. It is not advisable to place speed humps/ cushions on roads with a gradient greater than 8%. There is a danger that motorists descending over a speed hump, may underestimate the vertical deflection causing "loss of control". The current proposal is therefore aiming to improve the visibility at the intersection for drivers exiting from the current stop controls.

We are unable to justify any other immediate changes at this present time apart from the proposed broken yellow lines. We appreciate you taking the time to provide us with feedback and trust the above explains our decision in this instance.

We have also investigated the cyclist incident you have identified and note that this was a result of the cyclist not giving way when turning out of Brougham Street into Ellice Street.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received from 2 March to 15 March 2021:

Name: Erica Mangin
Suburb: Berhampore
Agree: Yes

Glad that safety concerns are being addressed. Support the suggested change.

Officer's response:

Thank you for your feedback regarding the proposed changes on Ellice Street

Name: Peter Leitch
Suburb: Mt Victoria
Agree: Yes

Sensible change.

Officer's response:

Thank you for your feedback regarding the proposed changes on Ellice Street.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
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Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

Proposal:

Reference	<ul style="list-style-type: none"> TR26-21 Kenwyn Terrace, Newtown – Install mobility parking
What we'd like to do	<ul style="list-style-type: none"> Install mobility park on the west side of Kenwyn Terrace, Newtown.
Why we are proposing the change	<ul style="list-style-type: none"> We have received safety and accessibility concerns from a local resident about the ability for them to enter their property on Kenwyn Terrace due to their current circumstances and mobility impairment. We have assessed the situation and deemed this location suitable for a Mobility parking space.
Location – where we propose to make the change	<ul style="list-style-type: none"> Kenwyn Terrace, Newtown – outside no.23
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for mobility park users on Kenwyn Terrace. Net parking impact - change of one unrestricted parking space to a mobility parking space. Pedestrian impact - no change.
How this relates to the parking policy	<ul style="list-style-type: none"> Mobility parking is deemed a high priority in the Parking Policy.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 195. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Tuesday 2 March 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 2 March and finishes 5.00pm Monday 15 March 2021.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by Tuesday 16 March 2021. The proposal will go to the Regulatory Processes Committee on Wednesday 14 April 2021. If approved, the proposal will be installed within the following 3 months.

We are proposing a change in your area

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Wellington City Council
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Traffic Resolution Plan: TR26-21 Kenwyn Terrace, Newtown – Install mobility parking



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Kenwyn Terrace	<i>Mobility Park, At All Times</i>	<i>West side, commencing 146 metres north of its intersection with Stoke street (Grid coordinates X=1,748,779.28m Y=5,424,839.16m) and extending in a northerly direction following the western kerb line for 6.5 metres.</i>

Prepared By: Renee Corlett **(Transport Engineer Assistant)**

Approved By: Charles Kingsford **(Principal Transport Engineer)**

Date: 19/03/2021

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Erica Mangin
Suburb: Berhampore
Agree: Yes

Glad that safety concerns are being addressed. Support the suggested change.

Officer's response:

Thank you for your feedback regarding Kenwyn Terrace.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

Proposal:

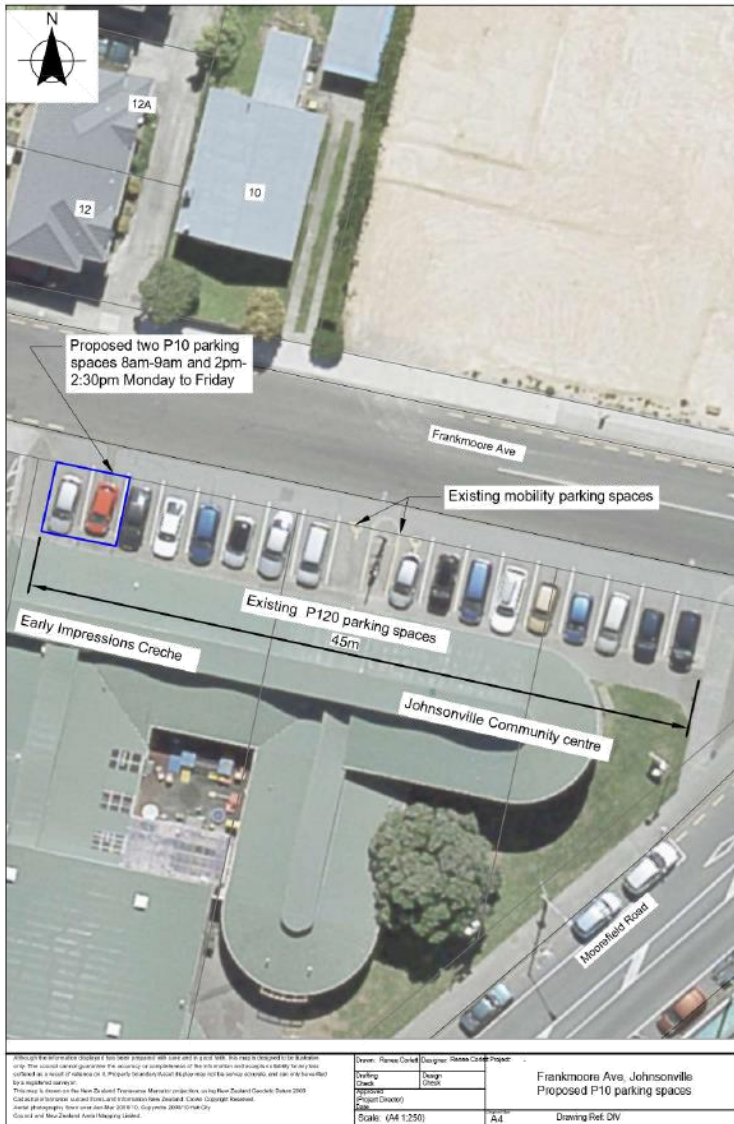
Reference	<ul style="list-style-type: none"> TR27-21 Frankmoore Avenue, Johnsonville – P10 time limited parking
What we'd like to do	<ul style="list-style-type: none"> Install two P10 pick up and drop off spaces between 8am -9am and 2:00pm – 2:30pm Monday to Friday along the southern side of Frankmoore Avenue. These parks will remain P120 at all other times.
Why we are proposing the change	<ul style="list-style-type: none"> We have received safety and accessibility concerns from a parent who finds it difficult to safely drop off and pick up their child at Early Impressions Creche and Playgroup. We have confirmed with Early Impressions Creche and Johnsonville community centre that there is a high demand for parking during these hours which can result in vehicles parking illegal in order to drop off and pick up their children.
Location – where we propose to make the change	<ul style="list-style-type: none"> Frankmoore Avenue, Johnsonville – outside no.3 Early Impressions Creche
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for vehicles and pedestrians attending Early Impressions Creche. With a higher turnover in parking there is an increased opportunity for parking availability ensuring greater accessibility and safety. Net parking impact – no change. Pedestrian impact – positive impact as parents and children can safely park and exit their vehicles onto the footpath away from moving vehicles.
How this relates to the parking policy	<ul style="list-style-type: none"> Prioritises short stay parks.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 2,836. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Tuesday 2 March 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 2 March and finishes 5.00pm Monday 15 March 2021.</p>

We are proposing a change in your area

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Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Tuesday 16 March 2021. 2. The proposal will go to the Regulatory Processes Committee on Wednesday 14 April 2021. 3. If approved, the proposal will be installed within the following 3 months.
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Traffic Resolution Plan: TR27-21 Frankmoore Avenue, Johnsonville – P10 time limited parking



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

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

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

Column One	Column Two	Column Three
Frankmoore Avenue	<i>P10, Monday – Friday 8:30am- 9am and 2pm-2:30pm</i>	<i>South side commencing 58 metres from its intersection with Moorefield Road (Grid Coordinates X=1,751,368.168m, Y=5,434,997.7789m) and extending in a westerly direction for 5 metres.</i>
Frankmoore Avenue	<i>P120, Monday to Friday 8am to 8:30, 9am to 2pm, 2:30pm to 6pm. Saturday and Sunday 8am to 6pm</i>	<i>South side commencing 58 metres from its intersection with Moorefield Road (Grid Coordinates X=1,751,368.168m, Y=5,434,997.7789m) and extending in a westerly direction for 5 metres.</i>
Frankmoore Avenue	<i>P120, Monday to Sunday, 8am to 6pm</i>	<i>South side commencing 42 metres from its intersection with Moorefield Road (Grid Coordinates X=1,751,368.168m, Y=5,434,997.7789m) and extending in a westerly direction for 16 metres.</i>

Prepared By: Renee Corlett **(Transport Engineer Assistant)**

Approved By: Charles Kingsford **(Principal Transport Engineer)**

Date: 19/03/2021

NO FEEDBACK RECEIVED

We are proposing a change in your area

Absolutely Positively
Wellington City Council
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Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

Proposal:

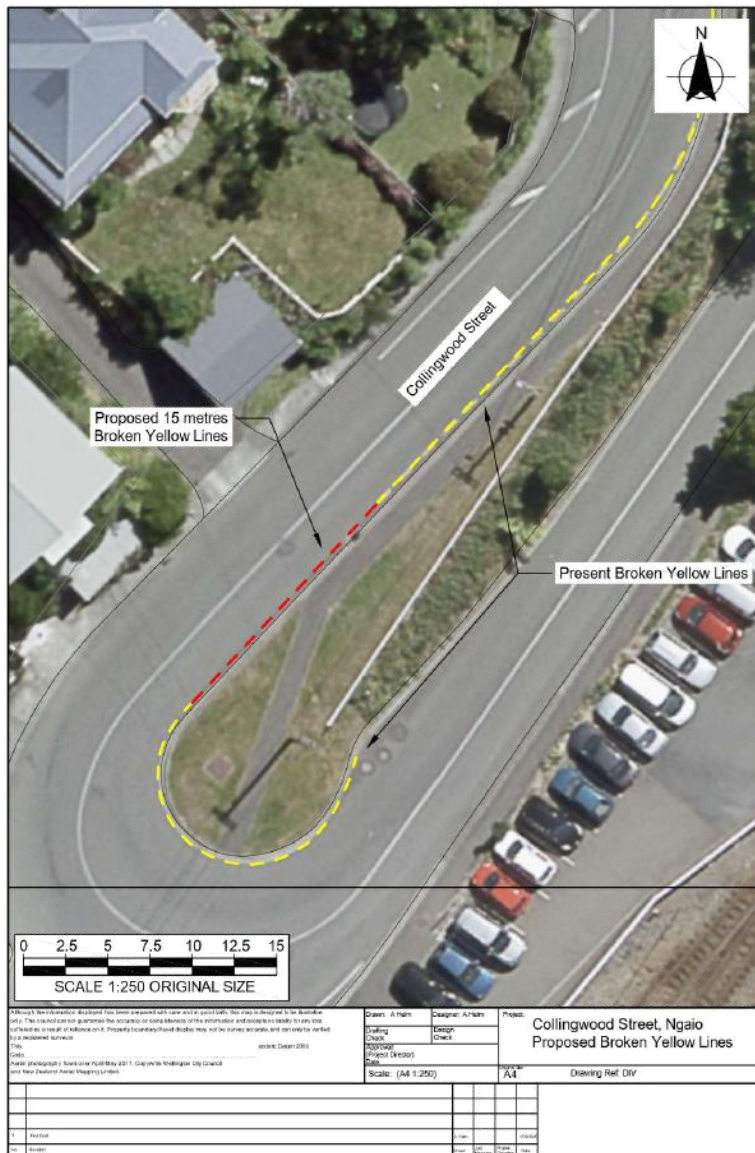
Reference	<ul style="list-style-type: none"> TR28-21 Collingwood Street, Ngaio - No stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> Install 15 metres of broken yellow lines along the eastern side of Collingwood Street.
Why we are proposing the change	<ul style="list-style-type: none"> We have received a request regarding accessibility concerns from a resident regarding vehicles parked on both sides of the road outside no.14 Collingwood Street. The road in this location is not wide enough to allow for two way traffic flow and parking on both sides of the road. This proposal aims to remove a bottleneck on Collingwood Street and because this road is defined as a collector route with an average Daily Traffic (ADT) of 2,300 and serves a large residential catchment, it is important to keep this route free flowing for moving traffic and large vehicles such as emergency services and refuse trucks.
Location – where we propose to make the change	<ul style="list-style-type: none"> Collingwood Street, Ngaio – opposite no.12, no.14 and no.16
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for vehicles. Net parking impact - removal of two unrestricted parking spaces. Pedestrian impact – positive. Broken Yellow Lines in this location will prevent vehicles from parking here. This means that vehicles will not be able to park on the footpath in an attempt to not block the carriageway.
How this relates to the parking policy	<ul style="list-style-type: none"> Installation of a No Stopping At All Times restriction prevents vehicles from parking on the footpath
Additional Information	<ul style="list-style-type: none"> Future development in this area will increase traffic volumes on Collingwood Street. Average daily traffic count – 2,334. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Tuesday 2 March 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 2 March and finishes 5.00pm Monday 15 March 2021.</p>

We are proposing a change in your area

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Me Heke Ki Pōneke

Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Tuesday 16 March 2021. 2. The proposal will go to the Regulatory Processes Committee on Wednesday 14 April 2021. 3. If approved, the proposal will be installed within the following 3 months.
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Traffic Resolution Plan: TR28-21 Collingwood Street, Ngaio – No Stopping At All Times



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Collingwood Street	<i>No Stopping At All Times</i>	<i>East side, commencing 58 metres south of its intersection with Chelmsford Street (Grid Coordinates X=1,748,455.4m Y=5,431,931.4m) and extending in a southerly direction, following the eastern kerb line for 21 metres</i>

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

Column One	Column Two	Column Three
Collingwood Street	<i>No Stopping At All Times</i>	<i>East side, commencing 43 metres south of its intersection with Chelmsford Street (Grid Coordinates X=1,748,455.4m Y=5,431,931.4m) and extending in a southerly direction, following the eastern kerb line for 36 metres</i>

Prepared By: Alastair Helm (Transport Engineer Assistant)
Approved By: Charles Kingsford (Principal Transport Engineer)
Date: 19/03/2021

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Affected resident
Suburb: Ngaio
Agree: Yes

Thank you for your leaflet drop advising of a proposed Traffic Resolution Plan, installing broken yellow lines along the eastern side of Collingwood Street.

I fully support this proposal and if you wish to discuss further, I would be only too willing to do so.

The corner is not particularly dangerous, but nor is it particularly safe. We believe you could consider extending your proposal further, in the interests of public safety, by:

1) Painting broken yellow lines on the other (western) side of the median strip where cars park between the entrance to the station and the train overbridge to the north. Often there are multiple cars parked there and once you come around the corner from the Chelmsford side you have to stop as the stretch between the corner and the railway overpass is reduced to a single lane. When there is an event at the Ngaio Town Hall (e.g the recent library book sale) cars park all along this stretch of road, under the bridge, in front of the public toilets beside the hall, and across the street where the overflow parking is.. You may wish to consider markings there too.

2) Installing a mirror under the bridge at the corner where the storm water outlet is located. When approaching from either side visibility is poor at the best of times and vehicles regularly cut across the centre line resulting in many near-misses.

3) Finally, you might consider judder bars on the corner of Chelmsford and Collingwood streets. The access to 3 Chelmsford and the reserve behind is a blind corner. Often cars speed around the corner and down Collingwood street and around the corner (or vice versa). When walking the dog I have often tried to walk across the street between the driveway at Collingwood and the median strip only to have to jump clear as a car races down from Chelmsford at a speed which makes stopping difficult or impossible. This is a very busy corner for pedestrians as they cross from the station to the footpath on the median strip. Doing so can be challenging especially for young children and the elderly. Sooner or later I expect someone will be hurt by a car racing down from Chelmsford Street. While no one likes judder bars, they may be warranted on the corner of Chelmsford to slow south bound traffic. I have attached a photo of the tire tracks on the corner from drivers who like to take the corner at speed.

Thank you for the opportunity to respond. Please do not hesitate to contact me if you require further information.

FEEDBACK RECEIVED

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Officer's response:

Thank you for your feedback regarding Collingwood Street, Ngaio.

1. In regard to this section of Collingwood Street, this will need to be investigated under a separate enquiry as it is out of the scope of the current traffic resolution. While parked vehicles may reduce the traffic flow on Collingwood Street to a single lane, there are a number of opportunities where opposing vehicles can pass at driveways. The traffic volume is at a level where this form of operation does not cause excessive delays. These same parked vehicles also discourage drivers from speeding as cars parked on either side of the road give drivers the impression of a narrow road, encouraging greater care when driving. As a result, we believe that on street parking serves as an effective tool for maintaining acceptable speeds in the street.
2. The Council does not install or maintain traffic mirrors or allow them to be installed on public roads only an encroachment can be applied for regarding private driveway visibility concerns. Please find more information <https://wellington.govt.nz/services/how-can-i/traffic-mirror>
This is because:
 - they provide limited visibility when raining, at dawn or at dusk
 - they have image distortion
 - a driver can misjudge speed and distances of approaching vehicles because of the mirror's curvature
 - glare or reflections can dazzle or disorientate driver
 - they get easily broken and vandalised.

Therefore, due to safety reasons we are unable to approve the installation of a mirror at this location.

FEEDBACK RECEIVED

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3. Thank you for your concerns regarding the vehicle speeds around this corner, we found this location has been operating relatively safely over the last five years with no reported crashes, 85% of all vehicles observed were travelling at 36km/hr which is below the posted speed limit. We are therefore unable to justify any immediate changes at this present time. We appreciate you taking the time to provide us with feedback and trust the above explains our decision in this instance.

We are proposing a change in your area

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

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

Proposal:

Reference	<ul style="list-style-type: none"> TR29-21 Helston Road, Johnsonville – Relocate Bus Stop #3482
What we'd like to do	<ul style="list-style-type: none"> Relocate bus stop #3482 west on Helston Road and mark the stop to be more accessible for buses and passengers, and to enable installation of a bus shelter.
Why we are proposing the change	<ul style="list-style-type: none"> The relocation of stop #3482 is proposed as a result of a proposal to install a bus shelter at this bus stop. The footpath is too narrow for a bus shelter with a high retaining wall in the current bus stop location. The new stop location will provide sufficient room for a bus shelter (located in berm behind footpath). This relocation, with the addition of a shelter, will support and encourage added public transport use in this area. Bus stop in the existing location is not marked. Bus stop in new location will be marked with a 15m bus box and 15m entry taper (broken yellow lines) on approach to the stop making access easier for buses entering the stop. An exit taper is not required, as the newly marked bus box will join the existing broken yellow lines on the corner of Helston Road and Arthur Carman Street. Consultation by letter has been undertaken for a bus shelter to be installed in the new bus stop location.
Location – where we propose to make the change	<ul style="list-style-type: none"> Helston Road, Johnsonville – outside no.12 Helston Road to no.10 Arthur Carman Street (Helston Road side of the property), Johnsonville.
Impact	<ul style="list-style-type: none"> Improves safety, shelter and accessibility for bus passengers. Net parking impact – there are no time restricted allocated and individual marked parking spaces that will be removed with the new bus stop location. Pedestrian impact – improved (for adjacent residential catchment area) accessing the bus stop. Improved bus entry to and exit from bus stop.
How this relates to the parking policy	<ul style="list-style-type: none"> Existing unrestricted parking in the area, no individual marked parking spaces. Free parking area occupied by a new bus stop supports public transport. Installation of a No Stopping At All Times restriction prevents vehicles from parking on the footpath
Additional Information	<ul style="list-style-type: none"> Average daily passenger number – 57 (current bus stop). Average daily traffic count – 12,490. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Tuesday 2 March 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.

We are proposing a change in your area

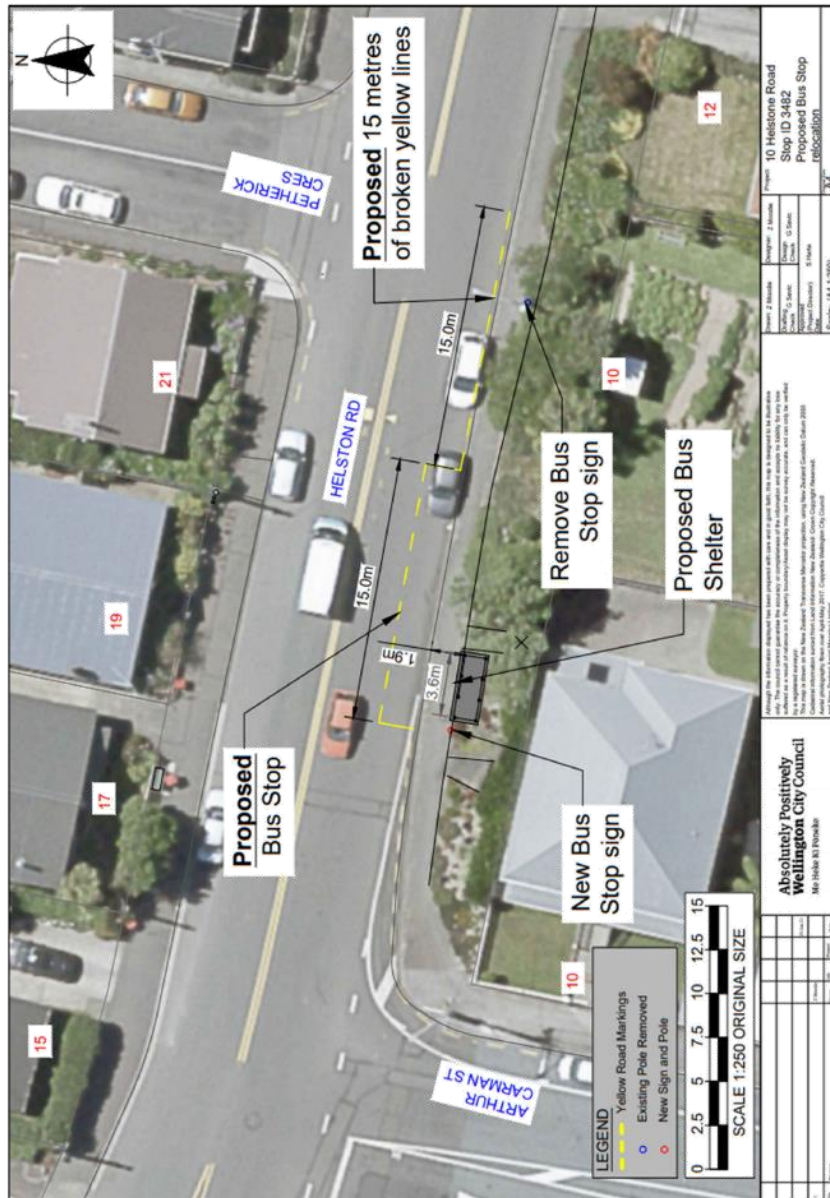
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback	If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz . Please note if you are giving feedback the consultation period opens 9.00am Tuesday 2 March and finishes 5.00pm Monday 15 March 2021.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Tuesday 16 March 2021.2. The proposal will go to the Regulatory Processes Committee on Wednesday 14 April 2021.3. If approved, the proposal will be installed within the following 3 months.

We are proposing a change in your area

Absolutely Positively Wellington City Council
 Me Heke Ki Pōneke

Traffic Resolution Plan: TR29-21 Helston Road, Johnsonville – Relocate Bus Stop #3482



We are proposing a change in your area



Legal Description:

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

Column One	Column Two	Column Three
<i>Helston Road</i>	<i>Bus stop, At All Times</i>	<i>South side, commencing 0.5 metres east of its intersection with Paparangi Road and extending in an easterly direction following the southern kerbline for 12 metres.</i>

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

Column One	Column Two	Column Three
<i>Helston Road</i>	<i>Bus stop, At All Times</i>	<i>South side commencing 16.6m east of its intersection with Arthur Carman St (Grid Coordinates (x=17,516,955.8m, y = 54,350,698.29m) and extending in a easterly direction following the southern kerb line for 15 metres.</i>

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

Column One	Column Two	Column Three
<i>Helston Road</i>	<i>No Stopping, At All Times</i>	<i>South side commencing 31.5m east of its intersection with Arthur Carman St (Grid Coordinates (x=17,516,955.8m, y = 54,350,698.29m) and extending in a easterly direction following the Sothern kerb line for 15 metres.</i>

Prepared By: Gordana Savic **(Public Transport Infrastructure Programme Manager)**
Approved By: Charles Kingsford **(Principal Transport Engineer)**
Date: 19/03/2021

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Ellen Blake on behalf of Living Streets Aotearoa
Suburb: Wellington
Agree: Yes

Living Streets support the relocation of the bus stop to allow for a bus shelter to be built off the narrow footpath. This will be a good outcome.

Name: Jonathan Markwick
Suburb: Mount Cook
Agree: Yes

This will make it easier for people to use the bus instead of driving car.

Officer's response

Thank you for your feedback on Helston Road.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

Proposal:

Reference	<ul style="list-style-type: none"> TR30-21 Braemar Terrace, Johnsonville - No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> Install 34 metres of broken yellow lines and formalise the existing 13 metres of broken yellow lines on the eastern side and the existing 15 metres of broken yellow lines on the western side, of Braemar Terrace.
Why we are proposing the change	<ul style="list-style-type: none"> A request was received from a resident to implement a no stopping restriction. The carriageway is 6 metres wide and a 2.5 metre space is required for civil service and emergency vehicles to travel to the end of street. When vehicles park on both sides of the road this prohibits access for civil service and emergency vehicles. During site visits we observed that vehicles were generally parking on the eastern side of the carriageway. Clearly indicating where vehicles can park provides improved access for all road users including emergency vehicles and pedestrians.
Location – where we propose to make the change	<ul style="list-style-type: none"> Braemar Terrace, Johnsonville – outside no.1 to no.5
How this relates to the parking policy	<ul style="list-style-type: none"> Installation of a No Stopping At All Times restriction prevents vehicles from parking on the footpath restricting pedestrian access.
Impact	<ul style="list-style-type: none"> Improved safety and accessibility for civil and emergency services. Net parking impact - removal of 5 unrestricted parking spaces. Pedestrian impact – positive change limiting the need for vehicles to park on the footpath to provide access for moving vehicles
Additional Information	<ul style="list-style-type: none"> Average weekly traffic volume – no data available. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Tuesday 2 March 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback	If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz . Please note if you are giving feedback the consultation period opens 9.00am Tuesday 2 March and finishes 5.00pm Monday 15 March 2021.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Tuesday 16 March 2021.2. The proposal will go to the Regulatory Processes Committee on Wednesday 14 April 2021.3. If approved, the proposal will be installed within the following 3 months.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Traffic Resolution Plan: TR127-20 Braemar Terrace, Johnsonville - No Stopping At All Times



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Braemar Terrace	<i>No Stopping, At All Times</i>	<i>South side, commencing from its intersection with Ohariu road and extending in a westerly direction following the southern kerbline for 5 metres.</i>

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

Column One	Column Two	Column Three
Braemar Terrace	<i>No Stopping, At All Times</i>	<i>North side, commencing from its intersection with Ohariu road (Grid Coordinates X=1,751,268.02m Y=5,435,401.89m) and extending in a north-westerly direction following the northern kerb line for 13 metres</i>
Braemar Terrace	<i>No Stopping, At All Times</i>	<i>South side, commencing from its intersection with Ohariu Road (Grid Coordinates X= 1,751,263.97m Y=5,435,396.47m) and extending in a northerly direction, following the southern kerbline for 49 metres</i>

Prepared By: Alastair Helm (Transport Engineering Assistant)
Approved By: Charles Kingsford (Principal Transport Engineer)
Date: 19/03/2021

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Raewyn Hailes
Suburb: Johnsonville
Agree: Yes

This street is currently very unsafe for residents, particularly at the weekends with the market in school grounds at the bottom of the road. It is often impossible to safely exit from driveways because of on road vehicles blocking vision by being parked on footpath. Parked vehicles are often damaged by other vehicles using the road, particularly rubbish service vehicles. In recent months the address has become popular for families with younger children and it is a drop off area for the primary school, with a footpath only on one side of the road this is an ongoing safety issue. Another house has been divided into flats, creating further demand for on road parking. While I support this traffic resolution Council should keep in mind the impact of increasing the density of housing in Johnsonville where it impacts negatively on current communities.

Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Braemar Terrace.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

Proposal:

Reference	<ul style="list-style-type: none"> TR31-21 Coutts Street, Kilbirnie – No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> Install 6 metres of broken yellow lines along the north side of Coutts Street.
Why we are proposing the change	<ul style="list-style-type: none"> We have received safety concerns from a local resident regarding the visibility to eastbound traffic when turning out of Salek Street. We have carried out a site visit and identified the current parking arrangement results in limited visibility to vehicles travelling eastbound on Coutts Street. Police crash database identifies that there have been two reported crashes in relation to visibility to eastbound traffic at this intersection, when exiting Salek Street.
Location – where we propose to make the change	<ul style="list-style-type: none"> Coutts Street, Kilbirnie – opposite no.154
Impact	<ul style="list-style-type: none"> Improves safety and visibility for vehicles turning out of Salek Street onto Coutts Street. Net parking impact – removal of one unrestricted parking space. Pedestrian impact – positive as increased visibility for pedestrians crossing Salek Street at the intersection of Coutts Street.
How this relates to the parking policy	<ul style="list-style-type: none"> Facilitates the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 5,668. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Tuesday 2 March 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 2 March and finishes 5.00pm Monday 15 March 2021.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by Tuesday 16 March 2021. The proposal will go to the Regulatory Processes Committee on Wednesday 14 April 2021. If approved, the proposal will be installed within the following 3 months.

We are proposing a change in your area

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

Traffic Resolution Plan: TR31-21 Coutts Street, Kilbirnie—No Stopping At All Times



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Coutts Street	<i>No Stopping, At All Times</i>	<i>North side, commencing 62 metres east of its intersection with Te Whiti street (Grid coordinates X=1,750,659.76m Y=5,424,049.22m) and extending in an easterly direction following the northern kerb line for 6 metres.</i>

Prepared By: Renee Corlett **(Transport Engineer Assistant)**

Approved By: Charles Kingsford **(Principal Transport Engineer)**

Date: 19/03/2021

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Priya
Suburb: Unknown
Agree: Maybe

I am writing regarding the proposed changes at 21 Coutts Street. I do appreciate that there is some effort being made to resolve this dangerous issue however I do see it as a short term solution. As you would have observed, the intersection is very busy and most left turning traffic do not obey the stop sign there. This is a problem for the residents on Coutts Street and pedestrians, particularly those attending Rongotai College. A longer term solution may be for Salek Street to become one way so that the traffic going in both directions don't meet.

The speedbumps put on Salek Street did nothing to deter boy racers on Friday and Saturday evenings. In fact, that same weekend they were put in, the boy racers enjoyed screeching down the street even more in defiance to the measures. A possible solution would be to make the bumps higher to force more of a slow down to travel down the street.

With the ever increasing traffic in this area, I do appreciate efforts to make it safer and the opportunity to provide feedback.

Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Coutts Street. Should you notice common trends of vehicles not stopping at the stop sign such as the time of day or an individual vehicle, we suggest that you contact the police who may choose to carry out targeted enforcement in the area.

In regard to the speed cushions recently installed on Salek Street our speed data indicates that the 85th percentile speeds on this street have decreased by 16km/hr since their implementation. The 85th percentile speed of vehicles on Salek Street was 55km/hr before the speed cushions and has now been reduced to 39km/hr. The speed cushions were designed in a way to ensure heavy vehicles accessing the Rongotai retail park are still able to use this route and therefore we will not be able to increase the height of the speed cushions.

Name: Erica Mangin
Suburb: Berhampore
Agree: Yes

Glad that safety concerns are being addressed. Support the suggested change.

Officer's response:

Thank you for taking the time to provide feedback to the Coutts Street Traffic Resolution.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Jonathan Markwick
Suburb: Mount Cook
Agree: Yes

This will make it safer for people in cars and bikes. Please also complete the proposed bike lanes through Coutts St.

Officer's response:

Thank you for taking the time to provide feedback to the Coutts Street Traffic Resolution.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

Proposal:

Reference	<ul style="list-style-type: none"> • TR32-21 Hunter Street, Wellington Central – Relocation of mobility parking
What we'd like to do	<ul style="list-style-type: none"> • Relocate the existing mobility parking space from the south side of Hunter Street to the west side of Victoria Street. • Removal of two metered parking spaces on the west side of Victoria Street. • Install one metered parking space on the south side of Hunter Street.
Why we are proposing the change	<ul style="list-style-type: none"> • We have identified safety and accessibility concerns for mobility users who wish to use the current mobility parking space on Hunter Street. The current mobility park does not have a wheelchair ramp for wheelchair users to safely traverse to the footpath, they currently travel along the live lane around the motorbike parking creating a large safety risk. • We have identified a safer location on Victoria Street to install a mobility parking space. This proposed location on Victoria Street will allow for a kerb indentation ensuring mobility users can safely exit their vehicle off the live lane, a mobility ramp will also be installed to ensure accessibility to the footpath.
Location – where we propose to make the change	<ul style="list-style-type: none"> • Hunter Street, Wellington Central – outside no.13 • Victoria Street, Wellington Central – outside no.10
Impact	<ul style="list-style-type: none"> • Improves safety and accessibility for mobility park users. • Net parking impact – removal of one metered parking space. • Pedestrian impact – positive impact as wheelchair users will be able to safely access the footpath; pedestrians will no longer be on the live lane. • Annual parking revenue impact – Loss of one metered space
How this relates to the parking policy	<ul style="list-style-type: none"> • Ensures that disabled people, older people, people who are pregnant, and people with babies can access the city, Council facilities, and venues. This will be achieved, in part, through an improvement in mobility parking across the city, and specifically in this location.
Additional Information	<ul style="list-style-type: none"> • Average daily traffic count – Hunter Street 10,160, Victoria Street 7,560. • Parking revenue impact annually – Approx. \$11,100. • To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Tuesday 2 March 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

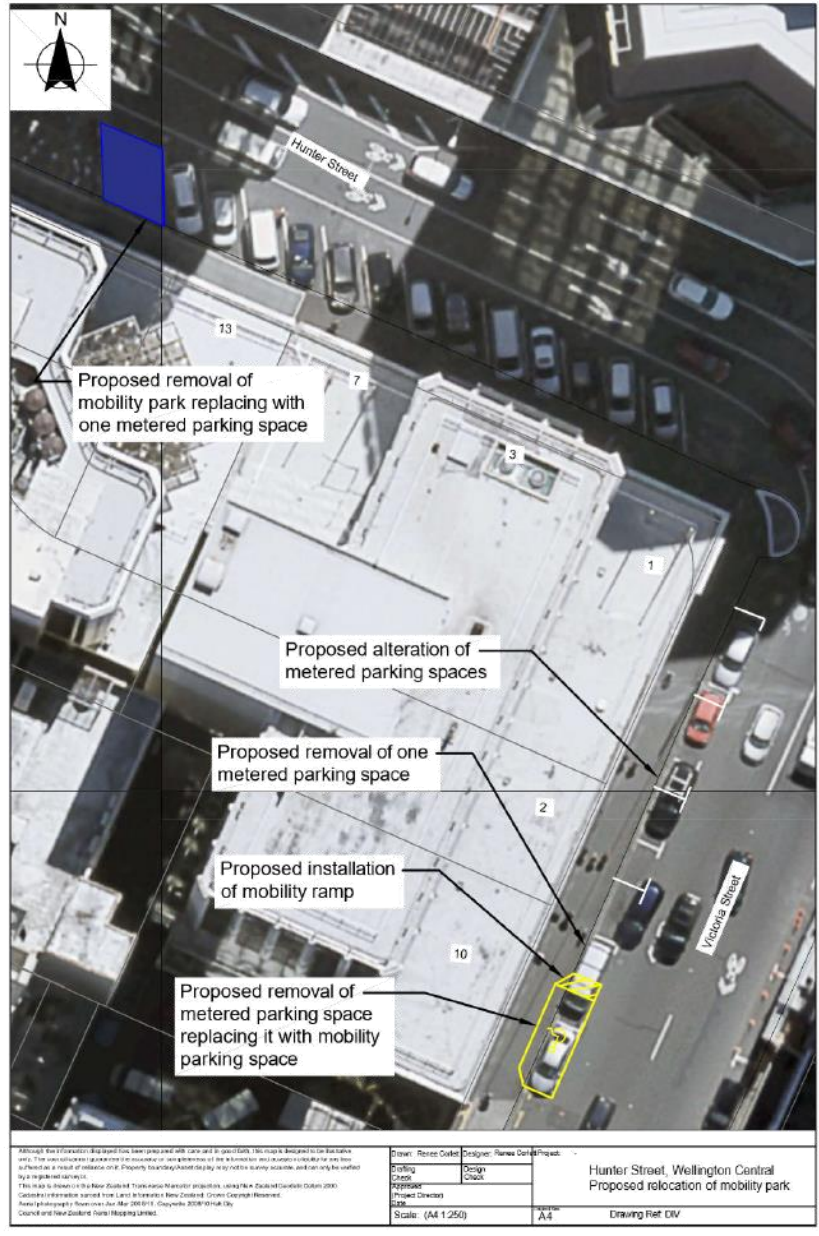
Feedback	If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz . Please note if you are giving feedback the consultation period opens 9.00am Tuesday 2 March and finishes 5.00pm Monday 15 March 2021.
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Tuesday 16 March 2021.2. The proposal will go to the Regulatory Processes Committee on Wednesday 14 April 2021.3. If approved, the proposal will be installed within the following 3 months.

We are proposing a change in your area

Absolutely Positively Wellington City Council

Me Heke Ki Pōneke

Traffic Resolution Plan: TR32-21 Hunter Street, Wellington Central – Relocation of mobility parking



We are proposing a change in your area



Legal Description:

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

Column One	Column Two	Column Three
Hunter Street	At All Times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm, Displaying an Operation Mobility Permit Only	South side, commencing 17 metres east of its intersection with Customhouse Quay (Grid coordinates x= 1748784.5 m, y= 5428009.6 m), and extending in an easterly direction following the southern kerbline for 4.5 metres. (1 angled parking space)
Hunter Street	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	South side, commencing 21.5 metres east of its intersection with Customhouse Quay (Grid coordinates x= 1748784.5 m, y= 5428009.6 m), and extending in an easterly direction following the southern kerbline for 38.5 metres. (13 angled parking spaces)
Victoria Street	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	West side, commencing 8 metres south of its intersection with Hunter Street (Grid coordinates x= 1748841.4 m, y= 5427979.3 m), and extending in a southerly direction following the kerbline for 34.5 metres. (6 parallel carparks)

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

Column One	Column Two	Column Three
Hunter Street	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	South side, commencing 17 metres east of its intersection with Customhouse Quay (Grid coordinates x= 1748784.5 m, y= 5428009.6 m), and extending in an easterly direction following the southern kerbline for 43 metres. (14 angled parking spaces)
Victoria Street	At All Times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm,	West side, commencing 33.75 metres south of its intersection with Hunter Street (Grid coordinates x= 1748841.4 m, y= 5427979.3 m), and extending in a southerly direction following the western kerbline for 8.75 metres.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

	<i>Saturday and Sunday 8:00am - 6:00pm, Displaying an Operation Mobility Permit Only</i>	
Victoria Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>West side, commencing 8 metres south of its intersection with Hunter Street (Grid coordinates x= 1748841.4 m, y= 5427979.3 m), and extending in a southerly direction following the western kerbline for 25.75 metres. (4 parallel parks)</i>

Prepared By: Renee Corlett (Transport Engineer Assistant)
Approved By: Charles Kingsford (Principal Transport Engineer)
Date: 19/03/2021

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Erica Mangin
Suburb: Berhampore
Agree: Yes

Glad that safety concerns are being addressed. Support the suggested change.

Officer's response:

Thank you for taking the time to provide feedback to the Hunter Street Traffic Resolution.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

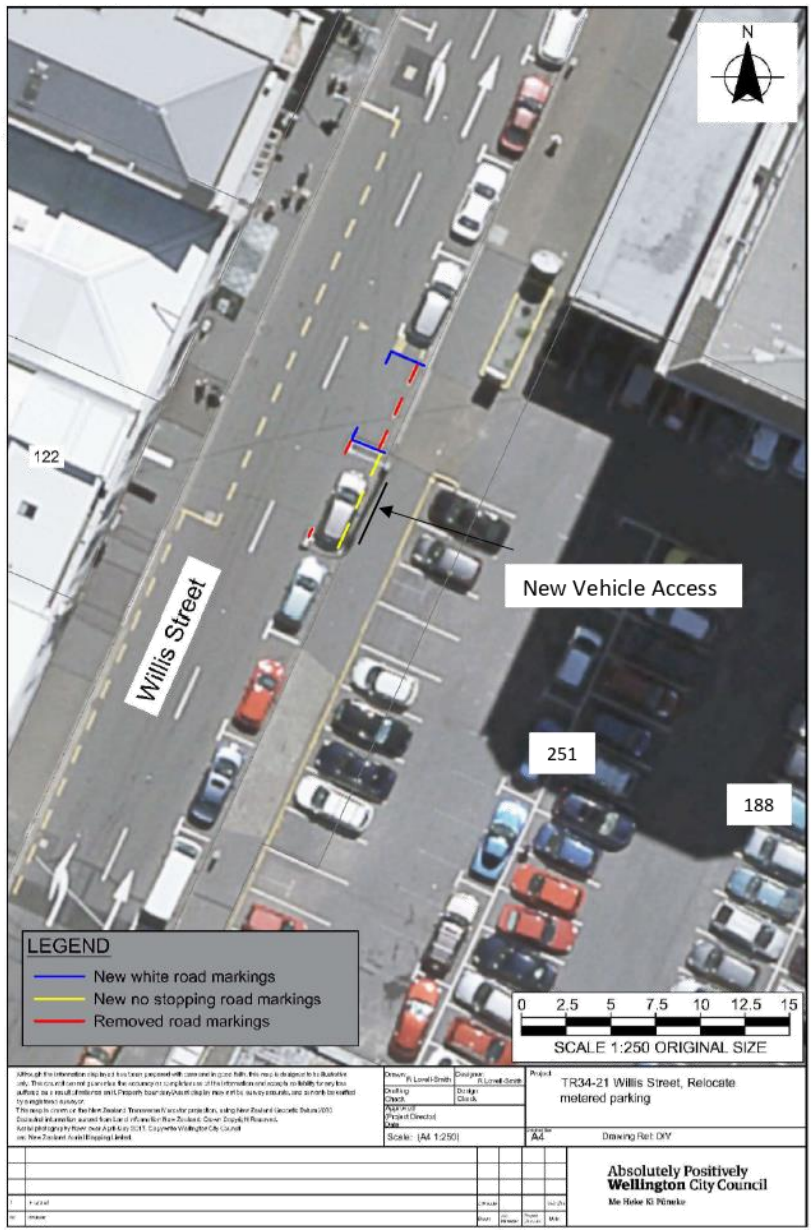
Proposal:

Reference	<ul style="list-style-type: none"> TR34-21 Willis Street, Wellington Central – Relocation of metered parking
What we'd like to do	<ul style="list-style-type: none"> Relocate a metered parking space to make room for adjustments to the vehicle crossing for a new development at 188 Victoria Street.
Why we are proposing the change	<ul style="list-style-type: none"> The vehicle crossing outside no.251 Willis street will be moved south as part of a new development at no.188 Victoria Street. The on street metered parking requires adjustment to realign with the change.
Location – where we propose to make the change	<ul style="list-style-type: none"> Willis Street, Wellington Central – outside no.251
Impact	<ul style="list-style-type: none"> Net parking impact – no change. Pedestrian impact – no change. Annual parking revenue impact - no change.
How this relates to the parking policy	<ul style="list-style-type: none"> No changes made to parking types.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 5760. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Tuesday 2 March 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 2 March and finishes 5.00pm Monday 15 March 2021.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by Tuesday 16 March 2021. The proposal will go to the Regulatory Processes Committee on Wednesday 14 April 2021. If approved, the proposal will be installed within the following 3 months.

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR34-21 Willis Street, Wellington Central – Relocation of metered parking



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Willis Street	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>East side, commencing 23.5 metres north of its intersection with Vivian Street (Grid Coordinates X=2658399.437948 m, Y=5988820.095948 m) and extending in a northerly direction following the kerbline for 41 metres. (7 parallel carparks)</i>

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

Column One	Column Two	Column Three
Willis Street	<i>No Stopping At All Times</i>	<i>East side, commencing 64.5 metres north of its intersection with Vivian Street (Grid Coordinates X=2658399.437948 m, Y=5988820.095948 m) and extending in a northerly direction following the kerbline for 6.5 metres.</i>

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

Column One	Column Two	Column Three
Willis Street	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>East side, commencing 19.5 metres north of its intersection with Vivian Street (Grid Coordinates X=1748379.55m, Y=5427111.96m) and extending in a northerly direction following the kerb line for 35 metres. (6 parallel carparks)</i>
Willis Street	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>East side, commencing 60.5 metres north of its intersection with Vivian Street (Grid Coordinates X=1748379.55m, Y=5427111.96m) and extending in a northerly direction following the kerb line for 5.5 metres. (1 parallel carparks)</i>

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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

Column One	Column Two	Column Three
Willis Street	<i>No Stopping At All Times</i>	<i>East side, commencing 54.5 metres north of its intersection with Vivian Street (Grid Coordinates X=1748379.55m, Y=5427111.96m) and extending in a northerly direction following the kerb line for 6 metres.</i>

Prepared By: Reuben Lovell-Smith (Transport Engineer Assistant)
Approved By: Charles Kingsford (Principal Transport Engineer)
Date: 19/03/2021

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Jonathan Markwick
Suburb: Mount Cook
Agree: Yes

No comment.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

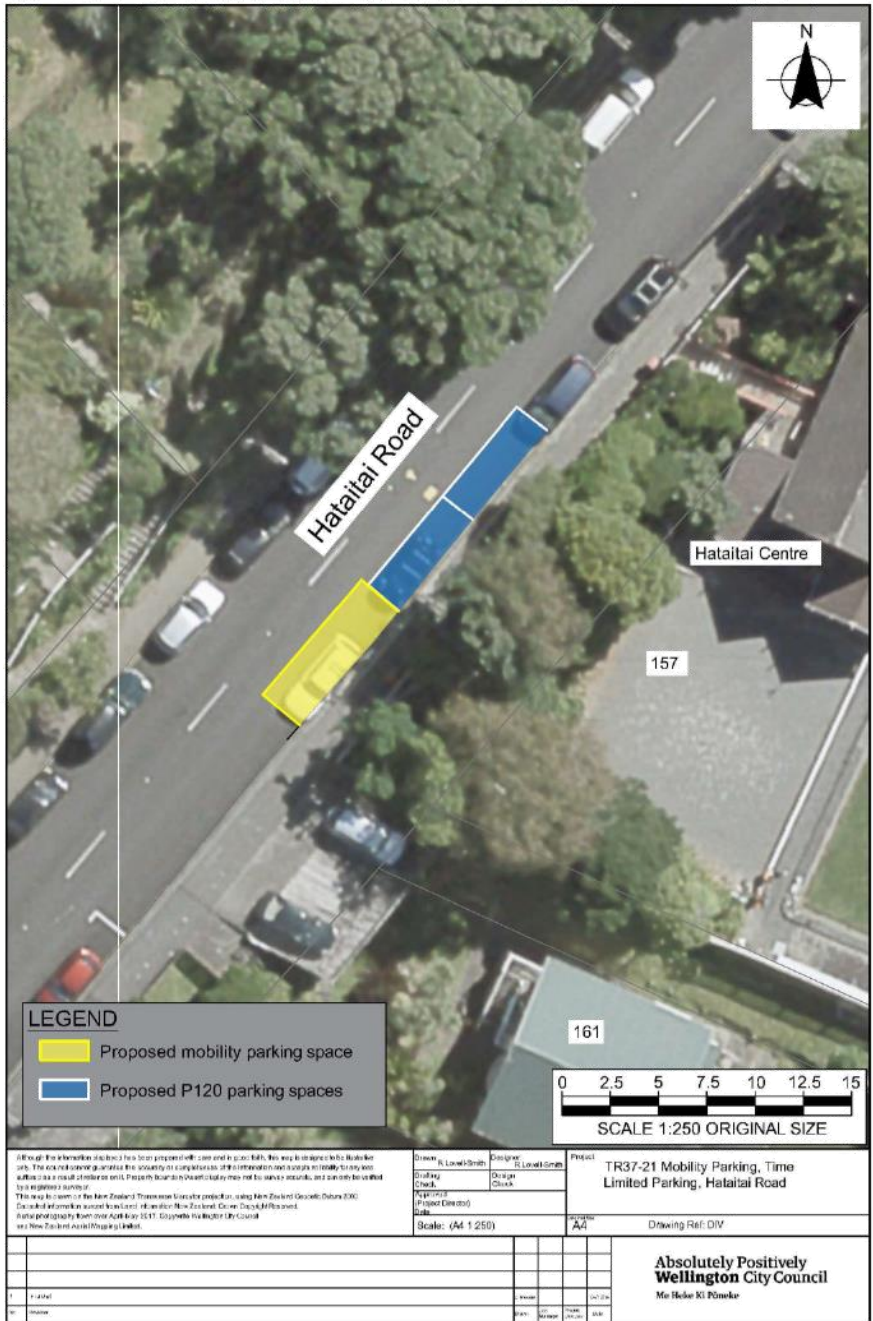
Proposal:

Reference	<ul style="list-style-type: none"> TR37-21 Hataitai Road, Hataitai – Mobility and time limited parking
What we'd like to do	<ul style="list-style-type: none"> Install one mobility parking space on the east side of Hataitai Road, outside the Hataitai Centre. Install two time limited parking spaces on the east side of Hataitai Road, outside the Hataitai Centre.
Why we are proposing the change	<ul style="list-style-type: none"> We had a request from the Hataitai Centre to provide mobility parking space and time limited parking to improve accessibility for customers.
Location – where we propose to make the change	<ul style="list-style-type: none"> Hataitai Road, Hataitai – outside no.157
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for mobility park users. Improved availability for visitor parking in the area. Net parking impact – addition of two time limited spaces and one mobility space. Pedestrian impact – no change.
How this relates to the parking policy	<ul style="list-style-type: none"> Mobility parking and short stay parking is prioritised over unrestricted parking.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 2,680. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Tuesday 2 March 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 2 March and finishes 5.00pm Monday 15 March 2021.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by Tuesday 16 March 2021. The proposal will go to the Regulatory Processes Committee on Wednesday 14 April 2021. If approved, the proposal will be installed within the following 3 months.

We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR37-21 Hataitai Road, Hataitai– Mobility and time limited parking



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Hataitai Road	No stopping except for vehicles displaying an operation mobility card, P120, Monday to Sunday, 8:00am-6:00pm	East side, commencing 58 metres north of its intersection with Waitoa Road (Grid Coordinates X= 1750212.324, Y= 5425939.110) and extending in a northerly direction following the eastern kerb line for 7.8 metres

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

Column One	Column Two	Column Three
Hataitai Road	P120 Maximum, 8:00am – 6:00pm Monday to Sunday	East side, commencing 65.8 metres north of its intersection with Waitoa Road (Grid Coordinates X= 1750212.324, Y= 5425939.110) and extending in a northerly direction following the eastern kerb line for 12 metres

Prepared By: Reuben Lovell-Smith **(Transport Engineer Assistant)**

Approved By: Charles Kingsford **(Principal Transport Engineer)**

Date: 19/03/2021

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Erica Mangin
Suburb: Berhampore
Agree: Yes

Glad that safety concerns are being addressed. Support the suggested change.

Name: Terence Armstrong
Suburb: Hataitai
Agree: No

I am writing about the proposed changes to parking in Hataitai Road outside the Hataitai Community Centre. I wish to object to the plan to take more street parking from the residents of this end of Hataitai Road.

Parking for residents in Hataitai Road near the intersection of Waitoa Road is already a problem. On the west side of Hataitai Road, of the eight houses, 142-156, only one (150) has off street parking. On weekdays a large number of commuters park there and catch the bus into the city. A couple of camper vans have also taken up residence. When the proposed roundabout is built at this intersection the problem will be exacerbated as the number of unrestricted parking spaces will be reduced. It is already congested. Taking another three parking spots will make the matter worse. It will make the east side of Hataitai Road time limited parking from Waitoa Road to halfway along the Community Centre. Already residents have to scramble for parking during the day, often having to park in Konini Road and further up Hataitai Road.

While I understand the need for mobility parking and perhaps some time limited parking, I don't think this should be at the expense of parking for local residents. Has any consideration been given to parking being made available at the rear of the Community Centre, which has access from Arcus Way? If the council really wants to install mobility parking and time limited parking for the Community Centre on Hataitai Road, I request that a number of residents parking places be allocated, perhaps one for each house. We have been asking the council to allocate resident parking for some time. It is only reasonable that if mobility parking and time limited parking is provided for the Community Centre, then resident parking should be made available for the residents who live opposite.

Officer's response:

Thank you for your feedback regarding Hataitai Road. With Wellington City Council's new parking policies residents parking implementation will be assessed based on an area wide approach, three WCC business units have formed a 'Working Group' to formulate a process to implement the Parking Policy across the Wellington Region. Hataitai will be looked at as part of the implementation plan, a timeline as to when the investigation will be completed is currently uncertain.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Jessica Garland and Ben Pitt
Suburb: Hataitai
Agree: Yes

We would like to submit the following comments as part of the consultation as the owners of 150 Hataitai Road, Hataitai, Wellington 6021.

We support increased access and ease of parking for the community centre, particularly for mobility users. However, there is high demand for parking space on the road, and as residents we often find we have to park very far away from our home on weekdays (which gets quite tricky with two little kids). So, we would like the Council to consider a residents parking zone, opposite the mobility and time limited parking, to support residents of the street parking as close as possible to their homes.

Thanks for your consultation and consideration

Officer's response:

Thank you for your feedback regarding Hataitai Road. With Wellington City Councils new parking policies residents parking implementation will be assessed based on an area wide approach, three WCC business units have formed a 'Working Group' to formulate a process to implement the Parking Policy across the Wellington Region. Hataitai will be looked at as part of the implementation plan, A timeline as to when the investigation will be completed is currently uncertain.

Name: Hana Yoshida
Suburb: Hataitai
Agree: No

The lower Hataitai Road is going to lose around 10 car parking spaces due to the change (installing a roundabout) at the intersection of Hataitai Road/Waitoa Road and the new pedestrian crossings already proposed. The residents of lower Hataitai Road are already suffering to find car park space in this area because people in Hataitai, Kilbirnie and Roseneath areas drive and park their car here before catching bus weekdays. With The loss of car spaces is going to affect local businesses including mine greatly. I can't agree to lose extra car park spaces in front of Hataitai Centre (157 Hataitai Road). We live 156 Hataitai Road (across the road from it). My business is based at this location and I consistently go in and out the house (with a lot of steps down to the road) to get to my car with 3 babies and toddlers on my own throughout the day. I find really hard to find a space to park my car near my house already. This applies to my clients also, when they come to my house to drop their baby off at the beginning and the end of the childcare session. However, I agree to installation of ONE mobility parking space that is been proposed only.

Officer's response:

Thank you for your feedback regarding Hataitai Road. The Parking restrictions will only apply 8am-6pm and will be available for residents outside these times. Wellington City Councils new parking policies prioritises short stay and residents parking over commuter parking. Wellington city council will be assessing area based schemes to align with the parking policy.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

Proposal:

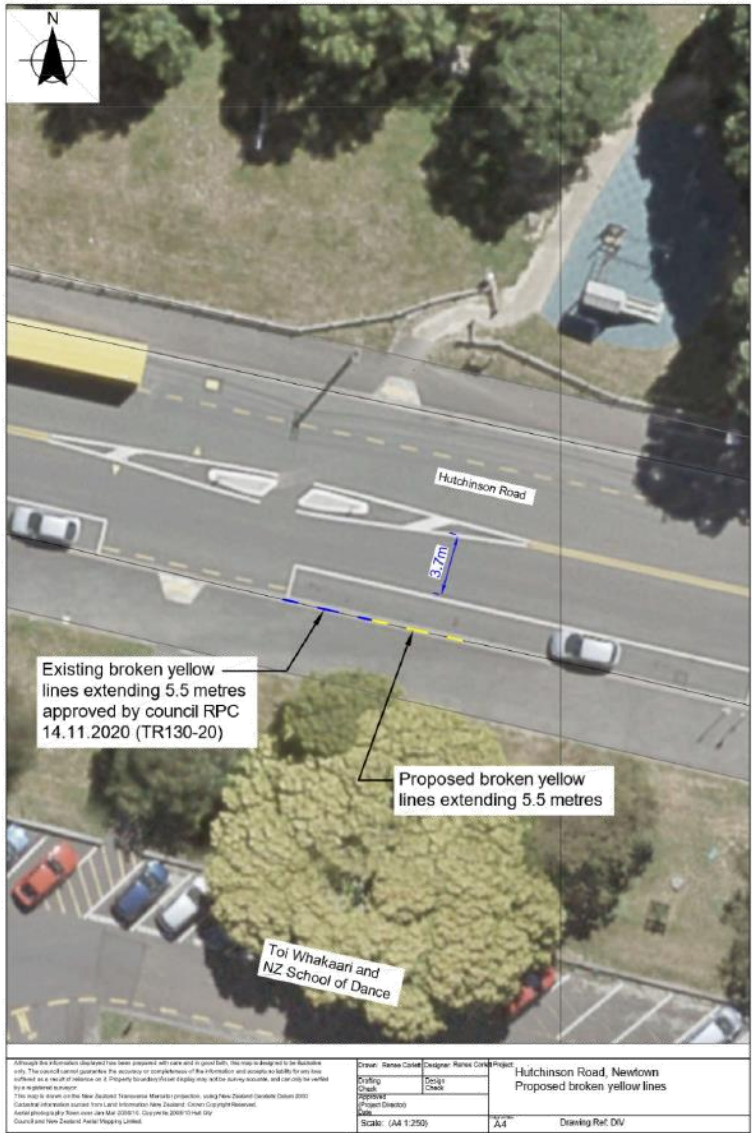
Reference	<ul style="list-style-type: none"> TR38 -21 Hutchison Road, Newtown – No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> Install 5.5 metres of broken yellow lines along the south side of Hutchison Road. Remove one coupon parking space.
Why we are proposing the change	<ul style="list-style-type: none"> We have received concerns from a local resident regarding the cyclist pinch point that occurs between the pedestrian refuge island and parked vehicles on Hutchison Road. The lane width between the pedestrian island and parked vehicles measures approx. 3.2 metres. This does not allow enough room for vehicles to safely pass cyclists travelling along Hutchison Road. TR130-20 was approved by the Regulatory processes committee on the 14th October 2020 for the installation of 5.5 metres of broken yellow lines. We have monitored the situation and propose an additional 5.5 metres to ensure a wider approach adjacent to the traffic island for vehicles to safely pass cyclists travelling uphill along Hutchison Road.
Location – where we propose to make the change	<ul style="list-style-type: none"> Hutchison Road, Newtown – outside Toi Whakaari and New Zealand School of Dance.
Impact	<ul style="list-style-type: none"> Improved safety and accessibility for cyclists on Hutchison Road. Net parking impact - removal of one coupon parking space. Parking revenue impact – approximate loss of \$1,113 per year. Pedestrian impact – positive as cyclists can safely use the road, leaving the footpath clear for pedestrians.
How this relates to the parking policy	<ul style="list-style-type: none"> Facilitates the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 3,746. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Tuesday 2 March 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 2 March and finishes 5.00pm Monday 15 March 2021.</p>

We are proposing a change in your area

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Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Tuesday 16 March 2021. 2. The proposal will go to the Regulatory Processes Committee on Wednesday 14 April 2021. 3. If approved, the proposal will be installed within the following 3 months.
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Traffic Resolution Plan: TR38-21 Hutchinson Road, Newtown–No Stopping At All Times



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Hutchison Road	<i>No Stopping, At All Times</i>	<i>South Side, commencing 144 metres west of its intersection with Wallace Street (Grid coordinates x=1,748,678.19, y=5,425,602.74m) and extending in a westerly direction following the southern kerb line for 5.5 metres.</i>

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

Column One	Column Two	Column Three
Hutchison Road	<i>No Stopping, At All Times</i>	<i>South Side, commencing 138.5 metres west of its intersection with John Street (Grid coordinates x=1,748,678.19, y=5,425,602.74m) and extending in a westerly direction following the southern kerb line for 11 metres.</i>

Prepared By: Renee Corlett **(Transport Engineer Assistant)**
Approved By: Charles Kingsford **(Principal Transport Engineer)**
Date: 19/03/2021

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Erica Mangin
Suburb: Berhampore
Agree: Yes

Glad that safety concerns are being addressed. Support the suggested change.

Officer's response:

Thank you for taking the time to provide feedback to the Hutchison Road Traffic Resolution.

Name: Ron McGann
Suburb: Vogeltown
Agree: Yes

In TR38-21 WCC proposes extending the yellow NO STOPPING lines downhill by a further 5.5 metres to alleviate the Cyclist Pinch Point on Hutchison Rd outside the NZ School of Dance. This extension would end approximately midway in the gap between the two parked cars shown in photo #6628.

However photo #6624 shows the available road width (between the flush median and the white line marking the parking lane) reduces from where the flush median starts (at the end of the central yellow NO PASSING lines) to where the new proposed NO STOPPING lines will end. The difference in road width from the start of the flush median to where the new NO STOPPING lines will end is about 27 centimetres.

One effect of the flush median spreading from the end of the central NO PASSING lines to the left of the pedestrian refuge is that vehicle drivers will tend to move at least slightly to their left to ensure they clear the concrete pedestrian refuge. This in turn means that vehicles will have less clearance between the left side of the vehicle and any cyclists about to be overtaken. This is particularly significant when buses and trucks (widths up to 2.5 metres, see video) are about to overtake cyclists travelling uphill.

With the proposed new NO STOPPING line markings, a car (or truck) will be able to park up to midway between the two cars shown in photo #6628. This will still require cyclists to maintain sufficient clearance from any parked vehicles before they can move left closer to the kerb.

CYCLIST SAFETY CLEARANCE REQUIREMENTS:

The cyclist shown in photo #6560 needs to travel **at least one car door width** clear of any parked cars to avoid getting "doored". The cyclist also needs about one car door width clearance on his **right hand side** between the cyclist and any overtaking motor vehicles (a greater right hand clearance is highly desirable when the overtaking vehicle is a Metlink #27 Vogeltown bus or a truck, which are up to 2.5 metres wide and have driver blind spots).

In addition, the cyclist will be travelling very slowly uphill (≤ 5 km/h) at which speeds cyclists are less able to make quick manoeuvres to avoid close-passing motor vehicles.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Motor vehicle traffic will be travelling uphill at 40-50 km/h and observations on a weekday showed that quite a few drivers don't waste any time travelling up the hill and if they overtake relatively close to cyclists, the cyclists will be intimidated, which in turn will cause any less experienced cyclists to avoid Hutchison Rd.

In fact, it is not unusual to see cyclists riding uphill on Hutchison Rd, past the Wright St intersection, using the footpath instead of the road. Vehicle drivers don't waste any time getting up and down Hutchison Rd, which is relatively narrow and winding. This section of Hutchison Rd outside the

Drama School is fairly busy with motor vehicle traffic (and homegoing cyclists) in the late afternoon on weekdays when the existing Pinch Point can be a safety problem for cyclists.

With the proposed 5.5 metre extension of the NO STOPPING lines cyclists will still have to maintain a door's width separation from a car parked just downhill from where the new NO STOPPING lines end before being able to move left closer to the kerb and allow vehicle traffic to overtake safely. Buses and trucks will probably not have enough road width available to safely overtake cyclists with the proposed changes due to the flush median reducing the road width available.

SUGGESTION:

Since the original extension of the NO STOPPING lines in TR130-20 did not adequately address the Cyclist Pinch Point in Hutchison Rd, this is an opportunity to make it safer for cyclists travelling uphill. A better modification to the extension of the NO STOPPING lines, which would improve cyclist safety, would be to extend the NO STOPPING lines downhill to where the traffic lane starts to narrow viz. where the central yellow NO PASSING lines meet the start of the flush median (see photo #6629). This would mean increasing the length of the extra NO PASSING lines from the proposed 5.5 metres to about 9.1 metres. This would be approximately the middle of the blue Mitsubishi car shown in photo #6629.

SUMMARISING: The change most beneficial to improve the safety of cyclists at the pinch point is to remove **TWO** car parks by extending the NO STOPPING lines, instead of removing just ONE carpark as proposed by WCC



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Officer's response:

Thank you for taking the time to provide feedback to the Hutchison Road Traffic Resolution, and for the photos and detailed explanation you have given. The proposed extension of broken yellow lines will ensure 11 metres before the pedestrian refuge for vehicles to safely overtake cyclists.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

This area will have a 6 metre gap between kerb and the white median which is deemed sufficient for vehicles including buses and trucks to safely pass cyclists.

Name: Jonathan Markwick
Suburb: Mount Cook
Agree: Yes

Lessening the risk of road users dying is a higher priority than the risk of inconvenience from looking for a car park. (there is a large supply of car parks here)

Officer's response:

Thank you for taking the time to provide feedback to the Hutchison Road Traffic Resolution.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

Proposal:

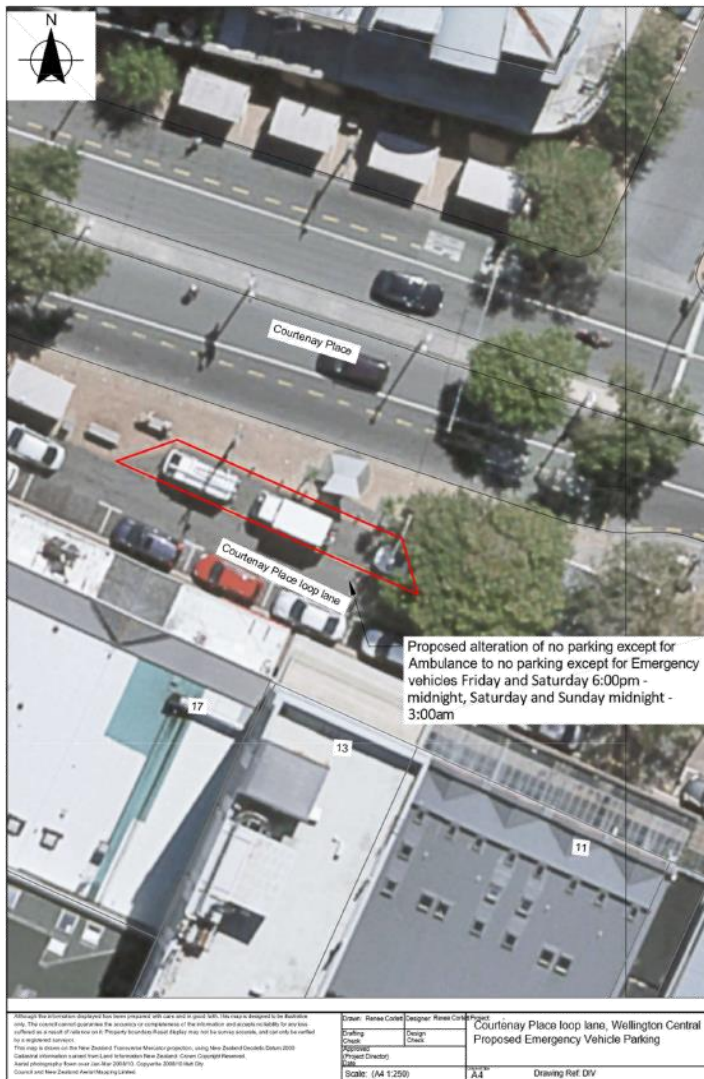
Reference	<ul style="list-style-type: none"> TR40-21 Courtenay Place loop lane, Wellington Central – Emergency vehicle parking
What we'd like to do	<ul style="list-style-type: none"> Alteration of no parking except for Ambulances Friday and Saturday 6pm- Midnight, Saturday and Sunday midnight – 3am only to emergency vehicle only during those hours on the north side of Courtenay Place loop lane.
Why we are proposing the change	<ul style="list-style-type: none"> We have received a request from NZ Police for designated Police parking on Courtenay Place during Friday and Saturday nights to assist with their operations. Courtenay Place has an increased demand for police presence during these hours to ensure the safety of the public. Currently the Ambulance parking is not fully occupied during these hours. We are proposing to change the restriction to allow all emergency vehicles to park here.
Location – where we propose to make the change	<ul style="list-style-type: none"> Courtenay Place loop lane, Wellington Central – opposite no13- no.19
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for Emergency Vehicles on Courtenay Place. Net parking impact – alteration of Ambulance only parking to emergency vehicle only parking. Pedestrian impact – positive as they have increased safety with police presence.
How this relates to the parking policy	<ul style="list-style-type: none"> Ensures on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – no data for loop lane. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Tuesday 2 March 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 2 March and finishes 5.00pm Monday 15 March 2021.</p>

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Next Steps	<ol style="list-style-type: none"> 1. Feedback collated by Tuesday 16 March 2021. 2. The proposal will go to the Regulatory Processes Committee on Wednesday 14 April 2021. 3. If approved, the proposal will be installed within the following 3 months.
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Traffic Resolution Plan: TR40-21 Courtenay Place loop lane, Wellington Central – Emergency vehicle parking



We are proposing a change in your area



Legal Description:

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

Column One	Column Two	Column Three
Courtenay Place -#5A LOOP	<i>No Parking except for ambulances, Friday and Saturday 6:00pm – midnight, Saturday and Sunday midnight – 3:00am</i>	<i>Northeast side, following the kerbline 35.5 metres southeast from its westernmost intersection with Courtenay Place (Grid coordinates, x= 1749220.4 m, y= 5427097.8 m), and extending in a south-easterly direction for 18 metres.</i>

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

Column One	Column Two	Column Three
Courtenay Place- Loop lane	<i>No Parking except for emergency vehicles, Friday and Saturday 6:00pm – midnight, Saturday and Sunday midnight – 3:00am</i>	<i>Northeast side, following the northern kerbline 35.5 metres southeast from its westernmost intersection with Courtenay Place (Grid coordinates, x= 1749220.4 m, y= 5427097.8 m), and extending in a south-easterly direction for 18 metres.</i>

Prepared By: Renee Corlett **(Transport Engineer)**
Approved By: Charles Kingsford **(Principal Transport Engineer)**
Date: 19/03/2021

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Jonathan Markwick
Suburb: Mount Cook
Agree: Yes

No comment.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

Proposal:

Reference	<ul style="list-style-type: none"> TR42-21 The Terrace, Wellington Central - No stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> Install 5 metres of broken yellow lines along the east side of The Terrace. Remove one resident only parking space along the east side of The Terrace.
Why we are proposing the change	<ul style="list-style-type: none"> We have received safety and accessibility concerns from residents about the narrow lane width outside no.221 The Terrace due to parked vehicles. The existing parking arrangement reduces the southbound lane to 2.3 metres in width causing safety concerns for vehicles travelling through the gap between the parked vehicle and oncoming traffic. The Police crash database from the last 5 years highlights the safety concerns with 10 non-injury and one serious crash reported at this location as a result of southbound vehicles colliding with parked vehicles. We therefore propose the removal of one residents parking space and the installation of broken yellow lines to ensure sufficient room for opposing vehicles to safety travel on this section of The Terrace.
Location – where we propose to make the change	<ul style="list-style-type: none"> The Terrace, Wellington Central – outside no.221
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for vehicles travelling along The Terrace. Net parking impact – removal of one residents parking space. Pedestrian impact – positive as less crashes and reduced danger for pedestrians accessing their vehicles in this location.
How this relates to the parking policy	<ul style="list-style-type: none"> Safe and efficient movement of people and goods.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 13,275. Annual parking revenue impact - \$195 per annum (Residents parking permit). To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Tuesday 2 March 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.

We are proposing a change in your area

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Wellington City Council
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Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 2 March and finishes 5.00pm Monday 15 March 2021.</p>
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Tuesday 16 March 2021.2. The proposal will go to the Regulatory Processes Committee on Wednesday 14 April 2021.3. If approved, the proposal will be installed within the following 3 months.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Traffic Resolution Plan: TR42-21 The Terrace, Wellington Central - No Stopping At All Times



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
The Terrace	Monday to Friday 8:00am - 6:00pm, Displaying an Authorised Resident Vehicle Parking Permit Only	East side, commencing 290.5 metres south of its intersection with the northern kerbline of Everton Terrace (Grid Coordinates X=2658554.854831 m, Y=5989738.421867 m) and extending in a southerly direction following the kerbline for 25 metres.

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

Column One	Column Two	Column Three
The Terrace	Monday to Friday 8:00am - 6:00pm, Displaying an Authorised Resident Vehicle Parking Permit Only	East side, commencing 26 metres north of its intersection with the northern kerbline of Allenby Terrace (Grid Coordinates X=1,748,405.03m, Y=5,427,726.72m) and extending in a northerly direction following the eastern kerbline for 10 metres.
The Terrace	Monday to Friday 8:00am - 6:00pm, Displaying an Authorised Resident Vehicle Parking Permit Only	East side, commencing 16.5 metres north of its intersection with the northern kerbline of Allenby Terrace (Grid Coordinates X=1,748,405.03m, Y=5,427,726.72m) and extending in a northerly direction following the eastern kerbline for 5 metres.

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

Column One	Column Two	Column Three
The Terrace	No Stopping, At All Times	East side, commencing 11.5 metres north of its intersection with the northern kerbline of Allenby Terrace (Grid Coordinates X=1,748,405.03m, Y=5,427,726.72m) and extending in a northerly direction following eastern the kerbline for 5 metres.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By:	Renee Corlett	(Transport Engineer)
Approved By:	Charles Kingsford	(Principal Transport Engineer)
Date:	19/03/2021	

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Geena Morgan
Suburb: Wellington Central
Agree: Yes

So great to see this is finally being resolved! My car was one of these 10 incidents in police records, it happened last year and was so disheartening - the person didn't leave a note or anything.

I see car's hit basically on a monthly basis as I live just across the street.

Please do this!

Yours sincerely,

Happy resident of the terrace

Officer's response:

Thank you for your feedback regarding The Terrace Traffic Resolution. I am sorry to hear that your car was hit at this location.

Name: Jess
Suburb: Wellington Central
Agree: Yes

I am a resident living on the Terrace and I strongly agree with the proposed resolution plan. Almost every day a vehicle is hit in that parking - I am sure there have been many incidents unreported.

Our vehicle was hit a year ago and unfortunately nothing was done about it. We filed a police report and tried to get video footage from Wellington City Council - for insurance purposes - but we were dismissed. We were not able to prove to our insurance company that we were hit while in resident parking. Now that this parking space has been recognised as an accident-prone spot, will there be any assistance for those affected i.e. have had their vehicles hit?

Any help on this matter would be greatly appreciated.

Officer's response:

Thank you for your feedback regarding The Terrace traffic resolution. I am sorry to hear that your car was hit at this location. Unfortunately, that is something you will need to follow up with your insurance company and not something we can assist with.

We are proposing a change in your area

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

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

Proposal:

Reference	<ul style="list-style-type: none"> TR44-21 Willowbank Road, Tawa – Shared user path and No Stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> Install 80 metres of shared user path on the eastern side of Willowbank Road (lower level) extending in a north direction towards the platform to the Takapu Road Station. Install 15 metres of broken yellow lines off the eastern side of Willowbank Road near the start of the shared user path.
Why we are proposing the change	<ul style="list-style-type: none"> There is currently no safe formed access path on the eastern side of Willowbank Road and at the lower level which leads to the Takapu Road Station platform. Council received a petition from nearby residents and met with community representatives who request the installation of a safe facility for pedestrians and cyclists using the existing unsealed access. It is proposed to construct a shared user path connecting the existing footpath on Willowbank Road to the Takapu Road Station platform to address accessibility and safety issues raised by the community. Broken yellow lines are required at the entrance to the shared user path and adjacent driveway to ensure accessibility is not blocked by parked vehicles.
Location – where we propose to make the change	<ul style="list-style-type: none"> Willowbank Road, Tawa to Takapu Road Station platform
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for pedestrians and cyclist to access the Takapu Station from Willowbank Road. Net parking impact – no change. Pedestrian impact – positive as pedestrians will now be able to safely access the Takapu Road Station. Cyclist impact – provides a link via the train platform (cyclists dismount to Tawa cycle/pedestrian path).
How this relates to the parking policy	<ul style="list-style-type: none"> Facilitates the safe and efficient movement of people and goods by focusing on people moving along transport corridors.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 4,617. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Tuesday 2 March 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.

We are proposing a change in your area

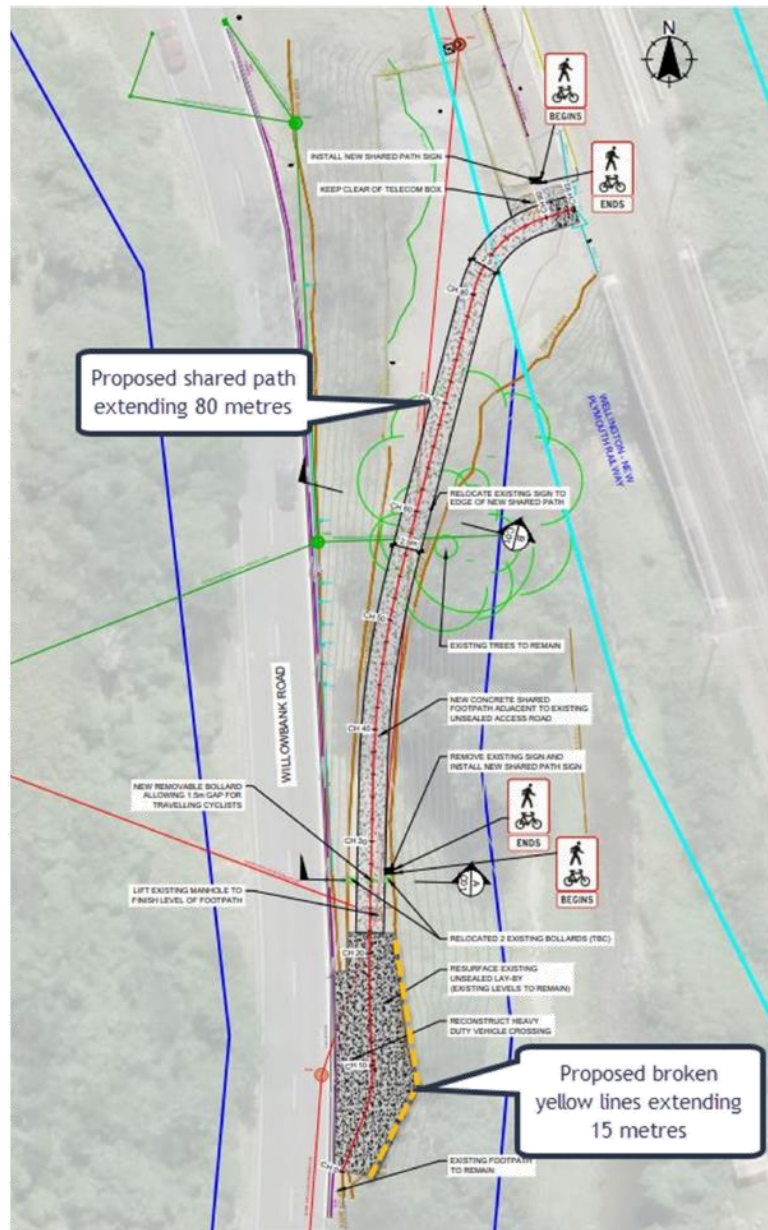
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 2 March and finishes 5.00pm Monday 15 March 2021.</p>
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Tuesday 16 March 2021.2. The proposal will go to the Regulatory Processes Committee on Wednesday 14 April 2021.3. If approved, the proposal will be installed within the following 3 months.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR44-21 Willowbank Road, Tawa – Shared user path and No Stopping At All Times



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Willowbank Road (Shared User Path)	<i>No Stopping, At All Times</i>	<i>East side, commencing 2 metres east of its intersection with the southern kerb of Willowbank Road (Grid coordinates X= 1,753,332.86m Y=5,438,887.73m) and extending in a north-easterly direction for 15 metres.</i>

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

Column One	Column Two	Column Three
Willowbank Road (Shared User Path)	<i>Shared User Path, At All Times</i>	<i>East side, commencing 17 metres northeast of its intersection with the southern kerb of Willowbank Road (Grid coordinates X= 1,753,332.86m Y= 5,438,887.73m) and extending in a north-easterly direction for 80 metres.</i>

Prepared By: Renee Corlett **(Transport Engineer)**
Approved By: Charles Kingsford **(Principal Transport Engineer)**
Date: 19/03/2021

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Steve Watts
Suburb: Tawa
Agree: Yes

I'd actually like a small addendum to this proposal to be considered in the form of yellow cross-hatching being painted in the 'turning bay' area where only broken yellow lines are currently proposed.

People frequently park in this area, sometimes partially blocking the shared driveway which runs south of this bay. Parking Services have previously attended and deemed the parking 'not too bad' which is something that shouldn't enter into the equation - it should be not at all.

Broken yellow lines will certainly help take care of this, making it easier for residents who wish to exit the driveway and travel south, or enter the driveway from the south.

More often though, people will stop in this area and talk on their phones or simply wait for someone off the train and completely block the driveway. I think having yellow cross-hatching would help in stopping this particular behaviour. Perhaps a sign which says something like "Private driveway. No stopping" might also help...?

Officer's response:

Thank you for your feedback.

At this stage, we are only considering the installation of the no stopping lines at the entrance to the shared user path. We will monitor the site after the construction work is completed.

In regards to vehicles parking on the footpath or blocking the accessway, these actions are illegal and clearly outlined in the Land Transport Road User Rule (2004) 6.14 Parking on Footpaths or cycle paths and 6.9 Obstructing vehicle entrances and exits <https://www.legislation.govt.nz/regulation/public/2004/0427/latest/DLM303605.html> . All drivers are expected to be aware of the Road Code and may be subject to enforcement action if they park illegally. If you notice a vehicle is parked on a footpath or blocking your accessway please call 04 499 4444 with the details of the vehicle.

Name: Jonn Ayley
Suburb: Tawa
Agree: Yes

I strongly support this proposal as I believe a footpath to Takapu Road station is long overdue. It is the only safe route for pedestrians to the Takapu Road Station and to the rest of Tawa. Since the 'sight rail' was installed alongside the southbound side of the road walking in the narrow road has been an even more dangerous option.

In addition to the Impacts listed this will also:

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- Provide a safe route for any cyclist (not just residents) in both directions who do not want to negotiate the roundabout at Main Road
(Willowbank Road is the only route to Wellington for cyclists from all points north)
- Encourage residents to walk and cycle to the Countdown supermarket and Willowbank Park rather than use a car
- Benefit Richmond Hill residents who use this route

My understanding is that KiwiRail will no longer be storing Track Gravel in the area. If this is not the case, then I would be concerned that the new shared user path might be damaged by heavy trucks.

Thank you to all involved in putting together this proposal.

Officer's response:

Thank you for your feedback.

Part of the arrangement with Kiwirail once the shared user path is completed is that no gravel or material stockpiling will be done at the bottom of the path.

As the shared path crosses Kiwirail property, Kiwirail will still use this access when conducting track maintenance and emergency repair works.

We will monitor the site after the construction work is completed.

Name: Fahimi Ali
Suburb: Tawa
Agree: Yes

I am one of the residents at Willowbank Road, Tawa (No. 21).

I fully support this proposal and very glad to know this will be happening as it will make the trip to the Takapo train station or further much safer.

I hope that this can proceed as soon as possible.

Officer's response:

Thank you for your feedback.

We appreciate your show of support regarding this proposal.

Work is scheduled to begin in the April/May period.

Name: Ellen Blake on behalf of Living Streets Aotearoa
Suburb: Wellington
Agree: Yes

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We support creation of this path to allow pedestrian access to the Takapu Road railway station. This will allow an easier access than crossing the roundabout at Takapu Road. We assume KiwiRail has assessed this entrance and supports the more formal path.

We would like the design to ensure that it is not a continuous route for vehicles along the Willowbank Road footpath and that there is clear separation between the two types of path.

We note it appears that this track is currently used by trucks and wonder why the designation is not for a 'shared zone'. This is the appropriate classification for multi-type vehicles and pedestrians.

We note that a plant restoration project has taken place in the vicinity of this proposed path and recommend care is taken around the plantings.

Officer's response:

Thank you for your feedback.

Discussions were conducted with Kiwirail as the proposed shared user path crosses their property.

On occasion, Kiwirail vehicles will use this access for emergency maintenance repair works and WCC vehicles for trees and plants upkeep. The path will have lockable bollards at the entrance to ensure that only authorised vehicles will be able to access but would allow pedestrians and cyclists to go through unimpeded.

We will monitor the site after the construction work is completed.

Name: Jonathan Markwick
Suburb: Mount Cook
Agree: Yes

I strongly support this proposal as it is a step towards fixing a link that is dangerous for pedestrians and cyclists. This road and Middleton Road is the only sealed pedestrian route between Wellington and Porirua, as such this is an important evacuation route from Wellington in the event of a disaster. It is unacceptable that this route requires people to walk or cycle on a road without a safe pathway next to high speed traffic.

Officer's response:

Thank you for your feedback.

We are proposing a change in your area

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Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

Proposal:

Reference	<ul style="list-style-type: none"> TR45-21 Woodridge Drive, Woodridge – Formalise new Bus Stop #3708
What we'd like to do	<ul style="list-style-type: none"> Formalise a new bus stop that was installed in September 2020.
Why we are proposing the change	<ul style="list-style-type: none"> Due to ongoing development through Woodridge, Greater Wellington Regional Council (GWRC) is seeking to make changes to its bus network to better service the area. The bus route through Woodridge currently does a loop along Woodridge Drive and back along Kentwood Drive to Woodridge Drive heading south. A new bus stop was installed in September 2020 under agreement between GWRC and WCC to provide access to bus services to residents of Woodridge Drive as the housing development is near completion. The stop is located outside no's 89 – 91 Woodridge Drive, utilising the recess in the roadway to improve entry to the bus stop and to alleviate issues of the bus blocking moving traffic by stopping in the live lane. The bus stop is composed of a 9 metre length of broken yellow lines to act as an entry taper, a bus box 15 metres in length, and a 9 metre section of broken yellow lines acting as an exit taper. The location of the bus stop is considered a safe and suitable position that will provide for the frequency of the services using it.
Location – where we propose to make the change	<ul style="list-style-type: none"> Woodridge Drive, Woodridge – outside no's 89 – 91
Impact	<ul style="list-style-type: none"> Accessibility and safety at bus stops are key strategic drivers in encouraging the greater use of public transport, particularly in emerging suburbs like Woodridge. Net parking impact – currently there is no restricted parking (potential loss of 5 car parking spaces). Pedestrian impact – no change.
How this relates to the parking policy	<ul style="list-style-type: none"> Public transport provision ranks high on the parking policy.
Additional Information	<ul style="list-style-type: none"> Average daily passenger number – 46. Average daily traffic count – 414. In the development of the proposal for the stop, feedback was requested from adjacent residents of Woodridge Drive, and the development company, Woodridge Homes Ltd. GWRC received support from Woodridge Homes, Ltd. and residents of Woodridge Dr to proceed with the proposed bus stop and shelter plan. Initial opposition was heard from some residents due to the proposed location of the bus shelter, however a compromise was reached and the shelter was installed outside no. 91 Woodridge Drive with agreement from the resident and at the head of the bus stop.

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	<p>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Tuesday 2 March 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.</p>
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 2 March and finishes 5.00pm Monday 15 March 2021.</p>
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Tuesday 16 March 2021.2. The proposal will go to the Regulatory Processes Committee on Wednesday 14 April 2021.3. If approved, the proposal will be installed within the following 3 months.

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Traffic Resolution Plan: TR45-21 Woodridge Drive, Woodridge – Formalise new Bus Stop #3708



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Legal Description:

Add to Schedule B (class restricted parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Woodridge Drive	<i>Bus Stop, At all times</i>	<i>West side, commencing 107 metres south of its intersection with Kentwood Drive (Grid Coordinates x=1,753,772.273 m, y=5,435,827.693 m) and extending in a southerly direction for 15 metres.</i>

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

Column One	Column Two	Column Three
Woodridge Drive	<i>No Stopping, At All Times</i>	<i>West side, commencing 98 metres south of its intersection with Kentwood Drive (Grid Coordinates x=1,753,772.273 m, y=5,435,827.693 m) and extending in a southerly direction for 9 metres.</i>
Woodridge Drive	<i>No Stopping, At All Times</i>	<i>West side, commencing 122 metres south of its intersection with Kentwood Drive (Grid Coordinates x=1,753,772.273 m, y=5,435,827.693 m) and extending in a southerly direction for 9 metres.</i>

Prepared By: Gordana Savic **(Public Transport Infrastructure Programme Manager)**
Approved By: Charles Kingsford **(Principal Transport Engineer)**
Date: 19/03/2021

FEEDBACK RECEIVED

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Feedback Received:

Name: Fernando Castellanos
Suburb: Wellington
Agree: Yes

The bus stop is of great service to people living in the new areas developed by Woodridge Homes. This new location facilitates access, improve safety and reduces transportation time. I am really happy with the new bus stop and I know that several of my neighbours as well.

Name: Marianne Bishop on behalf of Newlands Papararangi Progressive Association
Suburb: Newlands
Agree: Yes

We support this proposal.

Housing in Woodridge is growing, there needs to be an adequate bus service and bus shelters for the residents that live in this area.

We would like to suggest that it would be great if WCC would consider yellow lines along the bus route right through Woodridge Drive and Kentwood Drive, on the side of the road used by buses, while there is the opportunity to do so. Currently, parking by vehicles can cause difficulties for bus drivers, especially on Kentwood Drive.

We believe there was requested for yellow lines on the upward section of Kentwood Drive a couple of years ago.

It would also be good for WCC to consider shelters at all stops on the outgoing bus route in Woodridge.

Officer's response:

Thank you for your suggestion for broken yellow lines along the bus route through Woodridge Drive and Kentwood Drive. It will be further investigated with a wider transport view by our Traffic Engineers.

WCC delivers yearly programmes of bus shelters at all inbound bus stops, with the order of priority determined by our prioritising system. Bus stop #3708 is an outbound bus stop, and it is not likely that it will qualify for a bus shelter provision in the near future. Other bus stops on this bus route along with all bus stops around the city, will be assessed through our prioritising system in couple of months. More information on likelihood of bus shelter provision on any of them will be known at that time.

PROPOSED ROAD STOPPING - LAND ADJOINING 12 ENDEAVOUR STREET, LYALL BAY

Purpose

1. This report asks the Regulatory Processes Committee to recommend to Council that it stops and sells approximately 70m² (subject to survey) of unformed legal road located on Endeavour Street and adjoining 12 Endeavour Street, Lyall Bay. Refer to Attachment 1 for the location plan.

Summary

2. The owners of 12 Endeavour Street, Lyall Bay (the Owners) have applied to purchase unformed legal road land adjoining the legal road boundary of their property.
3. The approximately 70m² of unformed legal road proposed to be stopped and sold (the Land) is shown outlined red on Attachments 2 and 3.
4. Utility providers and relevant Council business units have been consulted. All support the proposal, subject to conditions (where relevant).
5. Initial consultation letters were sent to the adjoining and adjacent neighbours and, at the time of writing this report, no response has been received.
6. If the Council agrees with the recommendations of the Regulatory Processes Committee, the road stopping will then be publicly notified. At that time, any neighbours, organisations, or any other member of the public will have the opportunity to make a submission.

Recommendation/s

That the Regulatory Processes Committee:

1. Receive the information.
2. Recommend to Council that it:
 - a) Declare that approximately 70m² (subject to survey) of unformed legal road land in Endeavour Street adjoining 12 Endeavour Street (being Lot 1 DP 7067 held on ROT WN320/156, the Land) is not required for a public work and is surplus to Council's operational requirements.
 - b) Agree to dispose of the Land.
 - c) Delegate to the Chief Executive Officer the power to conclude all matters in relation to the road stopping and disposal of the Land, including all legislative matters, issuing relevant public notices, declaring the road stopped, negotiating the terms of the sale or exchange, imposing any reasonable covenants, and anything else necessary.

3. Note that if objections are received to the road stopping, and the applicant wished to continue, a further report will be presented to the Regulatory Processes Committee for consideration.

Discussion

7. 12 Endeavour Street is an irregular shaped corner lot with frontage on Endeavour Street and Queens Drive. The property is relatively flat and level with the Endeavour Street, Queens Drive sits above the property. The property contains a single storey dwelling and a separate single-car garage with vehicle access from Endeavour Street.
8. The Land is currently used under an encroachment licence and contains a fenced yard.
9. Advisors from Council's Transport Network Team have confirmed the Land is not required for future road widening or public access purposes. They supported the proposal subject to 15m of legal road land being retained on the Endeavour Street frontage of the property and 20m of legal road land being retained on the Queens Drive frontage of the property.
10. Should the road stopping proposal be successful, the Land will be amalgamated with 12 Endeavour Street, with its current use not proposed to change.
11. Road stopping is provided for under Sections 319 and 342 and the Tenth Schedule of the Local Government Act 1974 (LGA).
12. The Council, under Section 40 of the Public Works Act 1981 (PWA), 'shall endeavour' to dispose of any land not required for the public work for which it was taken, and which is not required for any public work. Section 345 of the LGA provides Council with the statutory power to dispose of stopped road.
13. Relevant Council business units have been consulted and none wish to retain the Land.
14. Officers are giving the Walking Access Commission the opportunity to comment on road stopping proposals early in the process. The Commission supports the proposal by 12 Endeavour Street, without conditions.
15. As is normal practise in the early stages of the road stopping process, officers have written to the adjoining and adjacent owners notifying them that Council had received the road stopping application. All the owners will be consulted again when formal public consultation is carried out later in the road stopping process.
16. If Council approves the above, officers will establish whether any offer back obligations under Section 40 of the PWA exist.



Options

17. The alternative to the recommended option is to continue with the current situation and manage any needs through Council encroachment licence and procedures.

Next Actions

18. The proposed next steps, subject to the Regulatory Processes Committee approval of the recommended option, are to:
- a) conclude a Section 40 PWA investigation;
 - b) prepare a Survey Office Plan;
 - c) prepare a Sale and Purchase Agreement; and
 - d) begin public notification process.

Attachments

Attachment 1.	Location Plan ↓ 	Page 191
Attachment 2.	Aerial ↓ 	Page 192
Attachment 3.	Street Views ↓ 	Page 193

Author	Sarah-Jane Still, Property Advisor
Authoriser	John Vriens, Senior Property Advisor Brad Singh, Transport Assets Manager Tom Williams, Chief Infrastructure Officer

SUPPORTING INFORMATION

Engagement and Consultation

Letters were sent to the relevant adjoining and adjacent owners notifying them that Council had received this road stopping application. At the time of preparing this report no responses had been received.

These neighbouring owners will be consulted again when the formal public consultation is carried out later in the road stopping process and they will have an opportunity to enter a written submission if they so choose.

Treaty of Waitangi considerations

Iwi groups have not been consulted. The proposal does not conflict with the principles of the Treaty of Waitangi nor is the Land located within a Māori Precinct or an area identified as significant to Māori. The Land is not being disposed of on the open market and will not become a standalone allotment as amalgamation is proposed.

Financial implications

There are no significant financial considerations related to this recommendation. Any costs associated with the disposal of the Land will be recovered from the applicant, and the proceeds of the sale are directed towards the general fund.

In August 2011 new cost sharing initiatives were approved by Council. The rebate amount is determined at the end of the road stopping process when all of the costs are known.

Policy and legislative implications

The recommendations of this report are consistent with the policies of the Council. The road stopping is also being undertaken in accordance with legislative requirements.

This proposed road stopping has no significant impact on the Long Term Plan.

Risks / legal

The road stopping process is consistent with both legislative and Council requirements.

Climate Change impact and considerations

There are no known climate change implications for this road stopping.

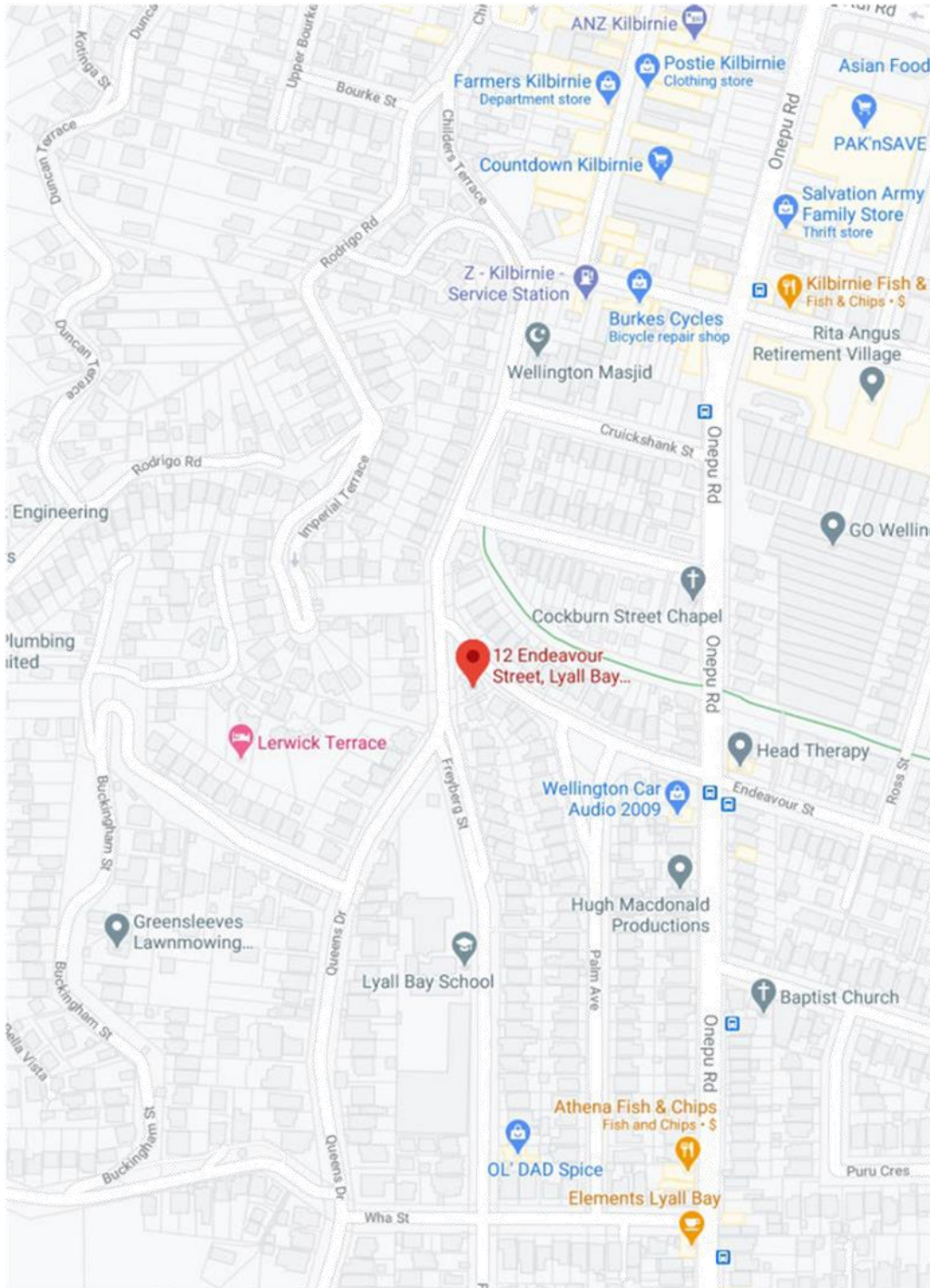
Communications Plan

Public consultation in accordance with the Tenth Schedule of the LGA will be carried out later in the road stopping process.

Health and Safety Impact considered

Officers are not aware of any negative health and safety impacts relating to the proposal.

Location Plan



LocalMaps Print



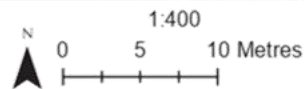
June 26, 2019

Disclaimer:
 The use of any land or property information in OneMap is entirely at the user's own risk and discretion. Wellington City Council does not give any warranty that any information contained is accurate or complete. The Council does not accept any responsibility or liability for any action taken, or omission made, in reliance on information obtained from OneMap.

Data Statement:
 Property boundaries, 20m Contours, road names, rail line, address & title points sourced from Land Information NZ. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its accuracy may vary, but is generally +/- 1m. Crown Copyright reserved.

Property Boundaries Accuracy:
 +/-1m in urban areas
 +/-30m in rural areas

Data Source:
 Census data - Statistics NZ.
 Postcodes - NZ Post.



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Street Views





REQUEST FOR A DEVELOPMENT CONTRIBUTION POSTPONEMENT

Purpose

1. This report asks the Regulatory Processes Committee to postpone the payment of development contributions relating to several building consents for Victoria University, to enable an assessment agreement.

Summary

2. Victoria University have several building consents that require development contributions.
3. The University would like to enter into a special assessment agreement that will include all their current and future developments.
4. We have not been able to reach an agreement yet, and Council can no longer delay issuing the Code of Compliance Certificates for The University's current developments.
5. We are requesting approval to release the Code of Compliance Certificates and to postpone full payment of the development contributions that are due, until an agreement can be reached.
6. The University has agreed in good faith to pay half of the current development contributions owing, on the understanding that they will be liable to pay any shortfall or be refunded any overpayment based upon the final assessment.

Recommendation/s

That the Regulatory Processes Committee:

1. Receive the information.
2. Agree to postpone development contributions for 6 months as allowed for in section 2.6 of The Development Contributions Policy (The Policy), allowing for the release of the Code of Compliance Certificates for service request numbers 411803, 329252 & 325077, subject to the University paying half of the assessed development contributions
3. Agree to allow the Council and the University to apply a special assessment or submit a remission to the committee even though part of the payment has been made and the building is currently occupied.

Background

7. The University believes that the standard non-residential unit of demand of 1 EHU equals 42m² of gross floor area does not represent the true demand their developments place on Council infrastructure.

8. The non-residential unit of demand is based on the average space needed per office worker.
9. As the University is not a office building, they would like a special assessment undertaken and for Council to enter into an all of campus agreement which outlines how Council will calculate development contributions on the University's current and future developments.
10. The University and Council Officers have been in talks for some time now, but have yet to agree the calculations for all of the components of the development contribution.
11. In the mean time three of the University's building consents have been completed and they now require the Code of Compliance Certificates.
12. Without these certificates the public will not be allowed to enter these buildings

Discussion

13. The University believes that the standard non-residential unit of demand of 1 EHU equals 42m² of gross floor area does not represent the true demand their developments place on our infrastructure
14. Section 2.2.5 (a) of the Policy states that the non-residential unit of demand may be departed from in the following circumstances:
 - Self-assessments
 - Special assessment
15. Council Officers have been working alongside the University to come up with an accurate calculation to determine the true demand on Council's infrastructure.
16. However, the process is taking significantly longer than expected and three of the University's developments are now at the Code of Compliance stage.
17. Section 3.2.10 of the Policy states that development contributions must be paid prior to the Code of Compliance Certificate being released.
18. Therefore we are asking the Committee to allow us to postpone the development contribution payments and to allow us to release the Code of Compliance Certificates so that we can continue with these discussions, as allowed for under section 2.6 of the Policy.
19. As an act of good faith, the University has agreed to pay half of the current development contribution assessments.
20. However as per Section 2.5.5.2 (a), under the special assessment section, the assessment needs to be initiated prior to any payment being due.
21. Therefore, we need approval from the Committee to allow us to continue the special assessment after a partial payment has been made and to allow us to review the development contributions amount even though part payment has been made.

22. Section 3.2.10 regarding payment states that a payment delay will be considered by council where it is satisfied that the building is not occupied.
23. The building currently has a CPU, which means that it can be occupied, we are asking that the Committee consider the payment delay even though the building is occupied.
24. The University currently has three developments that require a development contribution
 - SR411803 - A new three storey office building on south east edge of the Kelburn Campus site
 - SR329252 - The Gateway Building, School of Biological Science, on the Kelburn Campus
 - SR325077 - Rutherford House extension on Lambton Quay

Options

25. The Policy enables the postponement of payment at the Council's complete discretion and states that these decisions will not be regarded as creating precedent or expectations.
26. The Committee can choose to postpone the full / partial development contributions payment and release the Code of Compliance Certificate prior to full payment of development contributions or not.
27. Should the Committee approve the release of the Code of Compliance Certificate subject to part payment of development contributions, the Committee can authorise Council Officers to continue working on the special assessment agreement
28. If it chooses not to postpone the payment of development contributions and release the Code of Compliance Certificates, the University will have to choose between closing its buildings until a special assessment is completed or accepting the initial development contribution assessment.

Next Actions

29. Council Officers will release the Code of Compliance Certificates once part payment or full payment has been made, depending on the Committees decision.
30. Council Officers to continue working on the special assessment agreement

Attachments

Nil

Author	Nicole Tydda, Manager Customer Service and Business Support
Authoriser	Liam Hodgetts, Chief Planning Officer

SUPPORTING INFORMATION

Engagement and Consultation

Not applicable

Treaty of Waitangi considerations

Not applicable

Financial implications

The applicant will still be liable to pay development contributions, Council will just receive the payment later than expected.

Policy and legislative implications

Not applicable

Risks / legal

If applicant does not pay, we may need to secure an encumbrance registered on the relevant title, at the moment all we would do is not issue the Code of Compliance Certificate.

Climate Change impact and considerations

Not applicable

Communications Plan

Not applicable

Health and Safety Impact considered

Not applicable