

**ORDINARY MEETING  
OF  
REGULATORY PROCESSES COMMITTEE  
AGENDA**

**Time:** 9:30am  
**Date:** Tuesday, 18 May 2021  
**Venue:** Ngake (16.09)  
Level 16, Tahiwī  
113 The Terrace  
Wellington

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**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](mailto:public.participation@wcc.govt.nz) or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about. All Council and committee meetings are livestreamed on our YouTube page. This includes any public participation at the meeting.*

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## **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](https://wellington.govt.nz/meetings).

**Quorum:** 3 members

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## 1. Meeting Conduct

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### 1.1 Karakia

The Chairperson will open the meeting with a karakia.

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

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

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

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

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## 2. General Business

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# **TWO NEW LICENCES ON RESERVE LAND FOR BROOKLYN JUNIOR CRICKET CLUB INC(EXISTING LICENSEE) AND CAPITAL KIWI BOARD TRUST (NEW LICENSEE)**

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### **Purpose**

1. This report asks the Regulatory Processes Committee to grant licences to:
  - Brooklyn Junior Cricket Club Inc (existing licensee) at Vogelmorn Park, Mornington; and
  - Capital Kiwi Trust Board (new licensee) at 29 South Makara Road, Makara.

### **Summary**

2. The *Leases Policy for Community and Recreation Groups* (Leases Policy) sets out the Council's role in granting leases on Council-owned land and/or buildings.
3. Under the Regulatory Processes Committee Terms of Reference (Delegations) adopted on 21 January 2021, the Committee has delegation to (among other things) approve leases pursuant to Council Policies.
4. The proposed licences' terms and conditions set out in this paper are consistent with the Leases Policy.
5. Based on Officers' assessment, it is recommended that under the Reserves Act 1977 the following licences be granted:
  - Occupation licence for Brooklyn Junior Cricket Club Inc (BJCC) on Vogelmorn Park for five years and a renewal term of five years. This is a continuation of an existing occupancy and covers the existing cricket nets owned by BJCC.
  - Occupation licence for Capital Kiwi Trust Board (Capital Kiwi) on 29 South Makara Road for three years. Capital Kiwi is a charitable organisation and the proposed occupation licence will support their operations in Wellington.

### **Recommendation/s**

That the Regulatory Processes Committee:

1. Receive the information
2. Agree to grant a new licence under the Reserves Act 1977 to Brooklyn Junior Cricket Club Inc (existing licensee) for a five-year term with one renewal term of five years. The land at Vogelmorn Park is a recreation reserve and is legally described as Lot 1 DP 7714 and contained in CFR WN25D/1000

3. Agree to grant a new licence under the Reserves Act 1977 to Capital Kiwi Trust Board (new licensee) for a three-year term. The land is a local purpose reserve and is legally described Section 60 Makara District and contained in CFR WN22C/710
4. Note that approval to grant the licences on Reserve land is conditional on:
  - a. Appropriate iwi consultation
  - b. Public notification as required under sections 119 and 120 of the Reserves Act
  - c. No sustained objections resulting from the above notification
  - d. Legal and advertising costs being met by the Licensees (where applicable).

## **Background**

### **Brooklyn Junior Cricket Club**

6. Brooklyn Junior Cricket Club (BJCC) uses a cricket net in Vogelmorn Park and in 2019 an occupation licence was granted to allow BJCC to build a new cricket net and keep the existing cricket net (*see attachment 1 for licensed area*).
7. As part of the previous licence, BJCC have kept one cricket net open to the public and the other for BJCC's use. BJCC have maintained a good track record in terms of maintaining the nets and also utilising the nets to promote the sport in the community.
8. This arrangement is beneficial to all the users and gives non-members an opportunity to play.
9. BJCC continues to invest in the nets and have recently secured funding to raise the height of the safety net for the protection of the other users of the park.
10. Officers' assessment of BJCC licence application meets the criteria in the Leases Policy and accordingly this paper requests Committee approval to licence the land for a five year term with one renewal term of five years.

### **Capital Kiwi Trust Board**

11. The Capital Kiwi Trust Board (Capital Kiwi) is a charitable organisation with the mission to restore a large-scale wild kiwi population throughout Wellington.
12. Capital Kiwi, as part of their operations, is working hard to remove natural predators to the kiwi. As part of their mission, they will also be releasing kiwi and monitoring the population.
13. Capital Kiwi currently operate through various storage areas including some in private commercial properties. This arrangement is not conducive to their operations particularly when alert levels (related to COVID-19) fluctuate up and down. Their access to their equipment is hampered and this adversely impacts their targets and projections.
14. The proposed location, 29 South Makara Road, is the old location of the building used by Makara Playcentre. Council gifted the PlayCentre building to the Makara School Board Trust. Two other buildings remain onsite and will be used by Capital Kiwi. The



proposal is a good use for the space with minimal disruption to the grounds (*see layout in attachment 2*).

15. Capital Kiwi proposes to use the site as a depot and office to store equipment (e.g. spare traps, tools, ATV, freezer, lure) and as a base for the project's predator control, predator monitoring and kiwi monitoring operations.
16. The site is ideally located near Terawhiti Station, which will be the primary zone for kiwi release, and will enable easy access for kiwi monitoring purposes. It is also strategically located for access to the other parts of the project zone via Karori, as well as to communities (Karori, Makara, Ohariu) that are key to the project.
17. Capital Kiwi does not intend to sublet the site in any way, but the site also offers the potential to be used for dog awareness training and community events relating to the project (e.g. workshops for trappers).
18. Capital Kiwi's proposal is to put a portacom and container on site and this poses minimal disruption to the existing grounds. The area is fenced and there is no visual impact for other users.
19. Capital Kiwi will ensure any hazardous material is kept locked and stored appropriately to meet all safety and legislative requirements. They will make good any damage at the end of the term.
20. Officers's assessment of Capital Kiwi's licence application is that it broadly meets the criteria in the Leases Policy and accordingly this paper requests the Committee approval to licence the land for a three-year term.

## **Discussion**

21. Under the Leases Policy, new leases and licences are considered against seven criteria:
  - Strategic fit
  - Group's organisation structure
  - Membership sustainability
  - Financial and maintenance obligations
  - Optimal use of resources
  - Environmental impact, and
  - Demonstrated need from the community.
22. The information submitted by each Club was assessed as performing satisfactorily under each of these above criteria:

### **BROOKLYN JUNIOR CRICKET CLUB (BJCC)**

**A. Strategic fit** – *The group's purpose and activities must be consistent with the Council's strategic direction to promote healthy lifestyles and build strong communities*

23. BJCC makes every attempt to make cricket accessible to all, to encourage participation from across the community. The sport is about having fun building relationships, developing confidence, perseverance and building skills.

- 
24. Being a junior club, BJCC is a cricket club catering to players in school years 1 to 8 (ages approx. 5-13). This brings players, families and the community together in an active, social and positive environment.

**B. Group's organisation structure** – *The group must be an incorporated society or Trust.*

25. BJCC was incorporated on 26 Aug 2011.
26. BJCC currently has nine committee members. The committee actively promotes membership to the committee targeting parents of players aged 5-8 years old.

**C. Membership sustainability** – *The group must be sustainable in terms of membership and/or users of the services for the term of the lease.*

27. BJCC's club membership has remained stable at around 200 members. It has been at this level for several years. The club can support significantly more players and has identified that the development of a nursery grade may assist this.

**D. Financial and maintenance obligations** – *The group must be in a financial position to fulfil its lease obligations for the term of the lease, including but not exclusive to rent, insurance and building and grounds maintenance.*

28. There are two cricket nets owned by BJCC in the licensed area. The licence fee is calculated based of the footprint of the one cricket net that BJCC close to the public and no licence fee is charged for the other cricket net. The licence fee is minimal at \$358.40+GST per annum.
29. BJCC is responsible for maintaining the cricket nets and have satisfactorily done so in the past three years. BJCC continues to invest in the park and has recently secured funding to increase the height of the safety net to protect users of the adjacent pump track and other users of the park.

**E. Optimal use of resources** – *The land and/or buildings must be utilised to the fullest extent practicable.*

30. The existing cricket nets have worked well with the new pump track and the community has been supportive users of the nets.
31. Having a cricket net opened to the public and one locked up for BJCC use provides a balance in terms of utility of the resource giving the opportunity for an increase interest in the sport and the opportunity for club members to continue their interest and practice.

**F. Environmental impact** – *The activity cannot have the potential to adversely affect open space values or other legitimate activities.*

32. This is not a new structure and the existing structure has proved to work well with the users of the park.
33. BJCC has worked with Council in terms of the pump track and has secured funding to increase the height of the safety net to keep all park users safe.

**G. Demonstrated need from the community** – *There must be demonstrated support and need within the community for the activity.*

34. The Brooklyn Residents' community group have been in support of the cricket nets.
35. BJCC have worked with Brooklyn Northern United Football Club. They have also worked in partnership with the team building the bike track at Vogelmorn Park and have a very close relationship with Brooklyn (Senior) Cricket Club.

**CAPITAL KIWI TRUST BOARD (CAPITAL KIWI)**

**A. Strategic fit** – *The group's purpose and activities must be consistent with the Council's strategic direction to promote healthy lifestyles and build strong communities*

36. Capital Kiwi is promoting conservation of natural resources. It endeavours to include the community in its mission to restore the wild kiwi population.
37. This mission is supported by a wide community network which helps focus and brings solidarity to the community efforts.

**B. Group's organisation structure** – *The group must be an incorporated society or Trust.*

38. Capital Kiwi was registered as a Trust since 15 August 2018.

**C. Membership sustainability** – *The group must be sustainable in terms of membership and/or users of the services for the term of the lease.*

39. Capital Kiwi is open to all volunteers and has support from the wider community.
40. The three-year term is in line with Capital Kiwi's target date to release kiwis in the wild by April 2022.

**D. Financial and maintenance obligations** – *The group must be in a financial position to fulfil its lease obligations for the term of the lease, including but not exclusive to rent, insurance and building and grounds maintenance.*

41. The total licence fee will be \$410.94+GST and Capital Kiwi will be responsible for maintaining the grass and sheds in the licensed area. Council officers do not foresee any issues with Capital Kiwi meeting its maintenance and associated costs.
42. The financial and maintenance obligation of the licence are minimal but covers Council's operational costs for the licence.

**E. Optimal use of resources** – *The land and/or buildings must be utilised to the fullest extent practicable.*

43. Capital Kiwi's utilisation of the existing buildings, a portacom and a storage container for the wide area that the project covers is a positive outcome and an optimal use of the resource.
44. Once the primary use is established, Capital Kiwi is also considering possible use of the site for information sharing and conservation awareness activities.

**F. Environmental impact** – *The activity cannot have the potential to adversely affect open space values or other legitimate activities.*

45. There is no long term proposed changes. The current location is fenced, and any additional structure does not impact other users of the reserve.

**G. Demonstrated need from the community** – *There must be demonstrated support and need within the community for the activity.*

46. There is widespread support from the Wellington community in terms of Capital Kiwi’s mission to bring back kiwis to Wellington wild.

**Next Actions**

47. If the recommendations in this report are accepted the following will occur:
- Public notification and consultation of the proposed licence, in line with the Reserves Act 1977
  - The outcome of submissions will be reported back to Committee, if necessary.
  - Negotiate and sign the licence documentation for:
    - Brooklyn Junior Cricket Club
    - Capital Kiwi Trust Board.

**Attachments**

Attachment 1. Attachment 1: Brooklyn Junior Cricket Club - Licensed Area  Page 14

Attachment 2. Attachment 2: Capital Kiwi Proposed layout   Page 15

Author	Fel Go, Community Recreation Leases Advisor
Authoriser	Peter Clinton, Sport and Club Partnership Lead Vikki Muxlow, Business Support and Performance Manager Claire Richardson, Chief Operating Officer

## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

Public consultation will be undertaken as required under sections 119 and 120 of the Reserves Act 1977, and section 6 of the Leases Policy for Community and Recreation Groups.

All submissions received will be taken into account

### **Treaty of Waitangi considerations**

There are no Treaty of Waitangi considerations.

### **Financial implications**

There are no significant financial considerations.

### **Policy and legislative implications**

The Leases Policy for Community and Recreation Groups (available at <https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/leases-policy-for-community-and-recreational-groups>) sets out the Council's role in granting leases and licences on Council-owned land and/or buildings.

Under the Council's Delegations Policy (available at <https://wellington.govt.nz/-/media/your-council/meetings/files/2019-2022-terms-of-reference-and-delegations.pdf>) all leases and licences on reserve land must be approved by the Regulatory Processes Committee.

### **Risks / legal**

The proposals will be subject to Reserves Act 1977

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

Not applicable

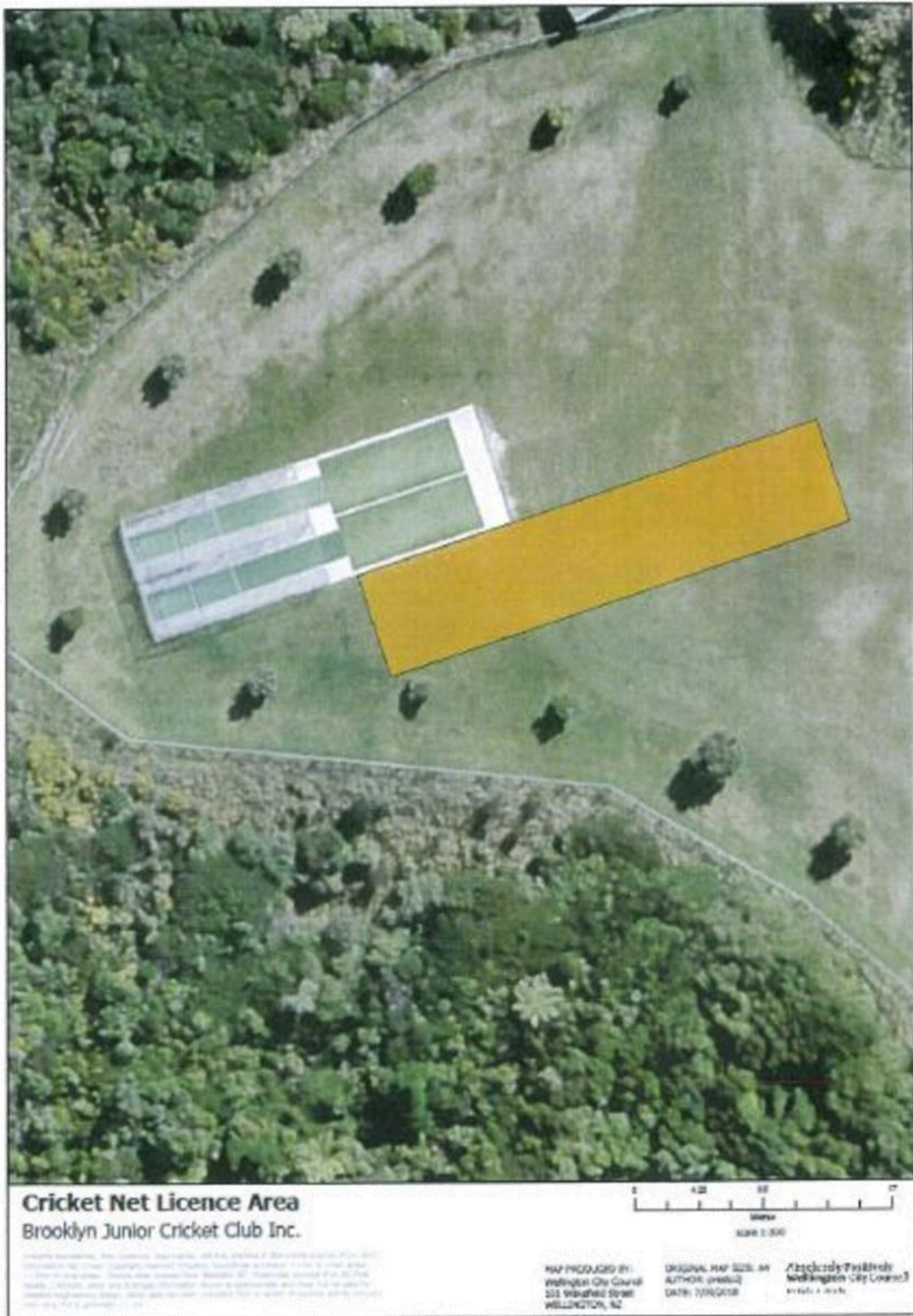
### **Communications Plan**

Not applicable

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

There is a requirement in the licence for the licensee to have a Health & Safety plan in place which is reviewed by the Council Park Rangers before a new licence to occupy is signed.

PLAN OF LICENSED AREA

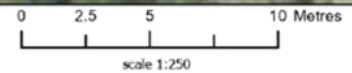




Path Z:\Open\_spaces\_and\_environment\Paths\_CCTV\Paths\_Locates\Paths\_Locates (No).dwg

**Capital Kiwi Structures**

Property boundaries, 30m Contours, road names, rail line, address & 50m points sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy +/- 2m in urban areas, +/- 30m in rural areas. Census data sourced from Statistics NZ. Postcodes sourced from NZ Post. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its accuracy may vary, but is generally +/- 1m.



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

ORIGINAL MAP SIZE: A4  
 AUTHOR: presto2j  
 DATE: 27/04/2021

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





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## **ROAD CLOSURE**

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### **Purpose**

1. This report asks the Regulatory Processes Committee to approve the temporary closure of roads to enable events to take place

### **Summary**

2. Applications have been made to temporarily close roads for the following events
  - NZ Documentary Board LTD

### **Recommendation/s**

That the Regulatory Processes Committee:

1. Receive the information.
2. Agree to close the following road and sections of the road for this event (as listed below) to vehicles and cycles only, subject to the conditions listed in the proposed Road Closures Impact Reports.
  - a. NZ Documentary Board Ltd
    - i. Normanby Street (Riddiford Street to number 14)
3. Note that recommendations in this report should not be amended without first carrying out further consultation with affected parties and verification from the council's Traffic Engineer that the amendment is not likely to cause unreasonable impact on traffic.

### **Background**

3. The Council receives numerous requests throughout the year for public roads to be closed for public and private events. In order for the closures to have effect, under Schedule 10 of the Local Government Act 1974, council approval is required.
4. The authority to approve requests for road closures is made under Schedule 10, clause 11e, of the Local Government Act 1974 and the Transport vehicular Traffic Road Closure Regulations 1965. This authority is delegated to the Regulatory Processes Committee.
5. This report has been prepared in accordance with the procedures that were approved by the Committee on 15 December 2010. In summary, these are:
  - An event organiser applies for a road closure where a proposed event requires one.
  - Council officers receive the proposal and assess the merits and need for a road closure.
  - The Council advertised its intention to close the road in the public notice column of the local newspaper and on social media.
  - Together with the event organiser, Council officers ensure consultation with affected stakeholders is carried out and a communication plan is formulated.
  - Any Objections are followed up and resolved as far as practical.

- The event organiser works together with Council officers who modify any plan in response to public submissions and prepare an impact report for the Committee.
- Council officers recommend any conditions that should apply to the approval.
- The Committee deliberates on the proposed road closure.
- A Council officer notifies the event organiser of the Committee's decision.
- If the proposed closure is approved, Council officers ensure the event organisers follow the agreed communications plan including notifying the public and affected parties. The event is also monitored to ensure the traffic management plan is adhered to and any associated conditions are followed to keep the public safe and to avoid any unreasonable impact on traffic.

## **Discussion**

6. The filming sector applies for permission when required.

## **Public Notification**

7. Members of the public have been advised of the road closure and informed of their right to object.
8. Street Activities will advise at the Regulatory Processes Committee meeting if we receive any objections to hold the road closure that Council is proposing to consider, this closure was notified via the following channels:
  - Dominion Post
  - Facebook
  - Twitter
  - Have Your Say
9. These details are all part of the impact report.
10. Event organisers are working with resident groups where applicable, community groups, local retailers and businesses and have advised them of their intention to close the road.
11. Members of the public will again be advised of the road closures prior to the event.
  - Advanced roadside signage
  - Media releases
  - Council website
  - Council social media channels
12. This proposed road closure is subject to the Government Covid-19 guidelines announcements (or any subsequent announcements) regarding events of this nature.
13. Government timelines will dictate any postponement date should it be required.

### Objections

14. Street Activities will advise at the regulatory meeting if any objections have been received for the proposed event as this was advertised Saturday 1<sup>st</sup> May 2021.

### Impact Assessment

15. A temporary plan will be prepared by a Council approved traffic management company for approval by Council prior to the event.
16. Any objection as a result of the road closure will be dealt with before the event.
17. The proposed closures (when implemented according to the approved temporary traffic management plan) are generally considered unlikely to unreasonably impede traffic. A detailed impact report for each event, including conditions place on the event organiser is attached.


### Options

18. Option 1. Agree to the temporary road closures.
19. Option 2. Do not agree to the temporary road closures. If you choose this option, then the events relying on the road closures will not be able to go ahead.

### Next Actions

20. If the proposed road closures are approved, the event organiser will issue further public notices advising of the approved closures, implement the approved traffic management plan, run the event and clean the site. Council officers will monitor the impact of the closures and debrief with the organiser following the conclusion of the event.

### Attachments

- |               |  |         |
|---------------|--|---------|
| Attachment 1. | NZ Doco Impact   | Page 22 |
| Attachment 2. | NZ Doco Advert   | Page 25 |
| Attachment 3. | NZ Doco Map      | Page 26 |

Author	Maria Taumaa, Street Activities Coordinator
Authoriser	Jacqui Austin, Team Leader Street Activities and Audit Coordination Sean Woodcock, Customer, Compliance and Business Service Manager Tom Williams, Chief Infrastructure Officer

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## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

Council intention to consider the proposed temporary road closures was notified through an advertisement in the dominion Post, Facebook, twitter, have Your Say. These advertisements invited the public to make submissions on the proposed road closures.

Event organisers have also consulted the following government agencies and associated organisations:

- New Zealand Police
- NZTA
- Fire and Emergency New Zealand
- Wellington Free Ambulance
- Public Transport Operators
- Relevant Council Business units, e.g. Roading, communications, Wreda

Any correspondence received in response to the proposed closures has been included in the attached impact reports.

The City Events Team has assessed the proposed events with regard to their contribution towards Council's strategies and policies. The proposed events support the Council's strategy of being the "Events Capital" and will contribute to the economic success of the city.

### **Treaty of Waitangi considerations**

There are no Treaty of Waitangi implications

### **Financial implications**

The administration of events is managed under Project C481. There are no unforeseen costs associated with these events.

### **Policy and legislative implications**

A Council Traffic engineer has assessed the proposed road closures with regard to the expected impact on traffic. This information is part of the impact reports.

### **Risks / legal**

Nil

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

N/A

### **Communications Plan**

Residents and Retailers affected by the Road Closure will be notified by letter drop or contacted by the event organiser.

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

Health and Safety is covered by the event management plan submitted to Council for approval prior to the event. This is assessed together with the traffic management plan to ensure the event and associated road closures are managed safely.

REGULATORY PROCESSES COMMITTEE

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PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

*NZ DOCUMENTARY BOARD LIMITED*

*4.00 P M WEDNESDAY JUNE 2<sup>ND</sup> TO 2.00 A M THURSDAY 3<sup>RD</sup> JUNE*

*WEATHER OPTION 1: THURSDAY 3 JUNE 4.00 P M TO 2.00 A M ON FRIDAY  
MORNING*

*WEATHER OPTION 2: FRIDAY 4 JUNE 4.00 P M TO 2.00 A M ON SATURDAY  
MORNING*

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1. Description of Event

Wellington has a film friendly policy which forms part of the Wellington Regional Strategic Plan. Each year, film and television companies filming in Wellington contribute millions of dollars to the Wellington Economy and provide hundreds of jobs to residents. Therefore, Wellington encourages filming and is enthusiastic about keeping our region 'film friendly'.

As you may be aware NZ Documentary Board Limited are proposing a road closure to film scenes for a Television series called Wellington Paranormal. Currently airing its third season on TVNZ, Wellington Paranormal is a mockumentary, comedy TV show about two NZ Police Officers investigating paranormal occurrences in the capital city. Since airing in 2018 the show has featured many iconic Wellington locations and landmarks. It is now distributed worldwide through HBO and Sky UK and has a large following of dedicated fans. It is an excellent opportunity to showcase Wellington City to a wide audience of potential tourists both within NZ and around the world.

In the upcoming fourth season, our two officers are investigating a paranormal case that lands them in the streets of Newtown. The show has not yet filmed an episode in Newtown and our Director Jermain Clement is particularly excited about sharing the colour and culture of this unique inner suburb.

Wellington Paranormal employs around 100 skilled workers ranging from pre-production to postproduction, and around 60 actors and 200 extras. Most of these jobs are for Wellingtonians and those who are brought in from out of town represent significant investment in local accommodation, vehicle rental and other flow on economic benefits.

The proposed road closures to vehicles and cyclists, are as follows: NZ Documentary Board Limited: Wednesday 2<sup>nd</sup> June 2021 4.00pm to 2.00am Thursday 3<sup>rd</sup> June 2021, *Weather Option 1*: Thursday 3<sup>rd</sup> June 1.00pm to 2.00am Friday 4<sup>th</sup> June 2021, *Weather Option 2*: Friday 4<sup>th</sup> June 4.00pm to 2.00am Saturday 5<sup>th</sup> June 2021.

- Normanby Street (Riddiford Street to number 14)

Please refer to the map attachment for further detail.

Pedestrian access will not be restricted, and emergency services will have immediate access to the area if required. Public transport operators & residents have been notified of the proposed closure.

2. Events Directorate Support

The Events Directorate has no objection to this event.

## **REGULATORY PROCESSES COMMITTEE**

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

### **3. Proposal Notice and Consultation**

The public notice advertising that the Council is proposing to consider this closure was notified via the following channels:

- Dominion Post, Saturday 1 May 2021
- Social Media, Wednesday 5 May 2021
- Twitter, 5 May 2021
- Facebook, 5 May 2021
- Have your say, 5 May 2021

The New Zealand Police and the Ministry of Transport (NZTA) will be advised closer to the event by way of phoning the watch tower at central police station and NZTA will be notified by way of the traffic management.

### **4. Objections**

The event organiser has advised the New Zealand Police and the Ministry of Transport.

The advert has gone out on 1<sup>st</sup> May, if we receive objections to this road closure, we will advise at the Committee meeting, objections have until the 15<sup>th</sup> May to be submitted.

### **5. Traffic Impact Assessment**

#### **Prior Closures**

The road closure is proposed under the powers provided to Council under the Local Government Act 1974, section 342. Stopping and closing of roads, schedule 10: [Local Government Act 1974, Section 342, Schedule 10](#)

#### **Traffic Impact**

Council officers consider that the proposed closure, if implemented according to an approved Traffic Management Plan (TMP), is not likely to impede traffic unreasonably subject to the conditions listed below.

#### **Conditions:**

- The road closure is valid from 4.00 pm to 2.00 am on Wednesday 2<sup>nd</sup> June 2021 with Weather Option Days on Thursday or Friday.
- The event organiser is to notify the public via letter drop to affected parties, advanced signage and media releases.
- The event organiser is responsible for safety (pedestrian and traffic) within the closed area.
- The event organiser is to provide marshals at all road closure ends to ensure that public safety (interaction of traffic and spectators) is not compromised. This is essential where road closures transition from partial to full closures and vice versa.
- The event organiser is to ensure emergency services (Police, Fire and Ambulance Services) have been consulted with and the TMP includes all their specific requirements.

**REGULATORY PROCESSES COMMITTEE**

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

- The event organiser is to ensure that the affected property and business owners along the road closures are advised and consulted with.
- The event organiser must have a health and safety plan, which covers how emergency vehicles are required to enter the road closure site if required ten (10) working days before the event.
- The event organiser must have an approved TMP no later than ten (10) working days prior to the event.
- Information signs must be installed ten (10) working days before the event.
- The event organiser must provide Council with an event hazard/risk management plan ten (10) working days prior to the event that describes in full how the event organiser will manage all health and safety risks associated with the event.
- The event organiser is to provide access to all properties affected by the road closures for the parade assembly.
- The event organiser is to work with the public transport operators to provide alternative public transport routes and bus stops along the proposed partial and full closures.
- Detour routes are to be provided with adequate signage during the road closure period.
- The event organiser is to provide adequate detour routes to provide access for affected residents and businesses during the event, within the health and safety plan.
- The event organiser must organise a debrief session (minutes must be taken) as close as possible after the event with all affected parties. These findings must be recorded and distributed to attending parties.
- This proposed road closure is subject to the government covid-19 guideline announcements regarding events of this nature. Government timelines and amount of people allowed to congregate will dictate any postponement date should it be required.

However, the Council reserves the right to modify this opinion at any time. If, in the opinion of the Council, the closure may or does impede traffic unreasonably, any approval granted by the regulatory processes committee may be revoked and the event organiser may be required to open the road at the direction of a suitably qualified Council officer in charge of traffic.

**Attachments**

- Map of proposed closure
- Copy of Dom Post Public notice

Prepared By .....  
Maria Taumaa  
Street Activities Coordinator

Approved By .....  
Jacqui Austin  
Team Leader Street Activities and Audit Coordination



 The Dominion Post | 1 May 2021

## Proposal to Close Roads

The Regulatory Processes Committee will meet on Tuesday 18 May 2021 to consider the following temporary road closure for Filming.

### **NZ Documentary Board Limited**

**Normanby Street Newtown from Riddiford Street to number 12. New World entrance to car park is not obstructed.**

Wednesday June 2nd 4pm to 2am on Thursday 3rd June 2021  
Rain Day 1 Thursday 3rd June 4pm to 2am Friday 4th June 2021

Rain Day 2 Friday June 4th from 4pm to 2am Saturday 5th June 2021

Any person objecting to a proposed road closure must Contact the City Council in writing before **4pm, Friday 14 May 2021**. Please send correspondence to Street Activities at mailing address P O Box 2199 Wellington or by email [Street.activities@wcc.govt.nz](mailto:Street.activities@wcc.govt.nz)

This proposed road closure is subject to the Government Covid-19 guidelines regarding events of this nature. Government timelines and amount of people allowed to congregate will dictate any postponement date should it be required.

Wellington City Council  
PO Box 2199, Wellington 6140  
[Wellington.govt.nz](http://Wellington.govt.nz)

Absolutely Positively  
Wellington City Council  
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From: 2/06/2021 4:00:00 pm

Until: 3/06/2021 2:00:00 am

Event Name: NZ Documentary Board Ltd Closure

Event Type: Road Closure

- Event Details:
- Weather cover option 1 - Thursday June 3rd from 4pm to 2am on the Friday morning
  - Weather cover option 2 - Friday June 4th from 4pm to 2am

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## **PARK, SPORT AND RECREATION TRAFFIC RESOLUTIONS**

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### **Purpose**

1. This report asks the Regulatory Processes Committee to consider six 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. Through on-site surveys and complaints at our facilities, Parks Sport and Recreation have observed our car parks on Town Belt and facilities being used by non-facility users. This has resulted in our facilities and park users being displaced. Noting that parking spaces are for customers and for users of these facilities and open spaces.
3. A total of six proposed resolutions were issued for consultation between 1 April 2021 and 16 April 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. After reviewing the feedback, all six traffic resolutions are being recommended for approval. Two traffic resolutions were amended:
  - TR63-21 Kilbirnie Park, Kilbirnie – Time limited parking; mobility parking; authorised vehicle parking – amendment made to staff parking layout.
  - TR64 -21 Alexandra Road carpark, Newtown – (P180 time limited parking; P180 time limited mobility parking; No Stopping At All Times) – amended to P240 time limited parking; P240 time limited mobility parking; No Stopping At All Times to accommodate time required for sporting activities.
6. 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. TR56-21 Thorndon Pool carpark, Thorndon – P120 time limited parking; P120 time limited mobility parking; authorised restricted parking

- b. TR57-21 Hanson Street carpark, Newtown - Proposed time restricted parking and confirmation of mobility parking space
- c. TR61-21 Newtown Park, Newtown - Proposed P10 time limited parking; confirmation of P240 time limited parking and one-way carriageway
- d. TR62 -21 Wellington Botanic Garden, Anderson Park and Bolton Street Memorial Park, Kelburn – Metered parking restriction
- e. TR63-21 Kilbirnie Park, Kilbirnie – Time limited parking; mobility parking; authorised vehicle parking
- f. TR64 -21 Alexandra Road carpark, Newtown – (P180 time limited parking; P180 time limited mobility parking; No Stopping At All Times) AMENDED P240 time limited parking; P240 time limited mobility parking; No Stopping At All Times

## **Background**

7. Six proposed traffic resolutions were publicly advertised in the Dominion Post on 1 April 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.
8. 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.

## **Discussion**

9. Officers are aware through observation, surveying and complaints that car parks at our facilities, including our parks, reserves and Town Belt are increasingly being used by non-facility users. These parking spaces are for customers and for users of these facilities and open spaces.
10. Council has conducted surveys which show that parking at these facilities is at 85% capacity, therefore requiring parking time restrictions to ensure a regular turnover of parked vehicles.
11. The recently adopted Parking Policy discourages commuter parking due to the negative effects this has on residents, visitors to recreation facilities and local businesses.
12. We are focusing primarily on implementing these restrictions to allow for regular turnover instead of providing more commuter parking which is against the Parking Policy.

13. Parks Sport and Recreation undertook extensive engagement with sports and community groups, as well as facilities to ensure workable time restriction for all users.
14. The attached 'Traffic Resolutions Summary Table RPC RSR 18 May 2021' summarises the proposed changes which are detailed in the attached Traffic Resolutions.
15. While we are implementing time restrictions, this will ensure a higher turnover of vehicles, giving greater accessibility to amenities and allow parking for legitimate facility users rather than all day commuter parking.
16. Placing legal restrictions on parks will enable Wellington City Council Parking Services to enforce these parks.









## Options

17. If the parking resolutions are not passed, Council's open space and facilities car parks will be continued to be used by residents and commuters and displace the legitimate users of these sites.

## Next Actions

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

## Attachments

Attachment 1.	Traffic Resolutions Summary Table RPC PSR 18 May 2021 <a href="#">↓</a>	Page 31
Attachment 2.	 Table of Traffic Resolutions Legal Description RPC PSR 18 May 2021 <a href="#">↓</a> 	Page 35
Attachment 3.	TR56-21 Thorndon Pool carpark, Thorndon - P120 time limited parking; P120 time limited mobility parking authorised restricted parking <a href="#">↓</a> 	Page 47
Attachment 4.	TR57-21 Hanson Street carpark Newtown - Proposed time restricted parking and confirmation of mobility parking space <a href="#">↓</a>	Page 54
Attachment 5.	 TR61-21 Newtown Park, Newtown - Proposed P10 time limited parking; confirmation of P240 time limited parking and one-way carriageway <a href="#">↓</a> 	Page 68
Attachment 6.	TR62-21 Wellington Botanic Garden Anderson Park and Bolton Street Memorial Park Kelburn - Metered parking restriction <a href="#">↓</a> 	Page 80
Attachment 7.	TR63-21 Kilbirnie Park, Kilbirnie - Time limited parking; mobility parking; authorised vehicle parking <a href="#">↓</a> 	Page 102
Attachment 8.	TR64-21 Alexandra Road Carpark Newtown - (P180 time limited parking; P180 time limited mobility parking; No Stopping At All Times) AMENDED P240 time limited parking; P240 time limited mobility <a href="#">↓</a> 	Page 118

Authors	Wendy Ferguson, Project Coordinator Lindsey Hill, Project Coordinator
Authoriser	Soon Teck Kong, Transport Engineering and Operations

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	Manager Tom Williams, Chief Infrastructure Officer
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## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

Recommendations have been publicly advertised and Parks Sport and Recreation undertook extensive engagement with sports and community groups, as well as facilities such as the Zoo, Libraries, Plunket and other organisations associated with the sites to ensure workable time restriction for all users.

### **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**

Not applicable.

### **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 facility users.

Traffic Resolutions Summary Table RPC 18 May 2021

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Beneficiaries of Proposed Change – average weekday volumes/Impact			Comments for Proposed Change	Feedback
							Weekday Traffic Volume	Daily Passenger Number	Pedestrian Impact (+, -, no change)		
TR56-21	(Part of) Thorndon Pool carpark, Thorndon	Unrestricted	Metered parking/ Time limited/ Class restricted	Accessibility	WCC	N/A	N/A	N/A	Positive	This proposal is to designate 17 P120 maximum parking spaces within the Thorndon Pool carpark, 8am- 6pm Saturday to Thursday, 8am-8pm Friday. When the summer pool is closed, a metered parking, restriction applies 8am- 6pm Saturday to Thursday, 8am-8pm Friday with pricing at \$4.50 per hour weekdays, and \$2.50 per hour weekends, designate one mobility park, At All Times, within the Thorndon Pool carpark, P120 maximum 8am- 6pm Saturday to Thursday, 8am-8pm Friday. When the summer pool is closed a metered mobility parking restriction applies 8am- 6pm Saturday to Thursday, 8am-8pm Friday with pricing at \$4.50 per hour weekdays, and \$2.50 per hour weekends and designate one Staff parking space within the Thorndon Pool carpark, At All Times during summer pool open hours. When the summer pool is closed a P120 metered parking restriction applies 8am- 6pm Saturday to Thursday, 8am-8pm Friday with pricing at \$4.50 per hour weekdays, and \$2.50 per hour weekends. We are proposing to implement P120 time restricted parking within the Thorndon Pool carpark, with these spaces being metered outside of the Summer Pool operational months. This is to ensure a higher turnover of vehicles to support local businesses and accessibility to amenities and limit all day commuter parking. This in line with the priorities of the Wellington City Council (WCC) Parking Policy. This proposal is in line with the existing metered parking restrictions along Murphy Street.	Yes = 2 No = 3 Not stated = 0
TR57-21	(Part of) Hanson Street carpark, Newtown	Unrestricted	Time limited/ Class restricted	Accessibility	WCC	N/A	N/A	N/A	No change	This proposal is to designate 34 P180 maximum parking spaces in the Hanson Street carpark and confirm one mobility park, At All Times, P180 in the Hanson Street carpark. We are aiming to implement P180 time restricted parking within the Hanson Street carpark. This is to ensure a higher turnover of vehicles, giving greater accessibility to amenities. This proposal will allow parking for legitimate facility users rather than all day commuter parking. We are proposing to resolute the existing mobility parking space to ensure this can be enforced by our	Yes = 2 No = 8 Not stated = 2

Traffic Resolutions Summary Table RPC 18 May 2021

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Beneficiaries of Proposed Change – average weekday volumes/Impact			Comments for Proposed Change	Feedback
							Weekday Traffic Volume	Daily Passenger Number	Pedestrian Impact (+, -, no change)		
										parking services team by increasing the safety and accessibility of mobility park users.	
TR61-21	(Part of) Newtown Park, Newtown	Unrestricted	Time limited/ Class restricted/ No Stopping/ Direction	Accessibility	WCC	N/A	N/A	N/A	No change	This proposal is to designate three P10, At All Times parking spaces; designate six P240, At All Times mobility parking spaces; designate 60 P240, At All Times parking spaces; confirm 2 existing Zoo parking spaces; confirm a one-way carriageway through the Newtown Park Carpark and confirm No Stopping restrictions in the Newtown Park Carpark. We are proposing this change to enable legitimate users of the Newtown park and Wellington Zoo to have improved access to these facilities. Placing legal restrictions on these parks will enable Wellington City Council Parking Services to enforce these parks.	Yes = 2 No = 4 Not stated = 0
TR62-21	(Part of) Wellington Botanic Garden, Anderson Park and Bolton Street Memorial Park, Kelburn	Time limited/ Class restricted	Time limited/ Class restricted/ Metered parking	Safety/Accessibility	WCC	N/A	N/A	N/A	Positive	This proposal is to designate 47 metered parking restrictions on the existing P120 parking spaces and the three existing mobility parking spaces in the Wellington Botanic Gardens. Metered parking restrictions will be P120, Monday to Thursday 8:00am - 6:00pm and Friday 8:00am - 8:00pm and have a fee of \$2.50 per hour weekdays. Car parks at Wellington Botanic Garden, Anderson Park and Bolton Street Memorial Park are to cater for users of these facilities, not for general parking. We have monitored through surveys, observations, and complaints that non-facility users are taking up parking spaces of our customers. We are proposing parking restrictions at sport and recreation facilities to ensure all legitimate users can enjoy these park facilities.	Yes = 2 No = 9 Not stated = 0
TR63-21	(Part of) Kilbirnie Park, Kilbirnie	Unrestricted	Time limited/ Class restricted/ No Stopping	Accessibility	WCC	N/A	N/A	N/A	No change	This proposal is to designate time limited parking restriction at Kilbirnie Park unrestricted parking during weekdays; confirmation of existing mobility parking spaces and designate time limited parking mobility parking on weekdays and proposing parking spaces for Kilbirnie Recreation Centre (KRC), Wellington Regional Aquatic Centre (WRAC) and Ruth Gotlieb Library vehicles and staff parking. Car parks at Kilbirnie park are to cater for users of these facilities, not for public parking. We have monitored through surveys, observations, and complaints that non-facility users are taking up parking spaces of our customers. We are proposing parking restrictions at	Yes = 6 No = 9 Not stated = 0



Traffic Resolutions Summary Table RPC 18 May 2021

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Beneficiaries of Proposed Change – average weekday volumes/Impact			Comments for Proposed Change	Feedback
							Weekday Traffic Volume	Daily Passenger Number	Pedestrian Impact (+, -, no change)		
										sport and recreation facilities to ensure all legitimate users can enjoy the park/facility.	
TR64-21	(Part of) Alexandra Road carpark, Newtown	Unrestricted	Time limited/ Class restricted/ No Stopping	Accessibility	WCC	N/A	N/A	N/A	Positive	This proposal is to designate 19 P240 time limited parking spaces in the Alexandra Road carpark; designate one mobility park, At All Times, P240 time limited in the Alexandra Road carpark; designate 6.5 metres of no stopping restriction over the driveway access to the Wellington Croquet Club and designate 5 metres of no stopping restriction to the entrance of the Wellington Harrier Athletic Club. We are proposing to implement P240 time restricted parking within the Alexandra Road carpark. This is to ensure a higher turnover of vehicles, while giving greater accessibility to adjacent amenities. This proposal will allow parking for legitimate facility users rather than all day commuter parking. We are proposing to designate a P240 time limited mobility park to increase safety and accessibility for mobility park users. We are proposing to install two lengths of no stopping restriction to ensure unobstructed access to both the Wellington Croquet Club and Wellington Harrier Athletics Club.	Yes = 2 No = 3 Not stated = 0



**Table of Traffic Resolutions Legal Description RPC PSR 18 May 2021**

<b>a.</b>	<b>Thorndon Pool carpark, Thorndon (TR56-21) P120 time limited parking; P120 time limited mobility parking; authorised restricted parking</b>		
	<i>Add to Schedule F (Metered parking) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Thorndon Pool Carpark</b>	<i>Metered parking, P120 maximum, 8am-6pm Saturday – Thursday, 8am- 8pm Friday, during dates summer pool is closed</i>	<i>North side, commencing 4.5 metres east of its intersection with Murphy street (Grid coordinates X=1,749,017.50m Y=5,429,244.58m) and extending in an easterly direction following the northern kerb line for 18 metres.</i>
	<b>Thorndon Pool Carpark</b>	<i>Mobility Park, At All Times, Displaying an Operation Mobility Permit Only Metered parking, P120 maximum, 8am-6pm Saturday – Thursday, 8am- 8pm Friday, during dates summer pool is closed</i>	<i>North side, commencing 22.5 metres east of its intersection with Murphy street (Grid coordinates X=1,749,017.50m Y=5,429,244.58m) and extending in an easterly direction following the northern kerb line for 3 metres.</i>
	<b>Thorndon Pool Carpark</b>	<i>Metered parking, P120 maximum, 8am-6pm Saturday – Thursday, 8am- 8pm Friday, during dates summer pool is closed</i>	<i>South side, commencing 4.5 metres east of its intersection with Murphy street (Grid coordinates X=1,749,020.14m Y=5,429,238.25m) and extending in an easterly direction following the southern kerb line for 26 metres.</i>
	<i>Add to Schedule A (Time limited) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Thorndon Pool Carpark</b>	<i>P120 maximum, 8am-6pm Saturday – Thursday, 8am- 8pm Friday, during dates summer pool is open</i>	<i>North side, commencing 4.5 metres east of its intersection with Murphy street (Grid coordinates X=1,749,017.50m Y=5,429,244.58m) and extending in an easterly direction following the northern kerb line for 18 metres.</i>
	<b>Thorndon Pool Carpark</b>	<i>Mobility Park, At All Times, Displaying an Operation Mobility Permit Only, P120 maximum, 8am-6pm Saturday – Thursday, 8am- 8pm Friday, during dates summer pool is open</i>	<i>North side, commencing 22.5 metres east of its intersection with Murphy street (Grid coordinates X=1,749,017.50m Y=5,429,244.58m) and extending in an easterly direction following the northern kerb line for 3 metres.</i>
	<b>Thorndon Pool Carpark</b>	<i>P120 maximum, 8am-6pm Saturday – Thursday, 8am- 8pm Friday, during dates summer pool is open</i>	<i>South side, commencing 4.5 metres east of its intersection with Murphy street (Grid coordinates X=1,749,020.14m Y=5,429,238.25m) and extending in an easterly direction following the southern kerb line for 26 metres.</i>
	<i>Add to Schedule B (Class restricted) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>

Table of Traffic Resolutions Legal Description RPC PSR 18 May 2021

	<b>Thorndon Pool Carpark</b>	Staff Park At All Times during dates summer pool is open, P120 Maximum, Metered, 8am-6pm Saturday – Thursday, 8am- 8pm Friday, during dates summer pool is closed	Refer to blue box within attached map. (Staff Park)
<b>b.</b>	<b>Hanson Street carpark, Newtown (TR57-21) Proposed time restricted parking and confirmation of mobility parking space</b>		
	<i>Add to Schedule A (Time limited) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Hanson Street Carpark</b>	P180 maximum, 8am-6pm Monday - Sunday	Please refer to attached map of Hanson Street Carpark (White boxes)
	<i>Add to Schedule B (Class restricted) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Hanson Street Carpark</b>	Mobility Park At All Times, P180 maximum, 8am-6pm Monday - Sunday	Please refer to attached map of Hanson Street Carpark (Yellow Box)
<b>c.</b>	<b>Newtown Park, Newtown (TR61-21) Proposed P10 time limited parking; confirmation of P240 time limited parking and one-way carriageway</b>		
	<i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Newtown Park – Car Park</b>	P240 Maximum, At All Times	North side, commencing 43 metres west of its intersection with Daniell Street (Grid Coordinates X= 1,749,322.33m Y=5,424,263.24m) and extending in a westerly direction, following the northern kerb line for 28 metres (11 angled parks)
	<b>Newtown Park – Car Park</b>	P240 Maximum, At All Times	North side, commencing 71 metres west of its intersection with Daniell Street (Grid Coordinates X= 1,749,322.33m Y=5,424,263.24m) and extending in a westerly direction, following the northern kerb line for 132 metres (22 angled parks)
	<b>Newtown Park – Car Park</b>	P240 Maximum, At All Times	South side, commencing 25 metres west of its intersection with Daniell Street (Grid Coordinates X=1,749,329.73m Y=5,424,253.99m) and extending in a westerly direction, following the southern kerb line for 20 metres (4 parallel parks)
	<b>Newtown Park – Car Park</b>	P240 Maximum, At All Times	South side, commencing 42 metres west of its intersection with Daniell Street (Grid Coordinates X=1,749,329.73m Y=5,424,253.99m) and extending in a westerly direction, following the southern kerb line for 12 metres (2 parallel parks)
	<b>Newtown Park – Car Park</b>	P240 Maximum, At All Times	South side, commencing 61 metres west of its intersection with Daniell Street (Grid Coordinates X=1,749,329.73m Y=5,424,253.99m)

**Table of Traffic Resolutions Legal Description RPC PSR 18 May 2021**

			<i>and extending in a westerly direction, following the southern kerb line for 23 metres (9 angled parks)</i>
<b>Newtown Park – Car Park</b>	<i>P10 Maximum, At All Times</i>		<i>South side, commencing 102 metres west of its intersection with Daniell Street (Grid Coordinates X=1,749,329.73m Y=5,424,253.99m) and extending in a westerly direction, following the southern kerb line for 18 metres (3 parallel parks)</i>
<b>Newtown Park – Car Park</b>	<i>P240 Maximum, At All Times</i>		<i>South side, commencing 120 metres west of its intersection with Daniell Street (Grid Coordinates X=1,749,329.73m Y=5,424,253.99m) and extending in a westerly direction, following the southern kerb line for 18 metres (3 parallel parks)</i>
<b>Newtown Park – Car Park</b>	<i>P240 Maximum, At All Times</i>		<i>South side, commencing 145 metres west of its intersection with Daniell Street (Grid Coordinates X=1,749,329.73m Y=5,424,253.99m) and extending in a westerly direction, following the southern kerb line for 18 metres (3 parallel parks)</i>
<b>Newtown Park – Car Park</b>	<i>P240 Maximum, At All Times</i>		<i>South side, commencing 167 metres west of its intersection with Daniell Street (Grid Coordinates X=1,749,329.73m Y=5,424,253.99m) and extending in a westerly direction, following the southern kerb line for 12 metres (2 parallel parks)</i>
<b>Newtown Park – Car Park</b>	<i>P240 Maximum, At All Times</i>		<i>South side, commencing 182 metres west of its intersection with Daniell Street (Grid Coordinates X=1,749,329.73m Y=5,424,253.99m) and extending in a westerly direction, following the southern kerb line for 30 metres (5 parallel parks)</i>
<b>Newtown Park – Car Park</b>	<i>P240 Maximum, At All Times</i>		<i>West side, commencing 3 metres south of its intersection with Mansfield Street (Grid Coordinates X=1,749,095.37m, Y=5,424,228.13m) and extending in a southerly direction, following the western kerb line for 7.5 metres (3 angled parks)</i>
<b>Newtown Park – Car Park</b>	<i>P240 Maximum, At All Times</i>		<i>West side, commencing 3 metres south of its intersection with Mansfield Street (Grid Coordinates X=1,749,095.37m, Y=5,424,228.13m) and extending in a southerly direction, following the western kerb line for 16 metres (6 angled parks)</i>
<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>			
<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>	
<b>Newtown Park – Car Park</b>	<i>Zoo Vehicles Only, At All Times</i>		<i>North side, commencing 27 metres west of its intersection with Daniell Street (Grid Coordinates X=1,749,322.33m Y=5,424,263.24m) and</i>

**Table of Traffic Resolutions Legal Description RPC PSR 18 May 2021**

			<i>extending in a westerly direction, following the northern kerb line for 5 metres (2 angled parks)</i>
<b>Newtown Park – Car Park</b>	<i>Mobility Parking P240 Maximum, At All Time, Displaying an Operation Mobility Permit Only</i>		<i>North side, commencing 32 metres west of its intersection with Daniell Street (Grid Coordinates X= 1,749,322.33m Y=5,424,263.24m) and extending in a westerly direction, following the northern kerb line for 11 metres (3 angled parks)</i>
<b>Newtown Park – Car Park</b>	<i>Mobility Parking P240 Maximum, At All Time, Displaying an Operation Mobility Permit Only</i>		<i>South side, commencing 84 metres west of its intersection with Daniell Street (Grid Coordinates X=1,749,329.73m Y=5,424,253.99m) and extending in a westerly direction, following the southern kerb line for 10 metres (3 angled parks)</i>
<i>Add to Schedule C (Direction) of the Traffic Restrictions Schedule</i>			
<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>	
<b>Newtown Park – Car Park</b>	<i>One Way</i>	<i>Westbound, from Daniell Street to Mansfield Street</i>	
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>	
<b>Newtown Park - Car Park</b>	<i>No Stopping At All Times</i>	<i>North side, commencing from its intersection with Daniell Street (Grid Coordinates X= 1,749,322.33m Y=5,424,263.24m) and extending in a westerly direction, following the northern kerb line for 27 metres</i>	
<b>Newtown Park - Car Park</b>	<i>No Stopping At All Times</i>	<i>South side, commencing from its intersection with Daniell Street (Grid Coordinates X=1,749,329.73m Y=5,424,253.99m) and extending in a westerly direction, following the southern kerb line for 25 metres</i>	
<b>Newtown Park - Car Park</b>	<i>No Stopping At All Times</i>	<i>South side, commencing 43 metres west of its intersection with Daniell Street (Grid Coordinates X=1,749,329.73m Y=5,424,253.99m) and extending in a westerly direction, following the southern kerb line for 18 metres</i>	
<b>Newtown Park - Car Park</b>	<i>No Stopping At All Times</i>	<i>South side, commencing 94 metres west of its intersection with Daniell Street (Grid Coordinates X=1,749,329.73m Y=5,424,253.99m) and extending in a westerly direction, following the southern kerb line for 8 metres</i>	
<b>Newtown Park - Car Park</b>	<i>No Stopping At All Times</i>	<i>South side, commencing 138 metres west of its intersection with Daniell Street (Grid Coordinates X=1,749,329.73m Y=5,424,253.99m) and extending in a westerly direction, following the southern kerb line for 7 metres</i>	

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<b>Newtown Park - Car Park</b>	<i>No Stopping At All Times</i>	<i>South side, commencing 163 metres west of its intersection with Daniell Street (Grid Coordinates X=1,749,329.73m Y=5,424,253.99m) and extending in a westerly direction, following the southern kerb line for 4 metres</i>
<b>Newtown Park - Car Park</b>	<i>No Stopping At All Times</i>	<i>South side, commencing 179 metres west of its intersection with Daniell Street (Grid Coordinates X=1,749,329.73m Y=5,424,253.99m) and extending in a westerly direction, following the southern kerb line for 3 metres</i>
<b>Newtown Park - Car Park</b>	<i>No Stopping At All Times</i>	<i>South side, commencing 212 metres west of its intersection with Daniell Street (Grid Coordinates X=1,749,329.73m Y=5,424,253.99m) and extending in a westerly direction, following the southern kerb line for 17 metres</i>
<b>Newtown Park - Car Park</b>	<i>No Stopping At All Times</i>	<i>West side, commencing 10.5 metres south of its intersection with Mansfield Street (Grid Coordinates X=1,749,095.37m, Y=5,424,228.13m) and extending in a southerly direction, following the western kerb line for 3 metres</i>
<b>Newtown Park - Car Park</b>	<i>No Stopping At All Times</i>	<i>West side, commencing at its intersection with Mansfield Street (Grid Coordinates X=1,749,095.37m, Y=5,424,228.13m) and extending in a southerly direction, following the western kerb line for 4 metres</i>
<b>Newtown Park - Car Park</b>	<i>No Stopping At All Times</i>	<i>East side, commencing at its intersection with Mansfield Street (Grid Coordinates X=1,749,118.63m, Y=5,424,231.40m) and extending in a south easterly direction, following the eastern kerb line for 11 metres</i>
<b>Mansfield Street</b>	<i>No Stopping At All Times</i>	<i>West side, commencing at its intersection with Newtown Park - Car Park (Grid Coordinates X=1,749,095.37m, Y=5,424,228.13m) and extending in a northerly direction, following the western kerb line for 5 metres</i>
<b>Mansfield Street</b>	<i>No Stopping At All Times</i>	<i>East side, commencing at its intersection with Newtown Park - Car Park (Grid Coordinates X=1,749,118.63m, Y=5,424,231.40m) and extending in a northerly direction, following the eastern kerb line for 13 metres</i>
<b>Mansfield Street</b>	<i>No Stopping At All Times</i>	<i>Newtown Park entrance island, commencing at its intersection with Newtown Park - Car Park (Grid Coordinates X=1,749,103.30m,</i>

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			Y=5,424,228.93m) and extending in a northerly then southerly direction around the island for 40 metres
<b>d.</b>	<b>Wellington Botanic Garden, Anderson Park and Bolton Street Memorial Park, Kelburn (TR62 -21) Metered parking restriction</b>		
	<i>Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Glenmore Street (Access Way and Car Park Near Lady Norwood Rose Garden)</b>	P120, At All Times	North side, commencing 151.4 metres northeast from its intersection with Glenmore Street and Kilmister Avenue (Grid coordinates X= 1,748,031.1176 m, Y= 5,428,621.6652 m) and extending in an easterly direction following the northern kerbline for 36.0 metres (6 parallel parking spaces)
	<b>Glenmore Street (Access Way and Car Park Near Lady Norwood Rose Garden)</b>	P120, At All Times	North side, commencing 192.4 metres northeast from its intersection with Glenmore Street and Kilmister Avenue (Grid coordinates X= 1,748,031.1176 m, Y= 5,428,621.6652 m) and extending in an easterly direction following the northern kerbline for 6.6 metres (1 parallel parking space)
	<b>Glenmore Street (Access Way and Car Park Near Lady Norwood Rose Garden)</b>	P120, At All Times	North side, commencing 199.0 metres northeast from its intersection with Glenmore Street and Kilmister Avenue (Grid coordinates X= 1,748,031.1176 m, Y= 5,428,621.6652 m) and extending in an easterly direction following the northern kerbline for 66.2 metres (23 angled parking spaces)
	<b>Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)</b>	P120, At All Times	East side, commencing 43.0 metres north of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,340.9383 m, Y= 5,428,647.7696 m) and extending in a northerly direction following the eastern kerbline for 15.4 metres (6 angled parking spaces)
	<b>Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)</b>	P120, At All Times	West side, commencing 67.1 metres north of the northern public road boundary of Kinross Street (Grid coordinates X= 1,748,340.9383 m, Y= 5,428,647.7696 m) and extending in a south-westerly direction following the western kerbline for 16.5 metres (3 parallel parking spaces)
	<b>Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)</b>	P120, At All Times	East side, commencing 41.0 metres north and then 34.4 metres southwest of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m) and extending in a south-westerly direction following the eastern kerbline for 6.8 metres (3 angled parking spaces)
	<b>Kinross Street</b>	P120, At All Times	West side, commencing 106.1 metres of the northern public road boundary



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	<b>(Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)</b>		end of Kinross Street Street (Grid coordinates X= 1,748,340.9383 m, Y= 5,428,647.7696 m) and extending in a southerly direction following the eastern building wall for 5.0 metres (2 angled parking spaces)
<i>Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)</b>	No stopping except for vehicles displaying an operation mobility card at all times.	West side, commencing 103.6 metres of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,340.9383 m, Y= 5,428,647.7696 m) and extending in a southerly direction following the eastern building wall for 2.5 metres (1 angled parking space)
	<b>Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)</b>	No stopping except for vehicles displaying an operation mobility card at all times.	East side, commencing 41.0 metres north and then 178.8 metres southwest of the northern public road boundary of Kinross Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m) and extending in a south-westerly direction following the eastern kerbline for 15.0 metres
	<b>Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)</b>	No stopping except for authorised vehicles only, at all times.	East side, commencing 41.0 metres north and then 193.8 metres southwest of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m) and extending in a south-westerly direction following the eastern kerbline for 15.2 metres
	<b>Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)</b>	Coach Stop 8.00am – 4.00pm as notified and signposted, P120 at all other times for all vehicles	East side, commencing 41.0 metres north and then 41.2 metres southwest of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m) and extending in a south-westerly direction following the eastern kerbline for 26.5 metres
	<b>Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)</b>	Bus Stop, At All Times	East side, commencing 41.0 metres north and then 122.9 metres southwest of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m) and extending in a south-westerly direction following the eastern kerbline for 48.5 metres
<i>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Botanic Gardens Centennial Driveway</b>	Metered Parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am-8:00pm	North side, commencing 151.4 metres northeast from its intersection with Glenmore Street and Kilmister Avenue (Grid coordinates X= 1,748,031.1176 m, Y= 5,428,621.6652 m) and extending in an easterly direction

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			<i>following the northern kerb line for 36.0 metres (6 parallel parking spaces)</i>
	<b>Botanic Gardens Centennial Driveway</b>	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am-8:00pm</i>	<i>North side, commencing 192.4 metres northeast from its intersection with Glenmore Street and Kilmister Avenue (Grid coordinates X= 1,748,031.1176 m, Y= 5,428,621.6652 m) and extending in an easterly direction following the northern kerb line for 6.6 metres (1 parallel parking space)</i>
	<b>Botanic Gardens Centennial Driveway</b>	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am-8:00pm</i>	<i>North side, commencing 199.0 metres northeast from its intersection with Glenmore Street and Kilmister Avenue (Grid coordinates X= 1,748,031.1176 m, Y= 5,428,621.6652 m) and extending in an easterly direction following the northern kerb line for 66.2 metres (23 angled parking spaces)</i>
	<b>Botanic Gardens Centennial Driveway</b>	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am-8:00pm</i>	<i>East side, commencing 43.0 metres north of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,340.9383 m, Y= 5,428,647.7696 m) and extending in a northerly direction following the eastern kerb line for 15.4 metres (6 angled parking spaces)</i>
	<b>Botanic Gardens Centennial Driveway</b>	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am-8:00pm</i>	<i>West side, commencing 67.1 metres north of the northern public road boundary of Kinross Street (Grid coordinates X= 1,748,340.9383 m, Y= 5,428,647.7696 m) and extending in a south-westerly direction following the western kerb line for 16.5 metres (3 parallel parking spaces)</i>
	<b>Botanic Gardens Centennial Driveway</b>	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am-8:00pm</i>	<i>East side, commencing 41.0 metres north and then 34.4 metres southwest of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m) and extending in a south-westerly direction following the eastern kerb line for 6.8 metres (3 angled parking spaces)</i>
	<b>Botanic Gardens Centennial Driveway</b>	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am-8:00pm</i>	<i>West side, commencing 106.1 metres of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,340.9383 m, Y= 5,428,647.7696 m) and extending in a southerly direction following the eastern building wall for 5.0 metres (2 angled parking spaces)</i>
	<b>Botanic Gardens Centennial Driveway</b>	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am-8:00pm</i>	<i>East side, commencing 41.0 metres north and then 41.2 metres southwest of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m) and extending in a south-westerly direction following the</i>

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			<i>eastern kerb line for 26.5 metres (4 parallel parking space)</i>
<b>Botanic Gardens Centennial Driveway</b>	<i>Metered Mobility Parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am-8:00pm, Displaying an Operation Mobility Permit Only</i>		<i>East side, commencing 41.0 metres north and then 178.8 metres southwest of the northern public road boundary of Kinross Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m) and extending in a south-westerly direction following the eastern kerb line for 15.0 metres</i>
<b>Botanic Gardens Centennial Driveway</b>	<i>Metered Mobility Parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am-8:00pm, Displaying an Operation Mobility Permit Only</i>		<i>West side, commencing 103.6 metres of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,340.9383 m, Y= 5,428,647.7696 m) and extending in a southerly direction following the eastern building wall for 2.5 metres (1 angled parking space)</i>
<i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>			
<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>	
<b>Botanic Gardens Centennial Driveway</b>	<i>P120 Maximum, Saturday to Sunday At All Times, Monday to Thursday 12:00am – 8:00am 6:00pm – 12:00am, Friday 12:00am – 8:00am 8:00pm – 12:00am</i>	<i>North side, commencing 151.4 metres northeast from its intersection with Glenmore Street and Kilmister Avenue (Grid coordinates X= 1,748,031.1176 m, Y= 5,428,621.6652 m) and extending in an easterly direction following the northern kerb line for 36.0 metres (6 parallel parking spaces)</i>	
<b>Botanic Gardens Centennial Driveway</b>	<i>P120 Maximum, Saturday to Sunday At All Times, Monday to Thursday 12:00am – 8:00am 6:00pm – 12:00am, Friday 12:00am – 8:00am 8:00pm – 12:00am</i>	<i>North side, commencing 192.4 metres northeast from its intersection with Glenmore Street and Kilmister Avenue (Grid coordinates X= 1,748,031.1176 m, Y= 5,428,621.6652 m) and extending in an easterly direction following the northern kerb line for 6.6 metres (1 parallel parking space)</i>	
<b>Botanic Gardens Centennial Driveway</b>	<i>P120 Maximum, Saturday to Sunday At All Times, Monday to Thursday 12:00am – 8:00am 6:00pm – 12:00am, Friday 12:00am – 8:00am 8:00pm – 12:00am</i>	<i>North side, commencing 199.0 metres northeast from its intersection with Glenmore Street and Kilmister Avenue (Grid coordinates X= 1,748,031.1176 m, Y= 5,428,621.6652 m) and extending in an easterly direction following the northern kerb line for 66.2 metres (23 angled parking spaces)</i>	
<b>Botanic Gardens Centennial Driveway</b>	<i>P120 Maximum, Saturday to Sunday At All Times, Monday to Thursday 12:00am – 8:00am 6:00pm – 12:00am, Friday 12:00am – 8:00am 8:00pm – 12:00am</i>	<i>East side, commencing 43.0 metres north of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,340.9383 m, Y= 5,428,647.7696 m) and extending in a northerly direction following the eastern kerb line for 15.4 metres (6 angled parking spaces)</i>	

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<b>Botanic Gardens Centennial Driveway</b>	<i>P120 Maximum, Saturday to Sunday At All Times, Monday to Thursday 12:00am – 8:00am 6:00pm – 12:00am, Friday 12:00am – 8:00am 8:00pm – 12:00am</i>	<i>West side, commencing 67.1 metres north of the northern public road boundary of Kinross Street (Grid coordinates X= 1,748,340.9383 m, Y= 5,428,647.7696 m) and extending in a south-westerly direction following the western kerb line for 16.5 metres (3 parallel parking spaces)</i>
<b>Botanic Gardens Centennial Driveway</b>	<i>P120 Maximum, Saturday to Sunday At All Times, Monday to Thursday 12:00am – 8:00am 6:00pm – 12:00am, Friday 12:00am – 8:00am 8:00pm – 12:00am</i>	<i>East side, commencing 41.0 metres north and then 34.4 metres southwest of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m) and extending in a south-westerly direction following the eastern kerb line for 6.8 metres (3 angled parking spaces)</i>
<b>Botanic Gardens Centennial Driveway</b>	<i>P120 Maximum, Saturday to Sunday At All Times, Monday to Thursday 12:00am – 8:00am 6:00pm – 12:00am, Friday 12:00am – 8:00am 8:00pm – 12:00am</i>	<i>West side, commencing 106.1 metres of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,340.9383 m, Y= 5,428,647.7696 m) and extending in a southerly direction following the eastern building wall for 5.0 metres (2 angled parking spaces)</i>
<b>Botanic Gardens Centennial Driveway</b>	<i>P120 Maximum, Saturday to Sunday At All Times, Monday to Thursday 12:00am – 8:00am 6:00pm – 12:00am, Friday 12:00am – 8:00am 8:00pm – 12:00am</i>	<i>East side, commencing 41.0 metres north and then 41.2 metres southwest of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m) and extending in a south-westerly direction following the eastern kerb line for 26.5 metres (4 parallel parking space)</i>
<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Botanic Gardens Centennial Driveway</b>	<i>Mobility Parking At All Times, Displaying an Operation Mobility Permit Only</i>	<i>West side, commencing 103.6 metres of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,340.9383 m, Y= 5,428,647.7696 m) and extending in a southerly direction following the eastern building wall for 2.5 metres (1 angled parking space)</i>
<b>Botanic Gardens Centennial Driveway</b>	<i>Mobility Parking At All Times, Displaying an Operation Mobility Permit Only</i>	<i>East side, commencing 41.0 metres north and then 178.8 metres southwest of the northern public road boundary of Kinross Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m) and extending in a south-westerly direction following the eastern kerb line for 15.0 metres</i>

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	<b>Botanic Gardens Centennial Driveway</b>	Coach Stop 8.00am – 4.00pm as notified and signposted	East side, commencing 41.0 metres north and then 41.2 metres southwest of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m) and extending in a south-westerly direction following the eastern kerb line for 26.5 metres
	<b>Botanic Gardens Centennial Driveway</b>	Coach Stop, At All Times	East side, commencing 41.0 metres north and then 122.9 metres southwest of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m) and extending in a south-westerly direction following the eastern kerb line for 48.5 metres
<b>e.</b>	<b>Kilbirnie Park, Kilbirnie (TR63 -21) Time limited parking; mobility parking; authorised vehicle parking</b>		
	<i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Kilbirnie Park</b>	P120 Maximum, Monday to Friday 8:00am – 6:00pm	120 Parking spaces, refer to attached plan (purple)
	<b>Kilbirnie Park</b>	P180 Maximum, Monday to Friday 8:00am – 6:00pm	53 Parking spaces, refer to attached plan (blue)
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Kilbirnie Park</b>	Mobility Parking At All Times, P180 Maximum Monday to Friday 8:00am – 6:00pm, Displaying an Operation Mobility Permit Only	7 Parking spaces, refer to attached plan (yellow)
	<b>Kilbirnie Park</b>	Mobility Parking At All Times, P120 Maximum Monday to Friday 8:00am – 6:00pm, Displaying an Operation Mobility Permit Only	3 Parking spaces, refer to attached plan (yellow)
	<b>Kilbirnie Park</b>	Authorised Vehicles Only At All Times	12 Parking spaces, refer to attached plan (orange) (staff parking)
	<b>Kilbirnie Park</b>	Authorised Vehicles, Monday to Friday 8:00am – 6:00pm	3 Parking spaces, refer to attached plan (Red) (Plunket Parking)
	<b>Kilbirnie Park</b>	WRAC Authorised Vehicles, At All Times	1 zone, refer to attached plan (yellow hatched)
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Kilbirnie Park</b>	No Stopping At All Times	Refer to attached plan (broken yellow lines)
<b>f.</b>	<b>Alexandra Road carpark, Newtown (TR64-21) P180 time limited parking; P180 time limited mobility parking; No Stopping At All Times</b>		

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<i>Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule</i>		
<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Alexandra Road Carpark</b>	<i>P240 maximum, 8am-6pm Monday - Sunday</i>	<i>West side of the Alexandra Road Carpark (Refer to attached plan, white)</i>
<i>Add to Schedule C (Class Restricted) of the Traffic Restrictions Schedule</i>		
<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Alexandra Road Carpark</b>	<i>Mobility Park, At All Times, P240 maximum, 8am-6pm Monday - Sunday</i>	<i>West side of the Alexandra Road carpark extending 3.5 meters (Refer to attached plan, yellow)</i>
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Alexandra Road Carpark</b>	<i>No Stopping, At All Times</i>	<i>West side of the Alexandra road carpark, extending 5 metres near the entrance to Wellington Harrier Athletic Club (Refer to attached plan, broken yellow lines)</i>
<b>Alexandra Road Carpark</b>	<i>No Stopping, At All Times</i>	<i>West side of the Alexandra road carpark, extending 6.5 metres over a driveway entrance to Wellington Croquet Club (Refer to attached plan, broken yellow lines)</i>

**We are proposing a change in your area**



Kia ora,

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

**Proposal:**

<b>Reference</b>	TR56 -21 Thorndon Pool carpark, Thorndon – P120 time limited parking; P120 time limited mobility parking; authorised restricted parking
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>• Designate 17 P120 maximum parking spaces within the Thorndon Pool carpark, 8am- 6pm Saturday to Thursday, 8am-8pm Friday. When the summer pool is closed, a metered parking, restriction applies 8am- 6pm Saturday to Thursday, 8am-8pm Friday with pricing at \$4.50 per hour weekdays, and \$2.50 per hour weekends.</li> <li>• Designate one mobility park, At All Times, within the Thorndon Pool carpark, P120 maximum 8am- 6pm Saturday to Thursday, 8am-8pm Friday. When the summer pool is closed a metered mobility parking restriction applies 8am- 6pm Saturday to Thursday, 8am-8pm Friday with pricing at \$4.50 per hour weekdays, and \$2.50 per hour weekends.</li> <li>• Designate one Staff parking space within the Thorndon Pool carpark, At All Times during summer pool open hours. When the summer pool is closed a P120 metered parking restriction applies 8am- 6pm Saturday to Thursday, 8am-8pm Friday with pricing at \$4.50 per hour weekdays, and \$2.50 per hour weekends.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>• We are proposing to implement P120 time restricted parking within the Thorndon Pool carpark, with these spaces being metered outside of the Summer Pool operational months. This is to ensure a higher turnover of vehicles to support local businesses and accessibility to amenities and limit all day commuter parking. This in line with the priorities of the Wellington City Council (WCC) Parking Policy.</li> <li>• This proposal is in line with the existing metered parking restrictions along Murphy Street.</li> </ul>
<b>Location – where we propose to make the change</b>	Thorndon Pool carpark, Thorndon – no. 26 Murphy Street,
<b>Impact</b>	<ul style="list-style-type: none"> <li>• Improves accessibility for vehicles within the Thorndon area.</li> <li>• Net parking impact – alteration of 16 unrestricted parking spaces to metered time restricted parking spaces and alteration of one unrestricted mobility park to a metered time restricted mobility park.</li> <li>• Pedestrian impact – positive as will improve accessibility to local amenities.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>• Support access for all – ensure mobility impaired 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.</li> <li>• Prioritising short stay parking over all day commuter parking.</li> </ul>

**We are proposing a change in your area**

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

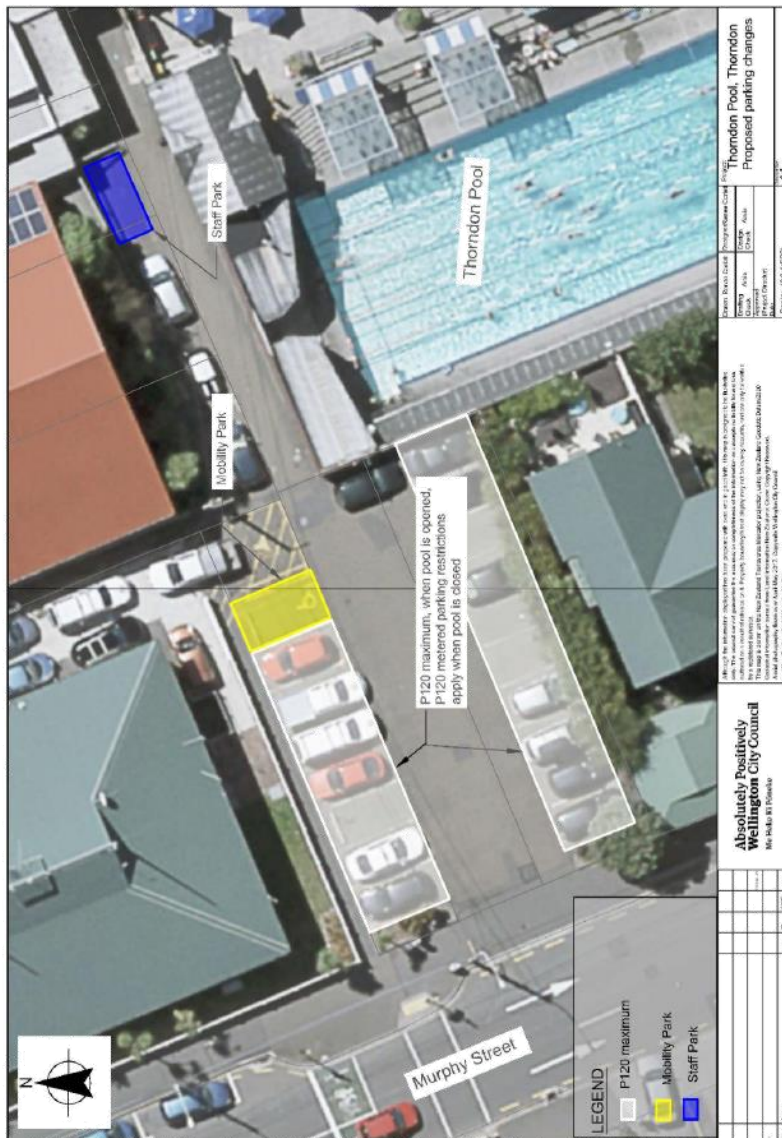
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Thursday 1 April 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>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 <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a> . <b>Please note if you are giving feedback the consultation period opens 9.00am Thursday 1 April 2021 and finishes 5.00pm Friday 16 April 2021.</b></li> <li>What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li> </ul>
<b>Next Steps</b>	<ol style="list-style-type: none"> <li>Feedback collated by Monday 19 April 2021.</li> <li>The proposal will go to the Regulatory Processes Committee on Tuesday 18 May 2021.</li> <li>If approved, the proposal will be installed within the following 3 months.</li> </ol>



**We are proposing a change in your area**

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

**Traffic Resolution Plan: TR56-21 Thorndon Pool carpark, Thorndon – P120 time limited parking, P120 time limited mobility parking; authorised restricted parking**



**We are proposing a change in your area**

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

**Legal Description:**

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

Column One	Column Two	Column Three
<b>Thorndon Pool Carpark</b>	Metered parking, P120 maximum, 8am-6pm Saturday – Thursday, 8am- 8pm Friday, during dates summer pool is closed	North side, commencing 4.5 metres east of its intersection with Murphy street (Grid coordinates X=1,749,017.50m Y=5,429,244.58m) and extending in an easterly direction following the northern kerb line for 18 metres.
<b>Thorndon Pool Carpark</b>	Mobility Park, At All Times, Displaying an Operation Mobility Permit Only Metered parking, P120 maximum, 8am-6pm Saturday – Thursday, 8am- 8pm Friday, during dates summer pool is closed	North side, commencing 22.5 metres east of its intersection with Murphy street (Grid coordinates X=1,749,017.50m Y=5,429,244.58m) and extending in an easterly direction following the northern kerb line for 3 metres.
<b>Thorndon Pool Carpark</b>	Metered parking, P120 maximum, 8am-6pm Saturday – Thursday, 8am- 8pm Friday, during dates summer pool is closed	South side, commencing 4.5 metres east of its intersection with Murphy street (Grid coordinates X=1,749,020.14m Y=5,429,238.25m) and extending in an easterly direction following the southern kerb line for 26 metres.

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

Column One	Column Two	Column Three
<b>Thorndon Pool Carpark</b>	P120 maximum, 8am-6pm Saturday – Thursday, 8am- 8pm Friday, during dates summer pool is open	North side, commencing 4.5 metres east of its intersection with Murphy street (Grid coordinates X=1,749,017.50m Y=5,429,244.58m) and extending in an easterly direction following the northern kerb line for 18 metres.
<b>Thorndon Pool Carpark</b>	Mobility Park, At All Times, Displaying an Operation Mobility Permit Only, P120 maximum, 8am-6pm Saturday – Thursday, 8am- 8pm Friday, during dates summer pool is open	North side, commencing 22.5 metres east of its intersection with Murphy street (Grid coordinates X=1,749,017.50m Y=5,429,244.58m) and extending in an easterly direction following the northern kerb line for 3 metres.

**We are proposing a change in your area**

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

<b>Thorndon Pool Carpark</b>	<i>P120 maximum, 8am-6pm Saturday – Thursday, 8am- 8pm Friday, during dates summer pool is open</i>	<i>South side, commencing 4.5 metres east of its intersection with Murphy street (Grid coordinates X=1,749,020.14m Y=5,429,238.25m) and extending in an easterly direction following the southern kerb line for 26 metres.</i>
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*Add to Schedule B (Class restricted) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Thorndon Pool Carpark</b>	<i>Staff Park At All Times during dates summer pool is open, P120 Maximum, Metered, 8am-6pm Saturday – Thursday, 8am- 8pm Friday, during dates summer pool is closed</i>	<i>Refer to blue box within attached map. (Staff Park)</i>

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

**Approved By:** Amin Shahin **(Team leader Transport Engineering)**

**Date:** 03/05/2021

## FEEDBACK RECEIVED

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

**Feedback Received:**

**Name:** Hilary Capon  
**Suburb:** Wellington  
**Agree:** Yes

**Officer's response:**

Thank you for your feedback regarding the Traffic Resolution for Thorndon Pool carpark, Thorndon.

**Name:** Kirstin Vaa  
**Suburb:** Wellington  
**Agree:** No

**Officer's response:**

Thank you for your feedback regarding the Traffic Resolution for Thorndon Pool carpark, Thorndon.

The purpose of the Traffic Resolution is to legalise the proposed parking restrictions to ensure Wellington City Council Parking Services are able to enforce illegal parking occurring as well as ensuring facility users are able to park at their convenience.

**Name:** Angus Wilson  
**Suburb:** Hataitai  
**Agree:** No

Rent seeking proposition that creates needless financial burdens on an already struggling group. Students do not have the money to afford long term parking. Implementing a fee reduces access to education and facilities like Student Health.

**Officer's response:**

Thank you for your feedback regarding the Traffic Resolution for Thorndon Pool carpark, Thorndon.

We appreciate your concerns around the financial implications for students however, implementing metered parking is essential in providing a regular turnover of vehicles. Parking in this area is designed primarily for facility users of Thorndon Pool to ensure facility users are able to park at their convenience.

**Name:** Shannon Wallace  
**Suburb:** Wellington  
**Agree:** Yes

I support making it easier for short term use of this space rather than allowing for long term car parking for people not using the area

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

### Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Thorndon Pool carpark, Thorndon.

The Traffic Resolution will legalise the proposed parking restrictions ensuring Wellington City Council Parking Services are able to enforce illegal parking occurring.

**Name:** Catriona McBean on behalf of dsport  
**Suburb:** Wellington  
**Agree:** No

Metered parking for accessible spaces is timed the same as non-designated spaces. Those requiring the use of accessible spaces do so through necessity and due to physical limitations. Placing the same time limitation on the accessible spaces does not recognise or acknowledge the differing needs of those users and can best be described as ableist. It assumes people requiring access to these carparks are as able as those who do not, which obviously is not the case.

We would encourage extending the time for the accessible spaces to recognise and acknowledge the additional time it takes for those users to walk/wheel to/from the car park to the venue and their use of the venue which may take longer (eg, changing/toileting).

### Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Thorndon Pool carpark, Thorndon.

Council has recently conducted surveys which show that parking at these facilities is at 85% capacity. The proposed P120 time restriction is in line with existing on-street time restrictions as well as with the recently adopted Parking Policy.

Currently, those who do display mobility permits allows the user to park in a Council-owned parking space for longer than the time restriction. The extra hour gives mobility users additional time to safely enter and exit their vehicle and excess time to travel to their next destination. This rule will remain in place.

With a permit, mobility users can park for:

- 1 hour over any time restriction of 30 minutes or longer
- 1 hour over the time you've paid for

We thank you for your suggestion to extend time restrictions. We will take this on board when considering any future changes.

## 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:

<b>Reference</b>	TR57-21 Hanson Street carpark, Newtown - Proposed time restricted parking and confirmation of mobility parking space
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Designate 34 P180 maximum parking spaces in the Hanson Street carpark.</li> <li>Confirm one mobility park, At All Times, P180 in the Hanson Street carpark.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>We are aiming to implement P180 time restricted parking within the Hanson Street carpark. This is to ensure a higher turnover of vehicles, giving greater accessibility to amenities. This proposal will allow parking for legitimate facility users rather than all day commuter parking.</li> <li>We are proposing to resolute the existing mobility parking space to ensure this can be enforced by our parking services team by increasing the safety and accessibility of mobility park users.</li> </ul>
<b>Location – where we propose to make the change</b>	Hanson Street carpark adjacent to the intersection with Hall Street and Stoke Street, Newtown
<b>Impact</b>	<ul style="list-style-type: none"> <li>Improves accessibility for people wishing to use the surrounding halls, play area and sports fields.</li> <li>Net parking impact – designation of 34 unrestricted parking spaces to time restricted parking spaces and designation of one unrestricted mobility park to a time restricted mobility park.</li> <li>Pedestrian impact – no change.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>Supports short term parking over long term commuter parking spaces.</li> <li>Supports access for all – ensures mobility impaired 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.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>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 Thursday 1 April 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
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**We are proposing a change in your area**

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

	<ul style="list-style-type: none"><li>• What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 19 April 2021.</li><li>2. The proposal will go to the Regulatory Processes Committee on Tuesday 18 May 2021.</li><li>3. If approved, the proposal will be installed within the following 3 months.</li></ol>

**We are proposing a change in your area**

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

**Traffic Resolution Plan: TR57-21 – Hanson Street carpark, Newtown - Proposed time restricted parking and confirmation of mobility parking space**





## We are proposing a change in your area

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

### Legal Description:

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

Column One	Column Two	Column Three
<b>Hanson Street Carpark</b>	<i>P180 maximum, 8am-6pm Monday - Sunday</i>	<i>Please refer to attached map of Hanson Street Carpark (White boxes)</i>

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

Column One	Column Two	Column Three
<b>Hanson Street Carpark</b>	<i>Mobility Park At All Times, P180 maximum, 8am-6pm Monday - Sunday</i>	<i>Please refer to attached map of Hanson Street Carpark (Yellow Box)</i>

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

**Approved By:** Amin Shahin (Team leader Transport Engineering)

**Date:** 03/05/2021

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

### Feedback Received:

**Name:** Marilyn Marsh  
**Suburb:** Unknown  
**Agree:** Maybe

I have read of the proposed changes from unrestricted to 180 minute parking in the above carpark. I am a resident at 187 Hanson Street. Parking for residents has become increasingly difficult - I have just returned from a shopping trip to find no parking whatsoever available in Hanson Street, from Stoke Street to Hall Street. As a 76 year old, with a husband 82 years old in poor health and unable to walk far (he has a Mobility Parking permit), the lack of parking near our residence causes us some difficulties. I was able to park in the one available space in the Hanson Street carpark and will have to attempt to find a closer park once the commuter people move their cars later in the day. While it would be an improvement to have limited time parking in the carpark, I feel that will put even more pressure on spaces available for residents in the street, as even more commuters will attempt to park there.

Is there any thought being given to Residents parking at our end of the street as there is at the northern end near to John Street?

I would be interested in your comments.

### Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Hanson Street Carpark, Newtown.

These parks are on Town Belt land that is specifically set aside for the use of Wellingtonians for recreation e.g. for someone who wants to use the City to Sea Walkway. Council have recently conducted surveys which show the parking at these facilities is at 85% capacity, which means there often aren't car parks free for those who want to use these facilities. Therefore, to ensure these car parks on Town Belt land are available for the facility users, we are proposing to bring in restricted parking. These car parks aren't strictly 'suburban parking', but overflow from it. We hope to change behaviour and reduce the number of vehicles people think they need when living in the CBD.

Council will be reviewing each of the existing residents parking schemes, including Newtown, and determining if they need changing. You can find our new Parking Policy here <https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/parking-policy>

**Name:** Hilary Capon  
**Suburb:** Wellington  
**Agree:** Yes

### Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Hanson Street Carpark, Newtown.

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Name:** Kirstin Vaa  
**Suburb:** Wellington  
**Agree:** No

**Officer's response:**

Thank you for your feedback regarding the Traffic Resolution for Hanson Street Carpark, Newtown.

**Name:** SCP  
**Suburb:** Newtown  
**Agree:** Maybe

I have no objection to the conversion of one park to a mobility car park.

As a local resident in the area, I have significant concerns for the restriction of the remaining car parks.

These are:

car parking for residents in the area is already very tight. As a resident, I'm aware that I have elderly, pregnant and young families as my local Neighbours. I often see them struggling for a carpark already and this will be further compounded by the restrictions of the Hanson street carpark if they are unable to park there as a last resort to parking near their homes. The council has allowed for a lot of infilling of houses to be carried out in Newtown. The lack of serious car parking on street is a consequence of this. Would appreciate an explanation from WCC on this.

Newtown is known for having a lot of rental properties. This usually means that homes can have multiple vehicles. Where would you suggest they park if they probably do not have any off street parking. Some of these people fit into the category of being pregnant, young families, elderly etc the very people you are aiming to accommodate with the parking restrictions but in fact, you will be impacting for those local people.

I'm also aware that some of the pressure on parking is likely due from staff, parking and their families having to park on the streets around Wellington hospital as car parking on the hospital campus is also very tight. By restricting the Hanson street car parks you will be impacting these people - staff who work in the essential health care sector, patients and their families - all who are already under pressure without the extra pressure of having no local carparking.

Some hospital families will no doubt not be in a position to pay for hospital carparking and have no choice to park on the local streets. The time restriction of the Hanson street carpark would greatly impact them.

The majority of hospital staff will work on shifts and it's essential they start work on time and therefore do not have time to drive around looking for local car parks in Newtown - it's widely known I believe that street carparking in general is terrible for users of facilities, shops, the hospital and local schools.

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Have you raised this proposal with Wellington hospital so staff, patients and their families are aware of this proposal and can have the opportunity to contribute to it?

As a local WCC rate payer, with a significant increase in rates over the last year, I find it interesting that you are considering this proposal without considering the health and wellbeing of local residents and the impacts the time restrictions may cause.

Hanson street and its surrounding areas already have many pressure points for carparking. This will only compound this.

Due to how busy the streets are already, it is not common to see the gutters overwhelmed by leaves, rubbish and debris. Drains are often blocked in winter with leaves as I appreciate that due to the busy streets, street cleaners are not able to get close to the gutters to clean them. Extra cars on the street will make this situation considerably worse. This will increase the likelihood of drains blocking and water overflowing on to the road.

So, in summary I strongly oppose the carparking time restrictions at the Hanson street carpark for the reasons I have outlined above.

I would appreciate it that you respond to the concerns I have raised before determining the outcome of your proposal.

Thank you from a very concerned local resident.

### **Officer's response:**

Thank you for taking the time to feedback on the parking restrictions proposed for Hanson Street.

These parks are on Town Belt land that is specifically set aside for the use of Wellingtonians for recreation e.g. for someone who wants to use the many recreational and community facilities based here as well as access to the City to Sea walkway.

Council have recently conducted surveys which show the parking at these facilities is at 85% capacity, which means there often aren't cap parks free for those who want to use the recreational facilities. Therefore, to ensure these car parks on Town Belt land are available for the facility users, we are proposing to bring in restricted parking. These car parks aren't strictly 'suburban parking', but over flow from it. We hope to change behaviour and reduce the number of vehicles people think they need when living in the CBD.

Council will be reviewing each of the existing residents parking schemes, including Mount Cook, and determining if they need changing. Under a new style residents scheme (parking restrictions with residents exempt), holders of a mobility parking permit are the highest priority for allocating residents permits. You can find our new Parking Policy here <https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/parking-policy>.

The Council is having ongoing discussions with Wellington Hospital about parking for staff and visitors and the impact on surrounding streets. CCDHB are undertaking a Workplace Travel Plan working with Greater Wellington Regional Council.

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Name:** Phillip Rendle  
**Suburb:** Newtown  
**Agree:** No

The proposal wants to make the car park more accessible to people using the amenities by stopping its use by commuters for workday parking. However where do those commuters now park and how does that affect residents? This change will mean even more pressure on street parking by commuters over and above an already stressed situation making it even harder for residents around that car park to find parks.

The halls are used mainly in the evening and weekend which doesn't overlap with commuter parking. Abandoned cars sat in that car park for months and people used it to store boats and trailers. Clamping down on this behaviour is much more important - which was finally done in the past few months. P180 parking 8am-6pm 7 days a week is not the right solution. Making 4 parks with 8am-6pm for workdays this will help for access to the park. Halls don't seem to be used during the workday much so no need to allow for that.

If more than that is desired, then resident parking areas need to be increased significantly.

### Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Hanson Street carpark, Newtown.

WCC's recently adopted Parking Policy discourages commuter and long-stay parking, facilitating 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.

These parks are on Town Belt land that is specifically set aside for the use of Wellingtonians for recreation e.g. for someone who wants to use the many recreational and community facilities based here as well as access to the City to Sea walkway. Off-Street parking spaces are also provided for facility users to minimise the impact on residents by facility users parking within the surrounding streets.

Council have recently conducted surveys which show the parking at these facilities is at 85% capacity, which means there often aren't cap parks free for those who want to use the recreational facilities. Therefore, to ensure these car parks on Town Belt land are available for the facility users, we are proposing to bring in restricted parking. These car parks aren't strictly 'suburban parking', but over flow from it. We hope to change behaviour and reduce the number of vehicles people think they need when living in the CBD.

Council will be reviewing each of the existing residents parking schemes, including Newtown, and determining if they need changing. You can find our new Parking Policy here <https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/parking-policy>

Should you have any further concerns regarding abandoned or derelict vehicles or if you have concerns about boats and trailers stored on the public road. You can log a job through Council's FixIt app or by calling our Contact Centre on 04 499 4444. From there, Council Parking Services are alerted to the issue and will respond in due course.

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

We appreciate your concerns around the P180 time restriction however, implementing the proposed time restriction will provide a regular turnover of vehicles and will ensure facility users are able to park at their convenience.

Thank you again for your feedback, we will ensure to take your suggestions on-board when considering any future changes.

**Name:** S Preston  
**Suburb:** Newtown  
**Agree:** No

With regard to the proposal to implement car parking restrictions at the Hanson street, Newtown carpark, there is been no consideration to the local residents in the area in your impact considerations.

Parking in the area is already very tight as you would witness with only space for one car to pass safely between parked cars already lining both sides of the street.

As there been any considerations to installing further Resident's car parking capacity at the top end of Hanson street opposite the park, to Provide safe car parks for the local residents - some of which are elderly, young families and pregnant woman and who might currently have to park in the Hanson street carpark already.

This would also bring in extra revenue for WCC with the increase in residents car parks

### **Officer's response:**

Thank you for your feedback regarding the Traffic Resolution for Hanson Street carpark, Newtown.

As part of the Traffic Resolution process, Council consults with local residents, providing residents with the opportunity to submit feedback and further suggestions when proposing new changes.

These parks are on Town Belt land that is specifically set aside for the use of Wellingtonians for recreation e.g. for someone who wants to use the many recreational and community facilities based here as well as access to the City to Sea walkway.

Council have recently conducted surveys which show the parking at these facilities is at 85% capacity, which means there often aren't cap parks free for those who want to use the recreational facilities. Therefore, to ensure these car parks on Town Belt land are available for the facility users, we are proposing to bring in restricted parking. These car parks aren't strictly 'suburban parking', but over flow from it. We hope to change behaviour and reduce the number of vehicles people think they need when living in the CBD.

Council will be reviewing each of the existing residents parking schemes, including Newtown, and determining if they need changing. You can find our new Parking Policy here <https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/parking-policy>

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Name:** Jim Hille  
**Suburb:** Newtown  
**Agree:** Maybe

I live at 53 Stoke street and welcome the change to the parking times in the parking area as it has become a commuter car park for some time and draws many extra cars to the area as they try to get free parks for the day with often it being full by 7 am and cars still keep circling through long after that time. The recent signage installed has made a difference and like today there were a number of vacant parks at 8.15 but still there are commuters parking there. So, the proposal to limit parking there to 180 minutes will free up parks for those who are using the various facilities near us such as Scout Hall, Pipe Band Hall and walking tracks

My concern is the parking area is also used by locals on occasion from Stoke and top of Hanson Street as they can't find parks outside their residences due to the significant numbers of commuters taking up parks for the day. This impacts us a little as we have caregivers coming to look after our disabled daughter and they at times have difficulty finding a park nearby.

Also, as there is the noise of cars arriving and leaving through the night on Stoke and Hanson street at least some of whom appear to be shift workers commuting to work nearby. I wonder if something can be done to reduce the commuters parking on the roads especially if they will no longer use the parking area when the time limits come in.

### Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Hanson Street carpark, Newtown.

These parks are on Town Belt land that is specifically set aside for the use of Wellingtonians for recreation e.g. for someone who wants to use the many recreational and community facilities based here as well as access to the City to Sea walkway.

The purpose of the Traffic Resolution is to legalise the proposed parking restrictions to ensure Wellington City Council Parking Services are able to enforce illegal parking occurring and ensuring facility users are able to park at their convenience.

Council have recently conducted surveys which show the parking at these facilities is at 85% capacity, which means there often aren't cap parks free for those who want to use the recreational facilities. Therefore, to ensure these car parks on Town Belt land are available for the facility users, we are proposing to bring in restricted parking. These car parks aren't strictly 'suburban parking', but over flow from it. We hope to change behaviour and reduce the number of vehicles people think they need when living in the CBD.

Council will be reviewing each of the existing residents parking schemes, including Newtown, and determining if they need changing. You can find our new Parking Policy here <https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/parking-policy>

We are sorry to hear of the difficulty your daughters' caregiver has with finding a parking space nearby. We hope the implementation of these parking restrictions will begin to free up these parking spaces ensuring a regular turnover.

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Name:** Sam Richards  
**Suburb:** Newtown  
**Agree:** No

I live at 195 Hanson Street and have done for the past 22 years. Many of my neighbours have lived here for that long or longer in some instances. Further down Hanson Street there are numerous flats but at the Stoke Street end (near the carpark) most properties are owner occupied.

Over the years there has been a steady increase in cars parked in the street. However, I have never experienced the dramatic increase we have had in the past 2 years. I do not understand the reason for the increase but can guess it has something to do with the changes WCC made to public transport routes and timetables and a lack of affordable parking at the hospital for staff.

Currently it is very difficult for the residences of Hanson Street to get a park and if we didn't have a garage door to park in front of we would not be able to park our 1 car (used for a family of 5) in the street at all.

The changes you are planning for parking in the carpark will have a further negative impact on street parking for the residents of Hanson Street. If you are to carry out this change it would make sense to create residence parking areas for the top of Hanson Street and Stoke Street at the same time for the those who reside in the area.

### Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Hanson Street Carpark, Newtown.

These parks are on Town Belt land that is specifically set aside for the use of Wellingtonians for recreation e.g. for someone who wants to use the many recreational and community facilities based here as well as access to the City to Sea walkway.

Council have recently conducted surveys which show the parking at these facilities is at 85% capacity, which means there often aren't cap parks free for those who want to use the recreational facilities. Therefore, to ensure these car parks on Town Belt land are available for the facility users, we are proposing to bring in restricted parking. These car parks aren't strictly 'suburban parking', but over flow from it. We hope to change behaviour and reduce the number of vehicles people think they need when living in the CBD.

Council will be reviewing each of the existing residents parking schemes, including Newtown, and determining if they need changing. You can find our new Parking Policy here <https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/parking-policy>

**Name:** Angus Wilson  
**Suburb:** Hataitai  
**Agree:** No

### Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Hanson Street Carpark, Newtown.



## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Name:** Shannon Wallace  
**Suburb:** Wellington  
**Agree:** Yes

I support making it easier for short term use of this space rather than allowing for long term car parking for people not using the area

**Officer's response:**

Thank you for your feedback regarding the Traffic Resolution for Hanson Street Carpark, Newtown.

**Name:** Bronwyn Rendle  
**Suburb:** Newtown  
**Agree:** No

I agree parking is an issue in Hanson Street.

Parking for residents has not been addressed at all in the proposal, only commuters and facility users. I think this needs to be explicitly considered as part of the change.

Reducing commuter parking will increase pressure on street parks and impact negatively on residents. I would like residents parking zones to be installed on Hanson Street.

A wider plan to address parking and transport for hospital staff and other commuters is needed. I have heard that some car park users park there so they can catch the bus into town. A designated park and ride for bus users might help.

A positive impact of the proposal is that visitors of residents nearby and tradespeople will be able to find a car park during weekday working hours. I haven't seen a lot of facility users around during those times, so suspect the car park will be empty a lot.

**Officer's response:**

Thank you for your feedback regarding the Traffic Resolution for Hanson Street carpark, Newtown.

These parks are on Town Belt land that is specifically set aside for the use of Wellingtonians for recreation e.g. for someone who wants to use the many recreational and community facilities based here as well as access to the City to Sea walkway.

Council have recently conducted surveys which show the parking at these facilities is at 85% capacity, which means there often aren't cap parks free for those who want to use the recreational facilities. Therefore, to ensure these car parks on Town Belt land are available for the facility users, we are proposing to bring in restricted parking. These car parks aren't strictly 'suburban parking', but over flow from it. We hope to change behaviour and reduce the number of vehicles people think they need when living in the CBD.

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Council will be reviewing each of the existing residents parking schemes, including Newtown, and determining if they need changing. You can find our new Parking Policy here <https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/parking-policy>

Wellington City Council are currently having on-going conversations with Wellington Hospital in regard to parking for staff and visitors and the impact the Traffic Resolution has on the surrounding streets.

Thank you again for your feedback, we will ensure this is taken on-board when considering any future changes.

**Name:** Catriona McBean on behalf of dsport  
**Suburb:** Wellington  
**Agree:** No

Metered parking for accessible spaces is timed the same as non-designated spaces. Those requiring the use of accessible spaces do so through necessity and due to physical limitations. Placing the same time limitation on the accessible spaces does not recognise or acknowledge the differing needs of those users and can best be described as ableist. It assumes people requiring access to these carparks are as able as those who do not, which obviously is not the case.

We would encourage extending the time for the accessible spaces to recognise and acknowledge the additional time it takes for those users to walk/wheel to/from the car park to the venue and their use of the venue which may take longer (eg, changing/toileting).

### **Officer's response:**

Thank you for your feedback regarding the Traffic Resolution for Hanson Street carpark, Newtown.

Currently, those who do display mobility permits allows the user to park in a Council-owned parking space for longer than the time restriction. The extra hour gives mobility users additional time to safely enter and exit their vehicle and excess time to travel to their next destination. This rule will remain in place.

With a permit, mobility users can park for:

- 1 hour over any time restriction of 30 minutes or longer
- 1 hour over the time you've paid for

Therefore, we believe the proposed P180 time restriction is sufficient in allowing mobility users to best utilise these facilities.

Thank you for your further suggestion, this will be taken on-board when considering any future changes.

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Name:** Yogesh R  
**Suburb:** Newtown  
**Agree:** No

I found this letter on the windscreen on the 13th April (feedback submission due date 16th April). There may have been letters given out earlier, who knows. Only giving a few days before the feedback due date of submission seems unfair.

I am a local resident of Stoke Street and have been a resident for most of my life. There are elderly members living in the house. There are already few FREE carparks available for the local residents where they live which is great (this one included).

The idea of having daily monitoring of the parking area would be a more waste of resources. I am sure there are more important things for parking wardens to do than patrol outer suburban areas away from the city (where they play an important part).

I am constantly annoyed with proposals that are given to residents. Why is there not a system where there is a meeting in place with the public (maybe on a regular basis) so that the public can express their current concerns for what the community would like instead of a few small groups of representatives coming up with ideas that are not always a priority.

I would like the carparks to remain as they are (free no time limits) so my family has somewhere to park our car near the house.

### **Officer's response:**

Thank you for your feedback regarding the Traffic Resolution for Hanson Street carpark, Newtown.

An official public notice was run in the Dominion Post on Thursday 1 April 2021 as part of the Traffic Resolution process.

These parks are on Town Belt land that is specifically set aside for the use of Wellingtonians for recreation e.g. for someone who wants to use the many recreational and community facilities based here as well as access to the City to Sea walkway.

Council have recently conducted surveys which show the parking at these facilities is at 85% capacity, which means there often aren't cap parks free for those who want to use the recreational facilities. Therefore, to ensure these car parks on Town Belt land are available for the facility users, we are proposing to bring in restricted parking. These car parks aren't strictly 'suburban parking', but over flow from it. We hope to change behaviour and reduce the number of vehicles people think they need when living in the CBD.

Off-Street parking spaces are provided for facility users to minimise the impact on residents by the facility users parking within surrounding streets and therefore Council are proposing parking restrictions to ensure facility users are able to park at their convenience. We appreciate your concerns and will ensure to take this on-board when implementing any future changes.

## 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:

<b>Reference</b>	TR61-21 Newtown Park, Newtown - Proposed P10 time limited parking; confirmation of P240 time limited parking and one-way carriageway
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>• Designate three P10, At All Times parking spaces.</li> <li>• Designate six P240, At All Times mobility parking spaces.</li> <li>• Designate 60 P240, At All Times parking spaces.</li> <li>• Confirm 2 existing Zoo parking spaces</li> <li>• Confirm a one-way carriageway through the Newtown Park Carpark.</li> <li>• Confirm No Stopping restrictions in the Newtown Park Carpark</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>• We are proposing this change to enable legitimate users of the Newtown park and Wellington Zoo to have improved access to these facilities.</li> <li>• Placing legal restrictions on these parks will enable Wellington City Council Parking Services to enforce these parks.</li> </ul>
<b>Location – where we propose to make the change</b>	Newtown Park, Newtown - north of stadium.
<b>Impact</b>	<ul style="list-style-type: none"> <li>• Improves accessibility for people visiting Newtown Park and Wellington Zoo.</li> <li>• Enables Wellington City Council Parking Services to enforce time restrictions in this carpark.</li> <li>• Net parking impact – conversion of 59 unrestricted parking spaces to 59 time restricted parking spaces; conversion of six unrestricted mobility parks to time restricted mobility parks.</li> <li>• Pedestrian impact – no change.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>• Prioritising short stay parking over all day commuter parking.</li> <li>• Supports access for all – ensures mobility impaired 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.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>• 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 Thursday 1 April 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>• 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 <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</li> </ul>

**We are proposing a change in your area**

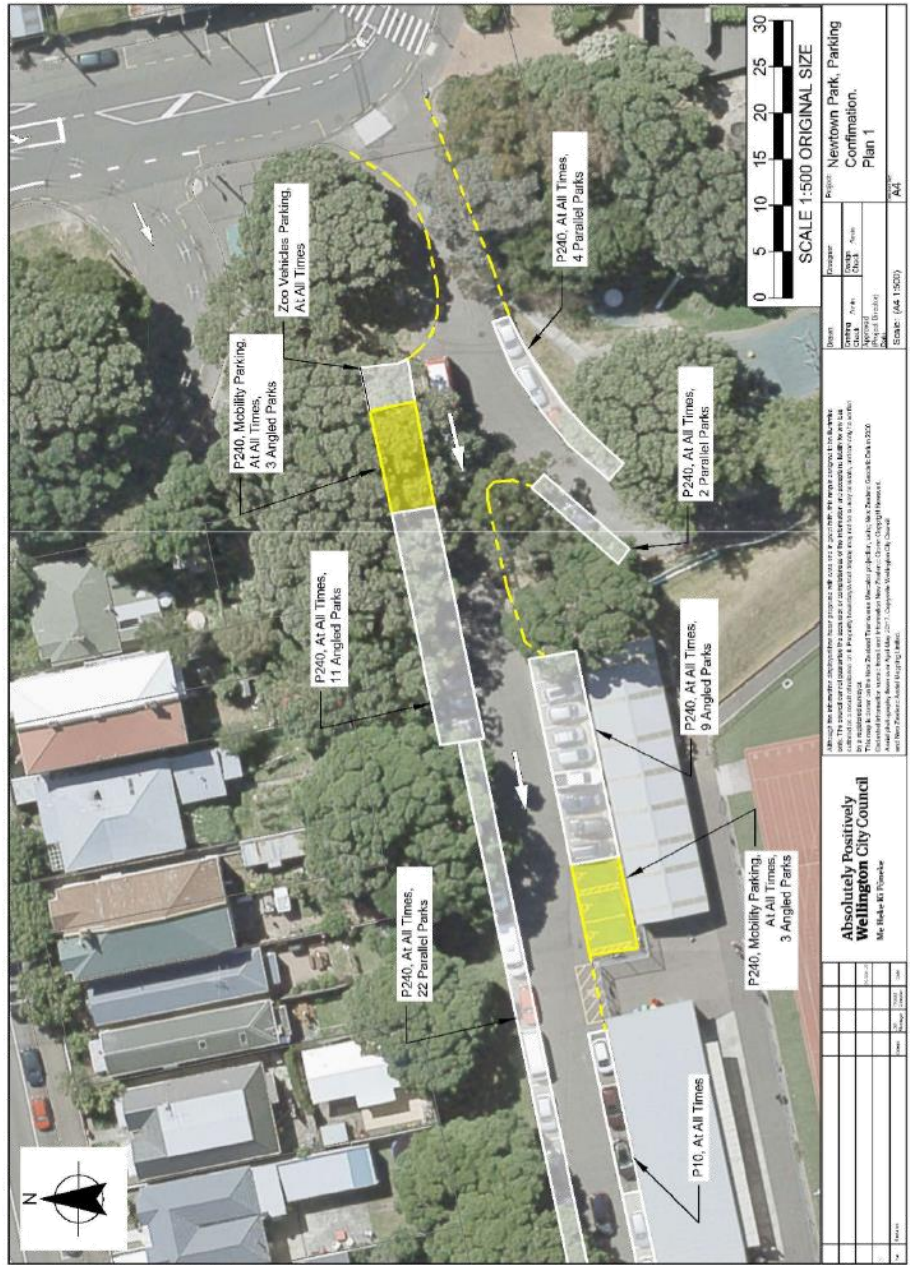
**Absolutely Positively**  
**Wellington City Council**  
 Me Heke Ki Pōneke

	<p><b>Please note if you are giving feedback the consultation period opens 9.00am Thursday 1 April 2021 and finishes 5.00pm Friday 16 April 2021.</b></p> <ul style="list-style-type: none"> <li>• What we do with your personal information:                  All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li> </ul>
<b>Next Steps</b>	<ol style="list-style-type: none"> <li>1. Feedback collated by Monday 19 April 2021.</li> <li>2. The proposal will go to the Regulatory Processes Committee on Tuesday 18 May 2021.</li> <li>3. If approved, the proposal will be installed within the following 3 months.</li> </ol>

**We are proposing a change in your area**

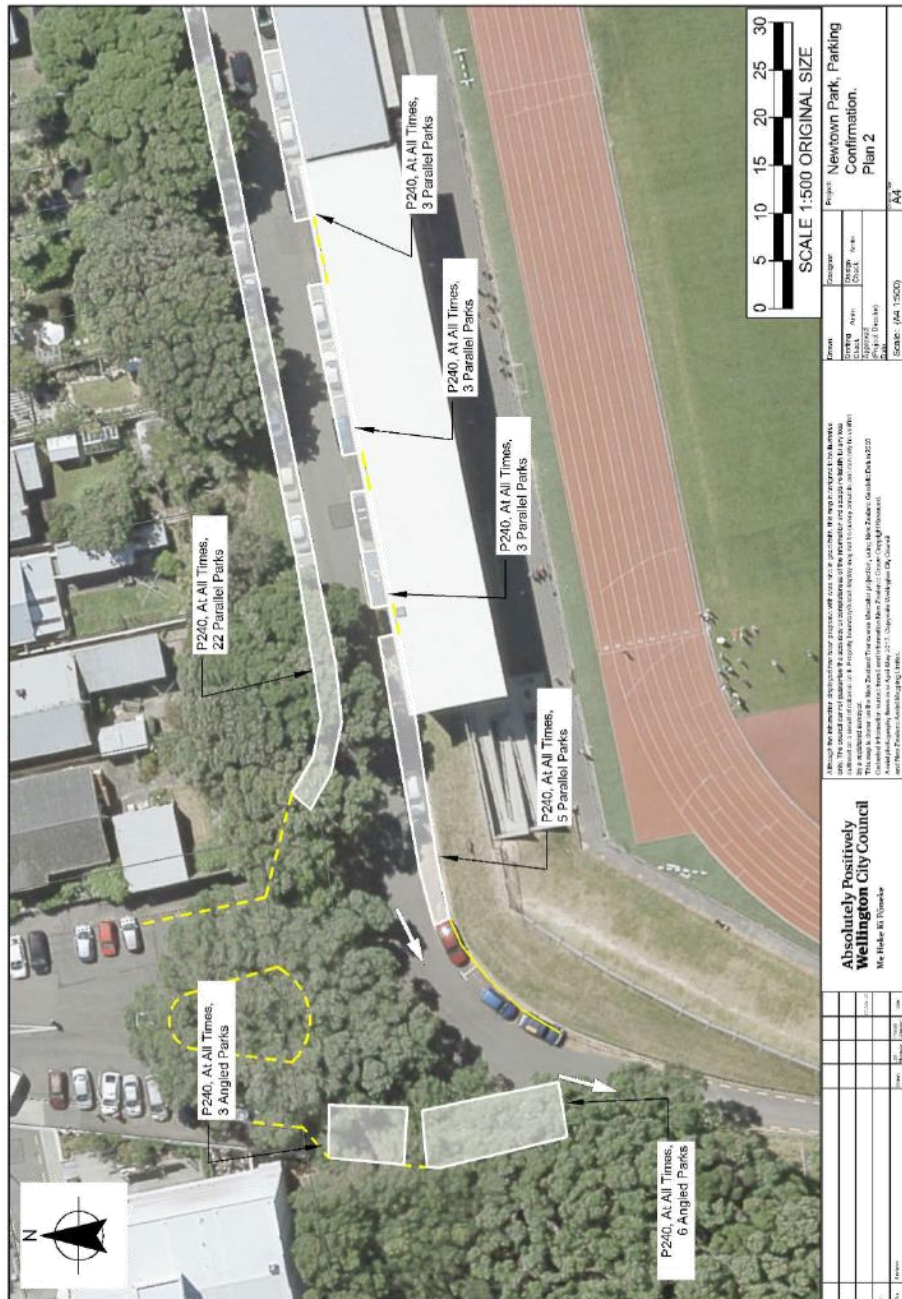
**Absolutely Positively Wellington City Council**  
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**Traffic Resolution Plan: TR61-21 Newtown Park, Newtown - Proposed P10 time limited parking; confirmation of P240 time limited parking and one-way carriageway**



**We are proposing a change in your area**

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**Legal Description:**

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

Column One	Column Two	Column Three
<b>Newtown Park – Car Park</b>	<i>P240 Maximum, At All Times</i>	<i>North side, commencing 43 metres west of its intersection with Daniell Street (Grid Coordinates X= 1,749,322.33m Y=5,424,263.24m) and extending in a westerly direction, following the northern kerb line for 28 metres (11 angled parks)</i>
<b>Newtown Park – Car Park</b>	<i>P240 Maximum, At All Times</i>	<i>North side, commencing 71 metres west of its intersection with Daniell Street (Grid Coordinates X= 1,749,322.33m Y=5,424,263.24m) and extending in a westerly direction, following the northern kerb line for 132 metres (22 angled parks)</i>
<b>Newtown Park – Car Park</b>	<i>P240 Maximum, At All Times</i>	<i>South side, commencing 25 metres west of its intersection with Daniell Street (Grid Coordinates X=1,749,329.73m Y=5,424,253.99m) and extending in a westerly direction, following the southern kerb line for 20 metres (4 parallel parks)</i>
<b>Newtown Park – Car Park</b>	<i>P240 Maximum, At All Times</i>	<i>South side, commencing 42 metres west of its intersection with Daniell Street (Grid Coordinates X=1,749,329.73m Y=5,424,253.99m) and extending in a westerly direction, following the southern kerb line for 12 metres (2 parallel parks)</i>
<b>Newtown Park – Car Park</b>	<i>P240 Maximum, At All Times</i>	<i>South side, commencing 61 metres west of its intersection with Daniell Street (Grid Coordinates X=1,749,329.73m Y=5,424,253.99m) and extending in a westerly direction, following the southern kerb line for 23 metres (9 angled parks)</i>
<b>Newtown Park – Car Park</b>	<i>P10 Maximum, At All Times</i>	<i>South side, commencing 102 metres west of its intersection with Daniell Street (Grid Coordinates X=1,749,329.73m Y=5,424,253.99m) and extending in a westerly direction, following the southern kerb line for 18 metres (3 parallel parks)</i>
<b>Newtown Park – Car Park</b>	<i>P240 Maximum, At All Times</i>	<i>South side, commencing 120 metres west of its intersection with Daniell Street (Grid Coordinates X=1,749,329.73m Y=5,424,253.99m) and extending in a westerly direction, following the southern kerb line for 18 metres (3 parallel parks)</i>



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<b>Newtown Park – Car Park</b>	<i>P240 Maximum, At All Times</i>	<i>South side, commencing 145 metres west of its intersection with Daniell Street (Grid Coordinates X=1,749,329.73m Y=5,424,253.99m) and extending in a westerly direction, following the southern kerb line for 18 metres (3 parallel parks)</i>
<b>Newtown Park – Car Park</b>	<i>P240 Maximum, At All Times</i>	<i>South side, commencing 167 metres west of its intersection with Daniell Street (Grid Coordinates X=1,749,329.73m Y=5,424,253.99m) and extending in a westerly direction, following the southern kerb line for 12 metres (2 parallel parks)</i>
<b>Newtown Park – Car Park</b>	<i>P240 Maximum, At All Times</i>	<i>South side, commencing 182 metres west of its intersection with Daniell Street (Grid Coordinates X=1,749,329.73m Y=5,424,253.99m) and extending in a westerly direction, following the southern kerb line for 30 metres (5 parallel parks)</i>
<b>Newtown Park – Car Park</b>	<i>P240 Maximum, At All Times</i>	<i>West side, commencing 3 metres south of its intersection with Mansfield Street (Grid Coordinates X=1,749,095.37m, Y=5,424,228.13m) and extending in a southerly direction, following the western kerb line for 7.5 metres (3 angled parks)</i>
<b>Newtown Park – Car Park</b>	<i>P240 Maximum, At All Times</i>	<i>West side, commencing 3 metres south of its intersection with Mansfield Street (Grid Coordinates X=1,749,095.37m, Y=5,424,228.13m) and extending in a southerly direction, following the western kerb line for 16 metres (6 angled parks)</i>

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Newtown Park – Car Park</b>	<i>Zoo Vehicles Only, At All Times</i>	<i>North side, commencing 27 metres west of its intersection with Daniell Street (Grid Coordinates X= 1,749,322.33m Y=5,424,263.24m) and extending in a westerly direction, following the northern kerb line for 5 metres (2 angled parks)</i>
<b>Newtown Park – Car Park</b>	<i>Mobility Parking P240 Maximum, At All Time, Displaying an Operation Mobility Permit Only</i>	<i>North side, commencing 32 metres west of its intersection with Daniell Street (Grid Coordinates X= 1,749,322.33m Y=5,424,263.24m) and extending in a westerly direction, following the northern kerb line for 11 metres (3 angled parks)</i>

**We are proposing a change in your area**

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Wellington City Council**  
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<b>Newtown Park – Car Park</b>	<i>Mobility Parking P240 Maximum, At All Time, Displaying an Operation Mobility Permit Only</i>	<i>South side, commencing 84 metres west of its intersection with Daniell Street (Grid Coordinates X=1,749,329.73m Y=5,424,253.99m) and extending in a westerly direction, following the southern kerb line for 10 metres (3 angled parks)</i>
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Add to Schedule C (Direction) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<b>Newtown Park – Car Park</b>	<i>One Way</i>	<i>Westbound, from Daniell Street to Mansfield Street</i>

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

Column One	Column Two	Column Three
<b>Newtown Park - Car Park</b>	<i>No Stopping At All Times</i>	<i>North side, commencing from its intersection with Daniell Street (Grid Coordinates X= 1,749,322.33m Y=5,424,263.24m) and extending in a westerly direction, following the northern kerb line for 27 metres</i>
<b>Newtown Park - Car Park</b>	<i>No Stopping At All Times</i>	<i>South side, commencing from its intersection with Daniell Street (Grid Coordinates X=1,749,329.73m Y=5,424,253.99m) and extending in a westerly direction, following the southern kerb line for 25 metres</i>
<b>Newtown Park - Car Park</b>	<i>No Stopping At All Times</i>	<i>South side, commencing 43 metres west of its intersection with Daniell Street (Grid Coordinates X=1,749,329.73m Y=5,424,253.99m) and extending in a westerly direction, following the southern kerb line for 18 metres</i>
<b>Newtown Park - Car Park</b>	<i>No Stopping At All Times</i>	<i>South side, commencing 94 metres west of its intersection with Daniell Street (Grid Coordinates X=1,749,329.73m Y=5,424,253.99m) and extending in a westerly direction, following the southern kerb line for 8 metres</i>

**We are proposing a change in your area**

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**Wellington City Council**  
Me Heke Ki Pōneke

<b>Newtown Park - Car Park</b>	<i>No Stopping At All Times</i>	<i>South side, commencing 138 metres west of its intersection with Daniell Street (Grid Coordinates X=1,749,329.73m Y=5,424,253.99m) and extending in a westerly direction, following the southern kerb line for 7 metres</i>
<b>Newtown Park - Car Park</b>	<i>No Stopping At All Times</i>	<i>South side, commencing 163 metres west of its intersection with Daniell Street (Grid Coordinates X=1,749,329.73m Y=5,424,253.99m) and extending in a westerly direction, following the southern kerb line for 4 metres</i>
<b>Newtown Park - Car Park</b>	<i>No Stopping At All Times</i>	<i>South side, commencing 179 metres west of its intersection with Daniell Street (Grid Coordinates X=1,749,329.73m Y=5,424,253.99m) and extending in a westerly direction, following the southern kerb line for 3 metres</i>
<b>Newtown Park - Car Park</b>	<i>No Stopping At All Times</i>	<i>South side, commencing 212 metres west of its intersection with Daniell Street (Grid Coordinates X=1,749,329.73m Y=5,424,253.99m) and extending in a westerly direction, following the southern kerb line for 17 metres</i>
<b>Newtown Park - Car Park</b>	<i>No Stopping At All Times</i>	<i>West side, commencing 10.5 metres south of its intersection with Mansfield Street (Grid Coordinates X=1,749,095.37m, Y=5,424,228.13m) and extending in a southerly direction, following the western kerb line for 3 metres</i>
<b>Newtown Park - Car Park</b>	<i>No Stopping At All Times</i>	<i>West side, commencing at its intersection with Mansfield Street (Grid Coordinates X=1,749,095.37m, Y=5,424,228.13m) and extending in a southerly direction, following the western kerb line for 4 metres</i>
<b>Newtown Park - Car Park</b>	<i>No Stopping At All Times</i>	<i>East side, commencing at its intersection with Mansfield Street (Grid Coordinates X=1,749,118.63m, Y=5,424,231.40m) and extending in a south easterly direction, following the eastern kerb line for 11 metres</i>
<b>Mansfield Street</b>	<i>No Stopping At All Times</i>	<i>West side, commencing at its intersection with Newtown Park - Car Park (Grid Coordinates X=1,749,095.37m, Y=5,424,228.13m) and extending in a northerly direction, following the western kerb line for 5 metres</i>

**We are proposing a change in your area**

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

<b>Mansfield Street</b>	<i>No Stopping At All Times</i>	<i>East side, commencing at its intersection with Newtown Park - Car Park (Grid Coordinates X= 1,749,118.63m, Y=5,424,231.40m) and extending in a northerly direction, following the eastern kerb line for 13 metres</i>
<b>Mansfield Street</b>	<i>No Stopping At All Times</i>	<i>Newtown Park entrance island, commencing at its intersection with Newtown Park - Car Park (Grid Coordinates X=1,749,103.30m, Y=5,424,228.93m) and extending in a northerly then southerly direction around the island for 40 metres</i>

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

**Approved By:** Amin Shahin (Team leader Transport Engineering)

**Date:** 03/05/2021

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

### Feedback Received:

**Name:** Brian Whetton  
**Suburb:** Ngaio  
**Agree:** Not stated

I would like to know what has prompted the need for these changes? Have there been complaints?

I notice that the changes you propose limit the parking to 2 hours. Is 2 hours sufficient adequate to enable a satisfying visit to the zoo and see all exhibits and animals?

I note that this is to the detriment of commuters. What is the council doing to encourage the use of public transport when you are removing suburban parking?

There is land to the east of the Manchester and Owen Streets intersection that "may" provide more parking (I am not sure of the topography).

Good luck with the process.

### Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Newtown Park, Newtown.

Wellington City Council has recently been made aware through observation, surveying and complaints that the car parks are being used by non-facility users. These parking spaces within the Newtown Park are there for customers and for users of these facilities. Off-Street parking spaces are provided for facility users to minimise the impact on residents by facility users parking within surrounding streets, therefore Council are proposing parking restrictions to ensure facility users are able to park at their convenience.

Council has recently conducted surveys which show that parking at these facilities is at 85% capacity, therefore we believe the implementation of a P240 time restriction will ensure a regular turnover of parked vehicles, ensuring more Newtown Park and Wellington Zoo visitors are able to utilise these parking spaces.

We expect the proposed P240 time restriction will provide facility users with ample time to visit the Wellington Zoo.

The recently adopted Parking Policy discourages commuter parking due to the negative effects this has on residents, visitors to recreation facilities and local businesses.

At this stage, we are focusing primarily on implementing these restrictions to allow for regular turnover instead of providing more commuter parking which is against the Parking Policy.

**Name:** Hilary Capon  
**Suburb:** Wellington  
**Agree:** Yes

## FEEDBACK RECEIVED

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

**Officer's response:**

Thank you for your feedback regarding the Traffic Resolution for Newtown Park, Newtown.

**Name:** Kirstin Vaa  
**Suburb:** Wellington  
**Agree:** No

**Officer's response:**

Thank you for your feedback regarding the Traffic Resolution for Newtown Park, Newtown.

The purpose of the Traffic Resolution is to legalise the proposed parking restrictions to ensure Wellington City Council Parking Services are able to enforce illegal parking occurring as well as ensuring facility users are able to park at their convenience.

**Name:** Angus Wilson  
**Suburb:** Hataitai  
**Agree:** No

**Officer's response:**

Thank you for your feedback regarding the Traffic Resolution for Newtown Park, Newtown.

The purpose of the Traffic Resolution is to legalise the proposed parking restrictions to ensure Wellington City Council Parking Services are able to enforce illegal parking occurring as well as ensuring facility users are able to park at their convenience.

**Name:** Shannon Wallace  
**Suburb:** Wellington  
**Agree:** Yes

I support making it easier for short term use of this space rather than allowing for long term car parking for people not using the area

**Officer's response:**

Thank you for your feedback regarding the Traffic Resolution for Newtown Park, Newtown.

The purpose of the Traffic Resolution is to legalise the proposed parking restrictions to ensure Wellington City Council Parking Services are able to enforce illegal parking occurring as well as ensuring facility users are able to park at their convenience.

**Name:** Catriona McBean on behalf of dsport  
**Suburb:** Wellington  
**Agree:** No

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Metered parking for accessible spaces is timed the same as non-designated spaces. Those requiring the use of accessible spaces do so through necessity and due to physical limitations. Placing the same time limitation on the accessible spaces does not recognise or acknowledge the differing needs of those users and can best be described as ableist. It assumes people requiring access to these carparks are as able as those who do not, which obviously is not the case.

We would encourage extending the time for the accessible spaces to recognise and acknowledge the additional time it takes for those users to walk/wheel to/from the car park to the venue and their use of the venue which may take longer (eg, changing/toileting).

This 240-minute limit does not recognise there is often times during sporting competitions, e.g. athletics days, when a competition takes place over the entire day - more than 240m. We encourage this limit to be lengthened in this case to accommodate disabled and Para athletes competing at the Park.

### Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Newtown Park, Newtown.

Currently, those who do display mobility permits allows the user to park in a Council-owned parking space for longer than the time restriction. The extra hour gives mobility users additional time to safely enter and exit their vehicle and excess time to travel to their next destination. This rule will remain in place.

With a permit, mobility users can park for:

- 1 hour over any time restriction of 30 minutes or longer
- 1 hour over the time you've paid for

Therefore, we expect the proposed P240 time restriction is sufficient in allowing mobility users to best utilise these facilities.

Thank you for your further suggestion, this will be taken on board when considering any future changes.

**Name:** Jonathan Markwick  
**Suburb:** Mount Cook  
**Agree:** No

I am objecting to the proposed one-way restriction. This route provides a much quieter and safer route for people on bikes heading west or east towards the Zoo, athletics track or beyond. The alternative Roy Street is dangerous as the median traffic islands create narrow pinch points where it is difficult for cars to pass bikes.

### Officer's response:

Thank you for your response regarding the proposal for Newtown Park. There is not sufficient room for two way traffic flow around the park with the road with measuring 4 metres in some areas. Newtown connections project will be investigating safer cycling routes throughout Newtown.

## 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:**

<b>Reference</b>	TR62 -21 Wellington Botanic Garden, Anderson Park and Bolton Street Memorial Park, Kelburn – Metered parking restriction
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Designate 47 metered parking restrictions on the existing P120 parking spaces and the three existing mobility parking spaces in the Wellington Botanic Gardens. Metered parking restrictions will be P120, Monday to Thursday 8:00am - 6:00pm and Friday 8:00am - 8:00pm and have a fee of \$2.50 per hour weekdays.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>Car parks at Wellington Botanic Garden, Anderson Park and Bolton Street Memorial Park are to cater for users of these facilities, not for general parking.</li> <li>We have monitored through surveys, observations, and complaints that non-facility users are taking up parking spaces of our customers.</li> <li>We are proposing parking restrictions at sport and recreation facilities to ensure all legitimate users can enjoy these park facilities.</li> </ul>
<b>Location – where we propose to make the change</b>	Wellington Botanic Garden, Anderson Park and Bolton Street Memorial Park, Kelburn
<b>Impact</b>	<ul style="list-style-type: none"> <li>Improves safety and accessibility for users of the park facilities at Wellington Botanic Garden, Anderson Park and Bolton Street Memorial Park.</li> <li>Net parking impact – conversion of 47 time restricted parking spaces and three mobility spaces to include a metered parking restriction between Monday to Thursday 8:00am – 6:00pm and Friday 8:00am- 8:00pm.</li> <li>Pedestrian impact – positive, will improve accessibility to local amenities.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>Prioritising parking for legitimate users of the facilities at Wellington Botanic Garden, Anderson Park and Bolton Street Memorial Park.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>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 Thursday 1 April 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>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 <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a> . Please note if you are giving feedback the consultation period opens 9.00am Thursday 1 April 2021 and finishes 5.00pm Friday 16 April 2021.</li> </ul>



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	<ul style="list-style-type: none"><li>• <b>What we do with your personal information:</b> All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 19 April 2021.</li><li>2. The proposal will go to the Regulatory Processes Committee on Tuesday 18 May 2021.</li><li>3. If approved, the proposal will be installed within the following 3 months.</li></ol>

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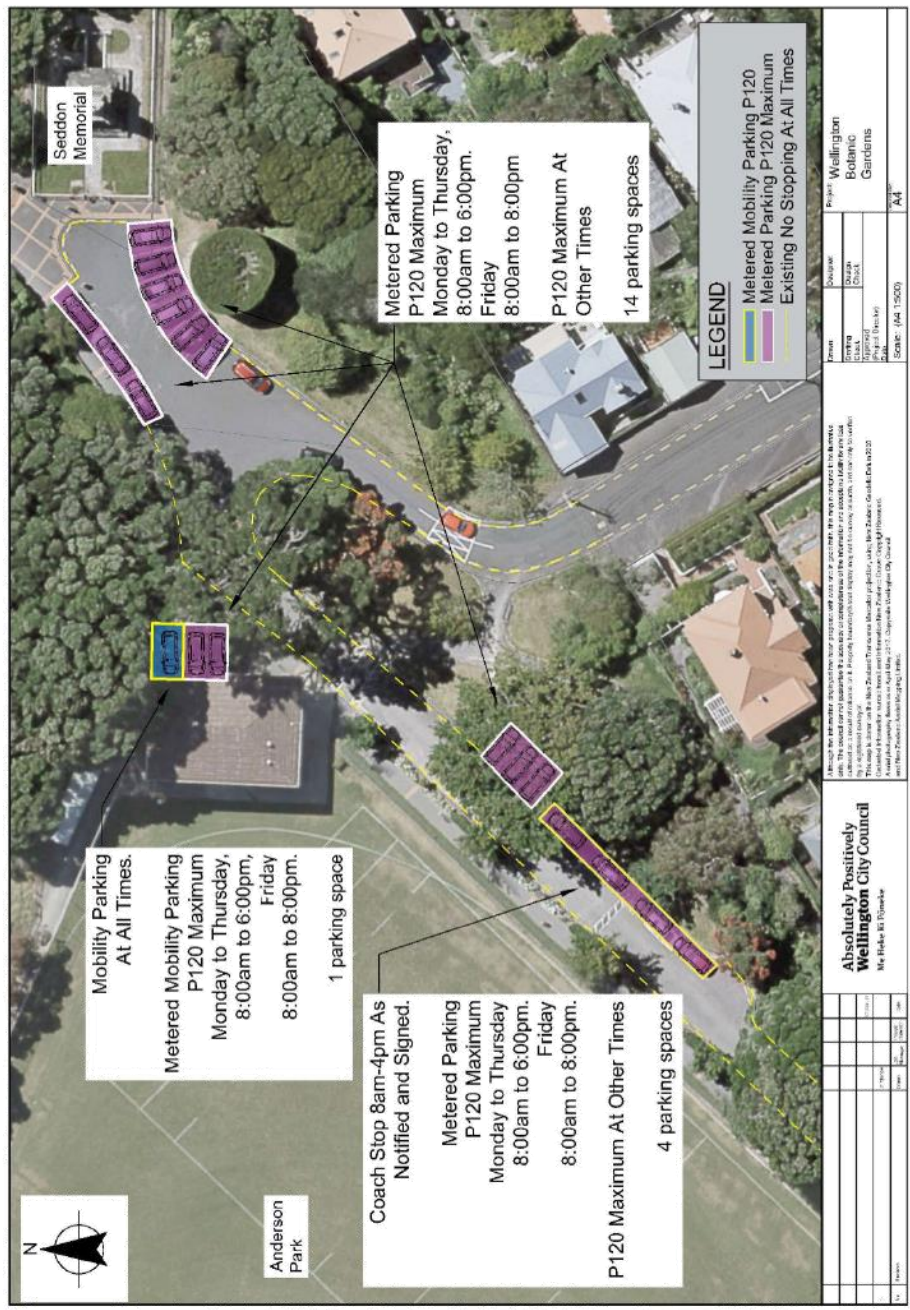
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**Traffic Resolution Plan: TR62-21 Wellington Botanic Garden, Anderson Park and Bolton Street Memorial Park, Kelburn – Metered parking restriction**



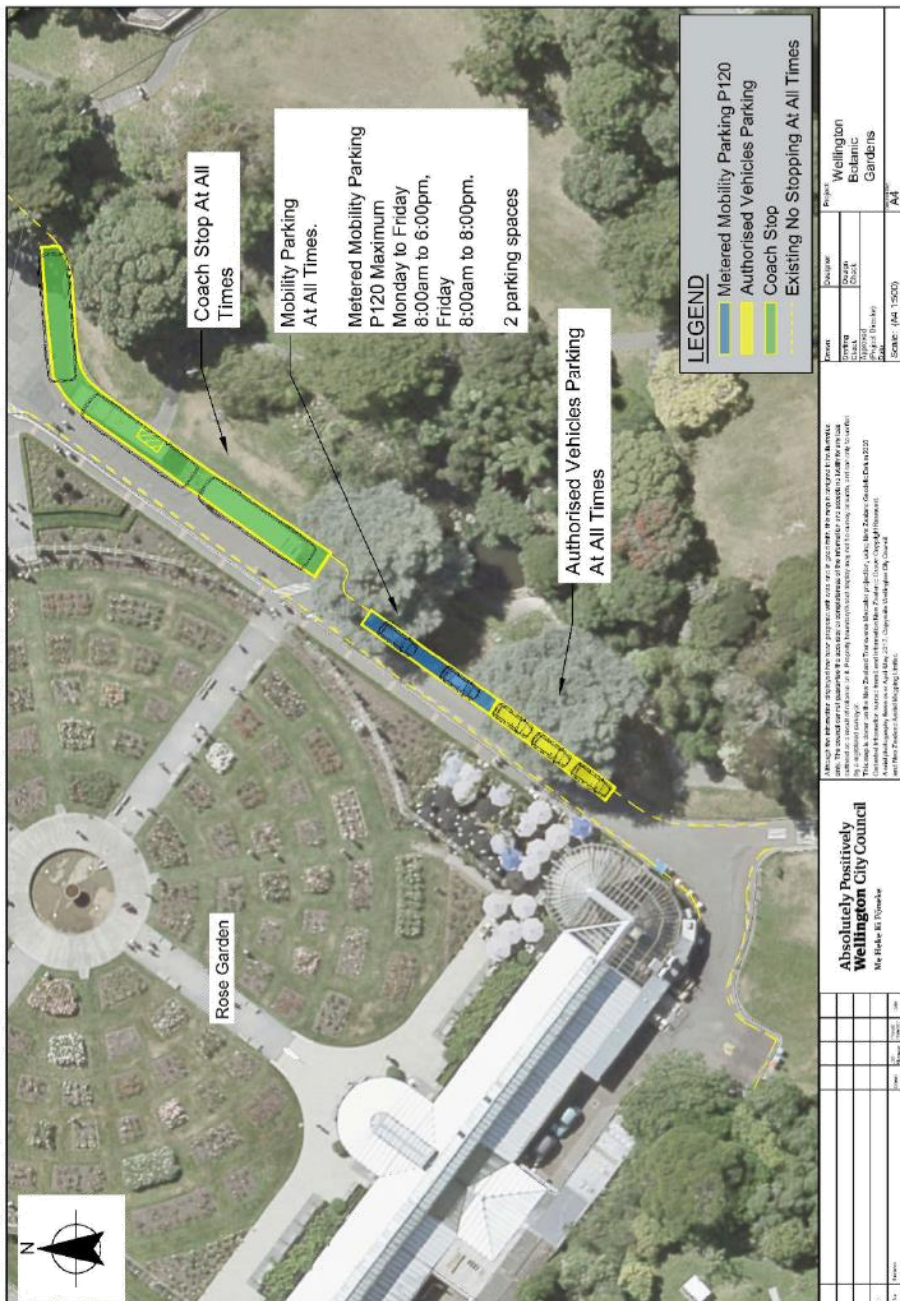
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**Legal Description:**

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Glenmore Street (Access Way and Car Park Near Lady Norwood Rose Garden)</b>	P120, At All Times	North side, commencing 151.4 metres northeast from its intersection with Glenmore Street and Kilmister Avenue (Grid coordinates X= 1,748,031.1176 m, Y= 5,428,621.6652 m) and extending in an easterly direction following the northern kerbline for 36.0 metres (6 parallel parking spaces)
<b>Glenmore Street (Access Way and Car Park Near Lady Norwood Rose Garden)</b>	P120, At All Times	North side, commencing 192.4 metres northeast from its intersection with Glenmore Street and Kilmister Avenue (Grid coordinates X= 1,748,031.1176 m, Y= 5,428,621.6652 m) and extending in an easterly direction following the northern kerbline for 6.6 metres (1 parallel parking space)
<b>Glenmore Street (Access Way and Car Park Near Lady Norwood Rose Garden)</b>	P120, At All Times	North side, commencing 199.0 metres northeast from its intersection with Glenmore Street and Kilmister Avenue (Grid coordinates X= 1,748,031.1176 m, Y= 5,428,621.6652 m) and extending in an easterly direction following the northern kerbline for 66.2 metres (23 angled parking spaces)
<b>Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)</b>	P120, At All Times	East side, commencing 43.0 metres north of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,340.9383 m, Y= 5,428,647.7696 m) and extending in a northerly direction following the eastern kerbline for 15.4 metres (6 angled parking spaces)

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<b>Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)</b>	<i>P120, At All Times</i>	<i>West side, commencing 67.1 metres north of the northern public road boundary of Kinross Street (Grid coordinates X= 1,748,340.9383 m, Y= 5,428,647.7696 m) and extending in a south-westerly direction following the western kerbline for 16.5 metres (3 parallel parking spaces)</i>
<b>Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)</b>	<i>P120, At All Times</i>	<i>East side, commencing 41.0 metres north and then 34.4 metres southwest of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m) and extending in a south-westerly direction following the eastern kerbline for 6.8 metres (3 angled parking spaces)</i>
<b>Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)</b>	<i>P120, At All Times</i>	<i>West side, commencing 106.1 metres of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,340.9383 m, Y= 5,428,647.7696 m) and extending in a southerly direction following the eastern building wall for 5.0 metres (2 angled parking spaces)</i>

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)</b>	<i>No stopping except for vehicles displaying an operation mobility card at all times.</i>	<i>West side, commencing 103.6 metres of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,340.9383 m, Y= 5,428,647.7696 m) and extending in a southerly direction following the eastern building wall for 2.5 metres (1 angled parking space)</i>

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<b>Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)</b>	<i>No stopping except for vehicles displaying an operation mobility card at all times.</i>	<i>East side, commencing 41.0 metres north and then 178.8 metres southwest of the northern public road boundary of Kinross Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m) and extending in a south-westerly direction following the eastern kerbline for 15.0 metres</i>
<b>Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)</b>	<i>No stopping except for authorised vehicles only, at all times.</i>	<i>East side, commencing 41.0 metres north and then 193.8 metres southwest of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m) and extending in a south-westerly direction following the eastern kerbline for 15.2 metres</i>
<b>Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)</b>	<i>Coach Stop 8.00am – 4.00pm as notified and signposted, P120 at all other times for all vehicles</i>	<i>East side, commencing 41.0 metres north and then 41.2 metres southwest of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m) and extending in a south-westerly direction following the eastern kerbline for 26.5 metres</i>
<b>Kinross Street (Access Way and Car Park Near Anderson Park and Lady Norwood Rose Garden)</b>	<i>Bus Stop, At All Times</i>	<i>East side, commencing 41.0 metres north and then 122.9 metres southwest of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m) and extending in a south-westerly direction following the eastern kerbline for 48.5 metres</i>

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Botanic Gardens Centennial Driveway</b>	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am-8:00pm</i>	<i>North side, commencing 151.4 metres northeast from its intersection with Glenmore Street and Kilmister Avenue (Grid coordinates X= 1,748,031.1176 m, Y= 5,428,621.6652 m) and extending in an easterly direction following the northern kerb line for 36.0 metres (6 parallel parking spaces)</i>
<b>Botanic Gardens Centennial Driveway</b>	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am-8:00pm</i>	<i>North side, commencing 192.4 metres northeast from its intersection with Glenmore Street and Kilmister Avenue (Grid coordinates X= 1,748,031.1176 m, Y= 5,428,621.6652 m) and extending in an easterly direction following the northern kerb line for 6.6 metres (1 parallel parking space)</i>
<b>Botanic Gardens Centennial Driveway</b>	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am-8:00pm</i>	<i>North side, commencing 199.0 metres northeast from its intersection with Glenmore Street and Kilmister Avenue (Grid coordinates X= 1,748,031.1176 m, Y= 5,428,621.6652 m) and extending in an easterly direction following the northern kerb line for 66.2 metres (23 angled parking spaces)</i>
<b>Botanic Gardens Centennial Driveway</b>	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am-8:00pm</i>	<i>East side, commencing 43.0 metres north of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,340.9383 m, Y= 5,428,647.7696 m) and extending in a northerly direction following the eastern kerb line for 15.4 metres (6 angled parking spaces)</i>



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<b>Botanic Gardens Centennial Driveway</b>	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am-8:00pm</i>	<i>West side, commencing 67.1 metres north of the northern public road boundary of Kinross Street (Grid coordinates X= 1,748,340.9383 m, Y= 5,428,647.7696 m) and extending in a south-westerly direction following the western kerb line for 16.5 metres (3 parallel parking spaces)</i>
<b>Botanic Gardens Centennial Driveway</b>	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am-8:00pm</i>	<i>East side, commencing 41.0 metres north and then 34.4 metres southwest of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m) and extending in a south-westerly direction following the eastern kerb line for 6.8 metres (3 angled parking spaces)</i>
<b>Botanic Gardens Centennial Driveway</b>	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am-8:00pm</i>	<i>West side, commencing 106.1 metres of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,340.9383 m, Y= 5,428,647.7696 m) and extending in a southerly direction following the eastern building wall for 5.0 metres (2 angled parking spaces)</i>
<b>Botanic Gardens Centennial Driveway</b>	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am-8:00pm</i>	<i>East side, commencing 41.0 metres north and then 41.2 metres southwest of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m) and extending in a south-westerly direction following the eastern kerb line for 26.5 metres (4 parallel parking space)</i>
<b>Botanic Gardens Centennial Driveway</b>	<i>Metered Mobility Parking, P120 Maximum, Monday to Thursday 8:00am –6:00pm, Friday 8:00am-8:00pm, Displaying an Operation Mobility Permit Only</i>	<i>East side, commencing 41.0 metres north and then 178.8 metres southwest of the northern public road boundary of Kinross Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m) and extending in a south-westerly direction following the eastern kerb line for 15.0 metres</i>

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<b>Botanic Gardens Centennial Driveway</b>	<i>Metered Mobility Parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Displaying an Operation Mobility Permit Only</i>	<i>West side, commencing 103.6 metres of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,340.9383 m, Y= 5,428,647.7696 m) and extending in a southerly direction following the eastern building wall for 2.5 metres (1 angled parking space)</i>
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Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Botanic Gardens Centennial Driveway</b>	<i>P120 Maximum, Saturday to Sunday At All Times, Monday to Thursday 12:00am – 8:00am 6:00pm – 12:00am, Friday 12:00am – 8:00am 8:00pm – 12:00am</i>	<i>North side, commencing 151.4 metres northeast from its intersection with Glenmore Street and Kilmister Avenue (Grid coordinates X= 1,748,031.1176 m, Y= 5,428,621.6652 m) and extending in an easterly direction following the northern kerb line for 36.0 metres (6 parallel parking spaces)</i>
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<b>Botanic Gardens Centennial Driveway</b>	<i>P120 Maximum, Saturday to Sunday At All Times, Monday to Thursday 12:00am – 8:00am 6:00pm – 12:00am, Friday 12:00am – 8:00am 8:00pm – 12:00am</i>	<i>East side, commencing 43.0 metres north of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,340.9383 m, Y= 5,428,647.7696 m) and extending in a northerly direction following the eastern kerb line for 15.4 metres (6 angled parking spaces)</i>
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<b>Botanic Gardens Centennial Driveway</b>	<i>P120 Maximum, Saturday to Sunday At All Times, Monday to Thursday 12:00am – 8:00am 6:00pm – 12:00am, Friday 12:00am – 8:00am 8:00pm – 12:00am</i>	<i>East side, commencing 41.0 metres north and then 41.2 metres southwest of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m) and extending in a south-westerly direction following the eastern kerb line for 26.5 metres (4 parallel parking space)</i>
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*Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Botanic Gardens Centennial Driveway</b>	<i>Mobility Parking At All Times, Displaying an Operation Mobility Permit Only</i>	<i>West side, commencing 103.6 metres of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,340.9383 m, Y= 5,428,647.7696 m) and extending in a southerly direction following the eastern building wall for 2.5 metres (1 angled parking space)</i>
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<b>Botanic Gardens Centennial Driveway</b>	<i>Coach Stop 8.00am – 4.00pm as notified and signposted</i>	<i>East side, commencing 41.0 metres north and then 41.2 metres southwest of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m) and extending in a south-westerly direction following the eastern kerb line for 26.5 metres</i>

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<p><b>Botanic Gardens Centennial Driveway</b></p>	<p><i>Coach Stop, At All Times</i></p>	<p><i>East side, commencing 41.0 metres north and then 122.9 metres southwest of the northern public road boundary end of Kinross Street (Grid coordinates X= 1,748,336.9684 m, Y= 5,428,645.2548 m) and extending in a south-westerly direction following the eastern kerb line for 48.5 metres</i></p>
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**Prepared By:** Reuben Lovell-Smith (Transport Engineer Assistant)

**Approved By:** Amin Shahin (Team leader Transport Engineering)

**Date:** 3/05/2021

## FEEDBACK RECEIVED

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### Feedback Received:

**Name:** Brian Whetton  
**Suburb:** Ngaio  
**Agree:** Yes

I agree with what you are trying to achieve, but I am also wanting Wellingtonians and visitors to the gardens to have a stress-free visit. Therefore, I propose that visitors to the gardens pay \$2 or \$3 for a ticket to display on the dash of their vehicle that allows 3 hours parking from the time of issue. This should allow adequate time to view the gardens and exhibits and have a leisurely cuppa.

Best of luck

### Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Wellington Botanic Garden, Anderson Park and Bolton Street Memorial Park, Kelburn.

On-Street parking is premium parking as it is highly visible and can provide easy access to nearby destinations. However, the intense competition for limited spaces means that finding a convenient parking space is not often possible.

We believe the proposed parking fees of \$2.50 per hour (fringe rate) on weekdays as well as the P120 time restriction will allow for the regular turnover of parking spaces, which is also in line with existing on-street time restrictions.

**Name:** Hilary Capon  
**Suburb:** Wellington  
**Agree:** Yes

### Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Wellington Botanic Garden, Anderson Park and Bolton Street Memorial Park, Kelburn.

**Name:** Kirstin Vaa  
**Suburb:** Wellington  
**Agree:** No

### Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Wellington Botanic Garden, Anderson Park and Bolton Street Memorial Park, Kelburn.

The purpose of the Traffic Resolution is to legalise the proposed parking restrictions to ensure Wellington City Council Parking Services are able to enforce illegal parking occurring as well as ensuring a regular turnover of vehicles.

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**Name:** Charlotte Daniels  
**Suburb:** Wellington  
**Agree:** No

I wish to dispute the changes to parking around the university. I rely on this parking to go to regular Dr appointments and if parking for longer than 2 hrs was available then I'm afraid that I will not find a park to get to these appointments. I often drive as I drive for work (outside of uni) and fit my appointments in-between jobs.

These 2 hour spots are perfect for students who are doing exams, have lectures, or like I have Dr appointments. Uni life is expensive in Wellington and I don't want to be paying even more in transportation costs to get to my appointments. I do hope you reconsider as these parking spaces and their availability is crucial to students.

### Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Wellington Botanic Garden, Anderson Park and Bolton Street Memorial Park, Kelburn.

On-Street parking is premium parking as it is highly visible and can provide easy access to nearby destinations. However, the intense competition for limited spaces means that finding a convenient parking space is not often possible. It is important to note, the car parks in these areas are there for the purposes of the Botanic Gardens and are not public car parks for businesses, residents or for University students.

We appreciate your concerns regarding the suitability of the current restrictions during the exam period, lectures, Doctor appointments and the financial implications for students. However, implementing metered parking is essential in providing a regular turnover of vehicles to ensure facility users are able to park at their convenience.

**Name:** Mazz Scannell  
**Suburb:** Kelburn  
**Agree:** No

I am a local resident of the area and have witnessed the parking behaviour in the specified areas in action for 30 years. I am against the proposal to implement metered parking and suggest that by using the tools that the council already has (parking wardens) the time limit would be better observed.

The proposed changes take no account of the type of person who uses the parking area for passive and recreational activity. Many who park in the diagonal parking spaces opposite the rose beds are infirm and/or elderly, they have little disposable income for parking charges and are inclined to use the spaces for short periods of time.

I know a woman who has multitude of physical ailments who drives and parks in the diagonal parks every morning to walk her small dog. The reason she chooses to park in the rose gardens is because it's the only flat ground where she can get in and out of her car.

The parking around the Begonia house is used by many elderly or infirm people. I recommend the council continues to offer free 2-hour parking spaces. This will allow many to have a quiet walk,

## FEEDBACK RECEIVED

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meet friends for coffee without penalty. Proactive management of the spaces and issuing of tickets will penalise those who take advantage of the parking area.

The metered parking spaces will also put more pressure on the surrounding streets and the resident's car parking spaces. Necessitating in more calls to the council requesting that parking wardens come and ticket the offenders.

### Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Wellington Botanic Garden, Anderson Park and Bolton Street Memorial Park, Kelburn.

A Traffic Resolution was passed allowing time restricted enforcement and safety compliance in 2010 and 2018, respectively. Parking Officers have been enforcing within this area as required.

We acknowledge there are some drivers with mobility issues who do visit these areas, in 2018, additional mobility parking was created to ensure these spaces were in close proximity to Begonia.

It is important to note those who do hold mobility permits are allowed extra time on top of the P120 time restriction. The proposed change retains the current mobility parking in place, improving the accessibility for users of these facilities. The change also proposes a fringe rate parking fee of \$2.50 per hour in comparison to the current on-street parking fee of \$4.50 per hour, the parking fee will apply only during the weekday when parking is at a premium.

The P120 time restriction will remain in place during the weekend with Parking Services on-site to re-enforce the time restrictions.

**Name:** Elizabeth Fletcher  
**Suburb:** Wellington  
**Agree:** No

This does not actually address the parking issues around the Botanic Gardens and will actively disadvantage many who currently use the gardens. The problem with the parking is the taxis that park up around Anderson Park and freedom campers setting up camp for the night. The traffic wardens currently patrolling the area already pick up the commuter parking (or should do).

The parking scheme as set out will disadvantage the morning and afternoon walkers (including dog walkers). These people come in for 30-60 minutes to walk the gardens for exercise. Often, they come multiple times a week. I see the same faces on my frequent walks though the gardens. This scheme will make their frequent visits unaffordable.

It will also disadvantage the Picnic Cafe. Often the reason the car park is full on the weekends is because people are going to the Cafe.

The solution is not parking meters, but more frequent visits by the traffic wardens and heftier fines for those outstaying their welcome. Plus, the occasional evening sweep through the park to clear out the campervans



## FEEDBACK RECEIVED

Absolutely Positively  
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### Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Wellington Botanic Garden, Anderson Park and Bolton Street Memorial Park, Kelburn.

Freedom Campers generally visit Anderson Park (as part of the Management Plan area), the Botanic Garden and Bolton Street Cemetery and are able to use the carpark provided, provided they are not exceeding the P120 time restriction or staying overnight.

The security guards who complete the lock up in these areas are asked to move Freedom Campers on if we are aware of them. We also discourage taxi drivers from parking in these areas however, their response is often that they 'are on their break' within the carpark.

Parking is available in the Coupon Parking Zones in Glenmore Street, Bolton Street and Salamanca Road where the first two hours are free.

Café customers are also visitors the Botanic Garden, and are entitled to park in accordance with the P120 restriction and the implementation of metered parking will further encourage user turnover and increased parking space availability

**Name:** Monica Franklin  
**Suburb:** Wellington  
**Agree:** No

The plan as shown is flawed, and again shows the limited knowledge of Council in this area. Paid parking with meters is such nonsense.

Many Wellingtonians value the ability to park in the Rose Gardens and enjoy conviviality one of the few places not requiring to pay to park.

The timing proposed is to park and pay until 8pm.

I have lived adjacent to this area for over 40 years and the majority of time there are plenty of parking spaces free of cars after 3pm so why this very late hour.

Another and important concern are that Anderson Park is not part of the Botanical Gardens, gifted to the children of Thorndon and environs. Pay parking is an imposition to parents who are supporting their children in the various sports and play that happen here, 100s of children at cricket practice over the summer months.....why stop folk engaging with children's sport for a few measly dollars. My own son 'lived' at Anderson Park and went onto represent both Wellington and NZ, Anderson Park must not fall to parking meters.

Turning to Tourist bus parking. Neither the road though the Rose Garden nor the egress into Kinross St and Bolton St have been made for heavy bus use. There is no reason bus cannot park on Glenmore St, discharge the passengers onto save footpaths and then either walk up the gentle slope path away or climb the steps. If unable to do either one would be inclined to feel these folks would be better placed using private vehicles.

As shown on the plan passengers alight into oncoming traffic. The Rose Gardens are foremost for the enjoyment of Wellington ratepayers who do not generally arrive by the bus load. Ridiculous

## FEEDBACK RECEIVED

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provision given to tourist bus private providers while locals are being asked to pay, what a preposterous idea.

One wonders, do the proposers even familiarise themselves with the area. There is mention of all-day parkers, I would like to see the research

To sum up this area DOES not need nor require parking meters

### Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Wellington Botanic Garden, Anderson Park and Bolton Street Memorial Park, Kelburn.

We appreciate the point you raised regarding free parking spaces after 3pm however, the hours of operation stated on the Traffic Resolution is in line with current on-street hours of operation.

The proposed hours for metered parking takes into account the activities held at Anderson Park over the weekend and time restriction enforcement will remain the same.

In regard to tourist bus parking, we are aware of this anomaly and as tourism throughout the country resumes, we are having on-going discussions with tour operators to set a fee for buses using the Botanic Garden.

There are no records and at present, PSR staff have informally monitored the car parking spaces in these areas and referring long stay parkers to Parking Services to respond. Persistent long-term parkers is noticed by staff and to date we have removed two vehicles in the last year after repeated warnings.

**Name:** Angus Wilson  
**Suburb:** Hataitai  
**Agree:** No

### Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Wellington Botanic Garden, Anderson Park and Bolton Street Memorial Park, Kelburn.

The purpose of the Traffic Resolution is to legalise the proposed parking restrictions to ensure Wellington City Council Parking Services are able to enforce illegal parking occurring as well as ensuring a regular turnover of vehicles.

**Name:** Mazz Scannell on behalf of Friends of the Wellington Botanic gardens  
**Suburb:** Kelburn  
**Agree:** No

On behalf of the Friends of Wellington Botanic gardens I would like to register our surprise that the council is considering metered carparking for the rose gardens and its immediate surroundings.

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The proposed changes take no account of the type of person who uses the parking area for passive and recreational activity. Many who park in the diagonal parking spaces opposite the rose beds are infirm and/or elderly, they have little disposable income for parking charges and are inclined to use the spaces for short periods of time.

Currently the maximum time for parking in these spaces is 120 minutes. The Friends suggest that by using the tools that the council already has (parking wardens and ticketing) the two-hour time limit would be better observed.

### Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Wellington Botanic Garden, Anderson Park and Bolton Street Memorial Park, Kelburn.

A Traffic Resolution was passed allowing time restricted enforcement and safety compliance in 2018. Parking Officers have been enforcing within this area as required.

The proposed change retains the current mobility parking in place, improving the accessibility for users of these facilities. The change also proposes a fringe rate parking fee of \$2.50 per hour in comparison to the current on-street parking fee of \$4.50 per hour, the parking fee will apply only during the weekday when parking is at a premium.

The P120 time restriction will remain in place during the weekend with Parking Services on-site to re-enforce the time restrictions.

**Name:** Catriona McBean on behalf of dsport  
**Suburb:** Wellington  
**Agree:** No

Metered parking for accessible spaces is timed the same as non-designated spaces. Those requiring the use of accessible spaces do so through necessity and due to physical limitations. Placing the same time limitation on the accessible spaces does not recognise or acknowledge the differing needs of those users and can best be described as ableist. It assumes people requiring access to these carparks are as able as those who do not, which obviously is not the case.

We would encourage extending the time for the accessible spaces to recognise and acknowledge the additional time it takes for those users to walk/wheel to/from the car park to the venue and their use of the venue which may take longer (eg, changing/toileting).

### Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Wellington Botanic Garden, Anderson Park and Bolton Street Memorial Park, Kelburn.

We appreciate your concerns however; Council has recently conducted surveys which show that parking at these facilities is at 85% capacity. The P120 time restriction is in line with existing on-street time restrictions as well as with the recently adopted Parking Policy.

## FEEDBACK RECEIVED

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Currently, those who do display mobility permits allows the user to park in a Council-owned parking space for longer than the time restriction. The extra hour gives mobility users additional time to safely enter and exit their vehicle and excess time to travel to their next destination. This rule will remain in place.

With a permit, mobility users can park for:

- 1 hour over any time restriction of 30 minutes or longer
- 1 hour over the time you've paid for

We thank you for your suggestion to extend time restrictions. We will take this feedback on-board when considering any future changes.

**Name:** Elizabeth Whyte  
**Suburb:** Kelburn  
**Agree:** No

I have lived in Kinross Street for 50 years, so I am familiar with the area and ever-increasing traffic and parking problems.

I wish to object to the proposed changes in the Traffic Resolution Plan TR62-21.

If the existing parks restricted to P120 were properly monitored the non-facility users would be ticketed and discouraged to take up parks of those using the Park facilities.

Metered parks will still require monitoring so the main advantage would be the revenue collected.

I also wish to have confirmed that the Coach Stop (8am -4pm, As notified and signed) near the Cricket Pavilion will not be changed to a permanent Coach Stop.

I have spoken to Joel de Boer who assures me that this Coach Park is not being changed.

The existing Coach stops are adequate.

There are very few tourists visiting Wellington and no cruise ships so there are far less coaches entering the Park.

If the car parks near the Cricket pavilion are made a Coach park the passengers, then alight into the path of the passing traffic.

There was insufficient notification of these proposed changes.

I only knew about the resolution as I was notified by Nicola Young.

The Lady Norwood Rose garden is a beautiful oasis in the city.

It was established by the Norwood family as a place of peaceful solace for the people of Wellington.

Metered car parks will not enhance this area.

Please take time to familiarise yourselves with the area before making your decision and let Wellingtonians enjoy their garden.

## FEEDBACK RECEIVED

Absolutely Positively  
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**Officer's response:**

Thank you for your feedback regarding the Traffic Resolution for Wellington Botanic Garden, Anderson Park and Bolton Street Memorial Park, Kelburn.

A Traffic Resolution was passed allowing time restricted enforcement and safety compliance in 2010 and 2018, respectively. Parking Officers have been enforcing within this area as required.

In relation to the Coach Stop located nearby the Cricket Pavilion, there are currently no plans to convert this to a permanent Coach Stop however, this suggestion could be raised with our Transport team.

We thank you for your suggestions, we will ensure to take these along to any further discussions that do take place.

**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:**

<b>Reference</b>	TR63-21 Kilbirnie Park, Kilbirnie – Time limited parking; mobility parking; authorised vehicle parking
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>• Designate time limited parking restriction at Kilbirnie Park unrestricted parking during weekdays.</li> <li>• Confirmation of existing mobility parking spaces and designate time limited parking mobility parking on weekdays.</li> <li>• Proposing parking spaces for Kilbirnie Recreation Centre (KRC), Wellington Regional Aquatic Centre (WRAC) and Ruth Gotlieb Library vehicles and staff parking.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>• Car parks at Kilbirnie park are to cater for users of these facilities, not for public parking.</li> <li>• We have monitored through surveys, observations, and complaints that non-facility users are taking up parking spaces of our customers.</li> <li>• We are proposing parking restrictions at sport and recreation facilities to ensure all legitimate users can enjoy the park/facility.</li> </ul>
<b>Location – where we propose to make the change</b>	Kilbirnie Park, Kilbirnie Wellington Regional Aquatic Centre, Kilbirnie Kilbirnie Recreation Centre, Kilbirnie Ruth Gotlieb Library, Kilbirnie
<b>Impact</b>	<ul style="list-style-type: none"> <li>• Improves accessibility for users of the facilities at Kilbirnie Park.</li> <li>• Net parking impact: P120 - 98 Parking spaces, P120 Mobility Parking - three parking spaces, P180 - 52 parking spaces, P180 Mobility Parking - seven parking spaces, WRAC, KRC and Library Staff Parking - 14 parking spaces, Plunket Parking - three parking spaces, WRAC Authorised Vehicles - one parking area.</li> <li>• Pedestrian impact - no change.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>• Prioritising parking for legitimate users of the facilities at Kilbirnie Park.</li> <li>• Prioritising short stay parking over all day commuter parking.</li> <li>• Supports access for all – ensures mobility impaired 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.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>• 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 Thursday 1 April 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>

**We are proposing a change in your area**

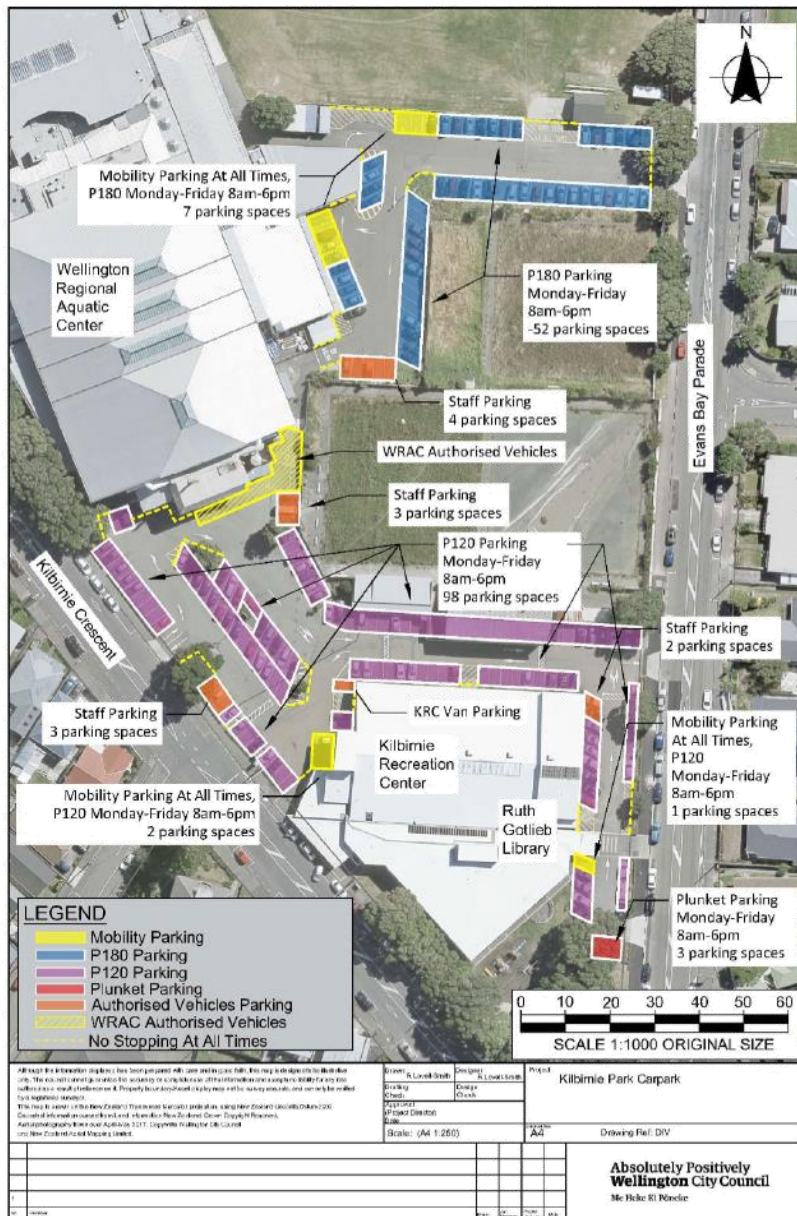
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<p><b>Feedback</b></p>	<ul style="list-style-type: none"> <li>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</li> <li><b>Please note if you are giving feedback the consultation period opens 9.00am Thursday 1 April 2021 and finishes 5.00pm Friday 16 April 2021.</b></li> <li>What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li> </ul>
<p><b>Next Steps</b></p>	<ol style="list-style-type: none"> <li>Feedback collated by Monday 19 April 2021.</li> <li>The proposal will go to the Regulatory Processes Committee on Tuesday 18 May 2021.</li> <li>If approved, the proposal will be installed within the following 3 months.</li> </ol>

**We are proposing a change in your area**

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

**Traffic Resolution Plan: TR63-21 Kilbirnie Park, Kilbirnie – Time limited parking; mobility parking; authorised vehicle parking**

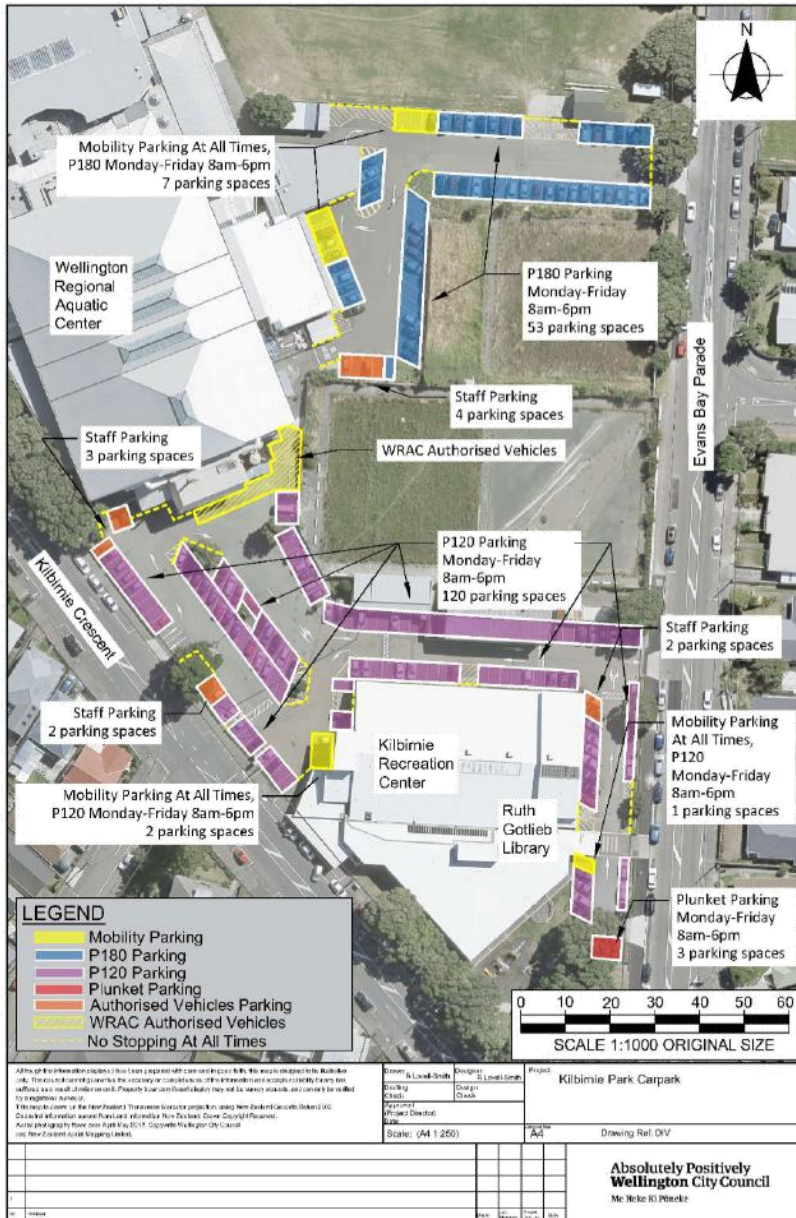




**We are proposing a change in your area**

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**Amended Traffic Resolution Plan: TR63-21 Kilbirnie Park, Kilbirnie – Time limited parking; mobility parking; authorised vehicle parking**



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**Legal Description:**

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

Column One	Column Two	Column Three
<b>Kilbirnie Park</b>	<i>P120 Maximum, Monday to Friday 8:00am – 6:00pm</i>	<i>120 Parking spaces, refer to attached plan (purple)</i>
<b>Kilbirnie Park</b>	<i>P180 Maximum, Monday to Friday 8:00am – 6:00pm</i>	<i>53 Parking spaces, refer to attached plan (blue)</i>

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

Column One	Column Two	Column Three
<b>Kilbirnie Park</b>	<i>Mobility Parking At All Times, P180 Maximum Monday to Friday 8:00am – 6:00pm, Displaying an Operation Mobility Permit Only</i>	<i>7 Parking spaces, refer to attached plan (yellow)</i>
<b>Kilbirnie Park</b>	<i>Mobility Parking At All Times, P120 Maximum Monday to Friday 8:00am – 6:00pm, Displaying an Operation Mobility Permit Only</i>	<i>3 Parking spaces, refer to attached plan (yellow)</i>
<b>Kilbirnie Park</b>	<i>Authorised Vehicles Only At All Times</i>	<i>12 Parking spaces, refer to attached plan (orange) (staff parking)</i>
<b>Kilbirnie Park</b>	<i>Authorised Vehicles, Monday to Friday 8:00am – 6:00pm</i>	<i>3 Parking spaces, refer to attached plan (Red) (Plunket Parking)</i>
<b>Kilbirnie Park</b>	<i>WRAC Authorised Vehicles, At All Times</i>	<i>1 zone, refer to attached plan (yellow hatched)</i>

## We are proposing a change in your area

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

Column One	Column Two	Column Three
<i>Kilbirnie Park</i>	<i>No Stopping At All Times</i>	<i>Refer to attached plan (broken yellow lines)</i>

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

**Approved By:** Amin Shahin (Team leader Transport Engineering)

**Date:** 03/05/2021

## FEEDBACK RECEIVED

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### Feedback Received:

**Name:** Meena  
**Suburb:** Unknown  
**Agree:** Yes

I've been part of the WRAC hydrotherapy pool users' group for 5 years – through which we have discussed parking issues with the rear WRAC carpark for some time. Our concerns below refer to the REAR WRAC CARPARK (hydrotherapy pool entrance)

### **P120 vs P180**

We welcome the changes you are proposing. Though as discussed at our meeting, late 2020: most of us think that 120 mins would be suitable for parking limits there – enough time to use the facilities, shower and visit the cafe if keen to do so (plus the problem with 180 mins is that St Pats students could still easily park here and move at lunchtime within the carpark)

### **Enforcement**

We are interested to know how you are going to enforce the parking changes? (We note the failure to enforce the 30km speed limit in the city and feel that WCC needs to clearly communicate plans for enforcement when making traffic changes)

### **Location of 4 x staff parking**

We do not think that WRAC staff should be given such prime real estate at the rear WRAC carpark (hydropool entrance) Many users of the hydrotherapy pool have some level of mobility limitation which doesn't qualify for mobility parking – this proximity to the entrance is needed. It's pretty insulting to put able bodied pool staff ahead of these people. We would prefer if staff parking was further away in the area of the rear carpark – that is closer to Evans Bay Parade than it is to the facility itself. That said, we do support designated parking for the wonderful staff at WRAC.

### Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Kilbirnie Park, Kilbirnie.

There are a range of activities that occur at WRAC, with some facility users spending more than 120 minutes during a visit. Council believes that a P180 time restriction will alleviate the issue of non-facility users parking in the carpark and will continue to monitor the situation after the parking restrictions are implemented. If this issue continues after the change, Council may revisit the implemented time restrictions.

WCC Parking Services will take over the enforcement of Kilbirnie Park and will ensure regular visits are made to re-enforce the proposed time restrictions.

In regards to the placement of the staff parking, Council needs to take into account its employer health and safety responsibilities. Staff opening and closing the facility do so early in the morning and late at night, normally when it is dark and the surrounding area is sparsely populated. Having carparks close to the main staff entrance and exit is important to minimise this risk.

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**Name:** Irene Studman  
**Suburb:** Island Bay  
**Agree:** Yes

Thank you for the information re the above parking restrictions. As a regular user of these facilities I am pleased to see that the council are taking action to enable users to have priority over commuters and other all-day users. I believe time restrictions will work up to a point but I am concerned that there is no mention of how these changes are going to be enforced or how the enforcers (if there are any) are going to distinguish between facility users and other members of the public.

**Officer's response:**

Thank you for your feedback regarding the Traffic Resolution for Kilbirnie Park, Kilbirnie.

The purpose of the Traffic Resolution is to legalise the proposed parking restrictions to ensure that WCC Parking Services are able to enforce any illegal parking occurring, as well as better manage non-facility users parking in this area.

Parking Services will work together with PSR and the facility managers to distinguish between facility and non-facility users, ensuring correct enforcement is carried out.

**Name:** Hilary Capon  
**Suburb:** Wellington  
**Agree:** Yes

**Officer's response:**

Thank you for your feedback regarding the Traffic Resolution for Kilbirnie Park, Kilbirnie.

**Name:** Claudia Hosking  
**Suburb:** Unknown  
**Agree:** Yes

I wholeheartedly agree with the changes to be made at the facilities. However, they're only ever going to be useful if they are regularly monitored by parking wardens, ticketed and towed away if necessary. Current mobility parks that are available Regularly filled with people not displaying a CCS disability parking card. About one trip out of two to the hydro pool I give desk staff Reggio numbers which are then called in over your PA system. I'm not sure that anything else happens with the misuse of these parking spaces. Are these cars towed away I don't think so.

More thought needs to be put onto how this will be policed and reinforced.

**Officer's response:**

Thank you for your feedback regarding the Traffic Resolution for Kilbirnie Park, Kilbirnie.

Wellington City Council Parking Services will take over the enforcement of Kilbirnie Park and will ensure regular visits are made to re-enforce the proposed time restrictions. We will ensure the same

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enforcement approach is taken with on-street mobility parking spaces, whereby a vehicle parked in a mobility parking space with a permit displayed will be issued an infringement and towed.

**Name:** Marine  
**Suburb:** Unknown  
**Agree:** Not stated

I've been made aware of the consultation around parking at WRAC. I tend to come by bike so the proposed restrictions would not apply to me, but I was wondering if there was any plan to increase the number of bike racks. Each time I've been there, the racks were full and there were bikes locked to poles and any other safe place. And we are running out of safe places to lock bikes. If the proposed parking restrictions are implemented, you want to offer alternatives and more bike racks is an easy one. In addition, with the improvement of the bicycle lanes in Kilbirnie, more people are expected to cycle. Again, not helping with the lack of bike racks. But it is not just a question of adding more bike racks. The design needs to be thoughtful as I've seen many places where the designers clearly do not own a bike.....

Many thanks for taking the time to read my email and I hope it will be taken into consideration.

### Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Kilbirnie Park, Kilbirnie.

WRAC facility management will explore some options around the future provision of additional bike racks.

**Name:** Kirstin Vaa  
**Suburb:** Wellington  
**Agree:** No

### Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Kilbirnie Park, Kilbirnie.

**Name:** Peggy Robinson  
**Suburb:** Unknown  
**Agree:** Yes

Thank you for sending me a copy of the proposed changes to parking regulations to hopefully improve access for Hydro Pool Users at WRAC.

I'm very pleased to hear a time limit is being proposed for parking at the rear entrance to the Hydro Pool and consider the P180 Parking on weekdays is very reasonable. However, I remain disappointed the number of Mobility Parks hasn't been increased at the same time, as there have been several occasions when all seven Mobility spaces have been in use at 7am, since I emailed Joel De Boer on 28/2/21. This has meant an extra-long walk, which is very tiring when you have a disability! As previously mentioned, with increasing numbers of new retirees using the Hydro Pool, more ethnic diversity, and more of the "regulars" not travelling overseas at present, the Mobility car parks, (as well as the showers!), are in high demand at peak times. I would really appreciate if this

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problem could be addressed at the same time, please – perhaps by introducing dual-use Mobility or Care-giver-&-baby spaces for Swimwell Users later in the day.

Whatever the final outcome, I do hope the new system will be well-monitored by WCC parking wardens.

**Officer's response:**

Thank you for your feedback regarding the Traffic Resolution for Kilbirnie Park, Kilbirnie.

At this stage, no additional mobility parking spaces are planned. However, once these changes are implemented, Wellington City Council Parking Services will take over the enforcement of Kilbirnie Park and will ensure regular visits are made to re-enforce the proposed restrictions.

We will also ensure the same enforcement approach is taken with on-street mobility parking spaces, whereby a vehicle parked in a mobility parking space with a permit displayed will be issued an infringement and towed.

**Name:** Linda Imlach  
**Suburb:** Kilbirnie  
**Agree:** Yes

Have you thought about swim meets/polo tournaments/school inter-zone competitions? Some of these begin on Fridays or are mid-week?

Have you considered that commuters who park in the main car park now (and there's lots of regulars), will then park on Kilbirnie Crescent limiting residents parking?

Residents should have priority parking outside their own houses.

PLEASE CONSIDER the main carpark to be one-way IN from Kilbirnie Crescent and OUT to Evans Bay Parade (as it was originally designed when the pool was built!). This would be a much safer option as we have personally witnessed crashes and near misses on a regular basis when cars have to pull out into the traffic to see past parked vehicles. Check how many keep-left signs have had to be replaced on traffic islands as they constantly get damaged by cars making hurried exits from the Kilbirnie Crescent exit of the car park turning right - from both car parks.

**Officer's response:**

Thank you for your feedback regarding the Traffic Resolution for Kilbirnie Park, Kilbirnie.

Special parking management will occur for any significant events that are held such as swim meets, polo tournaments and school inter-zone competitions.

Council are looking to develop a master plan for Kilbirnie Park and will consider a one way system for vehicles as part of that work.

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**Name:** Peter Imlach  
**Suburb:** Kilbirnie  
**Agree:** Yes

Agree in principle with the following concerns:

1. Congestion during swim meets/polo tournaments/school inter-zone competitions? Some of these begin on Fridays or are mid-week?
2. Have you considered that commuters who park in the main car park now (and there's lots of regulars), will then park on Kilbirnie Crescent limiting residents parking? Residents should have priority parking outside their own houses.
3. PLEASE CONSIDER the main carpark to be one-way IN from Kilbirnie Crescent and OUT to Evans Bay Parade (as it was originally designed when the pool was built!). This would be a much safer option as we have personally witnessed crashes and near misses on a regular basis when cars have to pull out into the traffic to see past parked vehicles. Check how many keep-left signs have had to be replaced on traffic islands as they constantly get damaged by cars making hurried exits from the Kilbirnie Crescent exit of the car park turning right - from both car parks.

**Officer's response:**

Thank you for your feedback regarding the Traffic Resolution for Kilbirnie Park, Kilbirnie.

Special parking management will occur for any significant events that are held such as swim meets, polo tournaments and school inter-zone competitions.

Council are looking to develop a master plan for Kilbirnie Park and will consider a one way system for vehicles as part of that work.

**Name:** Stan  
**Suburb:** Unknown  
**Agree:** No

If parking at Kilbirnie changes I will not have a place I can park at. I work at the pool usually for 8 hours at a time. The P120 and P180 will not accommodate for this.

I will have major struggles finding street parking and may affect my ability to be a reliable employee for WCC.

More staff only parks or not imposing these new restrictions would be appreciated.

**Officer's response:**

Thank you for your feedback regarding the Traffic Resolution for Kilbirnie Park, Kilbirnie. There are a number of parks identified for staff



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**Name:** Andrew Helm  
**Suburb:** Churton Park  
**Agree:** No

I am concerned that there won't be enough staff parking as the staff at WRAC includes both the Operations team and Swimwell. If possible, I'd like there to be at least 20 staff parking spots or some kind of ID that shows the car is staff owned.

**Officer's response:**

Thank you for your feedback regarding the Traffic Resolution for Kilbirnie Park, Kilbirnie. There are a number of parks identified for staff

**Name:** Katie Neill  
**Suburb:** Titahi Bay  
**Agree:** No

As an individual who has no other option than to drive to work (Wellington Regional Aquatic Centre) the concept that there will not be all day parking for us as Staff is crazy. I know that there is a minimal amount of staff parks being provided but it makes much more sense to have a staff token or ID on the car that makes them exempt. My role requires me to be poolside or in the water at all times often being sole charge of children, to have to move my car frequently would not only be distressing and inconvenient but it is unreasonable and a health and safety issue. I have

multiple staff who are also in this predicament. I am also full time. I do not arrive when the lifeguards get in (5am) so would miss out on the staff parks even though I am often in at 7.30am and stay past 8pm. It has been suggested that we also offer to move our staff (who are teaching in the waters) cars to make sure that they don't get ticketed. This is not my role and a total waste of time for the business. Not to mention making me in charge of the safety of my staff's property. In my role I am often so busy I don't even have time for a lunch break (sometimes working ten plus hours without a break) and the concept of then somehow be able to find time to shift cars every 120mins is Ludacris. I was lucky that I was in a secondment role and vaguely heard about this in a meeting before others, but the lack of consultation is extreme. My staff are majority university and high school students. If they were to receive a ticket, they are unlikely to be able to afford it and would then likely choose not to work if a ticket was probable. They live week to week and already struggle with living costs in wellington. One of the reasons that a lot of them chose to work here at WRAC is that there is parking- unlike the issues we previously saw at Keith Spry where staff were frequently ticketed and some staff quit their jobs as a result. Please consider the extreme impact of this. In particular for those of us who have no alternative transport options and already spend over two hours commuting to and from work already. We also do not have a work from home option.

**Officer's response:**

Thank you for your feedback regarding the Traffic Resolution for Kilbirnie Park, Kilbirnie. There are a number of parks identified for staff

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Name:** Rachel Cross  
**Suburb:** Tawa  
**Agree:** No

I disagree with the proposal for parking changes at Kilbirnie Pool. It is not practical for us to be parking in time limited parking. We are working at the facility for the whole duration of a standard workday, which is longer than 2 hours. Given our busy schedules and ongoing programmes throughout the day, it is not practical to ask us to move our cars every two hours.

Regarding the proposed prioritisation of short stay over all day parking, I drive into work at Kilbirnie from Tawa every day and I am aware of other full time Kilbirnie Pool staff in the same position driving from a similar suburb. Given the distance we must commute to and from work every day, another form of transportation will not work. We already spend 2 hours a day in traffic so we cannot afford time for public transportation.

The limited amount of staff parking does not accommodate the amount of staff that work out of the adjacent facilities. If we include lifeguards, swim instructors, customer service staff, club active staff, this is more people than the amount of staff parking that you are proposing and this does not count the staff for Kilbirnie Recreation Centre and Ruth Gotlieb Library who will also require staff parking. We have swim instructors who teach in the water for longer than 2 hours, how do they move their cars when they are teaching in the water? It is inappropriate to ask us to move our staff's cars as that is their property and should not be our liability.

I propose either more staff parking or a card for our windscreens to identify staff cars as staff. Facility staff are legitimate users.

### Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Kilbirnie Park, Kilbirnie. There are a number of parks identified for staff

**Name:** Angus Wilson  
**Suburb:** Hataitai  
**Agree:** No

### Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Kilbirnie Park, Kilbirnie.

**Name:** Rachel Becker  
**Suburb:** Unknown  
**Agree:** No

I work at WRAC, and your proposal worries me on a few points.

First, there don't seem to be nearly enough staff car parks allocated - not enough even to cover my Swimwell team (there are maybe 40 of us?) let alone operations staff, reception and gym staff etc etc, and that's just in our facility. When you include people working at the library and Rec Centre too, 13 spaces seem inadequate.

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Secondly, having to go outside regularly to move your car over the day seems unhelpful - staff should surely be allowed to park for the duration of their shift?

Thirdly, as well as an annoyance, shorter parking times seem to me to be a health issue. On Sundays, for example, I am teaching swimming wet (e.g. I am in the water with my students) from 8am till 4pm. I would not have time to get dry on these car-moving excursions. That does not sound like a winter fun-time activity.

Thanks for inviting feedback,

### Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Kilbirnie Park, Kilbirnie. There are a number of parks identified for staff

**Name:** Brittany Hayde  
**Suburb:** Unknown  
**Agree:** No

I am an employee of WRAC and I feel like this new plan for parking is not very efficient or effective for those of us employed by the council working at these facilities, the plan proposed has under 20 staff parks, which is probably about a quarter of the staff working in the pool alone. While not all of these employees use cars to get to work a sizeable proportion do, with some of us commuting in from places like Tawa or Johnsonville.

In reality, having this many "staff parks" is just not practical and it doesn't feel right to penalise those who work for the council just for driving to work when in some cases that is the only practical transport option.

I would instead propose giving each of the staff with cars the option to get a staff parking permit so they can park freely around the car park without having to worry about moving their cars around

every 2 hours. I'm a swimming instructor, I cannot leave my children unattended to move my car over a space in the carpark. It's just not possible. A parking permit would take the anxiety and pressure of the situation for employees while still allowing some kind of regulation to occur.

### Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Kilbirnie Park, Kilbirnie. There are a number of parks identified for staff

**Name:** Catriona McBean on behalf of dsport  
**Suburb:** Wellington  
**Agree:** No

Metered parking for accessible spaces is timed the same as non-designated spaces. Those requiring the use of accessible spaces do so through necessity and due to physical limitations. Placing the

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

same time limitation on the accessible spaces does not recognise or acknowledge the differing needs of those users and can best be described as ableist. It assumes people requiring access to these carparks are as able as those who do not, which obviously is not the case.

We would encourage extending the time for the accessible spaces to recognise and acknowledge the additional time it takes for those users to walk/wheel to/from the car park to the venue and their use of the venue which may take longer (eg, changing/toileting).

### Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Kilbirnie Park, Kilbirnie.

Currently, those who do display mobility permits allows the user to park in a Council-owned parking space for longer than the time restriction. The extra hour gives mobility users additional time to safely enter and exit their vehicle and excess time to travel to their next destination. This rule will remain in place.

With a permit, mobility users can park for:

- 1 hour over any time restriction of 30 minutes or longer
- 1 hour over the time you've paid for

Therefore, we believe the proposed P120 time restriction is sufficient in allowing mobility users to best utilise these facilities.

Thank you for your further suggestion, this will be taken on board when considering any future changes.

**Name:** Rosemary Russell  
**Suburb:** Kilbirnie  
**Agree:** Yes

But with some adjustments. Refer to Town Centre Plan 2010. City Council Hob – more than 6,000 people in your area need a function centre more than 1,000 sq., metres – resiting Book return from Kilbirnie Cres to eastside drive in from Evans Bay Parade in one entrance out the other side Evans Bay parade.

From 1990 I have always attended Council meetings in city or local.

I stood for council 20210.

Happy to attend a site meeting only live opposite.

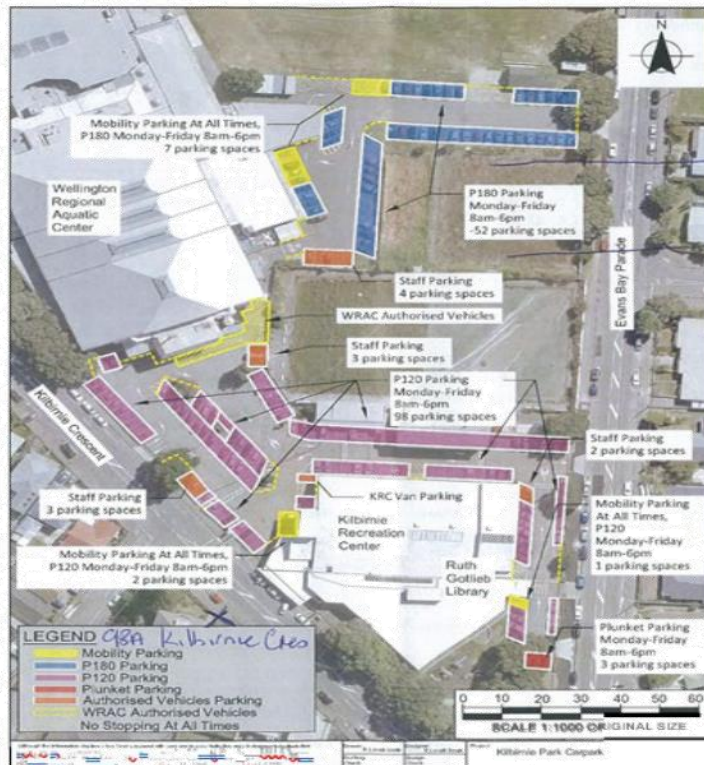
Need to talk to Deputy Mayor and Sean both councillors.

Moving Book return from Kilbirnie Cres to Evans Bay Parade mean cars can drive in of Evans Bay Parade and leave from the other entrance at Evans Bay Parade. There is a staff room for staff glass window with Blind next to back sliding door. Will stop people and children running across the road not using crossing. The new local Police have rung me because of their concern. I used to do neighbourhood support. The change in traffic due to bus hub send Cobbin Drive traffic through Kilbirnie Cres and this causing trouble for young and old.

Plunket would rather sell all their building s through NZ and would rather just rent building no maintenance. The building can be purchased by Council and resite back pool and services by then by new play area site and just rented.

FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke



**Officer's response:**

Thank you for your feedback regarding the Traffic Resolution for Kilbirnie Park, Kilbirnie. Council are looking to develop a master plan for Kilbirnie Park and will consider a number of your suggestions as part of this work.

**We are proposing a change in your area**

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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:**

<b>Reference</b>	TR64 -21 Alexandra Road carpark, Newtown – (P180 time limited parking; P180 time limited mobility parking; No Stopping At All Times) AMENDED P240 time limited parking; P240 time limited mobility parking; No Stopping At All Times
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>• Designate 19 P240 time limited parking spaces in the Alexandra Road carpark.</li> <li>• Designate one mobility park, At All Times, P240 time limited in the Alexandra Road carpark.</li> <li>• Designate 6.5 metres of no stopping restriction over the driveway access to the Wellington Croquet Club.</li> <li>• Designate 5 metres of no stopping restriction to the entrance of the Wellington Harrier Athletic Club.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>• We are proposing to implement P240 time restricted parking within the Alexandra Road carpark. This is to ensure a higher turnover of vehicles, while giving greater accessibility to adjacent amenities. This proposal will allow parking for legitimate facility users rather than all day commuter parking.</li> <li>• We are proposing to designate a P240 time limited mobility park to increase safety and accessibility for mobility park users.</li> <li>• We are proposing to install two lengths of no stopping restriction to ensure unobstructed access to both the Wellington Croquet Club and Wellington Harrier Athletics Club.</li> </ul>
<b>Location – where we propose to make the change</b>	Alexandra Road carpark, Newtown – near no.162
<b>Impact</b>	<ul style="list-style-type: none"> <li>• Improves accessibility to the Wellington Croquet Club, Wellington Harrier Athletics Club, Mount Victoria mountain biking tracks and walks.</li> <li>• Net parking impact – designation of 19 unrestricted parking spaces to time restricted parking spaces and one unrestricted park to a time restricted mobility parking space</li> <li>• Pedestrian impact – positive due to improved locations and designation of carpark spaces.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>• Supports short term parking over long term commuter parking spaces.</li> <li>• Supports access for all – ensures mobility impaired 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.</li> </ul>

We are proposing a change in your area

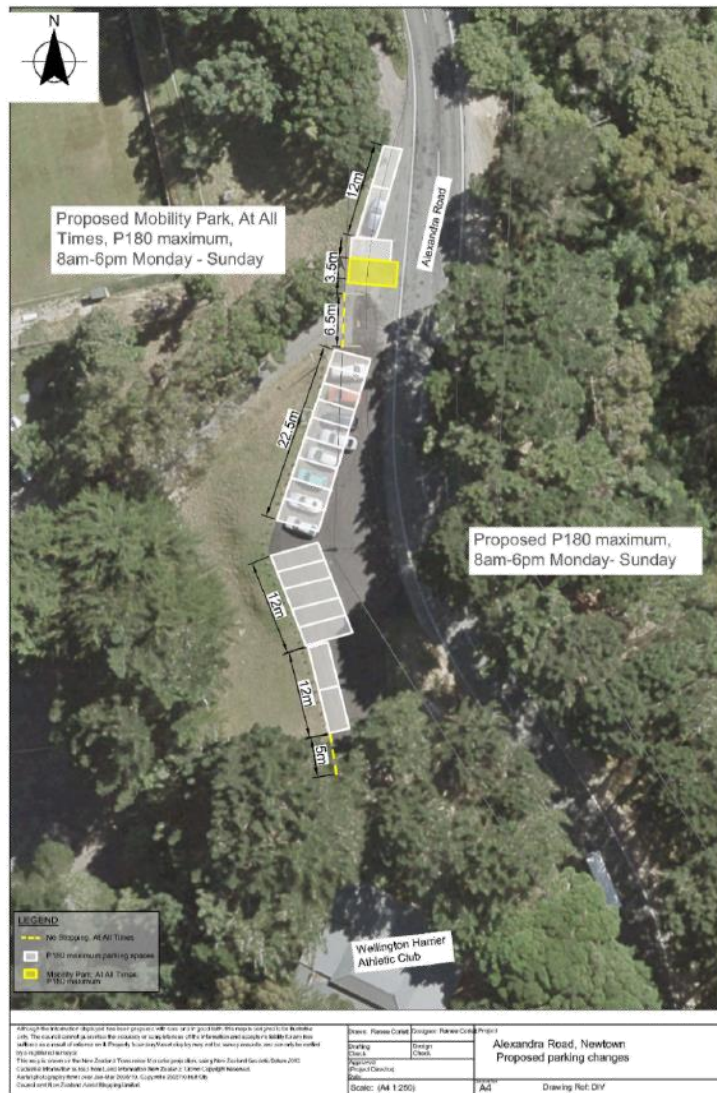
Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Additional Information	<ul style="list-style-type: none"> <li>Average daily traffic count – 1, 380.</li> <li>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 Thursday 1 April 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
Feedback	<ul style="list-style-type: none"> <li>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 <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a> . <b>Please note if you are giving feedback the consultation period opens 9.00am Thursday 1 April 2021 and finishes 5.00pm Friday 16 April 2021.</b></li> <li>What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li> </ul>
Next Steps	<ol style="list-style-type: none"> <li>Feedback collated by Monday 19 April 2021.</li> <li>The proposal will go to the Regulatory Processes Committee on Tuesday 18 May 2021.</li> <li>If approved, the proposal will be installed within the following 3 months.</li> </ol>

**We are proposing a change in your area**

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**Traffic Resolution Plan: TR64-21 Alexandra Road Carpark, Newtown - P180 time limited parking; P180 time limited mobility parking; No Stopping At All Times**





**We are proposing a change in your area**

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**Amended Plan: TR64-21 Alexandra Road Carpark, Newtown – P240 time limited parking; P240 time limited mobility parking; No Stopping At All Times**



**We are proposing a change in your area**



**Legal Description:**

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

Column One	Column Two	Column Three
<b>Alexandra Road Carpark</b>	<i>P240 maximum, 8am-6pm Monday – Sunday</i>	<i>West side of the Alexandra Road Carpark (Refer to attached plan, white)</i>

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

Column One	Column Two	Column Three
<b>Alexandra Road Carpark</b>	<i>Mobility Park, At All Times, P240 maximum, 8am-6pm Monday - Sunday</i>	<i>West side of the Alexandra Road carpark extending 3.5 meters (Refer to attached plan, yellow)</i>

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

Column One	Column Two	Column Three
<b>Alexandra Road Carpark</b>	<i>No Stopping, At All Times</i>	<i>West side of the Alexandra road carpark, extending 5 metres near the entrance to Wellington Harrier Athletic Club (Refer to attached plan, broken yellow lines)</i>
<b>Alexandra Road Carpark</b>	<i>No Stopping, At All Times</i>	<i>West side of the Alexandra road carpark, extending 6.5 metres over a driveway entrance to Wellington Croquet Club (Refer to attached plan, broken yellow lines)</i>

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

**Approved By:** Amin Shahin (Team leader Transport Engineering)

**Date:** 03/05/2021

## We are proposing a change in your area

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### Feedback Received:

**Name:** James Harris  
**Suburb:** Wellington  
**Agree:** Yes

Excellent proposal

Hospital workers parking on Alexandra Rd damage the green belt, and are dangerous for cyclists and pedestrians

WCC should engage with hospital to create better options for hospital workers - subsidise ebikes, shuttle services, more buses (especially after hours, and synchronised with hospital shifts), and light rail through Newtown to Kilbirnie and Island Bay.

### Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Alexandra Road Carpark, Newtown.

Wellington City Council are having on-going conversations with Wellington Hospital in regard to parking for staff and visitors and the impact the Traffic Resolution has on the surrounding streets.

**Name:** Hilary Capon  
**Suburb:** Wellington  
**Agree:** Yes

### Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Alexandra Road Carpark, Newtown.

**Name:** Angus Wilson  
**Suburb:** Hataitai  
**Agree:** No

### Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Alexandra Road Carpark, Newtown.

The purpose of the Traffic Resolution is to legalise the proposed parking restrictions to ensure Wellington City Council Parking Services are able to enforce illegal parking occurring as well as ensuring facility users are able to park at their convenience.

## We are proposing a change in your area

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**Name:** Susan Leuchars on behalf of Wellington Municipal Croquet Club  
**Suburb:** Miramar  
**Agree:** No

We agree with the principle of limiting parking times in order to prevent all day commuter parking.

We do not agree with the P180 time limit. A normal croquet draw (playing session) or individual match requires 4 hours including setting out the lawns and packing away equipment at the end of the session or match. We strongly urge you to set the parking time limit at P240 which would facilitate access for normal club activities while still preventing all day parking. We note that TR61-21 covering parking at Newtown Park provides for P240 time limits at that venue. The time limit at the Alexandra Road carpark should be the same.

While P240 would be suitable for our normal club activities, we regularly host regional and national tournaments. These run all day for several days at a time. There needs to be provision for exemption from parking time limits to facilitate access for these events. We suggest parking permits be provided for special events. Such permits to be displayed on the car dashboards or windscreens of participants' vehicles.

### **Officer's response:**

Thank you for your feedback regarding the Traffic Resolution for Alexandra Road Carpark, Newtown.

We appreciate the concerns you have raised and the suggestions you have made. We have considered your submission and agree that a P240 time restriction in this location is more appropriate to support the activities of the Croquet Club.

We will also ensure there are further conversations between Parking Services and PSR to discuss the option of parking exemption permits for special events.





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## **TRAFFIC RESOLUTIONS**

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### **Purpose**

1. This report asks the Regulatory Processes Committee to consider four 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 five proposed traffic resolutions were issued for consultation between 1 April 2021 and 16 April 2021.
3. All feedback received during the consultation period has been included in the traffic resolution reports attached to this document and, where appropriate, officers' responses have been included.
4. After reviewing the feedback, four traffic resolutions are being recommended for approval (refer to recommendations) and one traffic resolution was withdrawn:
  - TR58-21 Todman Street, Brooklyn – P15 Time limited parking withdrawn due to significant opposition to the proposal.
5. 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) TR33-21 Avon Street, Clyde Street intersection, Island Bay - Proposed stop controlled intersection, No Stopping At All Times
  - b) TR60-21 Wakefield Street, Te Aro – Clearway
  - c) TR65-21 Dixon Street, Te Aro – Relocation of mobility parking
  - d) TR74-21 Grant Road - Relocate Bus Stop # 4116

### **Background**

6. Five proposed traffic resolutions were publicly advertised in the Dominion Post on 1 April 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

7. A summary report for each traffic resolution can be found in the attachments. Each summary contains:
- the proposed traffic resolution report including map(s) as advertised for public feedback, or subsequently modified as a result of public feedback
  - all feedback received, and
  - where appropriate, Council officers' responses to the feedback.







## Options

8. The attached 'Traffic Resolutions Summary Table RPC 18 May 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

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

## Attachments

Attachment 1.	Traffic Resolutions Summary Table RPC 18 May 2021 <a href="#">↓</a> 	Page 131
Attachment 2.	Table of Traffic Resolutions Legal Description RPC 18 May 2021 <a href="#">↓</a> 	Page 133
Attachment 3.	TR33-21 Avon Street, Clyde Street intersection, Island Bay - Proposed stop controlled intersection; No Stopping At All Times <a href="#">↓</a> 	Page 139
Attachment 4.	TR60-21 Wakefield Street, Te Aro – Clearway <a href="#">↓</a> 	Page 151
Attachment 5.	TR65-21 Dixon Street, Te Aro – Relocation of mobility parking <a href="#">↓</a> 	Page 164
Attachment 6.	TR74-21 Grant Road - Relocate Bus Stop # 4116 <a href="#">↓</a> 	Page 170

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 resolution 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 18 May 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/monthly volumes/Impact			Comments for Proposed Change	Feedback
								Weekday Traffic Volume	Monthly Passenger Number	Pedestrian Impact (+, -, no change)		
TR33-21	(Part of) Avon Street, Clyde Street intersection, Island Bay	No stopping At All times	No stopping At All times/ Giveway & Stop	Safety	Residents	-4 unrestricted parking spaces	N/A	1,494	N/A	Positive	This proposal is to change the existing two give way controls to two stop controls on Avon street at its intersection with Clyde street and install additional broken yellow lines on all four corners of Clyde Street at its intersection with Avon Street. We have received safety and visibility concerns from local residents at the Avon Street and Clyde Street intersection. NZTA have also identified this intersection as part of their priority list for safety improvements due to the volume of crashes occurring. NZTA Crash analysis System indicates that there have been 6 reported crashes at this intersection in the last 5 years, 3 involving vehicles on Avon Street not giving way to vehicles travelling northbound on Clyde Street. The proposed stop-controlled intersection along with increased visibility due to additional broken yellow lines will improve the safety at this intersection. We have been onsite to investigate and have identified this intersection as warranting a stop control based on NZTA guidelines.	Yes = 12 No = 1 Not stated = 0
TR60-21	(Part of) Wakefield Street, Te Aro	Class Restricted/ Metered Parking	Class Restricted/ Metered Parking/ No stopping At All times	Accessibility/Safety	Public	N/A	N/A	19,000	N/A	No change	This proposal is to install a Clearway between 7am and 9am on weekdays along the southern side of Wakefield Street. We have investigated and determined that a clearway would be beneficial for cyclists using this route into the city.	Yes = 17 No = 2 Not stated = 0
TR65-21	(Part of) Dixon Street, Te Aro	Metered Parking	Metered Parking	Accessibility/Safety	Independent safety audit	N/A	N/A	5,333	N/A	Positive	This proposal is to relocate the existing mobility parking space on the north side of Dixon Street west of Cuba Mall to the east side of Cuba Mall on the south side of Dixon Street and relocate the existing metered parking space on the south side of Dixon Street east of Cuba Mall to the west side of Cuba Mall on the north side of Dixon Street. Safety and accessibility concerns have been raised regarding the existing mobility parking spaces on Dixon Street through an independent safety audit of the rainbow crossing. We have investigated the existing mobility parks on Dixon Street and the front mobility park does not meet the current mobility park guidelines. This park is currently too short and narrow alongside the mobility ramp being too steep with a 12.2% gradient.	Yes = 2 No = 0 Not stated = 0

Traffic Resolutions Summary Table RPC 18 May 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/monthly volumes/Impact			Comments for Proposed Change	Feedback
								Weekday Traffic Volume	Monthly Passenger Number	Pedestrian Impact (+, -, no change)		
											We propose to upgrade these mobility parks to ensure they meet the current guidelines. This can be achieved by relocating the existing front mobility park to the opposite side of the road. This will also give mobility park users on Dixon Street the opportunity to park either on the left or right side of the road, ensuring safer accessibility for the variety of mobility park users.	
TR74-21	(Part of) Grant Road, Thorndon	Class Restricted/ No stopping At All times	Class Restricted	Safety	WCC	+ 2 unrestricted parking spaces	N/A	9,308	462 (boarding) 239 (alighting)	Positive	This proposal is to relocate Bus Stop #4116 to opposite no.17 between Newman Terrace and Goldies Brae. As part of the Wellington City Council Wadestown Route Resilience Enhancement – Seismic Strengthening of Retaining Walls on Grant Road, Thorndon, provision was made for the proposed relocation of bus stop #4116. This location will provide adequate spacing between bus stops for the routes 14 and 743 (school) bus services which use this bus stop. The proposed location offers space for a bus shelter to be installed to provide customers with seating and weather protection which is not possible at the current stop.	Yes = 1 No = 0 Not stated = 0

**Table of Traffic Resolutions Legal Description RPC 18 May 2021**

<b>a.</b>	<b>Avon Street, Clyde Street intersection, Island Bay (TR33-21) Proposed stop-controlled intersection; No Stopping At All Times</b>		
	<i>Add to Schedule G (Giveaway &amp; Stop) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Avon Street</b>	<i>Stop control</i>	<i>Avon Street at its west bound approach to its intersection with Clyde Street.</i>
	<b>Avon Street</b>	<i>Stop control</i>	<i>Avon Street at its east bound approach to its intersection with Clyde Street.</i>
	<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Clyde Street</b>	<i>No Stopping, At All Times</i>	<i>West side, commencing from its intersection with Avon Street and extending in a northerly direction following the western kerbline for 5.5 metres.</i>
	<b>Clyde Street</b>	<i>No Stopping, At All Times</i>	<i>East side, commencing from its intersection with Avon Street and extending in a northerly direction following the eastern kerbline for 7 metres.</i>
	<b>Clyde Street</b>	<i>No Stopping, At All Times</i>	<i>East side, commencing 183 metres east of its intersection with Thames Street and extending in a northerly direction following the western kerbline for 5 metres.</i>
	<b>Clyde Street</b>	<i>No Stopping, At All Times</i>	<i>West side, commencing 446 metres west of its intersection with Mersey Street and extending in a northerly direction following the western kerbline for 7 metres to its intersection with Avon Street.</i>
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	<b>Clyde Street</b>	<i>No Stopping, At All Times</i>	<i>West side, commencing at its intersection with Avon street (Grid coordinates X=1,748,519.15m Y=5,422,705.96m) and extending in a northerly direction following the western kerb line for 8.5 metres.</i>
	<b>Clyde Street</b>	<i>No Stopping, At All Times</i>	<i>East side, commencing from its intersection with Avon Street (Grid coordinates X=1,748,528.07m Y=5,422,705.48m and extending in a northerly direction following the eastern kerb line for 10 metres.</i>
	<b>Clyde Street</b>	<i>No Stopping, At All Times</i>	<i>West side, commencing 441 metres north of its intersection with Mersey Street (Grid coordinates X=1,748,432.29m Y=5,422,260.10m) and extending in a northerly direction following the western kerb line for 12 metres.</i>
	<b>Clyde Street</b>	<i>No Stopping, At All Times</i>	<i>East side, commencing from its intersection with Avon Street (Grid coordinates X=1,748,527.72m Y=5,422,693.68m and extending in a</i>

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			southerly direction following the eastern kerb line for 10 metres.
<b>b.</b>	<b>Wakefield Street, Te Aro (TR60-21) Clearway</b>		
	<i>Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Wakefield Street</b>	Loading Zone, P10, Monday to Saturday 8:00am - 6:00pm, Goods Vehicles And Authorised Vehicles Only	Southwest side, commencing 148.5 metres northwest of its intersection with Cambridge Terrace (Grid Coordinates X=2659408.367615 m, Y=5988884.460272 m) and extending in a north-westerly direction following the kerbline for 11 metres.
	<b>Wakefield Street</b>	Bus Stop, At All Times	Southwest side, commencing 44 metres northwest of its intersection with Tory Street (Grid Coordinates X=2659215.801646 m, Y=5988984.323437 m) and extending in a north-westerly direction following the kerbline for 17.5 metres.
	<i>Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule</i>		
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Wakefield Street</b>	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	Southwest side, commencing 77.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates x= 1749386.4 m, y= 5427172.3 m), and extending in a north-westerly direction following the kerbline for 46 metres. (8 parallel carparks)
	<b>Wakefield Street</b>	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	Southwest side, commencing 159.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates x= 1749386.4 m, y= 5427172.3 m), and extending in a north-westerly direction following the kerbline for 10.5 metres. (2 parallel carparks)
	<b>Wakefield Street</b>	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	Southwest side, commencing 183.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates x= 1749386.4 m, y= 5427172.3 m), and extending in a north-westerly direction following the kerbline for 10 metres. (2 parallel carparks)
	<b>Wakefield Street</b>	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	Southwest side, commencing 7 metres northwest of its intersection with Tory Street (Grid coordinates x= 1749193.8 m, y= 5427272.1 m), and extending in a north-westerly direction following the kerbline for 20.5 metres. (4 parallel carparks)
	<b>Wakefield Street</b>	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	Southwest side, commencing 38.5 metres northwest of its intersection with Tory Street (Grid coordinates x= 1749193.8 m, y= 5427272.1 m), and extending in a north-westerly direction following the kerbline for 5.5 metres. (1parallel carpark)

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<b>Wakefield Street</b>	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Southwest side, commencing 87.5 metres northwest of its intersection with Tory Street (Grid coordinates x= 1749193.8 m, y= 5427272.1 m), and extending in a north-westerly direction following the kerbline for 50 metres. (8 parallel carparks)</i>
<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Wakefield Street</b>	<i>Loading Zone, P10, Monday to Friday 9:00am - 6:00pm, Saturday, 8:00am – 6:00pm, Goods Vehicles And Authorised Vehicles Only</i>	<i>Southwest side, commencing 148.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates X= 1,749,386.4 m, Y=5,427,172.3 m) and extending in a north-westerly direction following the kerb line for 11 metres.</i>
<b>Wakefield Street</b>	<i>Bus Stop, At All Times</i>	<i>Southwest side, commencing 44 metres northwest of its intersection with Tory Street (Grid coordinates X=1,749,193.8 m, Y=5,427,272.1 m), and extending in a north-westerly direction following the kerb line for 17.5 metres.</i>
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Wakefield Street</b>	<i>Clearway, Monday to Friday, 7:00am – 9:00am</i>	<i>Southwest side, commencing 77.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates X= 1,749,386.4 m, Y=5,427,172.3 m), and extending in a north-westerly direction following the kerb line for 46 metres.</i>
<b>Wakefield Street</b>	<i>Clearway, Monday to Friday, 7:00am – 9:00am</i>	<i>Southwest side, commencing 148.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates X= 1,749,386.4 m, Y=5,427,172.3 m) and extending in a north-westerly direction following the kerb line for 21.5 metres.</i>
<b>Wakefield Street</b>	<i>Clearway, Monday to Friday, 7:00am – 9:00am</i>	<i>Southwest side, commencing 183.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates X=1,749,386.4 m, Y=5,427,172.3 m), and extending in a north-westerly direction following the kerb line for 10 metres.</i>
<b>Wakefield Street</b>	<i>Clearway, Monday to Friday, 7:00am – 9:00am</i>	<i>Southwest side, commencing 7 metres northwest of its intersection with Tory Street (Grid coordinates X=1,749,193.8 m, Y=5,427,272.1 m), and extending in a north-westerly direction following the kerb line for 20.5 metres.</i>
<b>Wakefield Street</b>	<i>Clearway, Monday to Friday, 7:00am – 9:00am</i>	<i>Southwest side, commencing 38.5 metres northwest of its intersection with Tory Street (Grid coordinates X=1,749,193.8 m, Y=5,427,272.1 m), and extending in a north-westerly</i>

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			<i>direction following the kerb line for 23 metres.</i>
<b>Wakefield Street</b>	<i>Clearway , Monday to Friday, 7:00am – 9:00am</i>		<i>Southwest side, commencing 87.5 metres northwest of its intersection with Tory Street (Grid coordinates X=1,749,193.8 m, Y=5,427,272.1 m), and extending in a north-westerly direction following the kerb line for 50 metres.</i>
<u>Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule</u>			
<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>	
<b>Wakefield Street</b>	<i>Metered Parking, P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Southwest side, commencing 77.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates X= 1,749,386.4 m, Y=5,427,172.3 m), and extending in a north-westerly direction following the kerb line for 46 metres. (8 parallel carparks)</i>	
<b>Wakefield Street</b>	<i>Metered Parking, P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Southwest side, commencing 159.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates X=1,749,386.4 m, Y=5,427,172.3 m), and extending in a north-westerly direction following the kerb line for 10.5 metres. (2 parallel carparks)</i>	
<b>Wakefield Street</b>	<i>Metered Parking, P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Southwest side, commencing 183.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates x= 1749386.4 m, y= 5427172.3 m), and extending in a north-westerly direction following the kerbline for 10 metres. (2 parallel carparks)</i>	
<b>Wakefield Street</b>	<i>Metered Parking, P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Southwest side, commencing 7 metres northwest of its intersection with Tory Street (Grid coordinates X=1,749,193.8 m, Y=5,427,272.1 m), and extending in a north-westerly direction following the kerb line for 20.5 metres. (4 parallel carparks)</i>	
<b>Wakefield Street</b>	<i>Metered Parking, P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Southwest side, commencing 38.5 metres northwest of its intersection with Tory Street (Grid coordinates X=1,749,193.8 m, Y=5,427,272.1 m), and extending in a north-westerly direction following the kerb line for 5.5 metres. (1 parallel carpark)</i>	
<b>Wakefield Street</b>	<i>Metered Parking, P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Southwest side, commencing 87.5 metres northwest of its intersection with Tory Street (Grid coordinates X=1,749,193.8 m, Y=5,427,272.1 m), and extending in a north-westerly direction following the kerb line for 50 metres. (8 parallel carparks)</i>	
<b>c.</b>	<b>Dixon Street, Te Aro (TR65-21) Relocation of mobility parking</b>		
<u>Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule</u>			
<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>	



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<b>Dixon Street</b>	<i>Metered Mobility Parking, At All Other Times, Displaying an Operation Mobility Permit Only</i>	<i>North side, commencing 211 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748935.0 m, y= 5427254.7 m), and extending in a north-westerly direction following the northern kerbline for 11.5 metres (2 parallel parking spaces).</i>
<b>Dixon Street</b>	<i>Metered P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm</i>	<i>North side, commencing 222.5 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748935.0 m, y= 5427254.7 m), and extending in a north-westerly direction following the northern kerbline for 12.7 metres (2 parallel parking spaces).</i>
<b>Dixon Street</b>	<i>Metered P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm</i>	<i>South side, commencing 137.5 metres north west of its intersection with Taranaki Street (Grid coordinates, x= 1748931.3 m, y= 5427248.7 m), and extending in a north-westerly direction following the southern kerbline for 44 metres (7 parallel parking spaces).</i>
<i>Add to Schedule F (Metered parking) of the Traffic Restrictions Schedule</i>		
<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Dixon Street</b>	<i>Metered Mobility Parking, At All Times, Displaying an Operation Mobility Permit Only, Metered parking P120 Maximum, Monday to Thursday 8am-6pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm</i>	<i>South side, commencing 174.5 metres west of its intersection with Taranaki Street (Grid coordinates, x= 1748931.3 m, y= 5427248.7 m), and extending in a westerly direction following the southern kerb line for 7 metres.</i>
<b>Dixon Street</b>	<i>Metered P120 Maximum, Monday to Thursday 8am-6pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm</i>	<i>South side, commencing 137.5 metres west of its intersection with Taranaki Street (Grid coordinates, x= 1748931.3 m, y= 5427248.7 m), and extending in a westerly direction following the southern kerb line for 37 metres.</i>
<b>Dixon Street</b>	<i>Metered Mobility Parking, At All Times, Displaying an Operation Mobility Permit Only, Metered parking P120 Maximum, Monday to Thursday 8am-6pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm</i>	<i>North side, commencing 211 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748935.0 m, y= 5427254.7 m), and extending in a westerly direction following the northern kerb line for 9 metres.</i>
<b>Dixon Street</b>	<i>Metered P120 Maximum, Monday to Thursday 8am-6pm, Friday 8:00am –</i>	<i>North side, commencing 220 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748935.0 m, y= 5427254.7 m), and</i>

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		8:00pm, Saturday and Sunday 8:00am – 6:00pm	extending in a westerly direction following the northern kerb line for 5 metres.
<b>d.</b>	<b>Grant Road, Thorndon (TR74-21) Relocate Bus Stop #4116</b>		
<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Grant Road</b>	No Stopping, At All Times	East side, commencing 42 metres south-west of its intersection with Goldies Brae (Grid coordinates X=1,749,034.17m Y=5,429,967.18m) and extending in a southerly direction following the eastern kerb line for 15 metres.
<i>Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Grant Road</b>	Bus stop, At All Times	East side, commencing 40 metres south-west of its intersection with Newman Terrace (Grid coordinates X=1,748,992.67m Y=5,429,863.74m) and extending in a southerly direction following the eastern kerb line for 17.5 metres.
<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>			
	<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
	<b>Grant Road</b>	Bus stop, At All Times	East side, commencing 42 metres south-west of its intersection with Goldies Brae (Grid coordinates X=1,749,034.17m Y=5,429,967.18m) and extending in a southerly direction following the eastern kerb line for 15 metres.

**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:**

<b>Reference</b>	TR33-21 Avon Street, Clyde Street intersection, Island Bay - Proposed stop-controlled intersection; No Stopping At All Times
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>• Change the existing two give way controls to two stop controls on Avon street at its intersection with Clyde street.</li> <li>• Install additional broken yellow lines on all four corners of Clyde Street at its intersection with Avon Street.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>• We have received safety and visibility concerns from local residents at the Avon Street and Clyde Street intersection. NZTA have also identified this intersection as part of their priority list for safety improvements due to the volume of crashes occurring.</li> <li>• NZTA Crash analysis System indicates that there have been 6 reported crashes at this intersection in the last 5 years, 3 involving vehicles on Avon Street not giving way to vehicles travelling northbound on Clyde Street. The proposed stop-controlled intersection along with increased visibility due to additional broken yellow lines will improve the safety at this intersection.</li> <li>• We have been onsite to investigate and have identified this intersection as warranting a stop control based on NZTA guidelines. This is due to the existing visibility at the intersection is not sufficient.</li> </ul>
<b>Location – where we propose to make the change</b>	Avon Street intersection with Clyde Street, Island Bay
<b>Impact</b>	<ul style="list-style-type: none"> <li>• Improves safety for pedestrian and road users.</li> <li>• Net parking impact – removal of four unrestricted parking spaces.</li> <li>• Pedestrian impact – positive, increased visibility and safety for pedestrians crossing at this intersection.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>• Support safe movement – facilitate 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.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>• Average daily traffic count – 1,494.</li> </ul> <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 Thursday 1 April 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</p>

## We are proposing a change in your area

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<b>Feedback</b>	<ul style="list-style-type: none"><li>• 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 <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a> . <b>Please note if you are giving feedback the consultation period opens 9.00am Thursday 1 April 2021 and finishes 5.00pm Friday 16 April 2021.</b></li><li>• What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 19 April 2021.</li><li>2. The proposal will go to the Regulatory Processes Committee on Tuesday 18 May 2021.</li><li>3. If approved, the proposal will be installed within the following 3 months.</li></ol>

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**Traffic Resolution Plan: TR33-21 Avon Street, Clyde Street intersection, Island Bay - Proposed Stop-controlled intersection; No Stopping At All Times**



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**Legal Description:**

Add to Schedule G (Giveaway & Stop) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<b>Avon Street</b>	<i>Stop control</i>	<i>Avon Street at its west bound approach to its intersection with Clyde Street.</i>
<b>Avon Street</b>	<i>Stop control</i>	<i>Avon Street at its east bound approach to its intersection with Clyde Street.</i>

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

Column One	Column Two	Column Three
<b>Clyde Street</b>	<i>No Stopping, At All Times</i>	<i>West side, commencing from its intersection with Avon Street and extending in a northerly direction following the western kerbline for 5.5 metres.</i>
<b>Clyde Street</b>	<i>No Stopping, At All Times</i>	<i>East side, commencing from its intersection with Avon Street and extending in a northerly direction following the eastern kerbline for 7 metres.</i>
<b>Clyde Street</b>	<i>No Stopping, At All Times</i>	<i>East side, commencing 183 metres east of its intersection with Thames Street and extending in a northerly direction following the western kerbline for 5 metres.</i>
<b>Clyde Street</b>	<i>No Stopping, At All Times</i>	<i>West side, commencing 446 metres west of its intersection with Mersey Street and extending in a northerly direction following the western kerbline for 7 metres to its intersection with Avon Street.</i>

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

Column One	Column Two	Column Three
<b>Clyde Street</b>	<i>No Stopping, At All Times</i>	<i>West side, commencing at its intersection with Avon street (Grid coordinates X=1,748,519.15m Y=5,422,705.96m) and extending in a northerly direction following the western kerb line for 8.5 metres.</i>
<b>Clyde Street</b>	<i>No Stopping, At All Times</i>	<i>East side, commencing from its intersection with Avon Street (Grid coordinates X=1,748,528.07m Y=5,422,705.48m) and extending in a northerly direction following the eastern kerb line for 10 metres.</i>

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<b>Clyde Street</b>	<i>No Stopping, At All Times</i>	<i>West side, commencing 441 metres north of its intersection with Mersey Street (Grid coordinates X=1,748,432.29m Y=5,422,260.10m) and extending in a northerly direction following the western kerb line for 12 metres.</i>
<b>Clyde Street</b>	<i>No Stopping, At All Times</i>	<i>East side, commencing from its intersection with Avon Street (Grid coordinates X=1,748,527.72m Y=5,422,693.68m and extending in a southerly direction following the eastern kerb line for 10 metres.</i>

**Prepared By:** Renee Corlett (Transport Engineer)  
**Approved By:** Amin Shahin (Team leader Transport Engineering)  
**Date:** 03/05/2021

## FEEDBACK RECEIVED

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### Feedback Received:

**Name:** Sally Wyatt  
**Suburb:** Island Bay  
**Agree:** Yes

I love the proposal, this corner previously felt very dangerous for my children crossing the intersection going to School and Kindergarten. I think the proposal makes sense. A "watch for children" sign might be considered, given the proximity to the School and kindy?

### Officer's response:

Thank you for your feedback on the Clyde Street and Avon Street intersection traffic resolution. Additional child warning signs would not be recommended at this intersection due to extra street clutter reducing drivers focus on the stop signs and obstructing visibility. There are currently child warning signs on Avon Street near the intersection with Melbourne Road and on Clyde Street reminding vehicles of children within this area.

**Name:** Harry Chapman  
**Suburb:** Island Bay  
**Agree:** Yes

We support the proposal to add stop signs at the intersection of Avon Street and Clyde Street. Cars drive too fast in this area. In the last few months, we've seen the aftermath of a crash at this intersection between a moped and a car.

More generally, we consider more needs to be done to improve safety for pedestrians. In the mornings we see a lot of young kids on their way to schools on scooters who often cross the road at the intersection of the Parade and Avon St - which is a dangerous intersection for kids too. We suggest you consider some form of safe crossing intervention on Avon Street to allow children to safely get to school.

### Officer's response:

Thank you for your feedback on the Clyde Street and Avon Street intersection traffic resolution. The stop-controlled intersection alongside additional broken yellow lines will increase visibility and safety of pedestrians crossing here. However, we will monitor the area and determine if any additional pedestrian improvements are warranted at this stage.

**Name:** Peter Sperlich  
**Suburb:** Island Bay  
**Agree:** Yes

My wife and I fully support the proposal. We use this intersection daily and have often felt unsafe.

**Name:** Liam Barr  
**Suburb:** Island Bay  
**Agree:** Yes



## FEEDBACK RECEIVED

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Hi, as a resident living two houses down from the intersection in question, I have been witness to several of the accidents and near accidents on this intersection. It is well overdue for this amendment to be made to the intersection and tbh, defies belief that it has taken this long for it to be addressed given the lack of visibility for oncoming vehicles. Nevertheless, it is of my opinion that the council is only going halfway in resolving the issue. Yes, cars need to come to a stop on Avon St. But speed also plays a major factor in this accident statistic. Cars travelling south on Clyde St. pick up speed on the downhill and fly through there into the school zone. Alternatively, cars travelling north up Clyde St, accelerate through the intersection at speed to make the hill easier. (The sound of underbelly scrapes as cars compress is frequent)

I propose that in conjunction with the mandatory stop signs, a speed bump or limiter on the 'north' side of the Clyde St intersection would significantly reduce the risk of accidents and increase safety for not only road vehicles but the high pedestrian volumes as well. It would slow cars coming into the intersection from both directions yet not impede cars/busses turning onto Clyde St from Avon St travelling south (as most do) or in the opposite direction heading toward The Parade. I do hope you will take this amendment suggestion into serious consideration.

### Officer's response:

Thank you for your feedback on the Clyde Street and Avon Street intersection traffic resolution. As part of our investigation for this intersection we ordered new speed counts to determine if speeding is an issue. Our speed counts conducted in March 2021 identified the 85<sup>th</sup> percentile of vehicles travelling along Clyde Street near the intersection with Avon Street were doing so at or below 47km/hr northbound and 44km/hr southbound which is below the posted speed limit of 50km/hr. We are therefore unable to justify any immediate changes at this present time, however will continue to monitor this intersection. We appreciate you taking the time to provide us with feedback and trust the above explains our decision in this instance.

**Name:** Jeremy  
**Suburb:** Unknown  
**Agree:** Yes

Just responding to the request for feedback on the proposal to add two stop controls, and additional broken yellow lines at the Avon St/Clyde St intersection in Island Bay.

It's a fantastic idea, as it is a higher risk area with limited visibility due to the amount of traffic at school pick-up and drop-off times.

Hope it goes ahead without delay!

**Name:** Jane Byrne  
**Suburb:** Island Bay  
**Agree:** Yes

This is a good idea and I strongly support it. People travel at speed along Clyde Street and take ridiculous risks. Good idea to dampen traffic down. Thank you WCC.

## FEEDBACK RECEIVED

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**Name:** Phil Clayton  
**Suburb:** Island Bay  
**Agree:** Yes

I support the changes and recommend that the proposed extension to the broken yellow lines on the southeastern side of Clyde Street be further extended for an additional 5 metres southwards.

For more than 10 years I have experienced crossing Clyde Street at this intersection as a passenger in a car, by bicycle, and most frequently as a pedestrian.

When riding in a car I warn the driver to treat the Avon Street control as a stop rather than a give way due to the lack of visibility and my experience of having to deal with the initial effects of vehicle collisions (after hearing the smash from my house).

As a pedestrian heading westwards on the south side of Avon Street, I have to step into the intersection to see whether any cars are approaching from the south (the slope and camber makes this particularly difficult when there are cars parked on the corner); these vehicles often sharply turn left into Avon Street making stepping into the intersection a dangerous task. I expect it is even less safe for some of my neighbours who don't have the same level of mobility that I possess.

To improve the visibility and safety at this point, I recommend that the yellow lines be extended for five metres further than what is proposed.

### Officer's response:

Thank you for your feedback on the Clyde Street and Avon Street intersection traffic resolution. We will continue to monitor the intersection and determine if additional broken yellow lines are required at this location.

**Name:** Kerry Parker  
**Suburb:** Island Bay  
**Agree:** Yes

Makes thing safer for everybody.

**Name:** Jenny Cossey  
**Suburb:** Wellington  
**Agree:** Yes

Do it.

**Name:** Stephen Sandford  
**Suburb:** Island Bay  
**Agree:** Maybe

I wish to make 2 submissions, one agreeing with part of the proposal and the other one disagreeing with the other part of the proposal.

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

First the additional no parking zones. I agree with this part of the proposal completely. I have found this intersection difficult for as long as we have lived at our current address (20 years).

As for the stop signs part of the proposal, I am not in complete agreement with this part of the proposal. I agree that this may, but only may, reduce the accident rate at this intersection. I feel that a better solution needs to be investigated. Some years ago, there was a proposal to put speed humps near Island Bay school to reduce the traffic speeds there. I put in a submission to this saying that here also needed to be a speed hump near the Clyde Street and Avon Street intersection. Nothing ever seemed to come of this proposal, and I have no idea why this did not proceed. Living near the intersection and using it most days, I have noticed that there are quite a number of the vehicles traveling along Clyde Street that travel too fast for the conditions. They may well be within the legal limit, but they are still travelling too fast for the conditions there. I feel that the possibility of putting the stop signs for the traffic travelling along Clyde Street may be a better overall solution. This would mean that the Avon Street traffic would proceed straight through the intersection and the Clyde Street traffic would have to stop at the intersection. The visibility with the extra parking restrictions would be fine then, although the parking in Avon Street may need to be considered. This would have 2 benefits. Firstly, it would reduce the traffic speeds at the intersection and promote a safer intersection. Secondly it would reduce the traffic speeds for the traffic travelling straight through the intersection along Clyde Street. These 2 outcomes together would contribute to a safer intersection and a safer Clyde Street traffic and pedestrian route. There is already precedent for this at the Clyde Street and Mersey Street intersection.

As part of making this a safer area and intersection, the school children pedestrians need to be considered. For the children coming from the northerly area to Island Bay or St Francis schools, there is safe crossing at the Avon Street and The Parade intersection. They could then travel along Clyde Street to the safe crossings at the school, or along The Parade, up the Alleyway linking to Clyde Street, then along Clyde Street. This is safer than using the Clyde Street and Avon Street intersection, whichever stop sign option is eventually installed.

I hope I have made my ideas clear enough and please do contact me if there is any clarification needed.

I request that my proposal is carefully considered as this would, in my opinion, be a better solution to this intersection and the area nearby.

I would also request that you let me know in writing as to the outcome of your consideration of my submission.

If you have other ideas that would help with the current situation at this intersection, then please also advise me.

### **Officer's response:**

Thank you for your feedback on the Clyde Street and Avon Street intersection traffic resolution. As part of our investigation for this intersection we ordered new speed counts to determine if speeding is an issue. Our speed counts conducted in March 2021 identified the 85<sup>th</sup> percentile of vehicles travelling along Clyde Street near the intersection with Avon Street were doing so at or below 47km/hr northbound and 44km/hr southbound which is below the posted speed limit of 50km/hr.

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

We are therefore unable to justify any immediate changes at this present time., however, will continue to monitor this intersection.

Alongside this the most suitable direction for the Stop control is on the Avon Street approaches. This is due to a number of factors including the volume of traffic in each direction with majority of traffic travelling along Clyde Street and traveling into Avon Street. With this being the dominant route installing a stop control on Clyde Street may not be adhered to if local drivers in the area become complacent with being able to make this turn easily. Therefore, creating greater safer risks, alongside the visibility turning out of Avon Street being compromised it is recommended this remains a Stop to ensure drivers on Avon and Clyde Street see each other before travelling through the intersection. We will however continue to monitor the speeds and safety of the intersection and determine if a 4 way stop would be warranted.

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

**Name:** James Burgess  
**Suburb:** Wellington  
**Agree:** Yes

I support this change. The improved visibility and requirement to stop will make it safer to cycle past this intersection.

**Name:** Alex Dyer on behalf of Cycle wellington  
**Suburb:** Wellington  
**Agree:** Yes

Key points of our submission

- We support the traffic resolution to create a stop-controlled intersection and extend broken yellow lines on Clyde Street
- Visibility issues at this intersection are dangerous for all users
- The broken yellow lines on the south west side of the intersection need to be extended further
- This is a high use location for children on bikes
- The speed limit of the area should also be lowered

We support the traffic resolution to create a stop-controlled intersection and extend broken yellow lines on Clyde Street

We welcome the proposal to improve safety at this location by creating a stop-controlled intersection and extending broken yellow lines to increase visibility.

Visibility issues at this intersection are dangerous for all users

The current parking configuration means that it is frequently difficult to get a good sightline when turning off Avon (west) and onto Clyde (south). The flow of traffic heading north on Clyde is always heavy at school drop off and pick up times, with heavy vehicles approaching the intersection in just the direction with the worst visibility for the turning vehicle.

## FEEDBACK RECEIVED

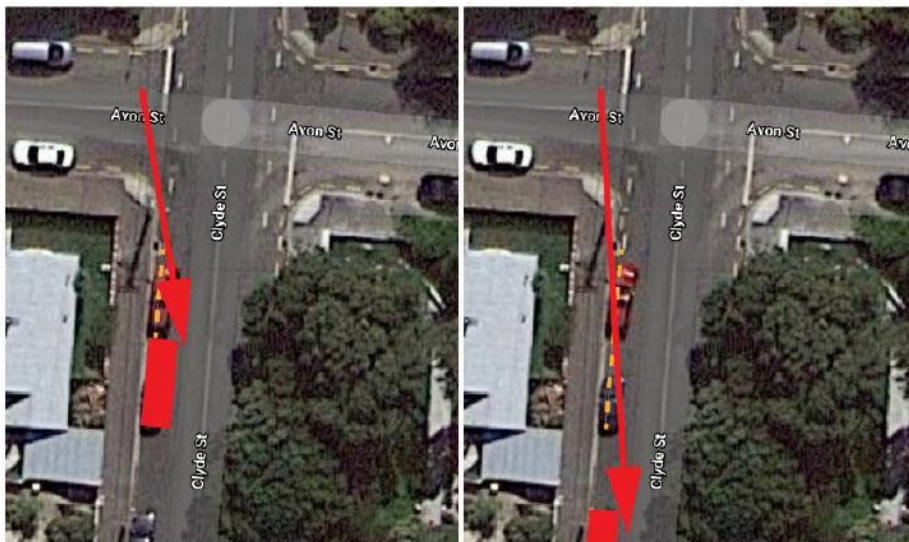
Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

The poor visibility means turning traffic must encroach dangerously into the intersection in order to see if anything is coming.

The broken yellow lines on the south west side of the intersection need to be extended further. The nature of the terrain of this intersection means that right-turning road users from Avon Street (west) are lower than those approaching from the south on Clyde. When a slightly larger vehicle of any kind is parked on the south west corner of the intersection, they create a much larger visibility challenge than you might expect.

To really deliver safety gains by increasing visibility here, the broken yellow lines must be extended all the way to the private driveway access.

The visibility is of course important for both those turning off Avon, and for those approaching the intersection from the south on Clyde Street. A lot of children cross the road on that west side of the intersection so good approaching visibility is key for safety.



The above picture shows the resulting sightlines for the proposed 5 meter broken yellow lines (left), and 10 meters (right), which provides a far greater distance for safe visibility.

This is a high use location for children on bikes

The intersection of Clyde and Avon Streets is a high traffic area for children and parents getting to and from school. With growing numbers of people using active transport there are more kids and parents riding bikes in this area as well. The space should be safe for children to navigate in order to enable greater uptake of daily active transport.

The speed limit of the area should also be lowered

Given the residential nature of Clyde and Avon Streets, along with this being a key access route for children and parents getting to and from school daily, Cycle Wellington suggests that the speed limit at this location and surrounding streets should be lowered to 30kph.

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

**Officer's response:**

Thank you for your feedback on the Clyde Street and Avon Street intersection traffic resolution. We will continue to monitor the intersection and investigate if extending the broken yellow lines on the south western side would be warranted. We are however aiming to ensure sufficient visibility at the intersection while balancing the idea that parked vehicles 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 streets however will continue to monitor and install additional broken yellow lines if required.

To change the posted speed limit there is a long process that needs to be undertaken and approval given by NZTA, we are therefore prioritising the areas we are lowering the speed limit to suburban shopping areas. This is based on a programme approved by Council Committee in 2009, each year centres on this list are progressively receiving the lower speed treatment.

**Name:** Alex Dyer  
**Suburb:** Island Bay  
**Agree:** Yes

I would like to express my support for the proposed traffic resolution to make the intersection of Clyde and Avon a stop-controlled intersection, and that I think the extension of broken yellow lines is warranted to improve sightlines here.

I am disappointed that the broken yellow lines on the south west corner of the intersection are not proposed to be 10 meters as I feel this is the distance needed to actually provide safe sightlines in this most important angle.

Thank you for your mahi.

**Officer's response:**

Thank you for your feedback on the Clyde Street and Avon Street intersection traffic resolution. We will continue to monitor the intersection and investigate if extending the broken yellow lines on the south western side would be warranted. We are however aiming to ensure sufficient visibility at the intersection while balancing the idea that parked vehicles 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 streets however will continue to monitor and install additional broken yellow lines if required.

## 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:

<b>Reference</b>	TR60-21 Wakefield Street, Te Aro – Clearway
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Install a Clearway between 7am and 9am on weekdays along the southern side of Wakefield Street.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>We have received safety concerns from the public regarding cyclists using Wakefield Street to commute into the CBD.</li> <li>We have investigated and determined that a clearway would be beneficial for cyclists using this route into the city.</li> </ul>
<b>Location – where we propose to make the change</b>	Wakefield Street, Te Aro – along the southern side between Chaffers Street and Taranaki Street
<b>Impact</b>	<ul style="list-style-type: none"> <li>Improves accessibility and safety for cyclists.</li> <li>Net parking impact – removing the use of 19 metered parking spaces between 7am and 9am on weekdays.</li> <li>Pedestrian impact – no change.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>Supports safe movement – 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.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Average daily traffic count – 19,000.</li> <li>Parking Occupancy between 7am and 9am – 21% in 2020, 30% in 2019</li> </ul> <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 Thursday 1 April 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</p>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>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 <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</li> </ul> <p><b>Please note if you are giving feedback the consultation period opens 9.00am Thursday 1 April 2021 and finishes 5.00pm Friday 16 April 2021.</b></p> <ul style="list-style-type: none"> <li>What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li> </ul>

**We are proposing a change in your area**

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**Wellington City Council**  
Me Heke Ki Pōneke

**Next Steps**

1. Feedback collated by Monday 19 April 2021.
2. The proposal will go to the Regulatory Processes Committee on Tuesday 18 May 2021.
3. If approved, the proposal will be installed within the following 3 months.

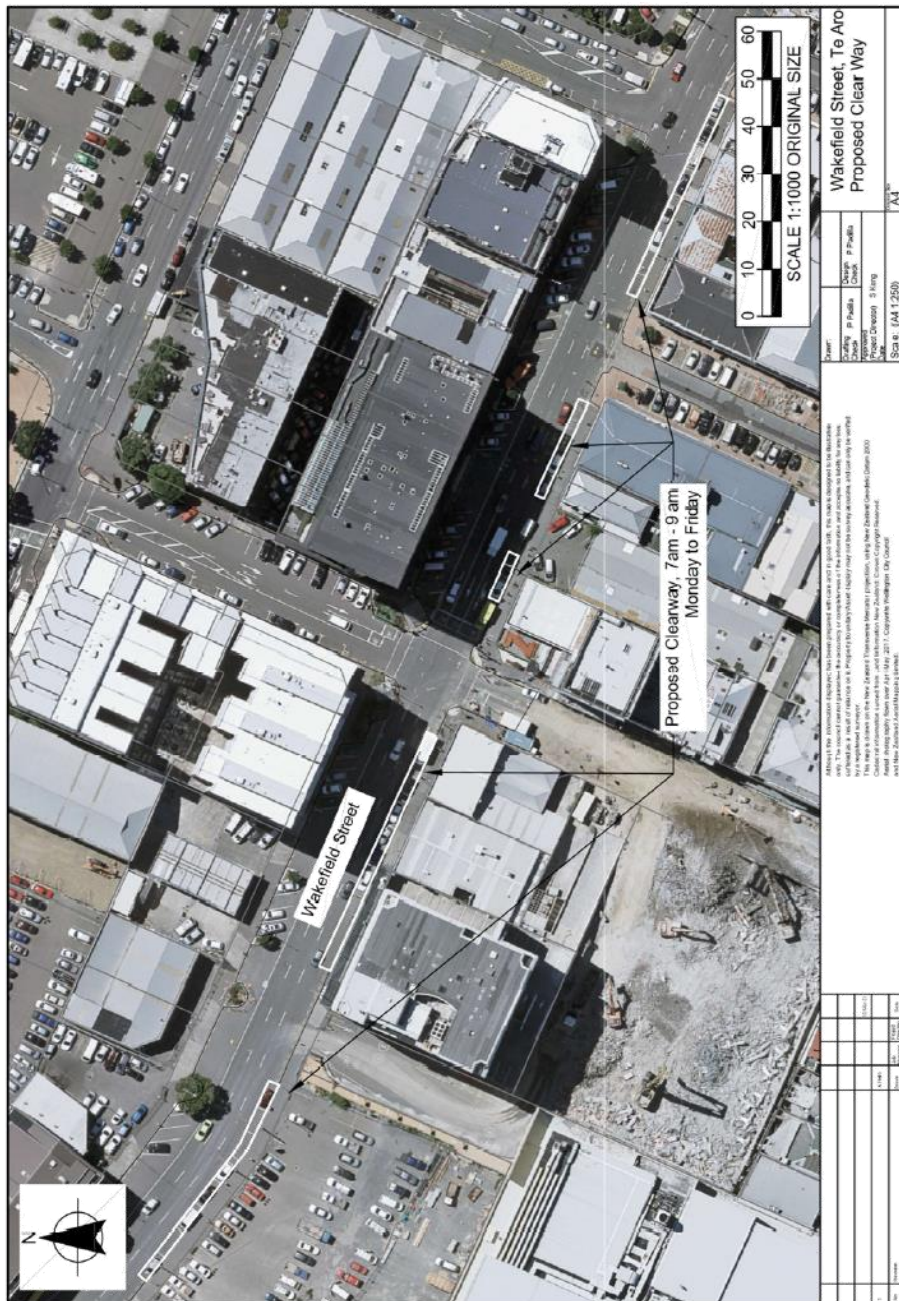


We are proposing a change in your area

Absolutely Positively  
Wellington City Council

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**Traffic Resolution Plan: TR60-21 Wakefield Street, Te Aro – Clear Way**



**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
<b>Wakefield Street</b>	<i>Loading Zone, P10, Monday to Saturday 8:00am - 6:00pm, Goods Vehicles And Authorised Vehicles Only</i>	<i>Southwest side, commencing 148.5 metres northwest of its intersection with Cambridge Terrace (Grid Coordinates X=2659408.367615 m, Y=5988884.460272 m) and extending in a north-westerly direction following the kerbline for 11 metres.</i>
<b>Wakefield Street</b>	<i>Bus Stop, At All Times</i>	<i>Southwest side, commencing 44 metres northwest of its intersection with Tory Street (Grid Coordinates X=2659215.801646 m, Y=5988984.323437 m) and extending in a north-westerly direction following the kerbline for 17.5 metres.</i>

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

Column One	Column Two	Column Three
<b>Wakefield Street</b>	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Southwest side, commencing 77.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates x= 1749386.4 m, y= 5427172.3 m), and extending in a north-westerly direction following the kerbline for 46 metres. (8 parallel carparks)</i>
<b>Wakefield Street</b>	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Southwest side, commencing 159.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates x= 1749386.4 m, y= 5427172.3 m), and extending in a north-westerly direction following the kerbline for 10.5 metres. (2 parallel carparks)</i>
<b>Wakefield Street</b>	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Southwest side, commencing 183.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates x= 1749386.4 m, y= 5427172.3 m), and extending in a north-westerly direction following the kerbline for 10 metres. (2 parallel carparks)</i>

**We are proposing a change in your area**

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

<b>Wakefield Street</b>	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Southwest side, commencing 7 metres northwest of its intersection with Tory Street (Grid coordinates x= 1749193.8 m, y= 5427272.1 m), and extending in a north-westerly direction following the kerbline for 20.5 metres. (4 parallel carparks)</i>
<b>Wakefield Street</b>	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Southwest side, commencing 38.5 metres northwest of its intersection with Tory Street (Grid coordinates x= 1749193.8 m, y= 5427272.1 m), and extending in a north-westerly direction following the kerbline for 5.5 metres. (1parallel carpark)</i>
<b>Wakefield Street</b>	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Southwest side, commencing 87.5 metres northwest of its intersection with Tory Street (Grid coordinates x= 1749193.8 m, y= 5427272.1 m), and extending in a north-westerly direction following the kerbline for 50 metres. (8 parallel carparks)</i>

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Wakefield Street</b>	<i>Loading Zone, P10, Monday to Friday 9:00am - 6:00pm, Saturday, 8:00am – 6:00pm, Goods Vehicles And Authorised Vehicles Only</i>	<i>Southwest side, commencing 148.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates X= 1,749,386.4 m, Y=5,427,172.3 m) and extending in a north-westerly direction following the kerb line for 11 metres.</i>
<b>Wakefield Street</b>	<i>Bus Stop, At All Times</i>	<i>Southwest side, commencing 44 metres northwest of its intersection with Tory Street (Grid coordinates X=1,749,193.8 m, Y=5,427,272.1 m), and extending in a north-westerly direction following the kerb line for 17.5 metres.</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 Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Wakefield Street</b>	<i>Clearway, Monday to Friday, 7:00am – 9:00am</i>	<i>Southwest side, commencing 77.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates X= 1,749,386.4 m, Y=5,427,172.3 m), and extending in a north-westerly direction following the kerb line for 46 metres.</i>
<b>Wakefield Street</b>	<i>Clearway, Monday to Friday, 7:00am – 9:00am</i>	<i>Southwest side, commencing 148.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates X= 1,749,386.4 m, Y=5,427,172.3 m) and extending in a north-westerly direction following the kerb line for 21.5 metres.</i>
<b>Wakefield Street</b>	<i>Clearway, Monday to Friday, 7:00am – 9:00am</i>	<i>Southwest side, commencing 183.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates X=1,749,386.4 m, Y=5,427,172.3 m), and extending in a north-westerly direction following the kerb line for 10 metres.</i>
<b>Wakefield Street</b>	<i>Clearway, Monday to Friday, 7:00am – 9:00am</i>	<i>Southwest side, commencing 7 metres northwest of its intersection with Tory Street (Grid coordinates X=1,749,193.8 m, Y=5,427,272.1 m), and extending in a north-westerly direction following the kerb line for 20.5 metres.</i>
<b>Wakefield Street</b>	<i>Clearway, Monday to Friday, 7:00am – 9:00am</i>	<i>Southwest side, commencing 38.5 metres northwest of its intersection with Tory Street (Grid coordinates X=1,749,193.8 m, Y=5,427,272.1 m), and extending in a north-westerly direction following the kerb line for 23 metres.</i>
<b>Wakefield Street</b>	<i>Clearway, Monday to Friday, 7:00am – 9:00am</i>	<i>Southwest side, commencing 87.5 metres northwest of its intersection with Tory Street (Grid coordinates X=1,749,193.8 m, Y=5,427,272.1 m), and extending in a north-westerly direction following the kerb line for 50 metres.</i>

**We are proposing a change in your area**

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

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Wakefield Street</b>	<i>Metered Parking, P120 Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Southwest side, commencing 77.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates X= 1,749,386.4 m, Y=5,427,172.3 m), and extending in a north-westerly direction following the kerb line for 46 metres. (8 parallel carparks)</i>
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**We are proposing a change in your area**

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

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

**Approved By:** Amin Shahin (Team leader Transport Engineering)

**Date:** 03/05/2021

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

### Feedback Received:

**Name:** Erin Rush  
**Suburb:** Te Aro  
**Agree:** No

I live in the building at 272 Wakefield St, and at peak commute times, walk out the door along Wakefield St and then into Tory (and home again in the evening). I see plenty of cyclists on Tory St heading towards Waitangi Park to cycle in safety on the footpaths into the CBD. I see cyclists on the footpaths/cycle paths from Oriental Parade along Waitangi Park past Frank Kitts etc heading to and from the city. They already have a safe cycle route along the waterfront – why do you need to jam another cycleway, even if it is just for 7 - 9 am, when it's unnecessary? And there are a number of commercial enterprises along that route - cafe's, picture framer, hair salon and so forth - that do open early. It's a definite NO from me.

### Officers Response:

Thank you for your feedback. There is low demand for parking during these hours and the option of parking down the side streets and across the road. By making this change, we are supporting safe and efficient movement for cyclists into the city.

**Name:** Erica Mangin  
**Suburb:** Berhampore  
**Agree:** Yes

I think this is a great initiative which will improve safety for cyclists along this route. Parking will be affected minimally given the low use at that time of morning by cars and there are lots of other empty car parks at that time of the morning in nearby streets so people will still have good parking options. Win win.

**Name:** Ilya Skaler  
**Suburb:** Te Aro  
**Agree:** Yes

I agree, given the benefits to cyclists and relatively low utilisation of these parking spaces at present, that this clearway should be a no-brainer to put in place. I cycle on this road regularly (though usually outside of peak hours) and it is clear to see how the proposed clearway would make this route safer.

**Name:** Joanne Snodin  
**Suburb:** Wellington  
**Agree:** Yes

No comment.

## FEEDBACK RECEIVED

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

**Name:** Tom Anderson  
**Suburb:** Khandallah  
**Agree:** Yes

Great idea! Will make cycling that little bit safe

**Name:** Kerry Parker  
**Suburb:** Island Bay  
**Agree:** Yes

MUCH safer for cyclists. Thank you!

**Name:** Jenny Cossey  
**Suburb:** Wellington  
**Agree:** Yes

Do it.

**Name:** Caroline Vincent  
**Suburb:** Brooklyn  
**Agree:** Yes

I live up from this intersection and drive and ride past this location multiple times a day. I support this change as it will hopefully ensure the parents using the kindy have safer places to park than the locations they currently forced to use and then try running across the road with small children. I do not use this kindy but I feel for the families who do and are reliant on cars.

**Name:** Karien Mallee  
**Suburb:** Hataitai  
**Agree:** Yes

Excellent plan, I would like to see this clearway extended to Jervis and Waterloo key.

**Name:** Rebecca Downes  
**Suburb:** Houghton Bay  
**Agree:** Yes

I don't currently cycle this route because it looks too dangerous. If an enforced clearway existed that bicycles could use, it would create more low carbon commuting options with minimal impact on parking.

**Name:** Sofia Robinson  
**Suburb:** Berhampore  
**Agree:** Yes

No comment.



## FEEDBACK RECEIVED

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

**Name:** Alex Litherland  
**Suburb:** Mt Victoria  
**Agree:** Yes

If this is going to make the commute safer and more accessible for cyclists in the morning I'm all for it!

**Name:** Jill Ford  
**Suburb:** Wellington  
**Agree:** Yes

This needs to be at least a clearway during peak travel times as its very dangerous for cyclists with cars parked near the intersection, 3 lanes, with no room for people on bikes.

**Name:** Patrick Morgan on behalf of Cycling Action Network  
**Suburb:** Te Aro  
**Agree:** Yes

Wakefield St is an important part of the cycling network for East- West trips. It's also a busy arterial street. More space for people on bikes would make it safer and more attractive. Even better would be a proper protected bike lane.

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

Wakefield Street is unpleasant to ride a bike on and this clearway will make a difference to make it safer, especially if well-enforced. Motor vehicles tend to go fast and seem to race between the lights so a separate place for riding a bike will help.

**Name:** Ilka Kapica  
**Suburb:** Khandallah  
**Agree:** Yes

Even better would be all CBD and surrounding streets are at 30k/h to make cycling safe for all.

**Name:** Jeremy McQuaid  
**Suburb:** Te Aro  
**Agree:** NO

I am registering my opposition to this proposal to introduce a clearway on Wakefield St, as an adjacent business owner.

Wellington has already lost hundreds of carpark with the demolition and closure of carpark buildings, particularly since the Kaikoura earthquake.

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Every carpark removed from the city, albeit for only a couple of hours, is another nail in the coffin for the few businesses such as ours that are trying to remain in the city.

Whilst there is currently an obsession with cyclists, rather than powered vehicles, there are actually very few cyclists that use Wakefield St.

Most cyclists in this area use the waterfront which has been setup, sort of, for cycle use.

This fanatical obsession with cyclist and pedestrians seems to be overlooking a few basic facts.

- At peak times many commuters use their cars because the public transport network is beyond broken.
- Instead of getting better, it is getting worse each year, so people like my staff avoid using it.
- During the day, most vehicles in the city area are actually people doing work in the city, not joyriding.
- It's hard enough, and expensive enough now for our contractors working on buildings in the CBD to access parking.
- The cost and difficulty of doing business in Wellington is rapidly increasing.
- If people keep working from home, and businesses such as ours are forced to relocate, the cyclist will have lovely cycleways to an empty CBD.....

You can't keep putting the needs and wishes of a very small vocal minority ahead of the vast majority of ratepayers who need to work in the CBD.

### Officers Response:

Thank you for your feedback. Occupancy for these parking spaces is low and there is space on the opposite side of Wakefield Street

**Name:** James Burgess  
**Suburb:** Wellington  
**Agree:** Yes

I support these changes, which will reduce pinch point hazards on a road with fast and heavy traffic. Please consider extending the clearway hours to protect those using this route outside the narrow clearway times.

**Name:** Alex Dyer on behalf of Cycle Wellington  
**Suburb:** Wellington  
**Agree:** Yes

Key points of our submission

- We support a clearway as a minor improvement
- Clearways focussed on commuters devalue journeys made by people riding bicycles at other times of the day
- Cycle Wellington would like to see safe separated space for cycling

We support a clearway as a minor improvement

Cycle Wellington is supportive of seeing a clearway introduced on Wakefield Street on weekday mornings.

## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

Clearways focussed on commuters devalue journeys by people riding bicycles at other times of the day

Clearways for busy arterial roads in our city are an underwhelming improvement. By only creating safe space for people who ride bikes at very specific times of the day and on certain days, it effectively devalues journeys that other people need to make at different times. If it is dangerous at other times, people who do not fit the 9-5 stereotype commuter will not be encouraged or enabled to ride.

Cycle Wellington would like to see safe separated space for cycling

There are extremely limited options to get across this part of the city safely on a bicycle. People on bikes must choose to either mix with heavy vehicles, including buses, or inconvenience people walking on the waterfront.

Cycle Wellington would like to see a dedicated, safe, and separated cycling space provided by repurposing space from either on Wakefield Street or Cable Street to travel on at all times of the day.

### **Officers Response:**

Thank you for your feedback. A clearway is a minor improvement we can make for the safety and accessibility of cyclists using this route to travel in the city. A separated cycle lane is currently outside the scope of this traffic resolution.

**Name:** Jonathan Markwick  
**Suburb:** Mount Cook  
**Agree:** Yes

This proposal will increase safety for people on bikes.

## 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:

<b>Reference</b>	TR65-21 Dixon Street, Te Aro – Relocation of mobility parking
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Relocate the existing mobility parking space on the north side of Dixon Street west of Cuba Mall to the east side of Cuba Mall on the south side of Dixon Street.</li> <li>Relocate the existing metered parking space on the south side of Dixon Street east of Cuba Mall to the west side of Cuba Mall on the north side of Dixon Street.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>Safety and accessibility concerns have been raised regarding the existing mobility parking spaces on Dixon Street through an independent safety audit of the rainbow crossing.</li> <li>We have investigated the existing mobility parks on Dixon Street and the front mobility park does not meet the current mobility park guidelines. This park is currently too short and narrow alongside the mobility ramp being too steep with a 12.2% gradient. We propose to upgrade these mobility parks to ensure they meet the current guidelines. This can be achieved by relocating the existing front mobility park to the opposite side of the road. This will also give mobility park users on Dixon Street the opportunity to park either on the left or right side of the road, ensuring safer accessibility for the variety of mobility park users.</li> </ul>
<b>Location – where we propose to make the change</b>	Dixon Street, Te Aro – adjacent to the rainbow crossing and Cuba Street intersection.
<b>Impact</b>	<ul style="list-style-type: none"> <li>Improves safety and accessibility for vehicles and pedestrians on Dixon Street.</li> <li>Net parking impact – no change, relocation only of mobility and metered parking spaces.</li> <li>Pedestrian impact – positive due to improved facilities for mobility park users.</li> </ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"> <li>Mobility park users are the highest priority under the parking policy.</li> <li>Support access for all – ensure mobility impaired 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.</li> <li>Support safe movement – facilitate the safe and efficient movement of people and goods</li> </ul>
<b>Additional Information</b>	<p>Average daily traffic count – 5,333.</p> <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 Thursday 1 April 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</p>

**We are proposing a change in your area**

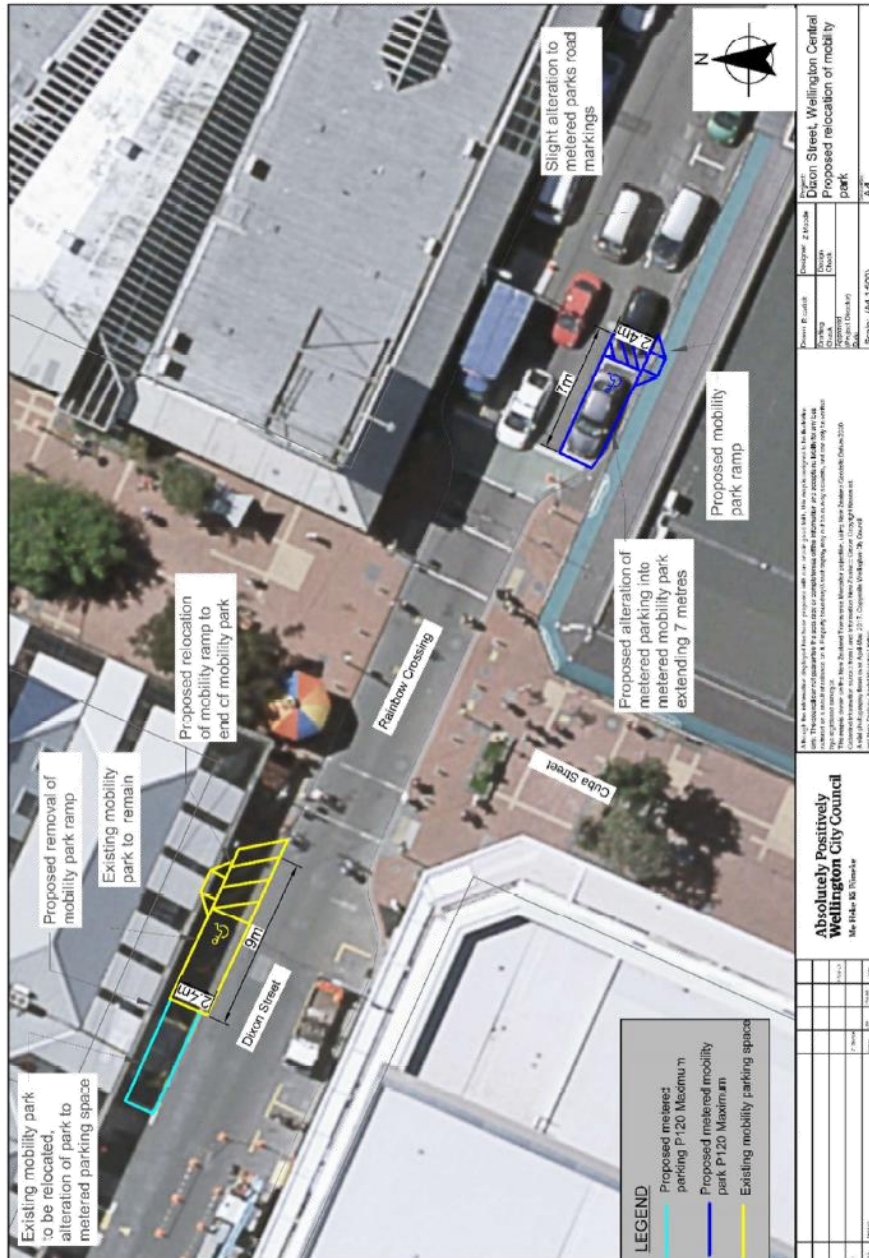
**Absolutely Positively**  
**Wellington City Council**  
 Me Heke Ki Pōneke

<b>Feedback</b>	<ul style="list-style-type: none"> <li>• 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 <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a> .  <b>Please note if you are giving feedback the consultation period opens 9.00am Thursday 1 April 2021 and finishes 5.00pm Friday 16 April 2021.</b></li> <li>• What we do with your personal information:                  All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li> </ul>
<b>Next Steps</b>	<ol style="list-style-type: none"> <li>1. Feedback collated by Monday 19 April 2021.</li> <li>2. The proposal will go to the Regulatory Processes Committee on Tuesday 18 May 2021.</li> <li>3. If approved, the proposal will be installed within the following 3 months.</li> </ol>

**We are proposing a change in your area**

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

**Traffic Resolution Plan: TR65-21 Dixon Street, Te Aro – Relocation of mobility parking**



**We are proposing a change in your area**



**Legal Description:**

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

Column One	Column Two	Column Three
<b>Dixon Street</b>	<i>Metered Mobility Parking, At All Other Times, Displaying an Operation Mobility Permit Only</i>	<i>North side, commencing 211 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748935.0 m, y= 5427254.7 m), and extending in a north-westerly direction following the northern kerbline for 11.5 metres (2 parallel parking spaces).</i>
<b>Dixon Street</b>	<i>Metered P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm</i>	<i>North side, commencing 222.5 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748935.0 m, y= 5427254.7 m), and extending in a north-westerly direction following the northern kerbline for 12.7 metres (2 parallel parking spaces).</i>
<b>Dixon Street</b>	<i>Metered P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm</i>	<i>South side, commencing 137.5 metres north west of its intersection with Taranaki Street (Grid coordinates, x= 1748931.3 m, y= 5427248.7 m), and extending in a north-westerly direction following the southern kerbline for 44 metres (7 parallel parking spaces).</i>

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

Column One	Column Two	Column Three
<b>Dixon Street</b>	<i>Metered Mobility Parking, At All Times, Displaying an Operation Mobility Permit Only, Metered parking P120 Maximum, Monday to Thursday 8am-6pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm</i>	<i>South side, commencing 174.5 metres west of its intersection with Taranaki Street (Grid coordinates, x= 1748931.3 m, y= 5427248.7 m), and extending in a westerly direction following the southern kerb line for 7 metres.</i>

**We are proposing a change in your area**

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

<b>Dixon Street</b>	<i>Metered P120 Maximum, Monday to Thursday 8am-6pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm</i>	<i>South side, commencing 137.5 metres west of its intersection with Taranaki Street (Grid coordinates, x= 1748931.3 m, y= 5427248.7 m), and extending in a westerly direction following the southern kerb line for 37 metres.</i>
<b>Dixon Street</b>	<i>Metered Mobility Parking, At All Times, Displaying an Operation Mobility Permit Only, Metered parking P120 Maximum, Monday to Thursday 8am-6pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm</i>	<i>North side, commencing 211 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748935.0 m, y= 5427254.7 m), and extending in a westerly direction following the northern kerb line for 9 metres.</i>
<b>Dixon Street</b>	<i>Metered P120 Maximum, Monday to Thursday 8am-6pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm</i>	<i>North side, commencing 220 metres north-west of its intersection with Taranaki Street (Grid coordinates, x= 1748935.0 m, y= 5427254.7 m), and extending in a westerly direction following the northern kerb line for 5 metres.</i>

**Prepared By:** Renee Corlett (Transport Engineer)  
**Approved By:** Amin Shahin (Team leader Transport Engineering)  
**Date:** 03/05/2021



## FEEDBACK RECEIVED

Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

### Feedback Received:

**Name:** Jenny Cossey  
**Suburb:** Wellington  
**Agree:** Yes

Do it.

**Name:** Alex Dyer on behalf of Cycle Wellington  
**Suburb:** Wellington  
**Agree:** Yes

Key points of our submission

- We support mobility parking
- Keep both mobility parking spaces
- Dixon Street should be pedestrianised and only have car parking for mobility access needs

We support mobility parking

Cycle Wellington is supportive of car parking for those with mobility needs.

Keep both mobility parking spaces

If the existing location can be brought up to standard, we would encourage the retention of that space and the addition of the proposed relocation space for mobility parking.

Dixon Street should be pedestrianised and only have car parking for mobility access needs

Cycle Wellington would like to only see mobility parking spaces in Dixon Street for on street parking. The remainder of Dixon Street should be pedestrianised. This intervention, while good for mobility needs is only prolonging a good outcome where there are drastically fewer private vehicles in the area.

### Officer's response:

Thank you for your feedback regarding the traffic resolution for Dixon Street. Unfortunately making Dixon Street pedestrian only is outside the scope of this current 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:

<b>Reference</b>	TR74-21 Grant Road, Thorndon – Relocate Bus Stop #4116
<b>What we'd like to do</b>	<ul style="list-style-type: none"> <li>Relocate Bus Stop #4116 to opposite no.17 between Newman Terrace and Goldies Brae.</li> </ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"> <li>As part of the Wellington City Council Wadestown Route Resilience Enhancement – Seismic Strengthening of Retaining Walls on Grant Road, Thorndon, provision was made for the proposed relocation of bus stop #4116.</li> <li>This location will provide adequate spacing between bus stops for the routes 14 and 743 (school) bus services which use this bus stop.</li> <li>The proposed location offers space for a bus shelter to be installed to provide customers with seating and weather protection which is not possible at the current stop.</li> </ul>
<b>Location – where we propose to make the change</b>	Grant Road, Thorndon - from near no.35 Grant Road to opposite no.17 Grant Road
<b>Impact</b>	<ul style="list-style-type: none"> <li>The relocation of the bus stop will allow the re-instatement of on-street car parking spaces outside nos.31-37 Grant Road at the site of the current bus stop.</li> <li>Greater Wellington Regional Council are continually looking for options to improve bus stop locations and accessibility throughout the bus network, and the proposed location offers better access in and out of the stop together with space for the installation of a bus shelter to provide customers with weather protection.</li> <li>Net parking impact – gain of two unrestricted parking spaces.</li> <li>As part of the Wellington City Council's recent retaining wall renewal works, pedestrian connections were improved in the area also allowing safer crossing access to the proposed new bus stop.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>Monthly passenger number – 462 (boarding) and 239 (alighting).</li> <li>Average daily traffic count – 9308.</li> <li>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 Thursday 1 April 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>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 <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</li> </ul> <p><b>Please note if you are giving feedback the consultation period opens 9.00am Thursday 1 April 2021 and finishes 5.00pm Friday 16 April 2021.</b></p>

**We are proposing a change in your area**

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

	<ul style="list-style-type: none"> <li>• <b>What we do with your personal information:</b> All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li> </ul>
<b>Next Steps</b>	<ol style="list-style-type: none"> <li>1. Feedback collated by Monday 19 April 2021.</li> <li>2. The proposal will go to the Regulatory Processes Committee on Tuesday 18 May 2021.</li> <li>3. If approved, the proposal will be installed within the following 3 months.</li> </ol>

**Traffic Resolution Plan: TR74-21 – Grant Road, Thorndon – Relocate bus stop 4116**





**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
<b>Grant Road</b>	<i>No Stopping, At All Times</i>	<i>East side, commencing 42 metres south-west of its intersection with Goldies Brae (Grid coordinates X=1,749,034.17m Y=5,429,967.18m) and extending in a southerly direction following the eastern kerb line for 15 metres.</i>

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

Column One	Column Two	Column Three
<b>Grant Road</b>	<i>Bus stop, At All Times</i>	<i>East side, commencing 40 metres south-west of its intersection with Newman Terrace (Grid coordinates X=1,748,992.67m Y=5,429,863.74m) and extending in a southerly direction following the eastern kerb line for 17.5 metres.</i>

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

Column One	Column Two	Column Three
<b>Grant Road</b>	<i>Bus stop, At All Times</i>	<i>East side, commencing 42 metres south-west of its intersection with Goldies Brae (Grid coordinates X=1,749,034.17m Y=5,429,967.18m) and extending in a southerly direction following the eastern kerb line for 15 metres.</i>

**Prepared By:** Gordana Savic (Public Transport Infrastructure Programme Manager)  
**Approved By:** Amin Shahin (Team leader Transport Engineering)  
**Date:** 03/05/2021

## FEEDBACK RECEIVED

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

**Feedback Received:**

**Name:** Jenny Cossey  
**Suburb:** Wellington  
**Agree:** Yes

Do it.