

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

Ordinary Meeting of Koata Hātepe | Regulatory Processes Committee Rārangi Take | Agenda

9:30 am Rāpare, 23 Haratua 2024

9:30 am Thursday, 23 May 2024

Ngake (16.09), Level 16, Tahiwī

113 The Terrace

Pōneke | Wellington



MEMBERSHIP

Mayor Whanau
Councillor Abdurahman
Councillor Calvert
Councillor Chung
Councillor Free (Chair)
Pouiwi Kelly
Councillor McNulty (Deputy Chair)
Councillor Rogers

Have your say!

You can make a short presentation to the Councillors, Committee members, Subcommittee members or Community Board members at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-499-4444, emailing public.participation@wcc.govt.nz, or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about. All Council and committee meetings are livestreamed on our YouTube page. This includes any public participation at the meeting.

AREA OF FOCUS

The Koata Hātepe | Regulatory Processes Committee has responsibility for:

- 1) Naming places in accordance with the naming policy, except for regionally significant decisions.
- 2) Development contribution remissions.
- 3) Leases, licences, and easements.
- 4) Objections to classifications under the Dog Control Act 1996.
- 5) Suburb boundaries.
- 6) Traffic resolutions.
- 7) Temporary road closures.
- 8) Road stopping.
- 9) Approving the list of Resource Management Act commissioners and the associated appointment guidelines.

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

Quorum: 4 members

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1. Meeting Conduct

1.1 Karakia

The Chairperson will open the hui with a karakia.

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

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

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

1.2 Apologies

The Chairperson invites notice from members of apologies, including apologies for lateness and early departure from the hui, 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 18 April 2024 will be put to the Koata Hātepe | 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 Koata Hātepe | Regulatory Processes Committee.

The Chairperson shall state to the hui:

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 hui.

The item may be allowed onto the agenda by resolution of the Koata Hātepe | Regulatory Processes Committee.

Minor Matters relating to the General Business of the Koata Hātepe | Regulatory Processes Committee.

The Chairperson shall state to the hui 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 hui of the Koata Hātepe | 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 hui 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 hui setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the hui concerned, and subsequently approved by the Chairperson.

Requests for public participation can be sent by email to public.participation@wcc.govt.nz, by post to Democracy Services, Wellington City Council, PO Box 2199, Wellington, or by phone at 04 499 4444 and asking to speak to Democracy Services.

2. General Business

TRAFFIC RESOLUTIONS

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Koata Hātepe | Regulatory Processes Committee outlines details of the 12 proposed traffic resolutions issued for consultation between 28 March 2024 and 14 April 2024.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
- People friendly, compact, safe and accessible capital city
- Innovative, inclusive and creative city
- Dynamic and sustainable economy

Strategic alignment with priority objective areas from Long-term Plan 2021–2031

- Functioning, resilient and reliable three waters infrastructure
- Affordable, resilient and safe place to live
- Safe, resilient and reliable core transport infrastructure network
- Fit-for-purpose community, creative and cultural spaces
- Accelerating zero-carbon and waste-free transition
- Strong partnerships with mana whenua

Relevant Previous decisions

Outline relevant previous decisions that pertain to the decision being considered in this paper.

Significance

The decision is **rated low significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.

Financial considerations

Nil | Budgetary provision in Annual Plan / Long-term Plan | Unbudgeted

Risk

Low | Medium | High | Extreme

Author	Tommy Wilson, TR Coordinator
Authoriser	Brad Singh, Transport and Infrastructure Manager Siobhan Procter, Chief Infrastructure Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information
2. Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021:
 - a. TR14-24 Main Road, Lyndhurst Road, Cambridge Street, Tawa - New Raised Pedestrian (Zebra) Crossings, No Stopping At All Times
 - b. TR57-24 Kemp Street, Kilbirnie - New Pedestrian Kea Crossing, No Stopping at All Times
 - c. TR58-24 Kumutoto Lane, Boulcott Street, Wellington Central –intersection improvements, Give Way control
 - d. TR59-24 Carmel Terrace, Grenada Village - intersection improvements, Give Way control
 - e. TR60-24 Hopper Street, Mount Cook – No Stopping At All Times (Amended)
 - f. TR61-24 Lower Watt Street, Wadestown - No Stopping At All Times
 - g. TR62-24 Pembroke Road, Wadestown - No Stopping At All Times
 - h. TR63-24 Quetta Street, Ngaio – No Stopping At All Times
 - i. TR64-24 Trelissick Crescent, Ngaio - No Stopping At All Times
 - j. TR67-24 Cockayne Road - Ngaio - Formalise Bus Stop (#5409)
 - k. TR69-24 Tannadyce Street, Strathmore Park - No Stopping At All Times

Whakarāpopoto | Executive Summary

2. Seventeen traffic resolutions were made available for consultation on the Kōrero Mai Let's Talk platform from 28 March 2024 to 14 April 2024. All input received throughout the consultation period has been incorporated into the traffic resolution reports provided in this document, along with relevant responses from officers.
3. After reviewing the feedback, 11 resolutions are being recommended for approval (refer to recommendations).
4. This report has omitted four traffic resolutions linked to Electric Vehicle Charging Station installation, intended for a separate paper:
 - TR35-24 Gee Street, Tawa - P120, EV charging only
 - TR36-24 Mckeefry Grove, Tawa - P120, EV charging only
 - TR37-24 Kensington Street, Te Aro - P120, EV charging only
 - TR40-24 Lewer St, Karori - P120, EV charging only
5. TR60-24 Hopper Street, Mount Cook – No Stopping At All Times (Amended) was revised as the document previously stated that the proposed location for the loading zone was replacing coupon parking. This was amended to state that the loading zone

will replace No Stopping At All Times (Broken Yellow Lines). This results in no loss of parking and no revenue loss.

6. TR66-24 Wadestown Road, Wadestown – Proposed unrestricted parking. The current time restricted parking will be removed due to this area being converted into No Stopping At All Times as part of the upcoming Wadestown Parking Management Plan
7. TR70-24 Tyne Street, Island Bay – No Stopping At All Times was deferred as a result of errors being identified and missing information. Council remains committed to revising the proposal to address the prevailing safety and accessibility concerns on Tyne Street.

Takenga mai | Background

8. On 28 March 2024, 17 traffic resolutions were publicly announced in The Post. Copies were distributed to properties within the impacted area, and electronic versions were forwarded to local Ward Councillors, residents' associations, and business associations. Additionally, electronic copies were accessible on the Wellington City Council website.

Kōrerorero | Discussion

9. A summary report for each traffic resolution is attached.

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.

Kōwhiringa | Options

10. The attached Traffic Resolutions Summary Table RPC May 2024 summarises the proposed changes which are detailed in the attached Traffic Resolutions.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

11. The proposed changes are in alignment with the Council Parking Policy at: <https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies>.

Engagement and Consultation

12. The Kōrero Mai Let's Talk platform hosted an online submission form for a period of 18 days, from 9am on 28 March 2024, to 5pm on 14 April 2024. Furthermore, a public announcement was published in the Post, with copies distributed to properties within the affected area, and electronic versions sent to local Ward Councillors, residents' associations, and business associations. The period for consultation was prolonged by an additional four days to accommodate the Easter holiday pause.

Māori Impact Statement

13. No specific impact to Tūpiki Ora Māori strategy or the Tākai Here partnership.

Financial implications

14. The funding for all works required in implementing these Traffic Resolutions can be met through existing budgets.

Legal considerations

15. The recommendations comply with the legal requirements for amendments to traffic restrictions as laid down in the Bylaws.

Risks and mitigations

16. None identified.

Disability and accessibility impact

17. The proposed changes will improve the accessibility for all users at all ages utilising different transport choices.

Climate Change impact and considerations

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

19. All Traffic Resolutions have been through a consultation process.





Health and Safety Impact considered

20. We have considered the safety impacts of these proposals with the aim of improving the
21. safety of all road users.

Ngā mahinga e whai ake nei | Next actions

22. If approved, the proposals will be installed within six months.

Attachments

Attachment 1.	Traffic Resolutions Summary Table RPC May 2024 ↓ 	Page 15
Attachment 2.	Traffic Resolutions Legal Description RPC May 2024 ↓ 	Page 19
Attachment 3.	TR14-24 Main Road, Lyndhurst Road, Cambridge Street, Tawa - New Raised Pedestrian (Zebra) Crossings, No Stopping At All Times ↓ 	Page 25
Attachment 4.	TR57-24 Kemp Street, Kilbirnie - New Pedestrian Kea Crossing, No Stopping at All Times ↓ 	Page 35
Attachment 5.	TR58-24 Kumutoto Lane, Boulcott Street, Wellington Central – intersection improvements, Give Way control ↓ 	Page 40
Attachment 6.	TR59-24 Carmel Terrace, Grenada Village - intersection improvements, Give Way control ↓ 	Page 47
Attachment 7.	TR60-24 Hopper Street, Mount Cook – No Stopping At All Times (Amended) ↓ 	Page 52
Attachment 8.	TR61-24 Lower Watt Street, Wadestown - No Stopping At All Times ↓ 	Page 60
Attachment 9.	TR62-24 Pembroke Road, Wadestown - No Stopping At All Times ↓ 	Page 68
Attachment 10.	TR63-24 Quetta Street, Ngaio – No Stopping At All Times ↓ 	Page 74
Attachment 11.	TR64-24 Trelissick Crescent, Ngaio - No Stopping At All Times ↓ 	Page 102
Attachment 12.	TR67-24 Cockayne Road - Ngaio - Formalise Bus Stop (#5409) ↓ 	Page 110
Attachment 13.	TR69-24 Tannadyce Street, Strathmore Park - No Stopping At All Times ↓ 	Page 123

Traffic Resolutions Summary Table RPC April 2024

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Removal/ Addition	Annual Parking Revenue Impact	Beneficiaries of Proposed Change			Description of Proposed Change	Feedback
								Daily Traffic Volume	Monthly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
TR14-24	Main Road, Lyndhurst Road, Cambridge Street, Tawa.	No Stopping At All Times.	No Stopping At All Times. Pedestrian Crossing.	Support shift in type of transport used – facilitate a shift to using active (eg, walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles.	The New Zealand Transport Agency (Waka Kotahi) Road to Zero Programme focuses on reducing the number of deaths and serious injuries on New Zealand Road. As part of the Council's Road Safety Programme, Council officers have assessed areas with high crashes with safety concerns for our most vulnerable users (pedestrian and cyclists). This intersection was identified to be in the scope of the Road to Zero Programme and was prioritised in the Council's Long-term Plan 21-31 for investigation and improvements.	No Parking Change	NA	July 2023 – Main Road Tawa north of roundabout (6267), Main Road Tawa south of roundabout (6044), Lyndhurst Road (3900), Cambridge Street (3571).	NA	Reduce vehicle speeds at this roundabout so road users are more aware of drivers, pedestrians and cyclists using the road. Use of speed cushions and raised crossings to minimise vehicle vs vehicle crashes and severity of crashes. Improves driver visibility at the intersection approaches and pedestrians at the Zebra Crossings. Improves safety and accessibility for pedestrians at this intersection in particular elderly and young children.	<ul style="list-style-type: none"> Two new raised pedestrian zebra crossings: <ul style="list-style-type: none"> At nos. 171 and 158 Main Road. At nos. 1 and 4 Cambridge Street. Install new No Stopping At All Times (Broken Yellow Lines) on both western and eastern sides of Main Road to the North and South of the Roundabout, and the northern side of Cambridge Street. 	Yes=2 No=1 Yes/No=0
TR57-24	Kemp Street, Kilbirnie.	Raised curtesy crossing, Non Restricted Parking	Raised KEA Crossing, No Stopping At All Times.	Support shift in type of transport used – facilitate a shift to using active (eg, walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles.	Council has received requests from the school children and pedestrians to provide a safe crossing facility across the road near Evans Bay Intermediate School.	Removal of one Non Restricted Park	NA	NA	NA	Improves safety and accessibility for pedestrians Improves driver intervisibility Positive pedestrian Impact	<ul style="list-style-type: none"> Convert the raised table to a new Pedestrian Kea Crossing outside Evans Bay Intermediate School. Install new Limit Line and road markings. Install No Stopping at All Times to improve sight intervisibility to the pedestrian crossing between pedestrians and drivers. 	Yes= 1 No=0 Yes/No=0
TR58-24	Kumutoto Lane, Wellington Central	No Existing Give Way Control	Give Way Control	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	Council is extending the footpath along Boulcott Street between The Terrace underpass and Everton Terrace. This road section is affected by the proposed footpath extension works, resulting in some modifications to the existing traffic lane markings. The	NA	NA	5460 (2017)	NA	Improves intersection safety and accessibility Improves safer turning movements Improves driver visibility.	<ul style="list-style-type: none"> Improve the layout of the intersection with a Give Way Control. 	Yes=4 No=1 Yes/No=0

Traffic Resolutions Summary Table RPC April 2024

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Removal/ Addition	Annual Parking Revenue Impact	Beneficiaries of Proposed Change			Description of Proposed Change	Feedback
								Daily Traffic Volume	Monthly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
				storing stationary vehicles.	intersection of Boulcott Street with Kumutoto Lane is currently uncontrolled with traffic sign and roadmarkings.							
TR59-24	Carmel Terrace, Grenada Village	No Existing Give Way Control	Give Way Control	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.	Council have received safety concerns from the public. The safety concern is regarding unclear intersection control at the junction of Carmel Terrace and Grenada Drive. with an increasing amount of traffic using it due to recent nearby developments in Grenada Village.	NA	NA	5392 (2023)	NA	Improves safety for road users. Improves safety for turning vehicle movements.	<ul style="list-style-type: none"> Improve the layout of the existing intersection with a Give Way control and associated roadmarkings. 	Yes=0 No=0 Yes/No=0
TR60-24	Hopper Street, Mount Cook	No Stopping At All Times	P10 Loading Zone, Monday to Sunday 7:30am - 6:00pm	Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services.	Council have received requests from local businesses to install a loading zone to support business activities as well as provide for pick up and drop off space for the local childcare centre.	NA	NA	3592	NA	Improves safety and accessibility for children and caregivers accessing the local childcare centre. Improves the viability of business wellbeing.	<ul style="list-style-type: none"> Convert No Stopping At All Times to a P10 Loading Zone outside no. 11 Hopper Street (Amended) A correction was made as the document previously stated that the proposed location for the loading zone was replacing coupon parking. This was amended to state that the loading zone will replace No Stopping At All Times (Broken Yellow Lines). This results in no loss of parking and no revenue loss. 	Yes=5 No=0 Yes/No=0
TR61-24	Lower Watt Street, Wadestown	Non Restricted Parking	No Stopping At All Times	Support shift in type of transport used – facilitate a shift to using active (eg, walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles. Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving	Council have received request from a member of the public to improve accessibility along Lower Watt Street due to the negative impact and concerns which parked vehicles can have on accessibility restrictions.	Removal of two Non restricted parking spaces	NA	NA	NA	Improves safety and accessibility for emergency vehicles Positive pedestrian impact as currently parking partially on the footpath which causes possible obstruction to pedestrians, particularly those who have prams or wheelchairs and reduces safety risks for pedestrians walking along the roadway.	<ul style="list-style-type: none"> Install No Stopping At All Times (Broken Yellow Lines) 	Yes=1 No=4 Yes/No=0

Traffic Resolutions Summary Table RPC April 2024

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Removal/ Addition	Annual Parking Revenue Impact	Beneficiaries of Proposed Change			Description of Proposed Change	Feedback
								Daily Traffic Volume	Monthly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
				along transport corridors rather than people parking or storing stationary vehicles.								
TR62-24	Pembroke Road, Wadestown.	Non Restricted Parking	No Stopping At All Times	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.	Council have received a request from the public to extend the existing No Stopping At All Times road markings at the intersection of Pembroke Road and Albemarle Road. The request stated that the existing No Stopping At All Times roadmarkings are inadequate as the sightlines for vehicles exiting Albemarle Road are restricted and compromised by parked vehicles on Pembroke Road.	Removal of three non restricted parking	NA	2349 (2015 Data)	NA	Improves driver visibility and safety at the intersection	<ul style="list-style-type: none"> Install No Stopping At All Times (Broken Yellow Lines) 	Yes=2 No=1 Yes/No=0
TR63-24	Quetta Street, Ngaio	Non Restricted Parking	No Stopping At All Times	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.	We have received accessibility concerns from residents on Quetta Street regarding lack of access to sections of the street by rubbish trucks and emergency vehicles when cars are parked on both sides of the road. Additionally, Fire and Emergency NZ have identified Quetta Street as being a narrow street with access difficulties.	Removal of 5 non restricted parking	NA	180 (Estimate)	NA	Improves safety and accessibility for all vehicles, especially for heavy vehicles including rubbish trucks and emergency vehicles.	<ul style="list-style-type: none"> Install No Stopping At All Times outside nos. 2, 4, 8, 12-18, 25A, 3, 5-9, 11-17 Shorten one section of No Stopping At All Times outside no. 3 	Yes=4 No=10 Yes/No=0
TR64-24	Trelissick Crescent, Ngaio.	Non Restricted Parking	No Stopping At All Times	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	Council have received safety concerns from the public about the bend outside no.116 Trelissick Crescent.	Removal of 2 non restricted parking	NA	134 (2008 actual count), 140 (2023 estimate).	NA	Improves safety for road users. Improves driver forward visibility.	<ul style="list-style-type: none"> Install No Stopping At All Times (Broken Yellow Lines) 	Yes=1 No=2 Yes/No=0

Traffic Resolutions Summary Table RPC April 2024

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Removal/ Addition	Annual Parking Revenue Impact	Beneficiaries of Proposed Change			Description of Proposed Change	Feedback
								Daily Traffic Volume	Monthly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
				storing stationary vehicles.								
TR67-24	Cockayne Road, Ngaio	Non restricted parking.	No Stopping At All Times.	Support shift in type of transport used – facilitate a shift to using active (eg, walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles. 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.	Council have received a request from the local residents and Ward Councillor to formalise the bus stop outside no. 238 after noticing that buses when picking up and dropping off passengers at this bus stop are forced to stop in the middle of the intersection as parked vehicles are preventing the buses from accessing the bus stop location.	Removal of three non restricted parking	NA	2714 (2016 Data)	boarding 24, alighting 1226	Improves safety and accessibility for bus patrons Improves safety and accessibility for mobility park users Improves safety for other road users	<ul style="list-style-type: none"> Formalise Bus Stop #5409 by installing adequate road markings. 	Yes=4 No=1 Yes/No=0
TR69-24	Tannadyce Street, Strathmore	Non Restricted Parking	No stopping At All Times	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.	Council has been notified by the public regarding safety concerns with vehicles parked too close to the bends. Other vehicles have to cross the centreline into the opposing lane while approaching the blind bends, posing a public safety risk.	Removal of three non restricted parking	AN	178 (2022)	NA	Improves safety and accessibility for all vehicles. Improves safer turning movements. Improves driver forward visibility.	<ul style="list-style-type: none"> Install 29 metres of No Stopping At All Times (broken yellow lines) along the northern side of Tannadyce Street. 	Yes=2 No=2 Yes/No=0

A) TR14-24 – Main Road, Lyndhurst Road, Cambridge Street, Tawa - New Raised Pedestrian (Zebra) Crossings, No Stopping At All Times		
<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three
Main Road	<i>No Stopping At All Times</i>	<i>West side, commencing 16 metres north of its intersection with Lyndhurst Road and Cambridge Street (Grid Coordinates X= 1,753,074.32, Y= 5,440,596.08) and extending in a northerly direction following the western kerb line for 11 metres.</i>
Main Road	<i>No Stopping At All Times</i>	<i>East side, commencing 20 metres north of its intersection with Lyndhurst Road and Cambridge Street (Grid Coordinates X= 1,753,074.32, Y= 5,440,596.08) and extending in a northerly direction following the eastern kerb line for 23 metres.</i>
Main Road	<i>No Stopping At All Times</i>	<i>West side, commencing 14 metres south west of its intersection with Lyndhurst Road and Cambridge Street (Grid Coordinates X= 1,753,074.32, Y= 5,440,596.08) and extending in a southerly direction following the western kerb line for 28 metres.</i>
Main Road	<i>No Stopping At All Times</i>	<i>East side, commencing 13 metres south east of its intersection with Lyndhurst Road and Cambridge Street (Grid Coordinates X= 1,753,074.32, Y= 5,440,596.08) and extending in a southerly direction following the eastern kerb line for 16 metres.</i>
Lyndhurst Road	<i>No Stopping At All Times</i>	<i>South side, commencing 20 metres west of its intersection with Main Road and Cambridge Street (Grid Coordinates X= 1,753,074.32, Y= 5,440,596.08) and extending in a westerly direction following the southern kerb line for 6 metres.</i>
Lyndhurst Road	<i>No Stopping At All Times</i>	<i>North side, commencing 20 metres west of its intersection with Main Road and Cambridge Street (Grid Coordinates X= 1,753,074.32, Y= 5,440,596.08) and extending in a westerly direction following the northern kerb line for 6 metres.</i>
Cambridge Street	<i>No Stopping At All Times</i>	<i>North side, commencing 20 metres north east of its intersection with Main Road and Lyndhurst Road (Grid Coordinates X= 1,753,074.32, Y= 5,440,596.08) and extending in a easterly direction following the northern kerb line for 11 metres.</i>
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
Column One	Column Two	Column Three

	Main Road	<i>No Stopping At All Times</i>	<i>West side, commencing 19 metres north of its intersection with Lyndhurst Road and Cambridge Street (Grid coordinates X= 1,753,074.32, Y= 5,440,596.08) and extending in a northerly direction following the western kerb line for 2 metres.</i>
	Main Road	<i>No Stopping At All Times</i>	<i>West side, commencing 29 metres north of its intersection with Lyndhurst Road and Cambridge Street (Grid coordinates X= 1,753,074.32, Y= 5,440,596.08) and extending in a northerly direction following the western kerb line for 7 metres.</i>
	Main Road	<i>No Stopping At All Times</i>	<i>East side, commencing 29 metres north of its intersection with Lyndhurst Road and Cambridge Street (Grid coordinates X= 1,753,074.32, Y= 5,440,596.08) and extending in a northerly direction following the eastern kerb line for 13 metres.</i>
	Main Road	<i>No Stopping At All Times</i>	<i>East side, commencing 22 metres north of its intersection with Lyndhurst Road and Cambridge Street (Grid coordinates X= 1,753,074.32, Y= 5,440,596.08) and extending in a southerly direction following the eastern kerb line for 7 metres.</i>
	Main Road	<i>No Stopping At All Times</i>	<i>South west side, commencing 13 metres south of its intersection with Lyndhurst Road and Cambridge Street (Grid coordinates X= 1,753,074.32, Y= 5,440,596.08) and extending in a southerly direction following the western kerb line for 12 metres.</i>
	Main Road	<i>No Stopping At All Times</i>	<i>West side, commencing 26 metres south of its intersection with Lyndhurst Road and Cambridge Street (Grid coordinates X= 1,753,074.32, Y= 5,440,596.08) and extending in a southerly direction following the western kerb line for 12 metres.</i>
	Main Road	<i>No Stopping At All Times</i>	<i>East side, commencing 13 metres south east of its intersection with Lyndhurst Road and Cambridge Street (Grid coordinates X= 1,753,074.32, Y= 5,440,596.08) and extending in a southerly direction following the eastern kerb line for 12 metres.</i>
	Cambridge Street	<i>No Stopping At All Times</i>	<i>North side, commencing 18 metres north of its intersection with Lyndhurst Road and Main Road (Grid coordinates X= 1,753,074.32, Y= 5,440,596.08) and extending in an eastern direction following the northern kerb line for 9 metres.</i>
<i>Add to Schedule H (Pedestrian Crossing) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three

	Lyndhurst Road	<i>Pedestrian Crossing</i>	<i>West side, 22 metres west of its intersection with Main Road and Cambridge Street (Grid Coordinates X= 1,753,074.32Y= 5,440,596.08).</i>
	Cambridge Street	<i>Pedestrian Crossing</i>	<i>East side, 27 metres east of its intersection with Main Road and Lyndhurst Road (Grid Coordinates X= 1,753,074.32Y= 5,440,596.08).</i>
B)	TR57-24 Kemp Street and Kilbirnie - New Pedestrian Kea Crossing, No Stopping At All Times		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Kemp Street	<i>No Stopping At All Times</i>	<i>South side, commencing 118 metres east of its intersection with Evans Bay Parade(Grid coordinates X= 1750285.241m, Y= 5424661.583m) and extending in a southerly direction following the western kerbline for 9 metres.</i>
C)	TR58-24 Kumutoto Lane, Boulcott Street, Wellington Central –intersection layout improvements, Give Way control		
	<i>Add to Schedule G (Give Way) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Kumutoto Lane	<i>Give Way Control</i>	<i>At its southern approach to its intersection with Boulcott Street</i>
D)	TR59-24 Carmel Terrace, Grenada Village – intersection layout improvements, Give Way control.		
	<i>Add to Schedule G (Give Way) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Carmel Terrace	<i>Give Way Control</i>	<i>At its southern approach to its intersection with Grenada Drive.</i>
E)	TR60-24 Hopper Street, Mount Cook – Loading Zone and No Stopping At All Times		
	<i>Remove from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Hopper Street	<i>No Stopping, At All Times</i>	<i>East side, commencing 53 metres south from its intersection with Webb Street (Grid coordinates X= 1,748,570.6m Y= 5,426,626.6m) and extending in a southerly direction for 17m following the eastern kerb line.</i>
	<i>Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Hopper Street	<i>P10 Loading Zone, Monday to Sunday 7:30am - 6:00pm</i>	<i>East side, commencing 51m from its intersection with Webb Street at (Grid coordinates X= 1,748,570.6m Y= 5,426,626.6m) and extending in a</i>

			southerly direction following the eastern kerbline for 11 metres.
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Hopper Street	No Stopping, At All Times	East side, commencing 62m from its intersection with Webb Street at (Grid coordinates X= 1,748,570.6m Y= 5,426,626.6m) and extending in a southerly direction following the eastern kerbline for 12 metres.
F)	TR61-24 Lower Watt Street, Wadestown - No Stopping At All Times		
<i>Add to Schedule D (No stopping) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Lower Watt Street	No Stopping At All Times	West side, commencing 99 metres north of its intersection with Barnard Street (Grid coordinates x= 1,749,085.45, y= 5,430,218.27) and extending in a northern direction following the western kerb line for 17 metres.
G)	TR62-24 Pembroke Road, Wadestown - No Stopping At All Times		
<i>Add to Schedule D (No stopping) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Pembroke Road	No Stopping At All Times	West side, commencing 51 metres north its intersection with Northland Road (Grid coordinates x= 1,747,522.27, y= 5,428,734.44) and extending in a northerly direction following the western kerb line for 10 metres.
	Pembroke Road	No Stopping At All Times	West side, commencing 87 metres north its intersection with Northland Road (Grid coordinates x= 1,747,522.27, y= 5,428,734.44) and extending in an northerly direction following the western kerb line for 6 metres.
H)	TR63-24 Quetta Street, Ngaio – No Stopping At All Times		
<i>Remove from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
	Column One	Column Two	Column Three
	Quetta Street	No Stopping, At All Times	West side, commencing from its intersection with Cockayne Road at (Grid coordinates X= 1,748,901.4661 m Y= 5,431,722.7202 m) and extending in a northerly direction following the western kerbline for 11 metres.
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			

	Quetta Street	No Stopping, At All Times	West side, commencing from its intersection with Cockayne Road at (Grid coordinates X= 1,748,901.4661 m Y= 5,431,722.7202 m) and extending in a northerly direction following the western kerbline for 10 metres.
	Quetta Street	No Stopping, At All Times	West side of Quetta Street, 26m north of intersection with Cockayne Road (X= 1,748,901.4661 m Y= 5,431,722.7202 m) extending in a northerly direction, following the western kerbline for 5 metres
	Quetta Street	No Stopping, At All Times	West side of Quetta Street, 42m north of intersection with Cockayne Road (X= 1,748,901.4661 m Y= 5,431,722.7202 m) extending in a northerly direction, following the western kerbline for 24 metres
	Quetta Street	No Stopping, At All Times	West side of Quetta Street, 84m north of intersection with Cockayne Road (X= 1,748,901.4661 m Y= 5,431,722.7202 m) extending in a northerly direction, following the western kerbline for 17 metres
	Quetta Street	No Stopping, At All Times	West side of Quetta Street, 107m north of intersection with Cockayne Road (X= 1,748,901.4661 m Y= 5,431,722.7202 m) extending in a northerly direction, following the western kerbline for 3.0 metres
	Quetta Street	No Stopping, At All Times	East side of Quetta Street, 11m north of intersection with Cockayne Road (X= 1,748,909.7796 m Y= 5,431,729.1495 m) extending in a northerly direction, following the eastern kerbline for 7.0 metres
	Quetta Street	No Stopping, At All Times	East side of Quetta Street, 55m north of intersection with Cockayne Road (X= 1,748,909.7796 m Y= 5,431,729.1495 m) extending in a northerly direction, following the eastern kerbline for 24.0 metres
	Quetta Street	No Stopping, At All Times	East side of Quetta Street, 101m north of intersection with Cockayne Road (X= 1,748,909.7796 m Y= 5,431,729.1495 m) extending in a northerly, then southerly direction, following the eastern kerbline for 43.0 metres
I)	TR64-24 Trelissick Crescent, Ngaio - No Stopping At All Times		
	<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
	Column One	Column Two	Column Three
	Trelissick Crescent	No Stopping At All Times	East side, beginning 95 metres south of its intersection with Ngaio Gorge Road (X = 1,748,458.17 Y = 5,431,271.70) and extending in a southerly direction for 35 metres following the eastern kerbline.

J) TR67-24 Cockayne Road - Ngaio - Formalise Bus Stop (#5409)			
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
Column One	Column Two	Column Three	
Cockayne Road	<i>No Stopping At All Times</i>	<i>North side, commencing 46 metres west of its intersection with Ellora Street (Grid coordinates X= 1,748,954.87 Y= 5,431,717.30) and extending in an easterly direction following the northern kerb line for 7.0 metres.</i>	
Cockayne Road	<i>No Stopping At All Times</i>	<i>North side, commencing 39 metres west of its intersection with Ellora Street (Grid coordinates X= 1,748,954.87 Y= 5,431,717.30) and extending in an easterly direction following the northern kerb line for 15.0 metres.</i>	
Cockayne Road	<i>No Stopping At All Times</i>	<i>North side, commencing 25 metres west of its intersection with Ellora Street (Grid coordinates X= 1,748,954.87 Y= 5,431,717.30) and extending in an easterly direction following the northern kerb line for 11.0 metres.</i>	
K) TR69-24 Tannadyce Street, Strathmore Park - No Stopping At All Times			
<i>Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>			
Column One	Column Two	Column Three	
Tannadyce Street	<i>No Stopping At All Times</i>	<i>North side, commencing 167m west from the intersection with Beacon Hill Road (Grid coordinates X=1752979.944 m Y= 5423401.796m) and extending in a westerly direction following northern kerb line for 29 metres.</i>	

We are proposing a change in your area

Kia ora,

We would like to inform you about a proposed change in your neighbourhood.

Proposal:

Reference	<ul style="list-style-type: none"> TR14-24 – Main Road, Lyndhurst Road, Cambridge Street, Tawa - New Raised Pedestrian (Zebra) Crossings, No Stopping At All Times
Location – where we propose to make the change	Main Road, Tawa - outside nos. 165 and 171, Lyndhurst Road, Tawa – outside nos. 1 and 2, Cambridge Street, Tawa – outside nos. 1 and 4.
What we'd like to do	<ul style="list-style-type: none"> Two new raised pedestrian zebra crossings: <ul style="list-style-type: none"> At nos. 171 and 158 Main Road. At nos. 1 and 4 Cambridge Street. Install new No Stopping At All Times (Broken Yellow Lines) on both western and eastern sides of Main Road to the North and South of the Roundabout, and the northern side of Cambridge Street.
Why we are proposing the change	<p>The New Zealand Transport Agency (Waka Kotahi) Road to Zero Programme focuses on reducing the number of deaths and serious injuries on New Zealand Road. As part of the Council's Road Safety Programme, Council officers have assessed areas with high crashes with safety concerns for our most vulnerable users (pedestrian and cyclists). This intersection was identified to be in the scope of the Road to Zero Programme and was prioritised in the Council's Long-term Plan 21-31 for investigation and improvements.</p> <p>Raised Pedestrian Zebra crossings are becoming increasingly common and is now considered a standard practice in many urban areas to reduce the impact on traffic congestion, travel delays, nuisance from vibrations, reduction in speed and discomfort for all users.</p> <p>To provide a safer environment, Council officers are proposing the following safety treatments at this intersection:</p> <ul style="list-style-type: none"> Raised Pedestrian Zebra Crossings will reduce vehicle speeds when traffic approaches the intersection and acts as traffic calming devices. Raised Pedestrian Zebra Crossings are dedicated points where vulnerable users can cross safely. Install No Stopping At All Times (broken yellow lines) along the intersection approach and departure lanes. Vehicles cannot park at these locations and will improve user visibility at the intersection and remove obstruction to the sightline between drivers and pedestrians at the Pedestrian Zebra Crossings. Improves community wellbeing, accessibility and encourage active modes with overall urban design improvements reducing the social cost of crashes.

We are proposing a change in your area

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<p>Impact</p>	<p>Improvements</p> <ul style="list-style-type: none"> • Reduce vehicle speeds at this roundabout so road users are more aware of drivers, pedestrians and cyclists using the road. • Use of speed cushions and raised crossings to minimise vehicle vs vehicle crashes and severity of crashes. • Improves driver visibility at the intersection approaches and pedestrians at the Zebra Crossings. • Improves safety and accessibility for pedestrians at this intersection in particular elderly and young children. <p>Net Parking Impact</p> <ul style="list-style-type: none"> • No change to parking.
<p>How this relates to the parking policy</p>	<ul style="list-style-type: none"> • Support shift in type of transport used – facilitate a shift to using active (eg, walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles.
<p>Additional Information</p>	<ul style="list-style-type: none"> • The Council has met and sought feedback from the Tawa Business Group, Emergency Services and Tawa Community Board. • 23 recorded crashes in the last 10 years (2012-2022). Two were serious, six were minor and 15 were non-injury related. • Approximately 73% of the reported crashes were due to driver failing to giveaway or following too closely. • Total social cost of all crashes over the last 10 years is approximately \$2.43m. • Average Daily Traffic Count(two-way traffic) undertaken in July 2023 – Main Road Tawa north of roundabout (6267), Main Road Tawa south of roundabout (6044), Lyndhurst Road (3900), Cambridge Street (3571). • Pedestrian Count undertaken in peak time 3-4pm in February 2024 (crossing in the vicinity of the roundabout) – Main Road (North) (68), Cambridge Street (53), Main Road South (5), Lyndhurst Road (27). • Vehicle Turning Count undertaken between peak times 5-6pm in February 2024 – Main Road (North) to Cambridge Street (17), Cambridge Street to Main Road (South) (215), Main Road (South) to Lyndhurst Road (102). • The Council Cycling team strongly supports the proposal of narrowing the approaches to the roundabout to improve safety benefits for all vulnerable road users. This change aims to enhance cyclist confidence and reduce the crossing distances for pedestrians by reducing the risk exposure to vehicle movements. • 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 28 March 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
<p>Privacy</p>	<ul style="list-style-type: none"> • Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) • What we do with your personal information: All submissions (including your first name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information

We are proposing a change in your area

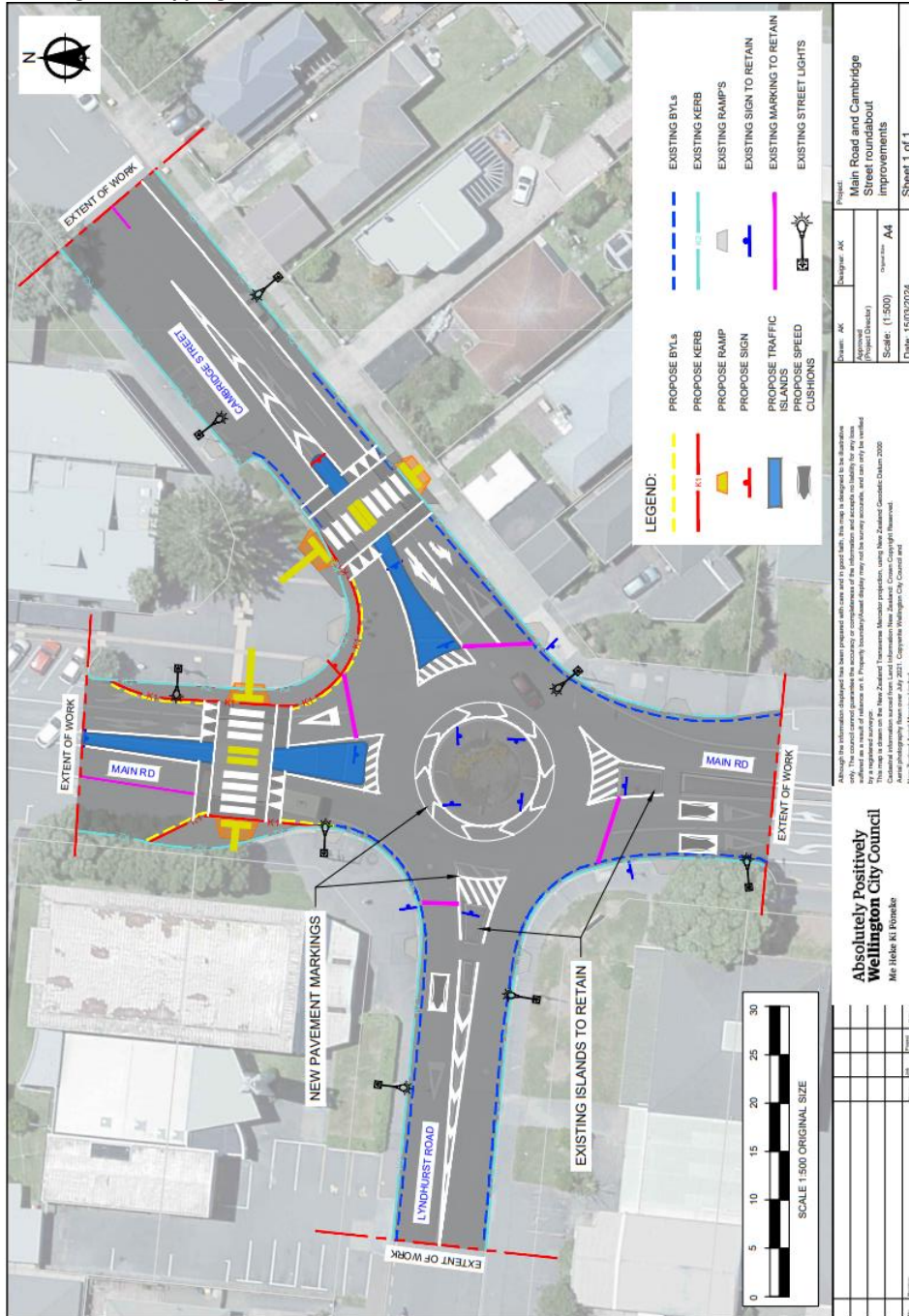
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	<p>(including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</p> <ul style="list-style-type: none">For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.
Feedback	<ul style="list-style-type: none">If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Thursday 28 March 2024 and finishes at 5.00 pm Sunday 14 April 2024.
Next Steps	<ol style="list-style-type: none">Feedback collated by Monday 15 April 2024.The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 23 May 2024.If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

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TR14-24 – Main Road, Lyndhurst Road, Cambridge Street, Tawa - New Raised Pedestrian (Zebra) Crossings, No Stopping At All Times.



We are proposing a change in your area

Legal Description:

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

Column One	Column Two	Column Three
Main Road	No Stopping At All Times	West side, commencing 16 metres north of its intersection with Lyndhurst Road and Cambridge Street (Grid Coordinates X= 1,753,074.32, Y= 5,440,596.08) and extending in a northerly direction following the western kerb line for 11 metres.
Main Road	No Stopping At All Times	East side, commencing 20 metres north of its intersection with Lyndhurst Road and Cambridge Street (Grid Coordinates X= 1,753,074.32, Y= 5,440,596.08) and extending in a northerly direction following the eastern kerb line for 23 metres.
Main Road	No Stopping At All Times	West side, commencing 14 metres south west of its intersection with Lyndhurst Road and Cambridge Street (Grid Coordinates X= 1,753,074.32, Y= 5,440,596.08) and extending in a southerly direction following the western kerb line for 28 metres.
Main Road	No Stopping At All Times	East side, commencing 13 metres south east of its intersection with Lyndhurst Road and Cambridge Street (Grid Coordinates X= 1,753,074.32, Y= 5,440,596.08) and extending in a southerly direction following the eastern kerb line for 16 metres.
Lyndhurst Road	No Stopping At All Times	South side, commencing 20 metres west of its intersection with Main Road and Cambridge Street (Grid Coordinates X= 1,753,074.32, Y= 5,440,596.08) and extending in a westerly direction following the southern kerb line for 6 metres.
Lyndhurst Road	No Stopping At All Times	North side, commencing 20 metres west of its intersection with Main Road and Cambridge Street (Grid Coordinates X= 1,753,074.32, Y= 5,440,596.08) and extending in a westerly direction following the northern kerb line for 6 metres.
Cambridge Street	No Stopping At All Times	North side, commencing 20 metres north east of its intersection with Main Road and Lyndhurst Road (Grid Coordinates X= 1,753,074.32, Y= 5,440,596.08) and extending in a easterly direction following the northern kerb line for 11 metres.

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
Main Road	<i>No Stopping At All Times</i>	<i>West side, commencing 19 metres north of its intersection with Lyndhurst Road and Cambridge Street (Grid coordinates X= 1,753,074.32, Y= 5,440,596.08) and extending in a northerly direction following the western kerb line for 2 metres.</i>
Main Road	<i>No Stopping At All Times</i>	<i>West side, commencing 29 metres north of its intersection with Lyndhurst Road and Cambridge Street (Grid coordinates X= 1,753,074.32, Y= 5,440,596.08) and extending in a northerly direction following the western kerb line for 7 metres.</i>
Main Road	<i>No Stopping At All Times</i>	<i>East side, commencing 29 metres north of its intersection with Lyndhurst Road and Cambridge Street (Grid coordinates X= 1,753,074.32, Y= 5,440,596.08) and extending in a northerly direction following the eastern kerb line for 13 metres.</i>
Main Road	<i>No Stopping At All Times</i>	<i>East side, commencing 22 metres north of its intersection with Lyndhurst Road and Cambridge Street (Grid coordinates X= 1,753,074.32, Y= 5,440,596.08) and extending in a southerly direction following the eastern kerb line for 7 metres.</i>
Main Road	<i>No Stopping At All Times</i>	<i>South west side, commencing 13 metres south of its intersection with Lyndhurst Road and Cambridge Street (Grid coordinates X= 1,753,074.32, Y= 5,440,596.08) and extending in a southerly direction following the western kerb line for 12 metres.</i>
Main Road	<i>No Stopping At All Times</i>	<i>West side, commencing 26 metres south of its intersection with Lyndhurst Road and Cambridge Street (Grid coordinates X= 1,753,074.32, Y= 5,440,596.08) and extending in a southerly direction following the western kerb line for 12 metres.</i>
Main Road	<i>No Stopping At All Times</i>	<i>East side, commencing 13 metres south east of its intersection with Lyndhurst Road and Cambridge Street (Grid coordinates X= 1,753,074.32, Y= 5,440,596.08) and extending in a southerly direction following the eastern kerb line for 12 metres.</i>

We are proposing a change in your area

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Cambridge Street	No Stopping At All Times	North side, commencing 18 metres north of its intersection with Lyndhurst Road and Main Road (Grid coordinates X= 1,753,074.32, Y= 5,440,596.08) and extending in an eastern direction following the northern kerb line for 9 metres.
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Add to Schedule H (Pedestrian Crossing) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Lyndhurst Road	Pedestrian Crossing	West side, 22 metres west of its intersection with Main Road and Cambridge Street (Grid Coordinates X= 1,753,074.32Y= 5,440,596.08).
Cambridge Street	Pedestrian Crossing	East side, 27 metres east of its intersection with Main Road and Lyndhurst Road (Grid Coordinates X= 1,753,074.32Y= 5,440,596.08).

Prepared By:

Asha Harry

(Project Manager)

Approved By:

Kate Gourdie

(Team Leader Traffic & Resolutions)

Date:

19/03/2024

Feedback Received

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Feedback

Name: Liz
Suburb: Tawa
Agree: Yes

No Comment

Officer Response:

Thank you for commenting on TR14-24 – Main Road, Lyndhurst Road, Cambridge Street, Tawa - New Raised Pedestrian (Zebra) Crossings, No Stopping At All Times.

Feedback

Name: Nick123
Suburb: Tawa
Agree: Yes

No Comment

Officer Response:

Thank you for commenting on TR14-24 – Main Road, Lyndhurst Road, Cambridge Street, Tawa - New Raised Pedestrian (Zebra) Crossings, No Stopping At All Time.

Feedback

Name: Bernadette
Suburb: NA
Agree: No

Thank you for listening to our concerns and those of other community organisations and revising the Traffic Resolution plans. We are pleased that the initial four raised pedestrian crossings have been reduced to two, with only one of them being on the Main Road. While this revised plan goes part way to addressing our concerns, we would like to raise the following:

Although this roundabout has been cited as the fifth most dangerous in the Wellington region, it still has a very low number of incidents, accidents and pedestrians crossing the roads. A total of 23 accidents over the past 10 years is a low number.

Feedback Received

Can the expense of upgrading this roundabout guarantee that this number will be reduced over the next 10 years? 73% of all reported crashes were due to drivers failing to give way or following too closely. How do the plans to add raised pedestrian crossings aim to reduce these? A one-hour vehicle study between 5-6pm and a further one-hour pedestrian study between 3-4pm does not give full consideration for the area.

Studies in the morning would give a very different picture. We feel that this project has not had the full consideration given to it as have Johnsonville and Newtown, where comprehensive user surveys were conducted before decisions were made. Although the pedestrian count was conducted at a peak time (3-4pm), the number of people crossing was quite low, with a total of 153 people crossing during the hour. We would like to reiterate one of our main points from our last submission. Tawa has had major road works along the Main Road for most of 2023.

This has significantly affected businesses not only near the site of the road works but also throughout the town centre. At least half a dozen businesses have closed and many more are on the brink of closure if business does not significantly pick up soon. Further road works on the Main Road, especially so close to the town centre would have a significant and detrimental effect on businesses. If this work has to be approved, we would strongly encourage WCC not to complete the work in the short term. Alternative recommendation Reducing the speed limit to 30kph.

This may be more cost-effective than re-vamping the roundabout and would be less disruptive for business owners and users of the roundabout, during the construction period. Reducing vehicle speed would make the roundabout (and many other parts of the Main Road) safer for all who use it and would address the main issue of accidents. This roundabout is not seen to be an issue for many local people, vehicle users or business owners and the current plan looks only to increase congestion, maintain high-speed limits and try to fix something that is not broken.

Officer Response:

Thank you for commenting on TR14-24 – Main Road, Lyndhurst Road, Cambridge Street, Tawa - New Raised Pedestrian (Zebra) Crossings, No Stopping At All Times.

As part of our Road Safety Programme the Council assessed areas with high crash numbers, it identified that this intersection would fall in scope of New Zealand Transport Agency (Waka Kotahi) Road to Zero Programme. Our Road Safety Programme was prioritised in the Council's Long-Term Plan 21-31 adopted on 30 June 2021. Waka Kotahi's Road to Zero Programme focuses on reducing the number of deaths and serious injuries on New Zealand Roads and would contribute 51% of funding to projects that fall in scope of their programme.

The Council did undertake a speed analysis of the area. On average drivers drive between 25-35km/hr for the area. With current average speeds and the additional traffic calming devices of raised pedestrian crossing, single lanes, speed cushions and median pedestrian refuges will further reduce speed on approach, make all road users more aware of their surroundings and reduce the number of crashes.

We acknowledge the concerns raised by the public regarding the impact of construction work on businesses. The Council will work with and keep residents and businesses informed on any construction that takes place to reduce any negative impacts.

Feedback Received

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It is important to provide the community with a safer and more inclusive environment for the public. Prioritising the safety of all road users (drivers, cyclists, pedestrians), we can enhance accessibility and build user confidence and reduce crashes at this busy intersection.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
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Kia ora,

We would like to inform you about a proposed change in your neighbourhood.

Proposal:

Reference	<ul style="list-style-type: none"> TR57-24 Kemp Street and Kilbirnie - New Pedestrian Kea Crossing, No Stopping At All Times
Location – where we propose to make the change	Kemp Street, Kilbirnie – outside no. 5C
What we'd like to do	<ul style="list-style-type: none"> Convert the raised table to a new Pedestrian Kea Crossing outside Evans Bay Intermediate School. Install new Limit Line and road markings. Install No Stopping at All Times to improve sight intervisibility to the pedestrian crossing between pedestrians and drivers.
Why we are proposing the change	<ul style="list-style-type: none"> Council has received requests from the school children and pedestrians to provide a safe crossing facility across the road near Evans Bay Intermediate School. To ensure that school children can safely cross, the Council working in collaboration with the school, is proposing to change the existing raised table to a Raised Pedestrian Kea crossing. To improve safety and intervisibility at the crossing, Officers are installing No Stopping At All Times (broken yellow lines) outside property no. 5C as per the attached plan to increase sight visibility. The school has agreed to operate the Kea crossing in the morning and afternoon pick-up and drop-off times.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> Improves safety and accessibility for pedestrians Improves driver intervisibility <p>Net Parking Impact</p> <ul style="list-style-type: none"> Removal of one unrestricted parking spaces <p>Pedestrian impact</p> <ul style="list-style-type: none"> Positive
How this relates to the parking policy	<ul style="list-style-type: none"> Support shift in type of transport used – facilitate a shift to using active (eg, walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles.
Additional Information	<ul style="list-style-type: none"> 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 28 March 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) What we do with your personal information: All submissions (including your first name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information

We are proposing a change in your area

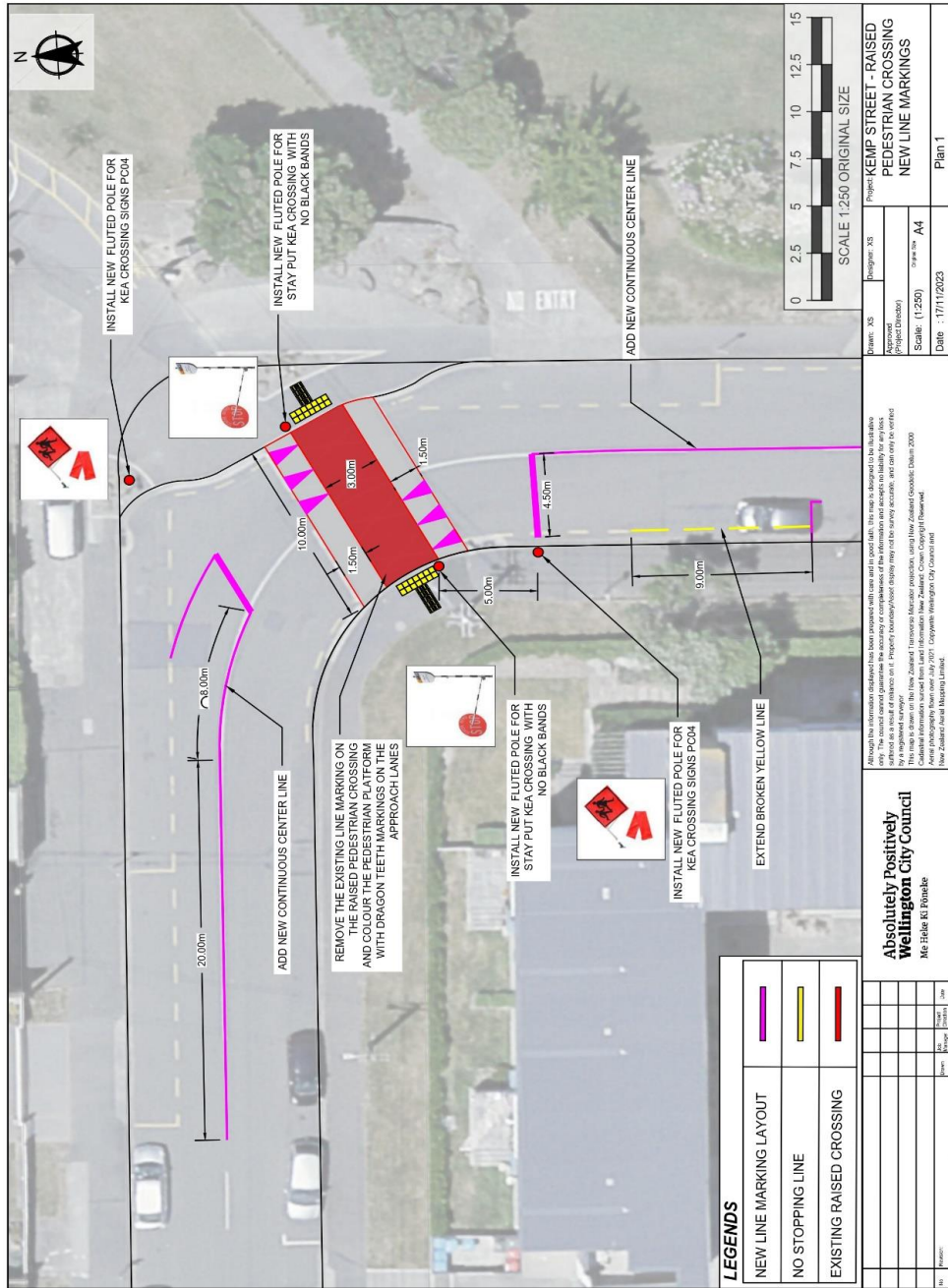
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Wellington City Council**
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	<p>(including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</p> <ul style="list-style-type: none"> For more information regarding our Privacy Statement please check our webpage: Privacy statement – Wellington City Council.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. <p>Please note if you are giving feedback the consultation period opens at 9.00 am Thursday 28 March 2024 and finishes at 5.00 pm Sunday 14 April 2024.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by Monday 15 April 2024. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 23 May 2024. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR57-24 Kemp Street, Kilbirnie – New Pedestrian Kea Crossing; No Stopping at All Times



We are proposing a change in your area

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

Legal Description:

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

Column One	Column Two	Column Three
<i>Kemp Street</i>	<i>No Stopping At All Times</i>	<i>South side, commencing 118 metres east of its intersection with Evans Bay Parade(Grid coordinates X= 1750285.241m, Y= 5424661.583m) and extending in a southerly direction following the western kerbline for 9 metres.</i>

Prepared By: Aswathy Prakash (Transportation Engineer)
Approved By: Soon Teck Kong (Engineering & Operations Manager)
Date: 15 March 2024

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback

Name: Viv

Suburb: Aro Valley

Agree: Yes

No Comment

Officer Response:

Thank you for agreeing on TR57-24 Kemp Street and Kilbirnie - New Pedestrian Kea Crossing, No Stopping At All Time. Installing a pedestrian crossing will make our streets safer and more accessible for everyone.

We are proposing a change in your area

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

Kia ora,

We would like to inform you about a proposed change in your neighbourhood.

Proposal:

Reference	<ul style="list-style-type: none"> TR58-24 Kumutoto Lane, Boulcott Street, Wellington Central – intersection layout improvements, Give Way control
Location – where we propose to make the change	Kumutoto Lane, Wellington Central – at the intersection with Boulcott Street
What we’d like to do	<ul style="list-style-type: none"> Improve the layout of the intersection with a Give Way Control.
Why we are proposing the change	<ul style="list-style-type: none"> Council is extending the footpath along Boulcott Street between The Terrace underpass and Everton Terrace. This road section is affected by the proposed footpath extension works, resulting in some modifications to the existing traffic lane markings. The intersection of Boulcott Street with Kumutoto Lane is currently uncontrolled with traffic sign and roadmarkings. To improve the intersection safety, Officers are proposing to install a Give Way control with associated limit line markings and sign at the Kumutoto Lane approach to Boulcott Street, as per attached plan.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> Improves intersection safety and accessibility Improves safer turning movements Improves driver visibility. <p>Net Parking Impact</p> <ul style="list-style-type: none"> No Change. <p>Pedestrian impact</p> <ul style="list-style-type: none"> No Change.
How this relates to the parking policy	<ul style="list-style-type: none"> 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.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – Boulcott Street 5460 (2017 data) To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Thursday 28 March 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) What we do with your personal information: All submissions (including your first name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. 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

We are proposing a change in your area

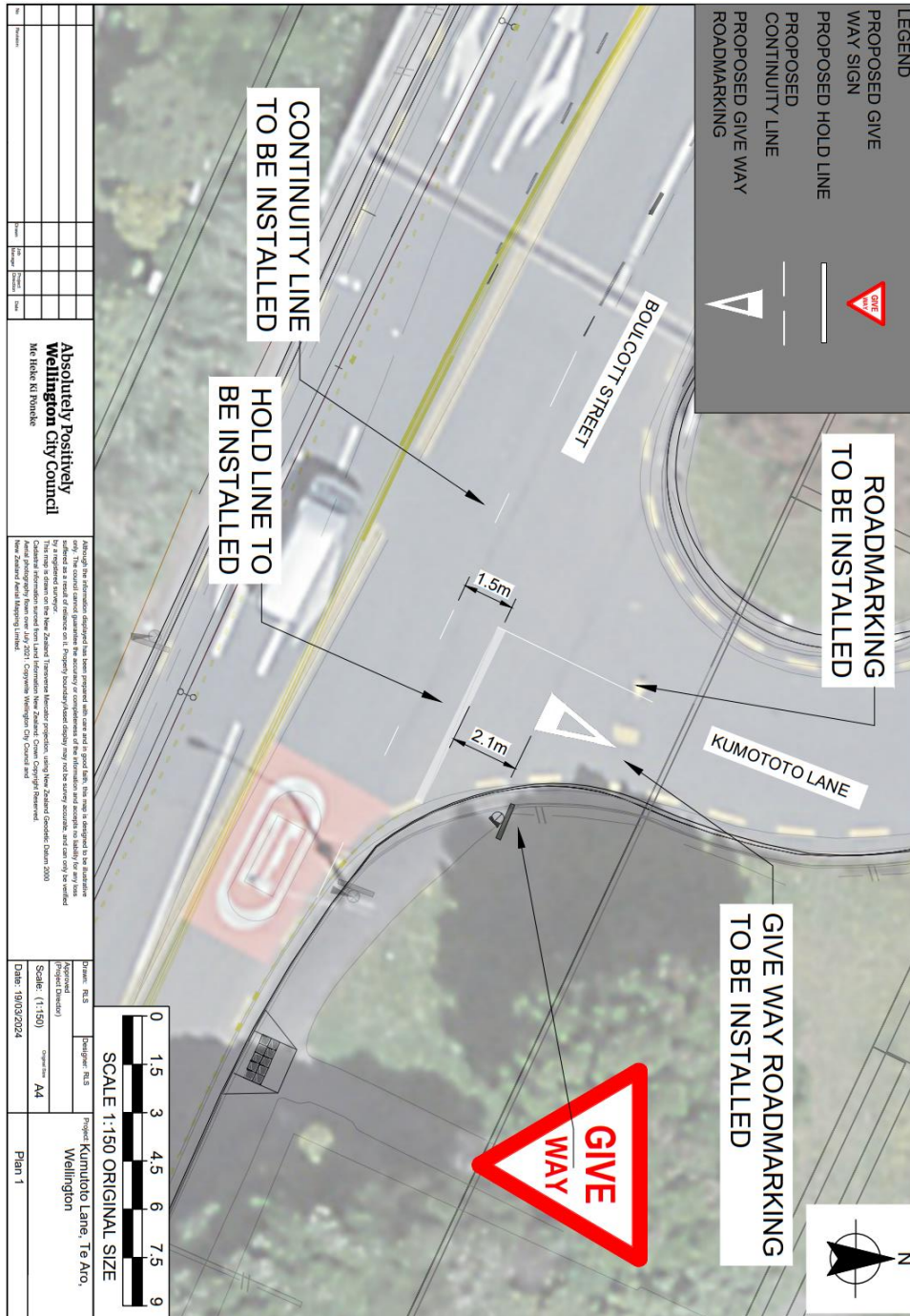
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

	<p>Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</p> <ul style="list-style-type: none">For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.
Feedback	<ul style="list-style-type: none">If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. <p>Please note if you are giving feedback the consultation period opens at 9.00 am Thursday 28 March 2024 and finishes at 5.00 pm Sunday 14 April 2024.</p>
Next Steps	<ol style="list-style-type: none">Feedback collated by Monday 15 April 2024.The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 23 May 2024.If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

Absolutely Positively Wellington City Council
 Me Heke Ki Pōneke

Traffic Resolution Plan: TR58-24 Boulcott Street Footpath Extension – Kumutoto Lane intersection with Boulcott Street improvements, Give Way control



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Add to Schedule G (Give Way) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<i>Kumutoto Lane</i>	<i>Give Way Control</i>	<i>At its southern approach to its intersection with Boulcott Street</i>

Prepared By:

Gordana Savic

Transport Project Manager

Approved By:

Soon Teck Kong

**Engineering and Operations
Manager**

Date:

15 March 2024

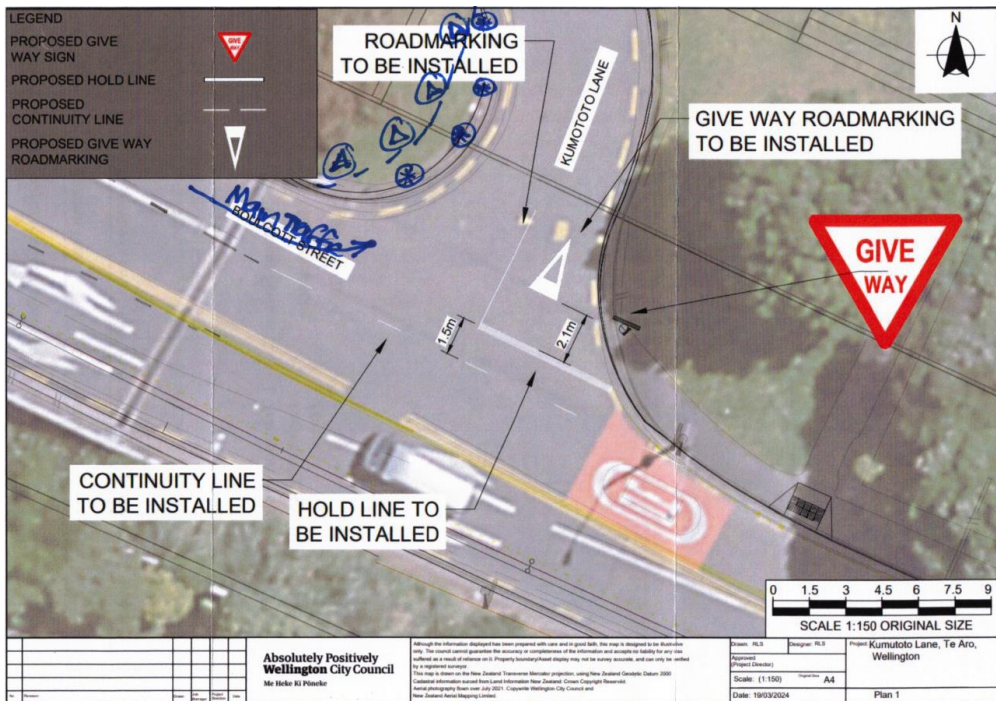
Feedback Received

Absolutely Positively Wellington City Council
 Me Heke Ki Pōneke

Feedback

Name: Ajay
Suburb: N/A
Agree: No

Either remove the small wooden fence, since we see a lot of cars needing to clear the turn and hit the fences and rip the side of their cars. Or create a bigger entrance into Kumutoto lane to ease congestion.



Officer Response:

Thank you for commenting on TR58-24 Kumutoto Lane, Boulcott Street, Wellington Central – intersection layout improvements, Give Way control.

This intersection change to the Give Way control is part of a bigger project to provide a footpath connection on the northern end of Boulcott Street between Everton Terrace and The Terrace underpass, and across the Boulcott Street bridge. The missing footpath connection has got the highest priority assigned in the WCC ‘Walking Improvements Programme’.

There are some changes in the Boulcott Street layout to accommodate a new footpath, and introduction of the Give Way control at the Kumutoto Lane intersection with Boulcott Street is to help that proposal to operate more properly. The intersection with Boulcott Street was checked with

Feedback Received

vehicle tracking curves and shows that it operates safely. The proposal includes a centre line on Kumutoto Lane to ensure that vehicles exiting Kumutoto Lane keep out of the way of vehicles entering Kumutoto Lane from Boulcott Street.

Further upgrading of the Kumutoto Lane intersection with Boulcott Street is not in the scope of this project.

Feedback

Name: Viv
Suburb: Aro Valley
Agree: Yes

No Comment

Officer Response:

Thank you for commenting on TR58-24 Kumutoto Lane, Boulcott Street, Wellington Central – intersection layout improvements, Give Way control. Your support of our proposal is highly appreciated.

Feedback

Name: De Lorenzo
Suburb: N/A
Agree: Yes

I agree there needs to be a "give way control" at the intersection with Boulcott St, but more importantly we need a footpath for pedestrians.

Pedestrians have to walk along Kumutoto Lane on the road which is very dangerous, and this proposal is all about safety and accessibility but has totally forgotten all the people that walk down this lane.

Officer Response:

Thank you for commenting on TR58-24 Kumutoto Lane, Boulcott Street, Wellington Central – intersection layout improvements, Give Way control. This change is part of the project to provide a footpath connection on the northern side of Boulcott Street between Everton Tce and the Terrace underpass, which is a link missing in the pedestrian network connecting the CBD to the city to Sea Walkway, Kelburn Park and Victoria University campus. It was assigned the highest priority in Council's Walking Improvement Programme.

Feedback Received

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Unfortunately, it does not include the portion of the Kumutoto Lane pedestrian traffic/route, it hasn't been assigned high priority in that programme. By introducing the Give Way control on Kumutoto Lane intersection with Boulcott Street we improve new proposed layout on Boulcott Street.

Feedback

Name: Nick
Suburb: Tawa
Agree: Yes

No Comment

Officer Response:

Thank you for sending your feedback on TR58-24 Kumutoto Lane, Boulcott Street, Wellington Central –intersection layout improvements, Give Way control. Your support of our proposal is highly appreciated.

Feedback

Name: Wesrtzn
Suburb: Wilton
Agree: Yes

Support footpath extension, I currently find it very difficult to turn right into Kumutoto on my bike for to vehicle speeds on Boulcott Street. Would like to see changes include physical measures to reduce speeds at this location.

Officer Response:

Thank you for commenting on TR58-24 Kumutoto Lane, Boulcott Street, Wellington Central – intersection layout improvements, Give Way control. I can see that the road section of Boulcott Street that you are referring to is currently at 30km/h speed limit. There is also suggestion of extending it further to the intersection with Everton Terrace. However, it is not in the scope of this project. It should come under the Speed Management Upgrades programme.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Kia ora,

We would like to inform you about a proposed change in your neighbourhood.

Proposal:

Reference	<ul style="list-style-type: none"> TR59-24 Carmel Terrace, Grenada Village – intersection layout improvements, Give Way control.
Location – where we propose to make the change	At the intersection of Carmel Terrace and Grenada Drive, Grenada Village. Opposite no.40 Grenada Drive, Grenada Village.
What we'd like to do	<ul style="list-style-type: none"> Improve the layout of the existing intersection with a Give Way control and associated roadmarkings.
Why we are proposing the change	<ul style="list-style-type: none"> Council have received safety concerns from the public. The safety concern is regarding unclear intersection control at the junction of Carmel Terrace and Grenada Drive. with an increasing amount of traffic using it due to recent nearby developments in Grenada Village. To improve public safety, we are proposing to install a Give Way control with associated road markings and sign at this intersection.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> Improves safety for road users. Improves safety for turning vehicle movements. <p>Net Parking Impact</p> <ul style="list-style-type: none"> No Change. <p>Pedestrian impact</p> <ul style="list-style-type: none"> No Change.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – Grenada Drive = 5392 (2023 actual count) 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 28 March 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) What we do with your personal information: All submissions (including your first name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. 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. For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public

We are proposing a change in your area

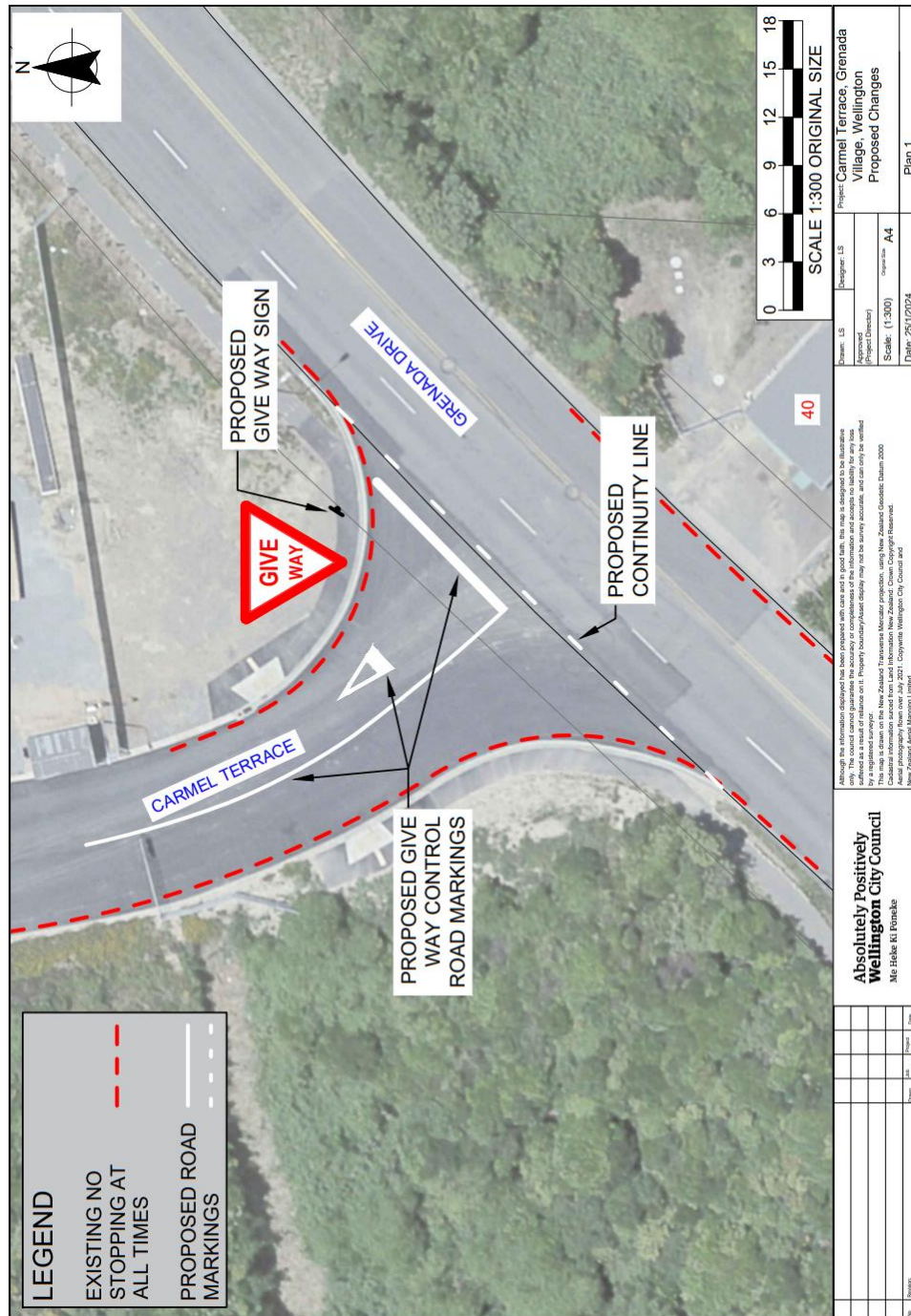
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

	<p>in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens at 9.00 am Thursday 28 March 2024 and finishes at 5.00 pm Sunday 14 April 2024.</p>
<p>Next Steps</p>	<ol style="list-style-type: none"> 1. Feedback collated by Monday 15 April 2024. 2. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 23 May 2024. 3. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR59-24 Carmel Terrace and Grenada Drive, Grenada Village – intersection improvements, Give Way control



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Add to Schedule G (Give Way) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<i>Carmel Terrace</i>	<i>Give Way Control</i>	<i>At its southern approach to its intersection with Grenada Drive.</i>

Prepared By: Karl Rudge **(Transport Engineer Assistant)**
Approved By: Soon Teck Kong **Engineering and Operations**
Date: 15 March 2024 **Manager**

Feedback Received

Absolutely Positively
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Me Heke Ki Pōneke

No Feedback

We are proposing a change in your area

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

Kia ora,

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

Proposal:

Reference	TR60-24 Hopper Street, Mount Cook – Loading Zone and No Stopping At All Times (Amended)
Location – where we propose to make the change	Outside no. 11 Hopper Street
What we'd like to do	<ul style="list-style-type: none"> Convert No Stopping At All Times to a P10 Loading Zone outside no. 11 Hopper Street
Why we are proposing the change	<ul style="list-style-type: none"> Council have received requests from local businesses to install a loading zone to support business activities as well as provide for pick up and drop off space for the local childcare centre. Therefore, the Council is proposing to install a P10 Loading Zone, Monday to Sunday 7:30am – 6:00pm outside no.11 Hopper Street.
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for children and caregivers accessing the local childcare centre. Improves the viability of business wellbeing. Net parking impact – conversion of one coupon parking space to one loading zone.
How this relates to the parking policy	<ul style="list-style-type: none"> Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 3592 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 28 March 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you. Amendment to the proposal description: The consultation document previously stated that the proposed location loading zone replacing coupon parking. This was amended to state that the loading zone will replace No Stopping At All Times (Broken Yellow Lines). This results in no loss of parking and no revenue loss.
Privacy	<ul style="list-style-type: none"> Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) What we do with your personal information: All submissions (including your first name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. 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.

We are proposing a change in your area

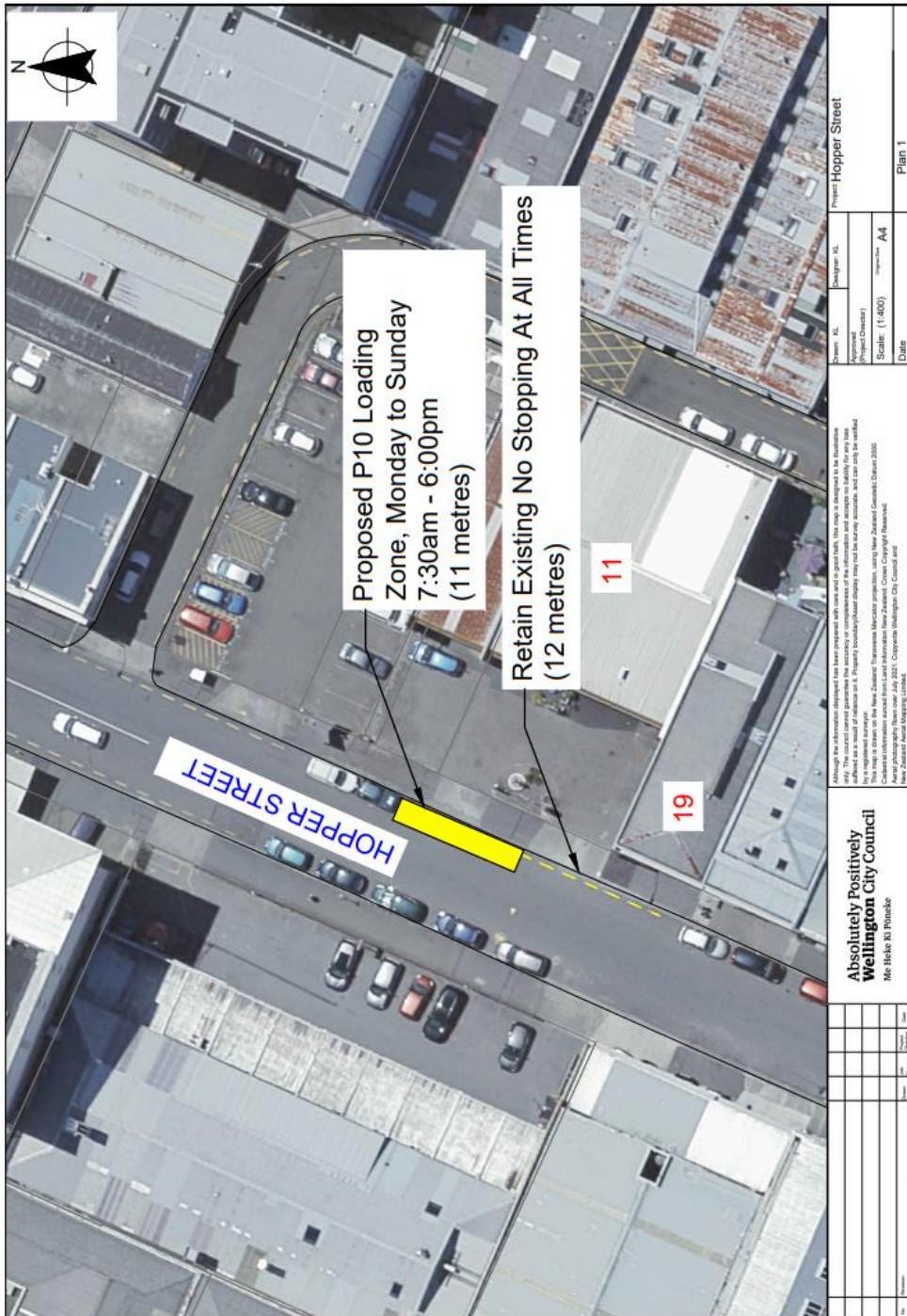
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

	<ul style="list-style-type: none">For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.
Feedback	<ul style="list-style-type: none">If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Thursday 28 March 2024 and finishes at 5.00 pm Sunday 14 April 2024.
Next Steps	<ol style="list-style-type: none">Feedback collated by Monday 15 April 2024.The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 23 May 2024.If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

Absolutely Positively Wellington City Council
 Me Heke Ki Pōneke

Traffic Resolution Plan: TR60-24 Hopper Street, Mount Cook – Loading Zone and No Stopping At All Times



We are proposing a change in your area

Legal Description:

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

Column One	Column Two	Column Three
Hopper Street	No Stopping, At All Times	East side, commencing 53 metres south from its intersection with Webb Street (Grid coordinates X= 1,748,570.6m Y= 5,426,626.6m) and extending in a southerly direction for 17m following the eastern kerb line.

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

Column One	Column Two	Column Three
Hopper Street	P10 Loading Zone, Monday to Sunday 7:30am - 6:00pm	East side, commencing 51m from its intersection with Webb Street at (Grid coordinates X= 1,748,570.6m Y= 5,426,626.6m) and extending in a southerly direction following the eastern kerblines for 11 metres.

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

Column One	Column Two	Column Three
Hopper Street	No Stopping, At All Times	East side, commencing 62m from its intersection with Webb Street at (Grid coordinates X= 1,748,570.6m Y= 5,426,626.6m) and extending in a southerly direction following the eastern kerblines for 12 metres.

Prepared By: Keren Love (Transport Engineering Assistant)
 Approved By: Soon Teck Kong Engineering and Operations Manager
 Date: 15 March 2024

Feedback Received

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

Feedback

Name: Viv
Suburb: Aro Valley
Agree: Yes

No Comment

Officer Response:

Thank you for providing feedback on TR60-24 Hopper Street, Mount Cook – Loading Zone and No Stopping At All Times.

Feedback

Name: Jaden
Suburb: Aro Valley
Agree: Yes

I agree with the proposal for a loading zone here to service adjacent business (Hopper Refill, Kaibosh, Kakapo Kids etc.). I slightly disagree with the covering letter with this proposed change which noted a Loss of Net Revenue as there were never on street car parks in the proposed location of the loading zone.

I'm unsure if the \$245.70 noted as loss is from potential future revenue or something else? For your information, the area was formally a vehicle crossing for 11 Hopper Street. Recent works at 11 Hopper Street have resulted in the existing vehicle crossing being removed and hence additional on-street parks created.

Officer Response:

Thank you for providing feedback on TR60-24 Hopper Street, Mount Cook – Loading Zone and No Stopping At All Times.

That is correct, this was previously a vehicle crossing. The \$245.70 refers to the loss from potential future revenue if coupon parking was to be instated instead of a loading zone.

Feedback

Name: has already been taken
Suburb: Mount Cook

Feedback Received

Agree: Yes

[Redacted] a charity that acts as the food logistics partner to over 55 other local organisations, charities, schools and social services in Wellington, and over 140 charities across the greater Wellington region. Our Wellington depot is [Redacted], operating 7 days a week.

This potential loading area would mean that we would be able service our charity partners with more efficiency and ease than is currently possible. It would also mean that we could increase the capacity for larger vehicles to be able to collect for our charity organisations and have the facility to take direct donations of food from local businesses, which currently have nowhere to safely drop off any large donations of food.

This would mean a significant increase to the amount of support that could go to the Wellington community, with the cost of living currently meaning that our services are more in demand than ever. We hope you take this into consideration when you make the decision on the proposed changes.

Officer Response:

Thank you for providing feedback on TR60-24 Hopper Street, Mount Cook – Loading Zone and No Stopping At All Times. We appreciate you taking the time to comment on the positive impact that this proposed loading zone will have on the local businesses and community

Feedback

Name: SuRuBru

Suburb: Mount Cook

Agree: Yes

I write in full support of the proposal to put a loading zone outside 11 Hopper Street, Mt Cook, Wellington.

1. Firstly, the leaflet circulated for consultation states that there would be a conversion of one coupon park. This is incorrect as the proposed site is a yellow dotted line.
2. Following on from the first point, there would be no revenue impact as is stated in the proposal for discussion
3. A new garden has been built in front of 11 Hopper Street building, which was previously a carpark. While this new garden will be appreciated by many in a mostly industrial area, the loss of the private carpark will impact on deliveries and drop offs for tenants.
4. The tenants at 11 Hopper Street, which include Kaibosh Food Rescue, Hopper Shop and many community groups who visit the community hub, or take temporary leases at the this growing social enterprise centre would be supported by a loading zone.

Feedback Received

**Absolutely Positively
Wellington City Council**
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5. Nearby businesses including a preschool day care centre adjacent to us will benefit from the loading zone also. As the Director of the company that owns the building at [Redacted] Hopper Street, I am very aware of the need for a loading zone in front of the building. The mission of Hopper Enterprise is to support the inner city community to be connected and supported.

Thank you for proposing this loading zone.

Officer Response:

Thank you for providing feedback on TR60-24 Hopper Street, Mount Cook – Loading Zone and No Stopping At All Times.

In response to your point 1 regarding the conversion from one coupon park, this is indeed incorrect, and will be amended before being presented to Councillors at the Regulatory Processes Committee meeting. The \$245.70 refers to the loss from potential future revenue if coupon parking was to be instated instead of a loading zone.

We appreciate you taking the time to provide feedback on the positive impact that this proposed loading zone will have on the local businesses and inner-city community

Feedback

Name: Richard
Suburb: NA
Agree: Yes

I refer to the TR60-24 Hopper Street, Mount Cook – Loading Zone and No Stopping At All Times proposal to Convert one coupon parking space to a P10 Loading Zone outside no. 11 Hopper Street in Mount Cook.

Firstly my apologies. I realise the consultation period closed yesterday but I have had major health issues involving hospitalisation. I would be grateful if this late submission could be considered.

[Redacted]

We **whole heartedly support the proposal** as a fair and pragmatic solution. We agree the impact of the proposal is correctly identified as Improving the safety and accessibility for children and caregivers accessing the local childcare centre (in our building) while also Improving the viability of business wellbeing.

Thank you for the opportunity to submit and , again I apologise for being after the deadline, I would be grateful if you could still consider it but understand if this is not possible.

Kind regards,

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Officer Response:

Thank you for commenting on TR60-24 Hopper Street, Mount Cook – Loading Zone and No Stopping At All Times. We appreciate you taking the time to provide feedback on the positive impact that this proposed loading zone will have on the local businesses and community.

We are proposing a change in your area

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

Kia ora,

We would like to inform you about a proposed change in your neighbourhood.

Proposal:

Reference	TR61-24 Lower Watt Street, Wadestown - No Stopping At All Times
Location – where we propose to make the change	Lower Watt Street, Wadestown – outside no. 17
What we’d like to do	<ul style="list-style-type: none"> • Install No Stopping At All Times (Broken Yellow Lines)
Why we are proposing the change	<ul style="list-style-type: none"> • Council have received request from a member of the public to improve accessibility along Lower Watt Street due to the negative impact and concerns which parked vehicles can have on accessibility restrictions. • To improve safety and accessibility, we are proposing to install No Stopping At All Times (broken yellow lines) along the road outside property no. 17, as per the attached plan.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> • Improves safety and accessibility for emergency vehicles <p>Net Parking Impact</p> <ul style="list-style-type: none"> • Removal of two unrestricted parking spaces <p>Pedestrian impact</p> <ul style="list-style-type: none"> • Positive as currently vehicles are often parking partially on the footpath which causes possible obstruction to pedestrians, particularly those who have prams or wheelchairs and reduces safety risks for pedestrians walking along the roadway.
How this relates to the parking policy	<ul style="list-style-type: none"> • Support shift in type of transport used – facilitate a shift to using active (eg, walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles. • 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.
Additional Information	<ul style="list-style-type: none"> • 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 28 March 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> • Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) • What we do with your personal information: All submissions (including your first name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. 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.

We are proposing a change in your area

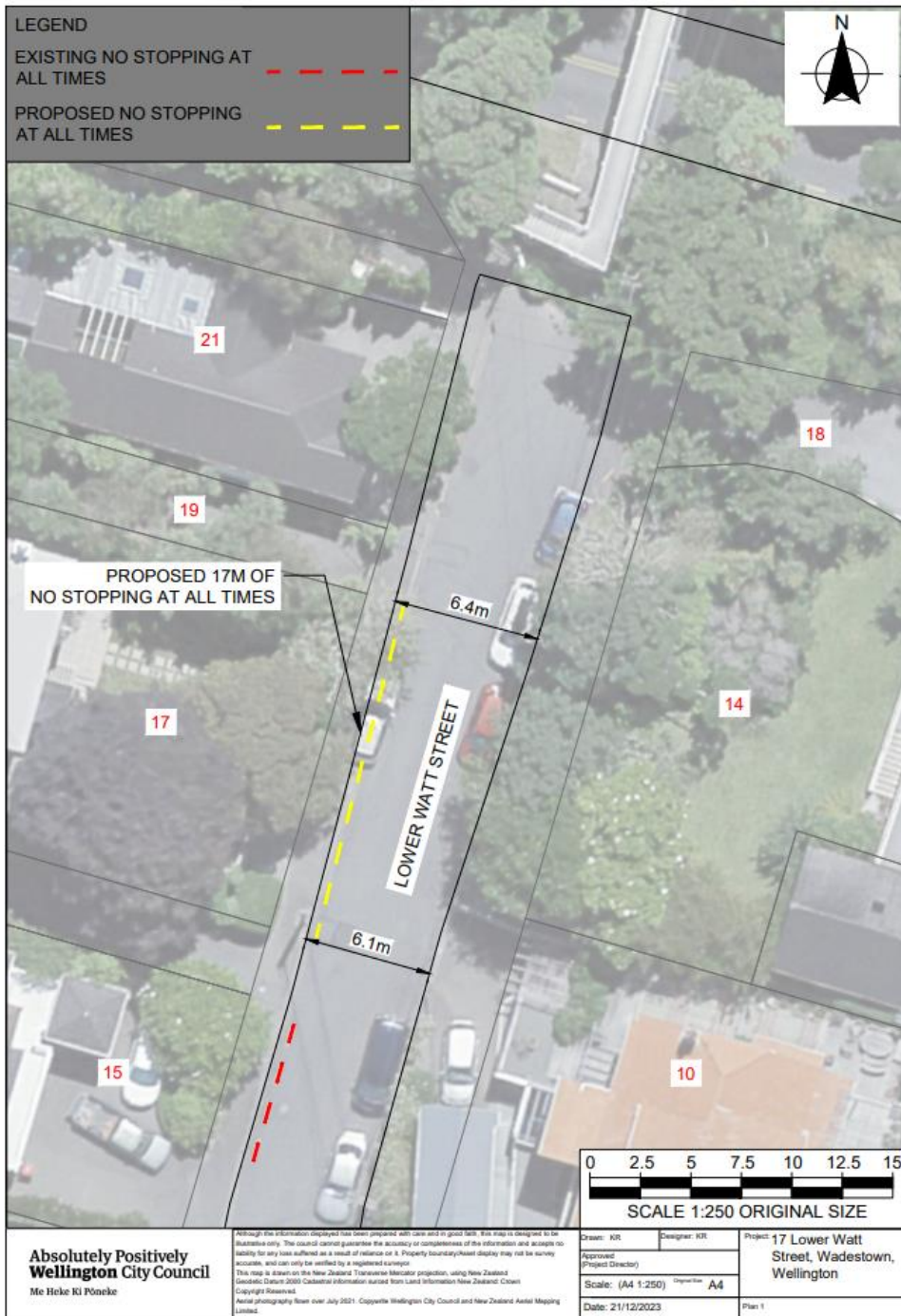
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

	<ul style="list-style-type: none">For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.
Feedback	<ul style="list-style-type: none">If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Thursday 28 March 2024 and finishes at 5.00 pm Sunday 14 April 2024
Next Steps	<ol style="list-style-type: none">Feedback collated by Monday 15 April 2024.The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 23 May 2024.If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

Absolutely Positively Wellington City Council
 Me Heke Ki Pōneke

Traffic Resolution Plan: TR61-24 Lower Watt Street, Wadestown - No Stopping At All Times



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Lower Watt Street	<i>No Stopping At All Times</i>	<i>West side, commencing 99 metres north of its intersection with Barnard Street (Grid coordinates $x= 1,749,085.45$, $y= 5,430,218.27$) and extending in a northern direction following the western kerb line for 17 metres.</i>

Prepared By: Karl Rudge **(Transport Engineering Assistant)**
Approved By: Soon Teck Kong **Engineering and Operations Manager**
Date: 15 March 2024

Feedback Received

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

Feedback

Name: Murray

Suburb: N/A

Agree: Yes

I am writing to support the proposed change to parking on Lower Watt St. The change will ensure that large vehicles like emergency vehicles and Tradies are able to access the half-dozen homes that are past this point. It also means that residents will be less inconvenienced by blockages that occasionally occur when vehicles park poorly and leave too little room to squeeze through.

Officer Response:

Thank you for commenting on TR61-24 Lower Watt Street, Wadestown - No Stopping At All Times and taking the time to provide your feedback on the proposal.

Feedback

Name: PrueJane

Suburb: Wadestown

Agree: No

I have lived in several rental properties across several Wellington suburbs (Island Bay, Miramar, Newtown) and this street is by far the most difficult to find parking on. The removal of 2 car parks will make it even more difficult. If the request was made for pedestrian access I can understand, but if it was made so that our neighbours can manoeuvre their overly large cars with greater ease (which I imagine it might have been) then I feel that your justification that this will promote walking and cycling to be quite a weak argument.

It is also common practice for people who work in the city to park their cars here during the day. There was even a couple of German tourists who parked on our street for a full week in order to catch the Interislander ferry. Perhaps, if you must remove parking from our street, you might consider the needs of us renters by making the remaining car parks on Lower Watt st resident parking only?

Officer Response:

Thank you for commenting on TR61-24 Lower Watt Street, Wadestown - No Stopping At All Times. The reason to install No Stopping At All Times Roadmarkings at this location is to ensure that there is enough width remaining on the road so that emergency services can access those houses further up Lower Watt Street.

If vehicles park on each side of the road at this location, then the remaining road which is clear of parked vehicles does not meet the needs for vehicles such as fire engines to pass through this area

Feedback Received

and is in turn a safety concern. Changing the parking restriction of other parking spaces along Lower Watt Street is not within the scope of this Traffic Resolution, however this is currently being investigated within the Wadestown Parking Management Plan.

Feedback

Name: Jen
Suburb: Wadestown
Agree: No

I refer to the proposed changes to Lower Watt Street under Traffic Resolution plan TR61-24.

We note that we have met with you onsite to allow us to explain our partial opposition to the proposal.

Previously WCC have allowed parking part on the road and part on the footpath so long as a 1 meter passageway was left clear for pedestrians. This solution was practical and allowed visitors and tradespeople to park on what is a part of the street with a particularly wide footpath and narrow road. It also acknowledged the unique topography of Lower Watt street.

We note that the road has very little parking available to the residents and their visitors or tradespeople. The top half of the street only has parking for 3 medium size cars. Significantly these parks are used mostly by out of towners who park free of charge and walk or bus into town to their jobs. Currently tradespeople and visitors regularly are unable to find parking on the street.

To that end we would like the following amendments to the Proposed Changes under Traffic Resolution n TR61-24 Lower Watt street

1. NO YELLOW LINES ACROSS THE DRIVEWAY APRON ENTRANCE TO THE PROPERTY AT 17 LOWER WATT STREET. The image on the Traffic Resolution Plan currently shows yellow lines drawn extending over 3-4 metres of the driveway entrance. Yellow lines are unnecessary here as there is no issue with parking across the driveway. Yellow lines above the driveway apron entrance to No 17 as drawn are not opposed.
2. CONSIDERATION TO IMPLEMENTING RESIDENTS CAR PARKING AND/OR 2 HOUR PARKING IN THE TOP END OF THE STREET, ADJACENT TO 17 ,17A,19 LOWER WATT STREET. This will allow tradespeople and guests to park for short times.

Officer Response:

Thank you for commenting on TR61-24 Lower Watt Street, Wadestown - No Stopping At All Times, we appreciate taking the time to provide this response. We thank you for your time both submitting this feedback and meeting council officers on site to discuss the proposed changes. Wellington City Council has recently revoked parking on the footpath fully or partially in 2022. This overrides any historic agreements that may have been made.

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

As outlined within the Traffic Resolution the reason to make these changes is to improve safety by ensuring that access for emergency vehicles is not obstructed by private vehicles parking on the road. In this case if vehicles were to park on each side of the road the space on the road which does not have vehicles parking on the road is not wide enough to allow emergency vehicles through.

The extension of No Stopping At All Times Road markings across the driveway at number 17 have been extended in such a manner to ensure that vehicles do not park at this location either, however with or without No Stopping At All Times Road markings it is illegal to park in front of any vehicle accessway. The implementation of residents parking and/or time restricted parking is not within the scope of this Traffic Resolution.

Despite this the Wadestown parking management plan is currently under way and we urge you to provide feedback on this when possible, to voice your concerns and what type of parking you would like on Lower Watt Street.

Feedback

Name: Sam
Suburb: Wadestown
Agree: No

As residents on Lower Watt Street, we have some sympathy for those impacted by parked vehicles causing accessibility issues. However, we are disappointed WCC has chosen to invest time and resources to launch consultation on this proposed small change instead of examining the commuter parking issues for the entire street at the same time.

We recognise Lower Watt Street falls within the wider Wadestown transport consultation, however this process continues to experience delays. We first raised the issue of commuter parking constraining residents' parking in our street more than two years ago. Meanwhile, adding broken yellow lines to this particular section will only exacerbate our issue with commuter parking.
Regards,

Officer Response:

Thank you for commenting on TR61-24 Lower Watt Street, Wadestown - No Stopping At All Times.

The changes proposed within this Traffic Resolution are solely focused on improving access along Lower Watt Street for emergency vehicles and due to this it is considered to be a safety concern. As mentioned in within your feedback the wider parking situation within Wadestown is being considered within the Wadestown Parking Management Plan.

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback

Name: Concerned for Wadestown

Suburb: Wadestown

Agree: No

The existing situation is a de facto traffic calming measure. In 20-odd years of living in the street, I've never seen either a push chair or a wheelchair on the footpath; it's just too steep. Please review for yourselves or view the contour map to confirm.

Officer Response:

Thank you for commenting on TR61-24 Lower Watt Street, Wadestown - No Stopping At All Times. The proposed changes are focused on ensuring that emergency vehicles can access the top end of Lower Watt Street, as if vehicles park on each side of the road at this point there is a concern that there will not be enough space left for these vehicles to move through unimpeded.

We are proposing a change in your area

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

Kia ora,

We would like to inform you about a proposed change in your neighbourhood.

Proposal:

Reference	TR62-24 Pembroke Road, Wadestown - No Stopping At All Times
Location – where we propose to make the change	Pembroke Road, Wadestown – outside nos. 1 to 7
What we'd like to do	<ul style="list-style-type: none"> • Install No Stopping At All Times (Broken Yellow Lines)
Why we are proposing the change	<ul style="list-style-type: none"> • Council have received a request from the public to extend the existing No Stopping At All Times road markings at the intersection of Pembroke Road and Albemarle Road. The request stated that the existing No Stopping At All Times road markings are inadequate as the sightlines for vehicles exiting Albemarle Road are restricted and compromised by parked vehicles on Pembroke Road. • Additionally, as Albemarle Road is on a slope, this restricted sightline exacerbates the difficulty in comparison to a flat terrain. • To improve safety and accessibility, we are proposing to install No Stopping At All Times (broken yellow lines) along the road between properties no.1 and no.7, as per the attached plan.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> • Improves driver visibility and safety at the intersection <p>Net Parking Impact</p> <ul style="list-style-type: none"> • Removal of three unrestricted parking spaces <p>Pedestrian impact</p> <ul style="list-style-type: none"> • No Change
How this relates to the parking policy	<ul style="list-style-type: none"> • 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.
Additional Information	<ul style="list-style-type: none"> • Average daily traffic count – 2349 (2015 data) • To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Thursday 28 March 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> • Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) • What we do with your personal information: All submissions (including your first name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. 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.

We are proposing a change in your area

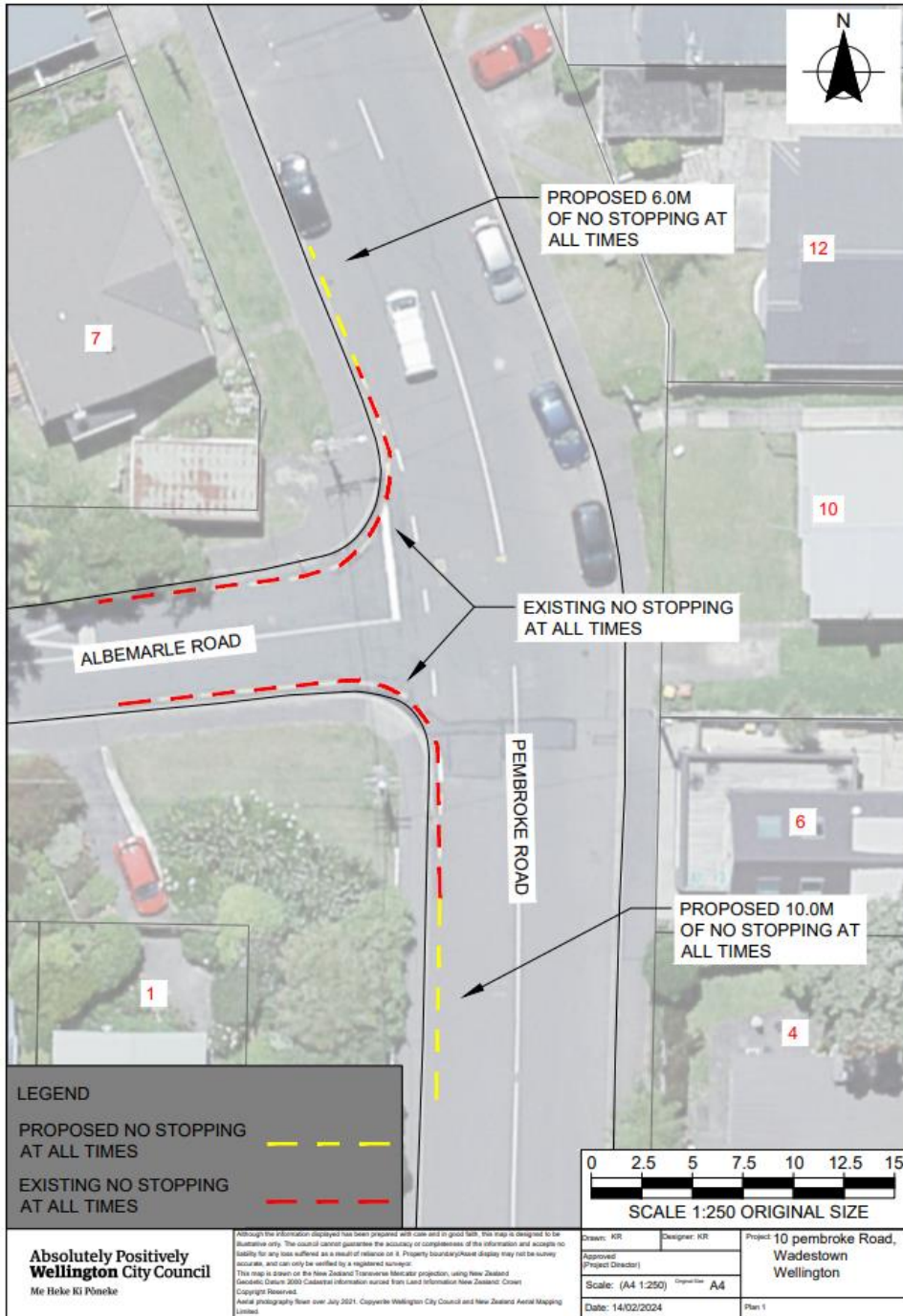
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

	<ul style="list-style-type: none">For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.
Feedback	<ul style="list-style-type: none">If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Thursday 28 March 2024 and finishes at 5.00 pm Sunday 14 April 2024.
Next Steps	<ol style="list-style-type: none">Feedback collated by Monday 15 April 2024.The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 23 May 2024.If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

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

Traffic Resolution Plan: TR62-24 Pembroke Road, Wadestown - No Stopping At All Times



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Pembroke Road	<i>No Stopping At All Times</i>	<i>West side, commencing 51 metres north its intersection with Northland Road (Grid coordinates $x= 1,747,522.27$, $y= 5,428,734.44$) and extending in an northerly direction following the western kerb line for 10 metres.</i>
Pembroke Road	<i>No Stopping At All Times</i>	<i>West side, commencing 87 metres north its intersection with Northland Road (Grid coordinates $x= 1,747,522.27$, $y= 5,428,734.44$) and extending in an northerly direction following the western kerb line for 6 metres.</i>

Prepared By:

Karl Rudge

(Transport Engineering Assistant)

Approved By:

Soon Teck Kong

**(Engineering and Operations
Manager)**

Date:

15 March 2024

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback

Name: Barbara

Suburb: NA

Agree: No

I would like to register my objection to the proposal for the following reasons:

1. The present No Stopping zones have been perfectly adequate for the last 9 years, the time during which I have resided at [Redacted].
2. I am [Redacted] and at home for much of most days. I have never been aware of any accidents caused by cars/ vans/ trucks parked near the turns into and out of Albemarle Rd.
3. Over the last 18 months or so, there have been two major building projects at No 6 and No 10 Pembroke Rd. Sight lines when turning out of Albemarle Rd and onto Pembroke Rd have, at times , been poor due to contractors parking close to their place of work. However, as far as I am aware, no accidents have occurred because of this. Additionally, these two building projects are now at an end, leaving the entrance/exit at Albemarle Rd clear. There is no need to restrict short term parking possibilities in the way you propose.
4. The top of Pembroke Rd, near Northland Rd, is used during term time for safe parking by those picking up school children after 3.00pm. If you removed the possibility to park there, there would be more congestion in Northland Rd around the school, or in an already narrow Albemarle Rd.
5. Albemarle Rd is a very busy street, and it becomes narrow in places, especially when locals park outside their homes, or nursery users park near the nursery. If your proposal were to go ahead, I fear more folk would attempt to use Albemarle Rd to park in while picking up/ dropping off their children and so cause a traffic hazard.

Finally, I would agree that sight lines to the top of Albemarle Rd have not been the best over the last 18 months. However, the problem of contractor parking is resolving itself - there is only a garage to be completed now - and I feel there is no need to impose unnecessary parking restriction as outlined in your proposal.

Officer Response:

Thank you for your feedback on TR62-24 Pembroke Road, Wadestown - No Stopping At All Times. This Traffic Resolution is proposed to increase safety for all road users. Engineers have assessed sightlines and have been out on site in person.

The findings of the investigation have showed that when vehicles park in the locations where the proposed changes are to be made that visibility is decreased and sightlines become more limited thus safety decreases. Due to this engineers want to improve safety and the proposed changes will ensure that vehicles cannot park at these locations meaning that sightlines will remain clear.

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback

Name: missa

Suburb: Wilton

Agree: Yes

I agree that the sight lines are limited and given only minimal changes are happening the impact is little to none as other parks are available.

Officer Response:

Thank you for your feedback on TR62-24 Pembroke Road, Wadestown - No Stopping At All Times. We appreciate the time you have taken to provide us with this feedback and value your input.

Feedback

Name: Wesrtzn

Suburb: Wilton

Agree: Yes

Vehicles pull out of Albemarle Road into the path of other vehicles including bikes

Officer Response:

Thank you for commenting on TR62-24 Pembroke Road, Wadestown - No Stopping At All Times. Your feedback on this matter is important and valued.

We are proposing a change in your area

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

Kia ora,

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

Proposal:

Reference	TR63-24 Quetta Street, Ngaio – No Stopping At All Times
Location – where we propose to make the change	Various locations along both sides of Quetta Street
What we'd like to do	<ul style="list-style-type: none"> • Install No Stopping At All Times outside nos. 2, 4, 8, 12-18, 25A, 3, 5-9, 11-17 • Shorten one section of No Stopping At All Times outside no. 3
Why we are proposing the change	<ul style="list-style-type: none"> • We have received accessibility concerns from residents on Quetta Street regarding lack of access to sections of the street by rubbish trucks and emergency vehicles when cars are parked on both sides of the road. Additionally, Fire and Emergency NZ have identified Quetta Street as being a narrow street with access difficulties. • Quetta Street is approx. 6.1m or narrower along its length, which means that it is too narrow to allow for kerbside parking on both sides of the street while still allowing access for large vehicles. • Where vehicles park on opposite sides of the street, vehicles commonly park on the footpath to enable access along the street, and it is a regular practice and has become a status quo. However, parking on the footpath is illegal, and creates a barrier to pedestrians safely using the footpath, especially those with prams and wheelchairs. • Therefore, WCC proposes to install No Stopping At All Times at various locations along Quetta Street to demonstrate where vehicles are able to park entirely on the road, while maintaining access for emergency vehicles and large trucks. • Following a pre consultation letter drop to residents, an equal number of respondents supported the changes as opposed these changes.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> • Improves safety and accessibility for all vehicles, especially for heavy vehicles including rubbish trucks and emergency vehicles. <p>Net parking impact</p> <ul style="list-style-type: none"> • Loss of five unrestricted (design standard) parking spaces. <p>Pedestrian impact</p> <ul style="list-style-type: none"> • Positive. Improved safety for those using the footpath by discouraging vehicles parking over the footpath.
How this relates to the parking policy	<ul style="list-style-type: none"> • 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.
Additional Information	<ul style="list-style-type: none"> • Average daily traffic count – 180 (estimate) • 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

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

	<p>Thursday 28 March 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.</p>
Privacy	<ul style="list-style-type: none"> Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) What we do with your personal information: All submissions (including your first name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. 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. For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Thursday 28 March 2024 and finishes at 5.00 pm Sunday 14 April 2024.
Next Steps	<ol style="list-style-type: none"> Feedback collated by Monday 15 April 2024. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 23 May 2024. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

Legal Description:

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

Column One	Column Two	Column Three
Quetta Street	No Stopping, At All Times	West side, commencing from its intersection with Cockayne Road at (Grid coordinates X= 1,748,901.4661 m Y= 5,431,722.7202 m) and extending in a northerly direction following the western kerbline for 11 metres.

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

Column One	Column Two	Column Three
Quetta Street	No Stopping, At All Times	West side, commencing from its intersection with Cockayne Road at (Grid coordinates X= 1,748,901.4661 m Y= 5,431,722.7202 m) and extending in a northerly direction following the western kerbline for 10 metres.
Quetta Street	No Stopping, At All Times	West side of Quetta Street, 26m north of intersection with Cockayne Road (X= 1,748,901.4661 m Y= 5,431,722.7202 m) extending in a northerly direction, following the western kerbline for 5 metres
Quetta Street	No Stopping, At All Times	West side of Quetta Street, 42m north of intersection with Cockayne Road (X= 1,748,901.4661 m Y= 5,431,722.7202 m) extending in a northerly direction, following the western kerbline for 24 metres
Quetta Street	No Stopping, At All Times	West side of Quetta Street, 84m north of intersection with Cockayne Road (X= 1,748,901.4661 m Y= 5,431,722.7202 m) extending in a northerly direction, following the western kerbline for 17 metres
Quetta Street	No Stopping, At All Times	West side of Quetta Street, 107m north of intersection with Cockayne Road (X= 1,748,901.4661 m Y= 5,431,722.7202 m) extending in a northerly direction, following the western kerbline for 3.0 metres

We are proposing a change in your area

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

Quetta Street	<i>No Stopping, At All Times</i>	<i>East side of Quetta Street, 11m north of intersection with Cockayne Road (X= 1,748,909.7796 m Y= 5,431,729.1495 m) extending in a northerly direction, following the eastern kerbline for 7.0 metres</i>
Quetta Street	<i>No Stopping, At All Times</i>	<i>East side of Quetta Street, 55m north of intersection with Cockayne Road (X= 1,748,909.7796 m Y= 5,431,729.1495 m) extending in a northerly direction, following the eastern kerbline for 24.0 metres</i>
Quetta Street	<i>No Stopping, At All Times</i>	<i>East side of Quetta Street, 101m north of intersection with Cockayne Road (X= 1,748,909.7796 m Y= 5,431,729.1495 m) extending in a northerly, then southerly direction, following the eastern kerbline for 43.0 metres</i>

Prepared By: Keren Love **(Transport Engineering Assistant)**
Approved By: Soon Teck Kong **(Manager, Engineering and Operations)**
Date: 15 March 2024

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback

Name: Frederik
Suburb: Ngaio
Agree: Yes

Cars often park on the kerb/footpath to leave enough space on the road. This is dangerous for pedestrians and sometimes narrows the footpath so that prams cannot pass and are forced onto the road, which I've encountered numerous times myself.

Officer Response:

Thank you for providing feedback on TR63-24 Quetta Street, Ngaio – No Stopping At All Times.

Feedback

Name: Diana
Suburb: Ngaio
Agree: Yes

Hi, I note the consultation you currently have on no parking in Quetta Street and the permanent bus stop on Cockayne Road (TR67-24 and TR63-24). [Redacted] and am fully supportive of these changes.

Officer Response:

Thank you for providing feedback on TR63-24 Quetta Street, Ngaio – No Stopping At All Times.

Feedback

Name: Matt
Suburb: Ngaio
Agree: No

No I don't agree with the proposed changes. I would imagine the majority of the respondents who agreed with the pre-consultation would likely have a place to park their cars off the street.

We are residents [Redacted], who do not have access to a permanent carpark. We always have to park on the road, where the parking situation is already difficult. There are more cars than parks a lot of the time, so much so that you may have to park a 5 minute walk away from your door (or further). For some residents I imagine this would be difficult, especially if carrying groceries or things

Feedback Received

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

back and forth from a car. This would get worse as there are also limited close parks to Quetta Street, and the parking situation is already difficult on Cockayne Road. Buses regularly go up and down Cockayne Road as well, so forcing more cars to park here will force more close calls and tricky passing manoeuvres on that street.

This proposal will get rid of more than 5 parks, more likely 7-8. The aerial photo used makes it look like there aren't that many cars parked on the street, but at night every one of those parks is full. The Council allowed for these houses to be built like this which required a certain level of parking - taking this away just makes no sense and makes it unliveable for the ones unlucky enough to not have a driveway (usually renters or people who are worse off).

I understand the footpath and safety concerns, I really do. But for the small points that this will fix, it will make life miserable for the others of us on the street who will spend x number of hours of our lives driving up and down other streets to find a park when Quetta street is full, and then walking to and from our cars.

On the section for "why you are proposing the change" - I have not seen a concern on the rubbish truck front, they seem to get up and down just fine. Again the council built this road and allowed the housing density here? For the fire and emergency side, yes, I would agree there is a Health and Safety concern but look across all of Wellington. These concerns exist in a lot of places given the way we have allowed the city to be built (narrow, steep roads). If a rubbish truck can regularly get up and down the street without issue, a fire truck would also have the same access.

What would really fix the issue is widening the roads (not just here but in multiple places). I expect we don't have the money for that, so instead the residents will shoulder the burden. I would be interested to know if you have visited the street to understand what actually happens here on a day-to-day basis.

Hope parts of this proposal can be reasoned with. I am happy to be contacted further for a follow-up as required.

Officer Response:

Thank you for commenting on TR63-24 Quetta Street, Ngaio – No Stopping At All Times

Parking decisions often require trade-offs between competing demands. One of the most difficult trade-offs is between storage for private vehicles, and the safe movement of people and goods. Private vehicles are personal property, which do not inherently have the right to be stored on the street, which is public space. While we sympathise with the challenges that some residents, including yourselves, will experience due to the loss of parking, a key objective of WCC's 2020 Parking Policy is to prioritise public space for safe and efficient movement of people over the storage of stationary vehicles.

The primary reasons for the changes proposed are indeed to enable access for Fire and Emergency Vehicles, as well as to improve access for pedestrians using the footpath. Historically, rubbish trucks have been able to access the street because vehicles have been parking with one tyre on the footpath. However, it is illegal under the Land Transport (Road User) Rule 2004 to park a vehicle on the footpath. Quetta Street is approximately 6.1m wide or narrower along its length which is

Feedback Received

insufficient for two cars to park on opposing sides of the street while still allowing access for Fire and Emergency vehicles. Therefore, when vehicles are parked opposite each other on the carriageway, rubbish trucks have been demonstrably unable to access the length of Quetta Street on multiple occasions. This poses a considerable concern for Fire and Emergency access. It is, and has always been, the responsibility of drivers to park their vehicle with due care and consideration, which includes not parking on the footpath or in a way that restricts access for vehicles on the roadway. The proposed No Stopping At All Times will clarify for drivers where vehicles can, and cannot, legally park on the roadway.

We understand that there may be flow-on effects to neighbouring streets as residents adjust to the reduction of parking on Quetta Street, and we are aware of the high parking demand on Cockayne Road. It is worth noting that on-street parking, where it is appropriate, is known to have a traffic calming effect by narrowing the apparent road width and causing drivers to proceed more cautiously and at lower speeds, reducing the likelihood of crashes and reducing the severity of any crashes if they do unfortunately occur. We will continue to monitor access and safety on Cockayne Road going forward.

With regards to road-widening, it is the case that there is no budget available for this. However, we have not seen evidence to suggest that residents would be willing to support the full cost of a road widening. Therefore, this is not an avenue that we would further investigate at this time.

Feedback

Name: Imogen
Suburb: Ngaio
Agree: No

No, I don't agree with the proposed changes.

We are residents [Redacted] who do not have access to a permanent car park. We park our car on Quetta Street, where the parking situation is already difficult. There are more cars than parks a lot of the time, so much so that you may have to park a 5 minute walk away from your door (or further). This proposal will get rid of more than 5 parks, more likely 7-8 (the aerial photo used makes it look like there aren't that many cars parked on the street, but at night every one of those parks is full). These 7-8+ cars won't suddenly cease to exist if the proposed changes go ahead - they still have to be parked somewhere. There are already limited close parks to Quetta Street, and the parking situation is already difficult on Cockayne Road. Buses regularly go up and down Cockayne Road as well, so forcing more cars to park here will force more close calls and tricky passing manoeuvres on that street.

Those who are fortunate enough to have a driveway to park in complain because they might have to spend an extra 20 seconds doing a 3 point turn to get in and out of their driveway, but what about those of us who have to walk 5+ minutes from our front door every time we want to use our car?

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

I have not seen a concern for accessibility of rubbish trucks - they seem to get up and down just fine and our rubbish gets collected every week. If a rubbish truck can regularly get up and down the street without issue, a fire truck would also have the same access. Yes, there are accessibility concerns, but these need to be weighed against the day-to-day liveability of the street for residents.

If these proposed changes go ahead, I would like to know how the council proposes to provide sufficient parking for all residents, given the council allowed for this level of housing density.

I am happy to be contacted further for a follow-up as required.

Officer Response:

Thank you for commenting on TR63-24 Quetta Street, Ngaio – No Stopping At All Times

Parking decisions often require trade-offs between competing demands. One of the most difficult trade-offs is between storage for private vehicles, and the safe movement of people and goods. Private vehicles are personal property, which do not inherently have the right to be stored on the street, which is public space. While we sympathise with the challenges that some residents, including yourselves, will experience due to the loss of parking, a key objective of WCC's 2020 Parking Policy is to prioritise public space for safe and efficient movement of people over the storage of stationary vehicles.

The primary reasons for the changes proposed are indeed to enable access for Fire and Emergency Vehicles, as well as to improve access for pedestrians using the footpath. Historically, rubbish trucks have been able to access the street because vehicles have been parking with one tyre on the footpath. However, it is illegal under the Land Transport (Road User) Rule 2004 to park a vehicle on the footpath. Quetta Street is approximately 6.1m wide or narrower along its length which is insufficient for two cars to park on opposing sides of the street while still allowing access for Fire and Emergency vehicles.

Therefore, when vehicles are parked opposite each other on the carriageway, rubbish trucks have been demonstrably unable to access the length of Quetta Street on multiple occasions. This poses a considerable concern for Fire and Emergency access. It is, and has always been, the responsibility of drivers to park their vehicle with due care and consideration, which includes not parking on the footpath or in a way that restricts access for vehicles on the roadway. The proposed No Stopping At All Times will clarify for drivers where vehicles can, and cannot, legally park on the roadway.

We understand that there may be flow-on effects to neighbouring streets as residents adjust to the reduction of parking on Quetta Street, and we are aware of the high parking demand on Cockayne Road. It is worth noting that on-street parking, where it is appropriate, is known to have a traffic calming effect by narrowing the apparent road width and causing drivers to proceed more cautiously and at lower speeds, reducing the likelihood of crashes and reducing the severity of any crashes if they do unfortunately occur. We will continue to monitor access and safety on Cockayne Road going forward.

Feedback Received

Feedback

Name: Sally
Suburb: Ngaio
Agree: Yes

I support these changes because I have been concerned about the ability for emergency vehicles to get down to some houses. Also I have witnessed the rubbish/recycling truck not being able to get through at all (on this occasion I was able to help with identifying the driver of the blocking car so the service was able to be completed). Selfishly, this will also make it possible for me to enter and exit my driveway without the current difficulty.

I would like to make one request for an addition to the plan. Given there are some terrible drivers/parkers out there, some cars end up being left in such a way that the remaining space is unusable. Could you please add lines to mark out EACH parking space, not just the area that allows parking. Quite often there will be 2 cars parked in an area that can fit 3 etc and for a street with so little parking but so much infill (some rather short sighted approvals from the council there!), it would be a good idea to maximise what is available.

Officer Response:

Thank you for providing feedback on TR63-24 Quetta Street, Ngaio – No Stopping At All Times. We do not mark out individual spaces for non-restricted parking, except to mark out between driveways, as this is not something that we can enforce. It is the responsibility of drivers to park their vehicles with due care and consideration.

Feedback

Name: Alistair
Suburb: Ngaio
Agree: No

There is no inconsistency between the notice of proposal and the traffic resolutions plan TR63-24 street drawing attached which creates confusion and potentially misleads recipients.

In particular, the notice states.. *What we'd like to do....Install No Stopping At All Times outside nos 2, 4, 8, 12-18, 25A, 3, 5-9, 11-17.*

However parking according to the traffic resolution plan TR63-24 drawing shows one car park in front of nos 4 and parking in front of 3, 5, 9, 11 and 17 in part.

This is misleading and potentially creates high levels of confusion.

Feedback Received

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

The retention of the single car park in front of no 4 creates the need to weave up the street and is not consistent with Council parking policy of supporting safe movement.

We also note that the retained car park in front of no 4 is in close proximity to the fire hydrant in the street which could potentially impact emergency vehicle access.

[Redacted] we support the removal of the single car park shown on the plan for the above reasons. We note this was included in our submission dated 23/09/23 attached.

If the priority is emergency vehicle access as has been indicated as the justification for this proposal and the rejection of other parking options such as the removal of sidewalk on one side as per Tinakori Road then there needs to be a consistent approach to emergency vehicle access.

23/09/23 submission

Dear Traffic Engineering Team

Thank you for forwarding your proposal to install No Stopping At All Times road markings to redeem the traffic and congestions issues in Quetta Street.

Are you able to provide a clearer photo montage showing the existing broken yellow lines and the additional lines added? We were unable to ascertain if the current broken yellow lines are being retained or replaced?

Will White L- bars be installed at the ends of all designated parking zones? Will you also be marking individual car park spaces within the parking zones as just this week we had an issue with a car parking too close behind us and boxing us in?

Could you also please clarify how much carriageway Fire and Emergency New Zealand needs to ensure their emergency vehicles are able to travel along Quetta Street without any hinderance?

With cars parked on the road in front of both 4 and 5 Quetta Street we believe there will still be an issue with not enough space for larger vehicle to negotiate this point. It has historical been a bottle neck, with cars damaged in the past.

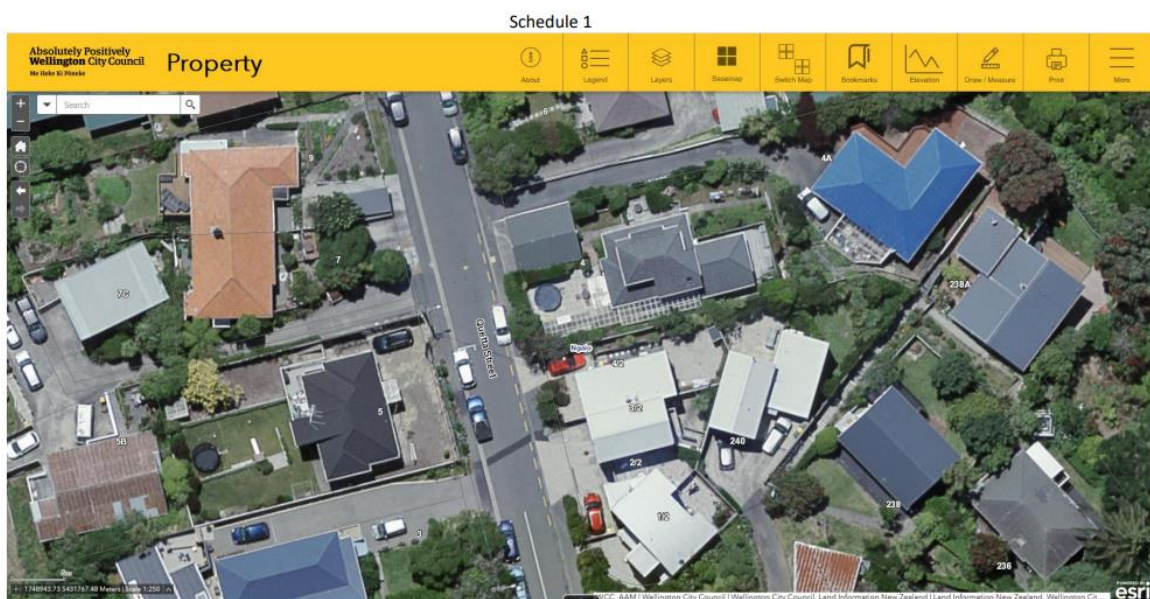
See Schedule 1 attached, the parked white car in front of 4 Quetta creates a bottle neck which is only avoided because the white car in front of 5 Quetta Street is up on the foot path. We assume the current No Parking is retained and by removing the sole park in front of 4 Quetta traffic should be able to navigate the top of the street.

Your proposal has removed parking from in front of properties 6, 8, 10 Quetta Street and retained it on the other side of the road in front of 9, 11 Quetta Street. As there are more driveways on the odd side of the street for 11, 11A, 15A, 17A and you are proposing to remove 5 metres in front of number 15, it would seem that more uninterrupted parking is available on the even side of the road. The garage at 8 Quetta is currently not issued for vehicle access so the owners park in front of it anyway. Can you please change the parking at this portion of the street to the even side?

Feedback Received

Can you also please advise how many individual car parking spaces your proposal removes and how many it retains?

Residents from Cockayne Road, Imlay Crescent and Bombay Street still continue to park in Quetta Street and it has further compounded our parking issues. With the reduction in parking spaces on Quetta Street how will this issue be address? Will Quetta Street Residence Only parking also be introduced?



Officer Response:

Thank you for providing feedback on TR63-24 Quetta Street, Ngaio – No Stopping At All Times.

The reference to “Installing No Stopping At All Times” in the section “What we’d like to do” refers to the installation of any length of No Stopping, but not necessarily across the entire property frontage. With regards to the space outside no. 4, thank you for sharing your support to remove this park. We will retain it as per the current plan at this time. We will monitor after installation of No Stopping At All Times, if approved, and rectify if large vehicles are still unable to pass due to parking outside no. 4.

I also provide here responses to unaddressed points from your submission dated 23/09/23:

- The L-bar markings on the plan (cyan) would be installed along with the No Stopping At All Times in order to delineate the ends of the parking spaces.
- A minimum of 6.9m total carriageway is required to allow passage of Emergency vehicles. As noted, Quetta Street is 6.1m or narrower.

Feedback Received

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

- There is no increase in the number of legal parking spaces retained if the parking availability is changed from the odd to the even side of the road around no. 6 and 8. The garage and vehicle crossing are still in place at no. 8. We cannot formalise a park in front of this vehicle crossing given that it is illegal under Land Transport (Road User) Rule 2004 to park in a way that obstructs a vehicle crossing.

- Regarding resident-only parking, unfortunately Ngaio is not currently eligible for resident parking: <https://wellington.govt.nz/parking-roads-and-transport/parking/resident-parking/resident-parking-areas-and-permits>.

This will be reviewed as part of the new Parking Management Plans being developed for Wellington suburbs under the Parking Policy 2020. An example of this process being carried out is the new parking scheme for Newtown and Berhampore (<https://www.transportprojects.org.nz/current/berhampore-and-newtown/new-parking-scheme-details/>).

The intention is for this new type of parking scheme to be rolled out into other areas of the city based on high demand for on street parking. These new parking schemes will replace existing residents parking schemes. In the medium to long term, you may wish to keep an eye on council engagement channels (social media, council website, etc.) for ways to have your voice heard on a parking scheme for Ngaio.

Feedback

Name: Joe
Suburb: Ngaio
Agree: No

I hope this letter finds you well. I am writing to challenge the proposed decision to remove parking on Quetta Street.

I've been a Quetta Street resident for 8.5 years and believe that this decision will have a detrimental impact on our street community and request a reconsideration of this action.

Firstly, I would like to emphasise that parking spaces on Quetta Street are an essential resource for residents, visitors and visiting trades and service people. The removal of these parking spaces will undoubtedly lead to significant inconvenience and hardship for all affected parties. Residents will struggle to find parking near their homes, while visitors and professionals will face difficulties accessing our community.

I question why this single drastic solution has been proposed to tackle the challenge of road width.

An inability to think outside of the box solution-wise will only push the parking problem on to the surrounding streets. We believe that alternative solutions can be explored to address any underlying issues without the need to eliminate a proportionally large number of spaces.

Feedback Received

In the first round of consultation, the question was asked about what alternative options have been explored.

One example could be reducing footpath and berm space on the odd side of the street in front of houses #9 and #11. The residents on this side of the street I have spoken to are very supportive of a measure like this. Another option would be to mark out lines to give drivers guidance so that could park on the footpath with enough room for both pedestrians and through traffic.

One neighbour has passed on that you've explained that this is related to a "green strategy" of walking, cycling and public transport. While admirable, it doesn't reflect the realities of living on a ridgeline in a hill suburb with an overcrowded, infrequent bus service that provides limited options outside CBD travel.

One of the key reasons for parking congestion is the council's decision to build a large amount of infill housing without parking provisions.

I'll be passing a copy of this email on to our Ward Councillors for their information.

I sincerely hope that our concerns will be taken into account, and we can work together to find a more suitable resolution for the parking situation on Quetta Street.

Thank you for your attention to this matter,

Officer Response:

Thank you for providing feedback on TR63-24 Quetta Street, Ngaio – No Stopping At All Times.

We have considered the alternative options of widening the carriageway and using road marking to permit parking on the footpath and have concluded that these are not options that we can pursue. Wellington has limited road space due to its constrained geography.

With the growing population, rising private vehicle use will further contribute to congestion pressures on the road network. In a similar vein, our growing population, increasing housing demand and limited space all drive the need for infill development, like that experienced on Quetta Street. I note that the infill developments have off-street parking provided. Considering these factors, Wellington City Council (WCC) has committed to reducing reliance on private vehicles and encouraging alternative modes of transportation. This commitment is also part of our vision to become a Zero Carbon Capital.

To support these objectives, WCC has adopted a Transport Hierarchy that prioritizes walking and cycling as the top modes of transportation. The WCC Parking Policy, adopted in August 2020, aligns with this hierarchy and aims to move more people using fewer vehicles in the future. Given this policy framework, using public resources to physically widen the road carriageway on Quetta Street by removing or narrowing the footpath would run counter to our broader goals. As such, there is no available budget to undertake that work.

Feedback Received

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

Marking out lines on the footpath is not a strategy that we are able to consider presently. While it was formerly possible under an earlier guideline to park with one tyre on the footpath, this was revoked in 2022. During a street meeting between residents, officers and a Councillor, residents raised the point that a line to allow footpath parking was marked on another street in Wellington City and floated this as an option that could be reproduced in Quetta Street. Officers investigated the history of that street and found that this strategy was adopted over 20 years ago, between 2002 and 2004, and would not be considered under current guidelines.

A total of five legal parking spaces will be removed, with 14 spaces retained. There are around seven properties on Quetta Street that do not have off-street parking. All other properties on Quetta Street have at least one garage or car pad for the purpose of storing their private vehicle/s. Therefore, most residents are not being excluded from access to a private vehicle by the introduction of these restrictions. However, we do understand that there will be some challenges as residents adjust to the reduction of parking on Quetta Street. We are committed to continuing to provide viable alternative transportation options for all residents to help manage parking demand.

Feedback

**Name: Joe
Suburb: Ngaio
Agree: No**

I am writing regarding the letters dropped on Quetta Street advising of the proposal to reduce the number of car parks on our street.

I am AGAINST this proposal, and I do not feel that this solution is viable. We are in a very built up street with little to no off street parking for many of the households on Quetta Street.

What I see happening is residents continuing to park as they already are yellow lines or not.

A much better solution that is substantially more suitable for the environment of our small street is to remove the footpath on the East side of the street. Making the street wider allowing emergency vehicles access, along with rubbish trucks, and retaining the much needed hot commodity that is the parking on our street. Pedestrians can still use the wider footpath on the West side.

I rent out 2 rooms in my home and one of my occupants has told me that she will have to move out if the parking is reduced, as there is nowhere to park enough as it is already. The other parks in a neighbour's car park, who does not own a car, as she can never find a spot on the street as it is.

I have spoken to a few of my neighbours and so far, I have not found a single person on Quetta street that is okay with this proposal the WCC has put to us.

Please do not restrict our parking any further.

Feedback Received

Officer Response:

Thank you for providing feedback on TR63-24 Quetta Street, Ngaio – No Stopping At All Times.

We have considered the alternative options of widening the carriageway and using road marking to permit parking on the footpath and have concluded that these are not options that we can pursue. Wellington has limited road space due to its constrained geography.

With the growing population, rising private vehicle use will further contribute to congestion pressures on the road network. In a similar vein, our growing population, increasing housing demand and limited space all drive the need for infill development, like that experienced on Quetta Street. I note that the infill developments have off-street parking provided. Considering these factors, Wellington City Council (WCC) has committed to reducing reliance on private vehicles and encouraging alternative modes of transportation. This commitment is also part of our vision to become a Zero Carbon Capital.

To support these objectives, WCC has adopted a Transport Hierarchy that prioritizes walking and cycling as the top modes of transportation. The WCC Parking Policy, adopted in August 2020, aligns with this hierarchy and aims to move more people using fewer vehicles in the future. Given this policy framework, using public resources to physically widen the road carriageway on Quetta Street by removing or narrowing the footpath would run counter to our broader goals. As such, there is no available budget to undertake that work.

A total of five legal parking spaces will be removed, with 14 spaces retained. There are around seven properties on Quetta Street that do not have off-street parking. All other properties on Quetta Street have at least one garage or car pad for the purpose of storing their private vehicle/s. Therefore, most residents are not being excluded from access to a private vehicle by the introduction of these restrictions. However, we do understand that there will be some challenges as residents adjust to the reduction of parking on Quetta Street. We are committed to continuing to provide viable alternative transportation options for all residents to help manage parking demand.

Feedback

Name: Andy
Suburb: Ngaio
Agree: No

Hey guys we had a street meeting about this a month or so ago. You do not acknowledge this! Is that because you don't want feedback or the suggestions made are not to your liking?

Officer Response:

Thank you for providing feedback on TR63-24 Quetta Street, Ngaio – No Stopping At All Times.

Feedback Received

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

During the street meeting between residents, officers and a Councillor, two key strategies were discussed. The first was in regard to widening the street.

We have considered the alternative options of widening the carriageway and using road marking to permit parking on the footpath and have concluded that these are not options that we can pursue. Wellington has limited road space due to its constrained geography. With the growing population, rising private vehicle use will further contribute to congestion pressures on the road network. In a similar vein, our growing population, increasing housing demand and limited space all drive the need for infill development, like that experienced on Quetta Street.

I note that the infill developments have off-street parking provided. Considering these factors, Wellington City Council (WCC) has committed to reducing reliance on private vehicles and encouraging alternative modes of transportation. This commitment is also part of our vision to become a Zero Carbon Capital.

To support these objectives, WCC has adopted a Transport Hierarchy that prioritizes walking and cycling as the top modes of transportation. The WCC Parking Policy, adopted in August 2020, aligns with this hierarchy and aims to move more people using fewer vehicles in the future. Given this policy framework, using public resources to physically widen the road carriageway on Quetta Street by removing or narrowing the footpath would run counter to our broader goals. As such, there is no available budget to undertake that work. This was noted at the time of the street meeting. The second point raised was the possibility of marking out lines that allowed partial parking over the footpath. However, this is not a strategy that we are able to consider presently.

While it was formerly possible under an earlier guideline to park with one tyre on the footpath, this was revoked in 2022. Residents raised the point that a line to allow footpath parking was marked on another street in Wellington City and floated this as an option that could be reproduced in Quetta Street. Officers investigated the history of that street and found that this strategy was adopted over 20 years ago, between 2002 and 2004, and would not be considered under current guidelines.

Feedback

Name: Blost
Suburb: Ngaio
Agree: Yes

I used to commute from Bombay Street to the bus stops on Cockayne Road via Quetta Street multiple times a week, and every single time there were multiple cars parked on the footpath. It's an epidemic and I want to thank the council for doing something about it. Regularly it would be impossible to fit a wheelchair past the parked cars. Most of the time I would walk in the middle of the street because the footpath was so unusable. This is a very necessary change.

Officer Response:

Thank you for commenting on TR63-24 Quetta Street, Ngaio – No Stopping At All Times.

Feedback Received

Feedback

Name: Marita

Suburb: Ngaio

Agree: No

We have received your proposal to install No Stopping At All Times outside nos. 2, 4, 8, 12-18, 25 A, 3, 5-9, 11-17 and to shorten one section of Non Stopping At All Times outside no. 3. This is because residents on Quetta Street have raised concerns about lack of access to sections of the street by rubbish trucks and emergency vehicles when cars are parked legally on both sides of the road. We share those concerns, however, we strongly oppose your proposal.

The vehicles currently parked on Quetta Street belong to Quetta Street residents, which is evident by the fact that typically in the evenings all parking spaces are used. Your proposal will reduce available parking space. Where do you suggest the residents park their cars?

Whilst we appreciate the city's goal for people of all ages and abilities to move freely in low-carbon ways, currently, Wellingtonians living in suburbs such as Ngaio are still reliant on their vehicles to go to work, to do their shopping, to see their doctors and to go about their business.

Due to the topography, there are no side street of note around Quetta Street, and there is only very limited parking available on Cockayne Road. With regards to Cockayne Road, this is a major thoroughfare. On multiple occasion, we were forced to move with our vehicle onto the footpath to allow a bus to pass, due to the narrowness caused by parked vehicles. Forcing more vehicles to park on Cockayne Road will increase those issues and we would not be surprised if sooner or later this is a cause for accidents. Thus, your proposed solution will likely also cause bigger problems for the wider community and is highly concerning.

With regards to possible solutions, obviously, one solution is to widen the road carriageway.

It is very disappointing that the Council has not investigated widening the carriageway when a lot of the infill housing was approved. We remember that, at the time, Quetta Street residents raised parking concerns, but the Councillors did not take them serious enough and ignored them.

In our view, there is a low-cost solution to the problem, which is permitting vehicles to park with one wheel on the footpath on the odd numbered side of the road. We realise that this will narrow the footpath on that side of the road but there is still a wide footpath retained on the other side of the road for those who need the space. This is the side of the road with access to the Bombay St steps which are used frequently by the public. We note that there are many examples of streets in Wellington which have a footpath on one side only. Vehicles parked with one wheel up on the footpath do not eliminate a footpath, they narrow it only.

We think that this is the best solution and recommend that you implement it.

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- You don't need to use public resources to physically widen the road carriageway.
- Access issues for service and emergency vehicles are resolved.
- Critical parking space is retained.
- Negative impacts on the wider community by forcing residents to park elsewhere in the neighbourhood are avoided.

We are looking forward to hearing back from you.

Officer Response:



Thank you for providing feedback on TR63-24 Quetta Street, Ngaio – No Stopping At All Times.

We have considered the alternative options of widening the carriageway and using road marking to permit parking on the footpath and have concluded that these are not options that we can pursue. Wellington has limited road space due to its constrained geography. With the growing population, rising private vehicle use will further contribute to congestion pressures on the road network.

In a similar vein, our growing population, increasing housing demand and limited space all drive the need for infill development, like that experienced on Quetta Street. I note that the infill developments have off-street parking provided. Considering these factors, Wellington City Council (WCC) has committed to reducing reliance on private vehicles and encouraging alternative modes of transportation. This commitment is also part of our vision to become a Zero Carbon Capital.

To support these objectives, WCC has adopted a Transport Hierarchy that prioritizes walking and cycling as the top modes of transportation. The WCC Parking Policy, adopted in August 2020, aligns with this hierarchy and aims to move more people using fewer vehicles in the future. Given this policy framework, using public resources to physically widen the road carriageway on Quetta Street by removing or narrowing the footpath would run counter to our broader goals. As such, there is no available budget to undertake that work.

Marking out lines on the footpath is not a strategy that we are able to consider presently. While it was formerly possible under an earlier guideline to park with one tyre on the footpath, this was revoked in 2022. During a street meeting between residents, officers and a Councillor, residents raised the point that a line to allow footpath parking was marked on another street in Wellington City and floated this as an option that could be reproduced in Quetta Street. Officers investigated the history of that street and found that this strategy was adopted over 20 years ago, between 2002 and 2004, and would not be considered under current guidelines.

A total of five legal parking spaces will be removed, with 14 spaces retained. There are around seven properties on Quetta Street that do not have off-street parking. All other properties on Quetta Street have at least one garage or car pad for the purpose of storing their private vehicle/s. Therefore, most residents are not being excluded from access to a private vehicle by the introduction of these restrictions. However, we do understand that there will be some challenges as residents adjust to the reduction of parking on Quetta Street.

Where these extend to increased parking demand on Cockayne Road, we will continue to monitor access and safety on Cockayne Road going forward. It is worth noting that on-street parking, where

Feedback Received

it is appropriate, is known to have a traffic calming effect by narrowing the apparent road width and causing drivers to proceed more cautiously and at lower speeds, reducing the likelihood of crashes and reducing the severity of any crashes if they do unfortunately occur. We are also committed to continuing to provide viable alternative transportation options for all residents to help manage parking demand.

Feedback

Name: Virginia and Richard
Suburb: Ngaio
Agree: No

We consider two proposals from the Traffic Engineering Team:

- TR63-24 Quetta St, Ngaio – No Stopping at all Times. We oppose this proposal.
- TR67-24 Cockayne Road – Ngaio – Formalise Bus Stop (#5409). We do not support this proposal in its current form.

This page summarises our concerns with the proposals, with further detail provided over.

TR63-24 Quetta St, Ngaio – No Stopping at all Times

Over a period of around 20 years, residents have repeatedly asked Council to consider safe and durable solutions to parking issues in Quetta St. Parking issues have been exacerbated by substantial council-approved infill housing without due regard to its impact. This submission, however, opposes the currently proposed change:

1. There is sufficient room on Quetta St for alternative solutions to the current situation that will ensure safety and accessibility for pedestrians and all vehicles – this remains a priority for residents and Council alike
2. The impact of the loss of parking spaces is much higher than Council officers suggest
3. Residents' opposition to this proposal is higher than Council officers suggest
4. Reducing vehicle use requires a multi-pronged approach.
5. As a supplementary objection, we note that consultation on this proposal has been haphazard, and barely meets minimum expectations.

TR67-24 Cockayne Road – Ngaio – Formalise Bus Stop (#5409)

The proposal to remove three car parks near bus stop #5409 (known as, and referred to by Metlink as Stop #5409 Cockayne Road at Quetta Street) is intended to improve safety and accessibility of bus patrons and, in that regard, is commendable. We do not however, support the proposal in its current form:

6. Fewer car parks could be lost by formally relocating the bus stop a few metres closer to Quetta St, while still providing additional safety for bus patrons.
7. Additionally, the fact that this proposal directly impacts upon TR63-24 means that they should have been notified and considered together.

TR63-24 Quetta St, Ngaio – No Stopping at all Times

Feedback Received

Over a period of around 20 years, residents have repeatedly asked Council to consider safe and durable solutions to parking issues in Quetta St. Parking issues have been exacerbated by substantial council-approved infill housing without due regard to its impact. We do not support this proposal.

1. There are alternative solutions to improve safety and accessibility for pedestrians and for all vehicles
 - 1.1. As noted above, parking issues in Quetta St have been **exacerbated** by Council's approval of often very large-scale housing development in Quetta St without due regard to the consequential impact on residents' and visitors' parking. Residents have constantly attempted to engage with Council in an effort to find viable solutions, eg:
 - In 2007:
 - ⇒ residents raised concerns about the impact on street safety (including issues surrounding increased parking on Quetta St) of the development of 13 units at 12A Quetta St.
 - ⇒ Council officers noted the cost of re-kerbing required to allow for more parking. Damage to kerbing created by the contractors was subsequently repaired (at ratepayers' expense?) with no attempt to alleviate the acknowledged problems.
 - In 2008:
 - ⇒ Residents noted concerns that resulting traffic safety issues created by the proposal for 6 units to be built at 240 Cockayne Rd / 2 Quetta St were not resolved by Council's proposed traffic resolution.
 - 1.2. Safety and accessibility for pedestrians remains a priority for Quetta St. There is adequate room to ensure this priority, while providing for adequate parking, as Quetta St has sealed footpaths on both sides and a grass verge – still unimpeded in many places. (One exception is at 2 Quetta St, where Council permitted fixed planting and car access and parking on what would otherwise have been grass verge). The grass verge in addition to established footpaths allows for two alternative solutions which do not compromise pedestrian safety:
 - An on-site meeting on Monday 5 February 2024, with 20 Quetta St residents, two Council officers and Councillor Ray Chung, discussed a concept used in Berlin that, we understand, was addressed in one resident's submission on a "pre-consultation letter drop" of September 2023. All residents present at the street meeting were in favour of the 'Berlin' concept, which would formalise and enhance the status quo by allowing vehicles to park with wheels on delineated parts only of the current footpath. This would:
 - ⇒ ensure adequate room for pedestrian's and infant strollers
 - ⇒ provide sufficient access for emergency and other vehicles
 - ⇒ protect underground services.
 - While vehicles parking on "footpath" is illegal under secondary legislation – Road Transport (Road User) Rule 2004 S6.14(1) – clear delineation (a "blue line" as suggested at the street meeting) would indicate where the actual "footpath" ends, and shared space starts. This would be in keeping with signs already employed to indicate shared space where pedestrians and cyclists both use the same area of "path" inside the kerbing, and which enable cyclists to use what might otherwise be known as "footpath" and which would otherwise be illegal under S11.11(1) of the 2004 Rule.
 - Actively widening even part of the street is an expensive option. However:
 - ⇒ Re-kerbing, only when necessary, would provide an opportunity for extra parking spaces. Re-kerbing has occurred over the years – particularly to repair damage caused by infill housing developments and, more recently, in February this year

- when vehicular access to 5 Quetta St was enlarged (co-incidentally removing one street parking space – not acknowledged in the current proposal).
- ⇒ Council already employs a less expensive model of street widening that allows for pedestrian safety, adequate traffic flow and parking, without fully replacing kerbing. One example is Tinakori Road.
2. The impact of the loss of parking spaces is higher than Council officers suggest:
 - 2.1. It is difficult to assess the impact as assessed by Council officers.
 - The document before the Regulatory Committee, dated 15 March 2024, states that the net parking impact is the loss of five unrestricted (design standard) parking spaces.
 - The document dated December 2023, provided to some residents, also claims a loss of five parking spaces.
 - The December document shows the proposed 14 spaces retained.
 - Only 11 cars are shown in the March document – some parked on proposed yellow lines.
 - There is clearly at least one more car parking space lost in the later document due to the removal of an additional park caused by increasing vehicular access to 5 Quetta St.
 - 2.2. Even assuming the new proposal really means 13 spaces, the proposal will have a much greater impact on Quetta St parking than the loss of “five spaces”. A resident’s vehicle count, undertaken in December 2023, shows up to 25 cars parked in Quetta St at any one time, with no fewer than 20 after 6pm on any night surveyed.
 - 2.3. Pressure on Quetta St parking will be further exacerbated by the associated proposal to remove three unrestricted car parking spaces from outside 238 Cockayne Road (TR67-24 Cockayne Road – Ngaio – Formalise Bus Stop (35409). The Regulatory Committee is also scheduled to consider that proposal on Thursday 23 May 2024, and we ask that the Committee considers these two proposals together. We do not support that proposal in its current form as outlined in the submission following.
 3. Residents’ opposition to this proposal is higher than Council officers suggest.
 - 3.1. The document before the Regulatory Committee (dated 15 March 2024) states, “Following a pre consultation letter drop to residents, an equal number of respondents supported the change as opposed to these changes.” Not all residents received the letter drop however.
 - On 6 June 2023 an unsigned email from The Transport Engineering Team, in response to our email of 25 April 2023 about parking issues, asked that we circulate a request for yellow lines on the street to affected residents
 - Our response of 16 June 2023 states our strong opposition to this concept.
 - Given our stated opposition, it was a surprise to find that we were among several residents who had *not* been notified of the “pre consultation” and thus had no knowledge of the consultation nor any opportunity to submit on the proposal.
 - Likewise, we did not receive December 2023 document intended to “provide further clarification of the proposed parking arrangements.” We obtained this at the street meeting (5 February 2024).
 - 3.2. Twenty people attended the street meeting with Council Officers and Ward Councillor. All were opposed to the concept of yellow lines on the street and alternative solutions were proposed.
 4. We understand that Council’s long-term goal is to reduce our reliance on cars. While some public transport options have improved over the last 20 years, further reducing small vehicle use

Feedback Received

- requires a multi-pronged approach, including further substantial improvements to the public transport network.
- 4.1. Daily commuting options have improved, but we note that Council officers chose to use a car to visit the street rather than take advantage of the half hourly bus service. The obvious choice of speed and convenience must also be available to our residents as they go about their business.
 - 4.2. Saturday morning sport and other activities require transport between suburbs, across the city, and to neighboring cities. Until the public transport system is improved to address these needs, better and more quickly, we will still be reliant on private cars.
5. As a supplementary objection, we note that consultation on this proposal has been haphazard, and barely meets minimum expectations.
- As noted above in point 3.1, not all residents have had the opportunity to be heard in consultation on this proposal. While we were assured at the street meeting that our exclusion from consultation was accidental, the leaflet dated 15 March 2024 did not appear in our letter box until Friday 29 March, well after we had been notified of its existence by other residents. This does not demonstrate good faith or fairness.
 - Council officers have the means, and need to make greater effort to ensure all residents are notified of proposals to make such changes that directly affect them.
 - Good faith consultation would require other solutions to be traversed and considered. While it is difficult to demonstrate that officers have not considered other options, the lack of acknowledgement of other communications on this issue, including other solutions proposed over the years, or of the residents'-initiated street meeting, make it difficult to conclude that they have.
 - The associated proposal (TR67-24) directly impacts Quetta St residents and makes the impact of this proposal even greater. They should have been notified and considered together. Quetta St residents were not directly informed of, nor consulted on, TR67-24 despite this direct connection, and many resident remain unaware of the bus stop proposal.

TR67-24 Cockayne Road – Ngaio – Formalise Bus Stop (#5409)

The proposal to remove three car parks near bus stop #5409 (known as and referred to by Metlink as Stop #5409 Cockayne Road at Quetta Street) is intended to improve safety and accessibility of bus patrons and, in that regard, is commendable. We do not, however, support the proposal in its current form - which removes three car parks from Cockayne Road at Quetta St, and ask the Committee to consider an alternative solution:

6. Fewer car parks could be lost by formally relocating the bus stop a few metres closer to Quetta St, while still providing additional safety for bus patrons.
 - 6.1. The bus stop would traverse the stretch shown as 6.8m from Quetta St, which is currently used frequently as a parking space. This would be allowable under S6.3(1) of the 2004 Rule, given the clear Bus Stop signs that Council (the road controlling authority) is currently authorising across the city, including on our bus route and already in place at Stops 5407 and 5408.
 - 6.2. This would have no negative impact on passenger safety – passengers often disembark at this point currently.
 - 6.3. This would enable the 15m stretch, shown on the plan attached to TR67-24 to be retained as unrestricted parking space.

Feedback Received

- 6.4. Yellow lines and formal Bus Stop markings across the area currently shown on the plan as 6.8m of yellow lines, and 15m of bus stop would allow adequate room for buses to safely enter and leave the bus stop.
7. Additionally, the fact that this proposal directly impacts upon TR63-24 means both proposals should have been notified and considered together, as outlined in point 5 above.

Officer Response:

Thank you for providing feedback on TR63-24 Quetta Street, Ngaio – No Stopping At All Times.

I will provide response to each point in turn:

1. We have considered the alternative options of widening the carriageway and using road marking to permit parking on the footpath and have concluded that these are not options that we can pursue. Wellington has limited road space due to its constrained geography. With the growing population, rising private vehicle use will further contribute to congestion pressures on the road network. In a similar vein, our growing population, increasing housing demand and limited space all drive the need for infill development, like that experienced on Quetta Street. I note that the infill developments have off-street parking provided. Considering these factors, Wellington City Council (WCC) has committed to reducing reliance on private vehicles and encouraging alternative modes of transportation.

Our goal is to be a city where people of all ages and abilities can move easily and freely in low-carbon ways. Streets are a public good provided to enable people to move around, whereas cars are private property. While resources have historically been directed towards prioritising cars on our streets, including allowing people to store them on-street, this is changing. For example, Wellington City Council have adopted a Transport Hierarchy that prioritizes walking and cycling as the top modes of transportation. Using public resources to physically widen the road carriageway on Quetta Street would run counter to our broader goals.

Marking out lines on the footpath as per the “Berlin” approach is not a strategy that we are able to consider presently. While it was formerly possible under an earlier guideline to park with one tyre on the footpath, this was revoked in 2022. During a street meeting between residents, officers and a Councillor, residents raised the point that a line to allow footpath parking was marked on another street in Wellington City and floated this as an option that could be reproduced in Quetta Street. Officers investigated the history of that street and found that this strategy was adopted over 20 years ago, between 2002 and 2004, and would not be considered under current guidelines.

2. As stated in prior documents, net parking impact is the loss of five unrestricted (design standard) parking spaces. The 14 retained spaces were shown explicitly in the December document. The same number of spaces were shown in the formal March document, but not explicitly displayed given that it is not standard practice to do so. The 11 cars shown in the March document are captured in the satellite imagery used as the base map layer for the design and do not form part of the design themselves. There is no loss of design standard parking spaces due to the widening of the vehicle crossing at 5 Quetta Street.

3. The pre-consultation letter drop in September 2023 was delivered in good faith with Council Officers making their best effort to ensure the letter reached every mailbox on Quetta Street. It

Feedback Received

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seems that we missed your mailbox in error, and we apologise for this. The December 2023 document, which provided further clarification on the pre-consultation, was only provided to residents who had submitted on the pre-consultation. Officers then met with residents and a Councillor to discuss the proposal. Following the street meeting, Council Officers investigated the alternative proposal of allowing parking on the footpath. As explained above, this is not an option that we would now consider. The high level of opposition does not nullify the safety and access issues that justify this proposal.

4. A total of five legal parking spaces will be removed, with 14 spaces retained. There are around seven properties on Quetta Street that do not have off-street parking. All other properties on Quetta Street have at least one garage or car pad for the purpose of storing their private vehicle/s. Therefore, most residents are not being excluded from access to a private vehicle by the introduction of these restrictions. However, we do understand that there will be some challenges as residents adjust to the reduction of parking on Quetta Street. Where these extend to increased parking demand on Cockayne Road, we will continue to monitor access and safety on Cockayne Road going forward. We are also committed to continuing to provide viable alternative transportation options for all residents.

5. The date on the Traffic Resolution letter drop that you received states the Traffic Resolution approval date of 15th March. These leaflets were delivered to residents on 27th and 28th March. A letter drop regarding the Cockayne Road Traffic Resolution was delivered at the same time, to residents within a 100m radius of the proposed changes. As noted, other options were considered, and disregarded for the reasons provided in point 1.

Feedback

Name: Matt
Suburb: Ngaio
Agree: No

Over a period of around 20 years, residents have repeatedly asked Council to consider safe and durable solutions to parking issues in Quetta St. Parking issues have been exacerbated by substantial council-approved infill housing and encroachment onto the road reserve areas without due regard to its impact.

This submission, however, opposes the current proposed change:

1. There is sufficient room on Quetta St for alternative solutions to the current situation that will ensure safety and accessibility for pedestrians and all vehicles – this remains a priority for Residents and Council alike.
2. The impact of the loss of parking spaces is much higher than Council officers suggest.
3. Residents' opposition to this proposal is higher than Council officers suggest.
4. Reducing vehicle use requires a multi-pronged approach.
5. As a supplementary objection, we note that consultation on this proposal has been haphazard, and barely meets minimum expectations.

Feedback Received

6. Approximately 10 residents met WCC traffic engineers and Councillor Ray Chung on 5 February and were very clear on our request for them to either look at alternative ways to widen the road at its narrowest point or to allow us to park “wheels up” on the odd-numbered side of the street. It appears WCC have actively chosen to not note our feedback or mentioned the street meeting we had even took place in the latest correspondence which is most disappointing.

Officer Response:

Thank you for providing feedback on TR63-24 Quetta Street, Ngaio – No Stopping At All Times.

I will provide response to each point in turn:

1. We have considered the alternative options of widening the carriageway and using road marking to permit parking on the footpath and have concluded that these are not options that we can pursue. Wellington has limited road space due to its constrained geography. With the growing population, rising private vehicle use will further contribute to congestion pressures on the road network. In a similar vein, our growing population, increasing housing demand and limited space all drive the need for infill development, like that experienced on Quetta Street. I note that the infill developments have off-street parking provided. Considering these factors, Wellington City Council (WCC) has committed to reducing reliance on private vehicles and encouraging alternative modes of transportation.

Our goal is to be a city where people of all ages and abilities can move easily and freely in low-carbon ways. Streets are a public good provided to enable people to move around, whereas cars are private property. While resources have historically been directed towards prioritising cars on our streets, including allowing people to store them on-street, this is changing. For example, Wellington City Council have adopted a Transport Hierarchy that prioritizes walking and cycling as the top modes of transportation. Using public resources to physically widen the road carriageway on Quetta Street would run counter to our broader goals.

Marking out lines on the footpath as per the “Berlin” approach is not a strategy that we are able to consider presently. While it was formerly possible under an earlier guideline to park with one tyre on the footpath, this was revoked in 2022. During a street meeting between residents, officers and a Councillor, residents raised the point that a line to allow footpath parking was marked on another street in Wellington City and floated this as an option that could be reproduced in Quetta Street. Officers investigated the history of that street and found that this strategy was adopted over 20 years ago, between 2002 and 2004, and would not be considered under current guidelines.

2. A total of five legal parking spaces will be removed, with 14 spaces retained. There are around seven properties on Quetta Street that do not have off-street parking. All other properties on Quetta Street have at least one garage or car pad for the purpose of storing their private vehicle/s. Therefore, most residents are not being excluded from access to a private vehicle by the introduction of these restrictions. However, we do understand that there will be some challenges as residents adjust to the reduction of parking on Quetta Street. Where these extend to increased parking demand on Cockayne Road, we will continue to monitor access and safety on Cockayne Road going forward. We are also committed to continuing to provide viable alternative transportation options for all residents.

Feedback Received

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3. We accept that there is high opposition to the proposed changes, as evidenced by the feedback received during the present public consultation. The high level of opposition does not nullify the safety and access issues that justify this proposal.
4. As noted, Wellington City Council are committed to continuing to provide viable alternative transportation options for all residents which will help manage parking demand.
5. A pre-consultation letter drop was conducted in September 2023, followed by a clarification document in December 2023, provided to residents who had submitted on the pre-consultation. Following this, Council Officers met with residents and a Councillor to discuss the proposal. A consultation letter was delivered to all addresses on Quetta Street, with an 18-day period to provide feedback and the opportunity to request to speak at the Regulatory Processes Committee.
6. As noted, other options were considered, and disregarded for the reasons provided in point 1.

Feedback

Name: Nicki
Suburb: Ngaio
Agree: No

Thank you for the opportunity to comment on proposed change to on-street parking on Quetta Street.

As a resident of Quetta St, I wish to register my objection to the loss of further parking to Quetta St. Whilst I understand, and agree with, the need to provide sufficient footpath access particularly for prams, wheelchairs and vision impaired uses, the current proposal doesn't seem to be a pragmatic solution - given that there is full footpath access on both sides of the street currently, as well as berm space.

There does not seem to have been sufficient optioneering regarding other possible solutions, such as reduction of berm/footpath on one side of the street to facilitate at least full parking on one side of the road at least.

I understand that one should not view on-street parking as a right (and I do not use on-street parking myself, excepting the occasional visitor) I feel that it is disingenuous for the council to imply that the impact of loss of parking spaces is minimal, particularly as a number of houses do not have drive on access, and home to elderly residents who can't be walking blocks away to their car. Removing carparking does not automatically remove the *need* for the carparks.

I am happy to be contacted further in order to discuss the above,

Officer Response:

Feedback Received

Thank you for providing feedback on TR63-24 Quetta Street, Ngaio – No Stopping At All Times.

We have considered the alternative options of widening the carriageway and using road marking to permit parking on the footpath and have concluded that these are not options that we can pursue. Wellington has limited road space due to its constrained geography. With the growing population, rising private vehicle use will further contribute to congestion pressures on the road network.

In a similar vein, our growing population, increasing housing demand and limited space all drive the need for infill development, like that experienced on Quetta Street. I note that the infill developments have off-street parking provided. Considering these factors, Wellington City Council (WCC) has committed to reducing reliance on private vehicles and encouraging alternative modes of transportation. This commitment is also part of our vision to become a Zero Carbon Capital.

To support these objectives, WCC has adopted a Transport Hierarchy that prioritizes walking and cycling as the top modes of transportation. The WCC Parking Policy, adopted in August 2020, aligns with this hierarchy and aims to move more people using fewer vehicles in the future. Given this policy framework, using public resources to physically widen the road carriageway on Quetta Street by removing or narrowing the footpath would run counter to our broader goals. As such, there is no available budget to undertake that work.

In terms of further optioneering, I also note that during a street meeting between residents, officers and a Councillor, residents raised the point that a line to allow footpath parking was marked on another street in Wellington City and floated this as an option that could be reproduced in Quetta Street. Officers investigated the history of that street and found that this strategy was adopted over 20 years ago, between 2002 and 2004, and would not be considered under current guidelines. While it was formerly possible under an earlier guideline to park with one tyre on the footpath, this was revoked in 2022.

A total of five legal parking spaces will be removed, with 14 spaces retained. There are around seven properties on Quetta Street that do not have off-street parking. All other properties on Quetta Street have at least one garage or car pad for the purpose of storing their private vehicle/s. Therefore, most residents are not being excluded from access to a private vehicle by the introduction of these restrictions.

We are proposing a change in your Area

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Kia ora,

We would like to inform you about a proposed change in your neighbourhood.³

Proposal:

Reference	TR64-24 Trelissick Crescent, Ngaio - No Stopping At All Times
Location – where we propose to make the change	Trelissick Crescent, Ngaio – outside no.116 through to outside no.120.
What we’d like to do	<ul style="list-style-type: none"> • Install No Stopping At All Times (Broken Yellow Lines)
Why we are proposing the change	<ul style="list-style-type: none"> • Council have received safety concerns from the public about the bend outside no.116 Trelissick Crescent. • When cars are parked at this location, other drivers are forced to cross the centreline into the opposing traffic at this blind corner. • To improve drivers’ safety, Officers are proposing to install No Stopping At All Times (broken yellow lines) along the road between property nos. 116 and 120, as per the attached plan.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> • Improves safety for road users. • Improves driver forward visibility. <p>Net Parking Impact</p> <ul style="list-style-type: none"> • Removal of two unrestricted on-street parking spaces. <p>Pedestrian impact</p> <ul style="list-style-type: none"> • No Change
How this relates to the parking policy	<ul style="list-style-type: none"> • 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.
Additional Information	<ul style="list-style-type: none"> • Average daily traffic count – 134 (2008 actual count), 140 (2023 estimate). • 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 28 March 2024 https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> • Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) • What we do with your personal information: All submissions (including your first name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. 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. • For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.

We are proposing a change in your Area

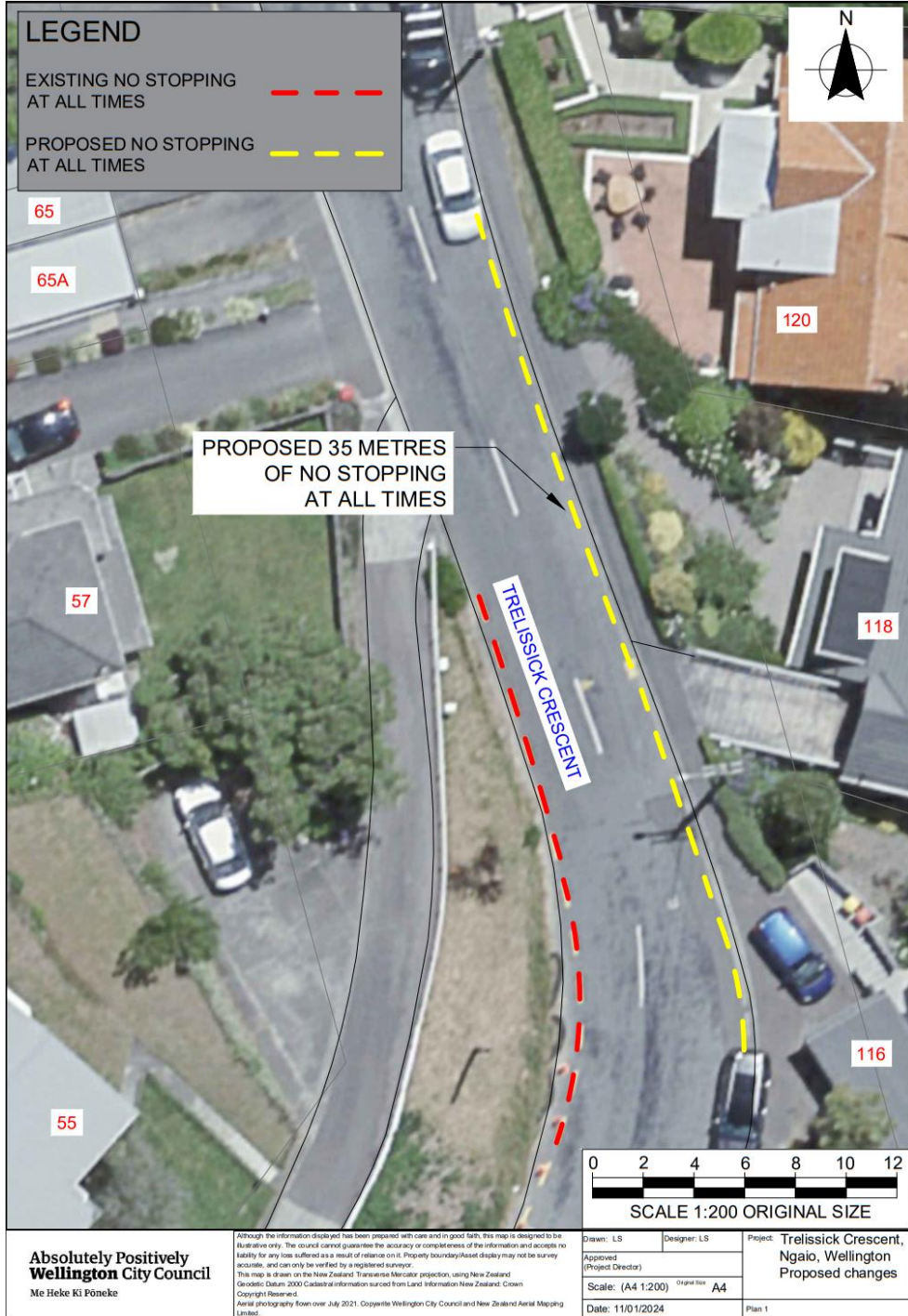
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Feedback	<ul style="list-style-type: none">If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Thursday 28 March 2024 and finishes at 5.00 pm Sunday 14 April 2024.
Next Steps	<ol style="list-style-type: none">Feedback collated by Monday 15 April 2024.The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 23 May 2024.If approved, the proposal will be installed within the following three months.

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Traffic Resolution Plan: TR64-24 Trelissick Crescent, Ngaio - No Stopping At All Times



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Legal Description:

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

Column One	Column Two	Column Three
Trelissick Crescent	<i>No Stopping At All Times</i>	<i>East side, beginning 95 metres south of its intersection with Ngaio Gorge Road (X = 1,748,458.17 Y = 5,431,271.70) and extending in a southerly direction for 35 metres following the eastern kerbline.</i>

Prepared By: Karl Rudge **Transport Engineering Assistant**
Approved By: Soon Teck Kong **Engineering and Operations**
Date: 15 March 2024 **Manager**

Feedback Received

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Feedback

Name: Kevin and Stacey

Suburb: Ngaio

Agree: Yes

I'm a resident in Trelissick Crescent close to where the road narrows. I'm strongly in favour of the yellow lines. Cars are regularly parking on this narrow part of the road, and this means cars travelling around the Crescent are having to cross the centre line.

This is putting them in danger of oncoming cars on a blind corner. I have seen a few near misses. We also struggle backing out of our driveway safely when cars are parked opposite. Because the road is narrow, we have to manoeuvre back and forth to get around.

This is very concerning for us as traffic can fly around the blind corner. For the safety of road users in Trelissick Crescent, we need these yellow lines.

Attached is a photo showing cars parked opposite our driveway, today (This is what it's like most days). As we have a big car, this makes it very difficult for us to get out of our driveway safely, with the blind corner and narrowing of the road.



Feedback Received

Officer Response:

Thank you for commenting on TR64-24 Trelissick Crescent, Ngaio - No Stopping At All Times. We value the time you have taken to provide this response and the potential benefits which the proposed changes will have for those in the community.

Feedback

Name: Aimee
Suburb: Ngaio
Agree: No

As a resident of Trelissick Cres, I have never noticed safety issues on the corner in question.

There is already no parking allowed on the other side of the road at the same point, and cars travel slowly around the Crescent in general as it is all very windy.

Conversely, safety issues will arise if the parks are removed, and residents are forced to park further around the Crescent, on corners that are similar to that in question, and walk back to their houses along a stretch where there is no footpath. Many residents have young children, and this will cause safety issues for them.

Any safety concerns with the corner could be mitigated by implementing a mirror so drivers could see around the corner, or a 30km/h speed limit, instead of removing parks which are already in extremely short supply.

Officer Response:

Thank you for commenting on TR64-24 Trelissick Crescent, Ngaio - No Stopping At All Times. The proposed changes have been done in a manner to increase safety as currently vehicles are having to cross the centre line if vehicles are parked at the location of the proposed changes.

This increases danger as at the point when vehicles are crossing the centre line, they are coming upon a corner which cannot be seen around meaning they are possibly driving into the path of an oncoming vehicles which they cannot see. The removal of these carparks would enable vehicles to remain in the correct side of the road for a longer period of time and in turn safety is improved.

Changing the speed limit along Trelissick Crescent is not within the scope of this Traffic Resolution and would need to be considered within a much larger context.

Feedback

Feedback Received

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**Name: Alida
Suburb: Ngaio
Agree: No**

Please see below my submission on the proposal referenced in the subject line of this email. I would be very grateful if you would include this submission in the consultation even though I am one hour after the cut off time - I have been away.

I'm writing in response to the proposal to put broken yellow lines on the stretch of Trelissick Crescent from number 120 to number 116.

I was very concerned and distressed to receive this news, as a resident here since 2020. When I first contacted the Council after the first letter, I received about this, I was very concerned that you were proposing this change without any formal consultation with the affected residents. I'm pleased that the emails of my neighbours and I, and our families, have prompted you to carry out a consultation on the proposal.

The proposal is going to have a significant adverse impact on me, my family, my neighbours and visitors.

As a mother [Redacted], I am going to regularly have to park far away from my house - probably beyond the blind corner - and walk them home in an area with no footpath. This is both unsafe and inconvenient. The same will apply to my elderly mother and in-laws - [Redacted] - who regularly drive our children home in their cars and rely on parking outside our house.

Parking on Trelissick is already very limited, and this change will force extra cars down the Crescent, leading to extra congestion past the blind corner.

I don't consider the change is justified given that I almost never encounter a car coming in the opposite direction at that blind corner. In my view, a mirror at the corner would provide enough of an extra safety measure, given the quiet nature of this road. Alternatively, or in addition, a 30km p/hr speed limit on the Crescent could be an option. A speed hump of the kind recently installed outside our street would also be a great option.

Further, the decision to put yellow lines at this section of our street seems inconsistent with the treatment of other similar (but busier) Ngaio roads, on which I regularly drive and park. In particular, streets like Abbott St, Quetta St, Imlay Crescent and Awarua Street are all narrower than Trelissick, many with blind corners, yet parking is allowed on both sides of the road. On Imlay Crescent, a mirror was installed on a similar blind corner. In this vein - the opposite end of Trelissick Crescent to ours is extremely narrow with corners, yet parking is allowed on both sides for much of it.

I also disagree with the statement that only two parking spaces will be affected. This is completely untrue. Multiple cars fit along the affected stretch - only last week, 7 cars were parked along there. This demonstrates the impact of the proposed change.

Thank you for your time and consideration.

Feedback Received

Officer Response:

Thank you for commenting on TR64-24 Trelissick Crescent, Ngaio - No Stopping At All Times. The reason for the proposed changes is to reduce the potential for a crash to occur by reducing the time that vehicles are forced to drive on the incorrect side of the road due to vehicles parking the road and narrowing the road close to the corner. The position of this corner greatly increases risk as when vehicles are forced to cross the centre line drivers are unable to see if vehicles may be coming in the opposite direction due to the location of the corner.

Changing the posted speed limit would need to be done considering the larger context of the whole area and cannot be considered within this traffic resolution. The speed humps installed on Ngaio Road near Trelissick Crescent were installed as part of the transitional cycle way which was installed along Ngaio Road and is part of the wider cycle way projects within Wellington. Installing a speed hump on Trelissick Crescent would need to be considered via a different investigation focused on the possible installation of vertical deflection devices.

Wellington City Council does not install traffic mirrors as they are no longer a NZTA certified traffic device. This is due to multiple issues that can occur with the installation of traffic mirrors such as, but not limited to, visual distortion, limited visibility during rain, glare and can easily be vandalised. Traffic mirrors that do exist within Wellington are either old traffic mirrors which will not be renewed or private traffic mirrors which individuals have installed to aid existing a private driveway.

If you have further concerns about other roads in the area that need to be considered for changes to improve safety, please feel free to report these via the council website. We can confirm that from the roads you have listed within your feedback that Abbot Street is already currently being investigated for changes and Quetta Street has proposed changes which have been put out for public consultation in the same round as this Traffic Resolution.

We are proposing a change in your area

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Kia ora,

We would like to inform you about a proposed change in your neighbourhood.

Proposal:

Reference	<ul style="list-style-type: none"> TR67-24 Cockayne Road - Ngaio - Formalise Bus Stop (#5409)
Location – where we propose to make the change	Cockayne Road, Ngaio – outside no. 238
What we'd like to do	Formalise Bus Stop #5409 by installing adequate road markings.
Why we are proposing the change	<ul style="list-style-type: none"> Council have received a request from the local residents and Ward Councillor to formalise the bus stop outside no. 238 after noticing that buses when picking up and dropping off passengers at this bus stop are forced to stop in the middle of the intersection as parked vehicles are preventing the buses from accessing the bus stop location. To improve safety and accessibility, we are proposing to install No Stopping At All Times (broken yellow lines) along the road outside no. 238 as per the attached plan.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> Improves safety and accessibility for bus patrons Improves safety and accessibility for mobility park users Improves safety for other road users <p>Net Parking Impact</p> <ul style="list-style-type: none"> Removal of three unrestricted parking spaces <p>Pedestrian impact</p> <ul style="list-style-type: none"> No Change
How this relates to the parking policy	<ul style="list-style-type: none"> Support shift in type of transport used – facilitate a shift to using active (eg, walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles. 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.
Additional Information	<ul style="list-style-type: none"> Average monthly passenger number – boarding 24, alighting 1226 Average daily traffic count – 2714 (2016 data) To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Thursday 28 March 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) What we do with your personal information: All submissions (including your first name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the

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	<p>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.</p> <ul style="list-style-type: none">• For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.
Feedback	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. <p>Please note if you are giving feedback the consultation period opens at 9.00 am Thursday 28 March 2024 and finishes at 5.00 pm Sunday 14 April 2024.</p>
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 15 April 2024.2. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 23 May 2024.3. If approved, the proposal will be installed within the following three months.

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Traffic Resolution Plan: TR67-24 Cockayne Road - Ngaio - Formalise Bus Stop (#5409)



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Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Cockayne Road	<i>No Stopping At All Times</i>	<i>North side, commencing 46 metres west of its intersection with Ellora Street (Grid coordinates X= 1,748,954.87 Y= 5,431,717.30) and extending in an easterly direction following the northern kerb line for 7.0 metres.</i>
Cockayne Road	<i>No Stopping At All Times</i>	<i>North side, commencing 39 metres west of its intersection with Ellora Street (Grid coordinates X= 1,748,954.87 Y= 5,431,717.30) and extending in an easterly direction following the northern kerb line for 15.0 metres.</i>
Cockayne Road	<i>No Stopping At All Times</i>	<i>North side, commencing 25 metres west of its intersection with Ellora Street (Grid coordinates X= 1,748,954.87 Y= 5,431,717.30) and extending in an easterly direction following the northern kerb line for 11.0 metres.</i>

Prepared By: Karl Rudge (Transport Engineer Assistant)
Approved By: Soon Teck Kong (Engineering & Operations Manager)
Date: 15 March 2024

Feedback Received

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

Feedback

Name: Frederik
Suburb: Ngaio
Agree: Yes

The bus stop is often inaccessible for the bus due to cars parking too close to the bus stop sign. This results in passengers having to board and disembark in the middle of the road, while the bus is blocking traffic in both directions. It makes sense to introduce a no stopping zone here.

Officer Response:

Thank you for commenting on TR67-24 Cockayne Road - Ngaio - Formalise Bus Stop (#5409). We appreciate the time you have taken to provide this response.

Feedback

Name: Diana
Suburb: Ngaio
Agree: Yes

Hi, I note the consultation you currently have on no parking in Quetta Street and the permanent bus stop on Cockayne Road (TR67-24 and TR63-24). [Redacted] and am fully supportive of these changes.

I would ask that you go further though to improve safety on Cockayne Road and Perth Street. I regularly have near misses at four different locations in the street where a lack of no parking lines leads to cars needing to pull out into the oncoming traffic lane to pass parked vehicles on blind corners. The issue is compounded by the fact the street is a bus route. We regularly (almost daily) witness buses and cars having to reverse and manoeuvre around each other on the corner outside our house due to parked cars making it too narrow for two cars to pass and people proceeding around the corner without being able to see what is coming.

I would ask that you paint no parking lines on one or both sides of the street at the following locations, photos and further information is provided in the attached document:

1. Between 12-16 Perth Street
2. Between 222 and 214 Cockayne Road
3. Between 192 and 198 Cockayne Road
4. Between 146 and 150 Cockayne Road

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Between 12-16 Perth Street

Cars regularly park alongside the white fence shown in the photo which means cars coming up the hill have to pull into the other lane to come around the corner with no visibility of what is coming down the hill (often a bus).



Feedback Received

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

Between 222 and 214 Cockayne Road

This is outside our property and there are usually cars parked all the way along the even side house side of the street. This means you need to pull out to go around and can't see what is coming until you are on it and there isn't room for two cars to pass let alone a bus and a car.



Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Between 192 and 198 Cockayne Road

When cars park along here on the even side of the street you need to pull out to pass onto the other side with no visibility of what is coming the other way. At times cars park on the odd side and are almost rear ended by cars coming the other way who are upon the parked car as they round the corner.



Officer Response:

Thank you for commenting on TR67-24 Cockayne Road - Ngaio - Formalise Bus Stop (#5409). We appreciate the time you have taken to provide this response and shown further locations which may benefit from the installation of No Stopping At All Times Road markings in the future.

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback

Name: Blost
Suburb: Ngaio
Agree: Yes

I caught the bus home to this stop several times a week for 2 years, and at least half the time the bus ended up stopped in the middle of Cockayne road or blocking the Quetta street intersection. At times, this blocked traffic going both ways on Cockayne Road. As an able bodied person it didn't bother me too much, but for the elderly or disabled it must have been a nightmare to get on and off the bus.

Officer Response:

Thank you for commenting on TR67-24 Cockayne Road - Ngaio - Formalise Bus Stop (#5409). The time and feedback provided is greatly appreciated.

Feedback

Name: Virgina and Richard
Suburb: Ngaio
Agree: No

We consider two proposals from the Traffic Engineering Team:

- TR63-24 Quetta St, Ngaio – No Stopping at all Times. We oppose this proposal.
- TR67-24 Cockayne Road – Ngaio – Formalise Bus Stop (#5409). We do not support this proposal in its current form.

This page summarises our concerns with the proposals, with further detail provided over.

TR63-24 Quetta St, Ngaio – No Stopping at all Times

Over a period of around 20 years, residents have repeatedly asked Council to consider safe and durable solutions to parking issues in Quetta St. Parking issues have been exacerbated by substantial council-approved infill housing without due regard to its impact. This submission, however, opposes the currently proposed change:

1. There is sufficient room on Quetta St for alternative solutions to the current situation that will ensure safety and accessibility for pedestrians and all vehicles – this remains a priority for residents and Council alike
2. The impact of the loss of parking spaces is much higher than Council officers suggest
3. Residents' opposition to this proposal is higher than Council officers suggest
4. Reducing vehicle use requires a multi-pronged approach.

5. As a supplementary objection, we note that consultation on this proposal has been haphazard, and barely meets minimum expectations.

TR67-24 Cockayne Road – Ngaio – Formalise Bus Stop (#5409)

The proposal to remove three car parks near bus stop #5409 (known as, and referred to by Metlink as Stop #5409 Cockayne Road at Quetta Street) is intended to improve safety and accessibility of bus patrons and, in that regard, is commendable. We do not however, support the proposal in its current form:

6. Fewer car parks could be lost by formally relocating the bus stop a few metres closer to Quetta St, while still providing additional safety for bus patrons.
7. Additionally, the fact that this proposal directly impacts upon TR63-24 means that they should have been notified and considered together.

TR63-24 Quetta St, Ngaio – No Stopping at all Times

Over a period of around 20 years, residents have repeatedly asked Council to consider safe and durable solutions to parking issues in Quetta St. Parking issues have been exacerbated by substantial council-approved infill housing without due regard to its impact.

We do not support this proposal.

1. There are alternative solutions to improve safety and accessibility for pedestrians and for all vehicles
 - 1.1. As noted above, parking issues in Quetta St have been **exacerbated** by Council's approval of often very large-scale housing development in Quetta St without due regard to the consequential impact on residents' and visitors' parking. Residents have constantly attempted to engage with Council in an effort to find viable solutions, eg:
 - In 2007:
 - ⇒ residents raised concerns about the impact on street safety (including issues surrounding increased parking on Quetta St) of the development of 13 units at 12A Quetta St.
 - ⇒ Council officers noted the cost of re-kerbing required to allow for more parking. Damage to kerbing created by the contractors was subsequently repaired (at ratepayers' expense?) with no attempt to alleviate the acknowledged problems.
 - In 2008:
 - ⇒ Residents noted concerns that resulting traffic safety issues created by the proposal for 6 units to be built at 240 Cockayne Rd / 2 Quetta St were not resolved by Council's proposed traffic resolution.
 - 1.2. Safety and accessibility for pedestrians remains a priority for Quetta St. There is adequate room to ensure this priority, while providing for adequate parking, as Quetta St has sealed footpaths on both sides and a grass verge – still unimpeded in many places. (One exception is at 2 Quetta St, where Council permitted fixed planting and car access and parking on what would otherwise have been grass verge). The grass verge in addition to established footpaths allows for two alternative solutions which do not compromise pedestrian safety:
 - An on-site meeting on Monday 5 February 2024, with 20 Quetta St residents, two Council officers and Councillor Ray Chung, discussed a concept used in Berlin that, we understand, was addressed in one resident's submission on a "pre-consultation letter drop" of September 2023. All residents present at the street meeting were in favour of the 'Berlin' concept, which would formalise and enhance the status quo by allowing vehicles to park with wheels on delineated parts only of the current footpath. This would:

Feedback Received

- ⇒ ensure adequate room for pedestrian's and infant strollers
 - ⇒ provide sufficient access for emergency and other vehicles
 - ⇒ protect underground services.
 - While vehicles parking on "footpath" is illegal under secondary legislation – Road Transport (Road User) Rule 2004 S6.14(1) – clear delineation (a "blue line" as suggested at the street meeting) would indicate where the actual "footpath" ends, and shared space starts. This would be in keeping with signs already employed to indicate shared space where pedestrians and cyclists both use the same area of "path" inside the kerbing, and which enable cyclists to use what might otherwise be known as "footpath" and which would otherwise be illegal under S11.11(1) of the 2004 Rule.
 - Actively widening even part of the street is an expensive option. However:
 - ⇒ Re-kerbing, only when necessary, would provide an opportunity for extra parking spaces. Re-kerbing has occurred over the years – particularly to repair damage caused by infill housing developments and, more recently, in February this year when vehicular access to 5 Quetta St was enlarged (co-incidentally removing one street parking space – not acknowledged in the current proposal).
 - ⇒ Council already employs a less expensive model of street widening that allows for pedestrian safety, adequate traffic flow and parking, without fully replacing kerbing. One example is Tinakori Road.
2. The impact of the loss of parking spaces is higher than Council officers suggest:
- 2.1. It is difficult to assess the impact as assessed by Council officers.
 - The document before the Regulatory Committee, dated 15 March 2024, states that the net parking impact is the loss of five unrestricted (design standard) parking spaces.
 - The document dated December 2023, provided to some residents, also claims a loss of five parking spaces.
 - The December document shows the proposed 14 spaces retained.
 - Only 11 cars are shown in the March document – some parked on proposed yellow lines.
 - There is clearly at least one more car parking space lost in the later document due to the removal of an additional park caused by increasing vehicular access to 5 Quetta St.
 - 2.2. Even assuming the new proposal really means 13 spaces, the proposal will have a much greater impact on Quetta St parking than the loss of "five spaces". A resident's vehicle count, undertaken in December 2023, shows up to 25 cars parked in Quetta St at any one time, with no fewer than 20 after 6pm on any night surveyed.
 - 2.3. Pressure on Quetta St parking will be further exacerbated by the associated proposal to remove three unrestricted car parking spaces from outside 238 Cockayne Road (TR67-24 Cockayne Road – Ngaio – Formalise Bus Stop (35409). The Regulatory Committee is also scheduled to consider that proposal on Thursday 23 May 2024, and we ask that the Committee considers these two proposals together. We do not support that proposal in its current form as outlined in the submission following.
3. Residents' opposition to this proposal is higher than Council officers suggest.
- 3.1. The document before the Regulatory Committee (dated 15 March 2024) states, "Following a pre consultation letter drop to residents, an equal number of respondents supported the change as opposed to these changes." Not all residents received the letter drop however.

Feedback Received

- On 6 June 2023 an unsigned email from The Transport Engineering Team, in response to our email of 25 April 2023 about parking issues, asked that we circulate a request for yellow lines on the street to affected residents
 - Our response of 16 June 2023 states our strong opposition to this concept.
 - Given our stated opposition, it was a surprise to find that we were among several residents who had *not* been notified of the “pre consultation” and thus had no knowledge of the consultation nor any opportunity to submit on the proposal.
 - Likewise, we did not receive December 2023 document intended to “provide further clarification of the proposed parking arrangements.” We obtained this at the street meeting (5 February 2024).
- 3.2. Twenty people attended the street meeting with Council Officers and Ward Councillor. All were opposed to the concept of yellow lines on the street and alternative solutions were proposed.
4. We understand that Council’s long-term goal is to reduce our reliance on cars. While some public transport options have improved over the last 20 years, further reducing small vehicle use requires a multi-pronged approach, including further substantial improvements to the public transport network.
- 4.1. Daily commuting options have improved, but we note that Council officers chose to use a car to visit the street rather than take advantage of the half hourly bus service. The obvious choice of speed and convenience must also be available to our residents as they go about their business.
- 4.2. Saturday morning sport and other activities require transport between suburbs, across the city, and to neighbouring cities. Until the public transport system is improved to address these needs, better and more quickly, we will still be reliant on private cars.
5. As a supplementary objection, we note that consultation on this proposal has been haphazard, and barely meets minimum expectations.
- As noted above in point 3.1, not all residents have had the opportunity to be heard in consultation on this proposal. While we were assured at the street meeting that our exclusion from consultation was accidental, the leaflet dated 15 March 2024 did not appear in our letter box until Friday 29 March, well after we had been notified of its existence by other residents. This does not demonstrate good faith or fairness.
 - Council officers have the means, and need to make greater effort to ensure all residents are notified of proposals to make such changes that directly affect them.
 - Good faith consultation would require other solutions to be traversed and considered. While it is difficult to demonstrate that officers have not considered other options, the lack of acknowledgement of other communications on this issue, including other solutions proposed over the years, or of the residents’-initiated street meeting, make it difficult to conclude that they have.
 - The associated proposal (TR67-24) directly impacts Quetta St residents and makes the impact of this proposal even greater. They should have been notified and considered together. Quetta St residents were not directly informed of, nor consulted on, TR67-24 despite this direct connection, and many resident remain unaware of the bus stop proposal.

TR67-24 Cockayne Road – Ngaio – Formalise Bus Stop (#5409)

Feedback Received

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

The proposal to remove three car parks near bus stop #5409 (known as and referred to by Metlink as Stop #5409 Cockayne Road at Quetta Street) is intended to improve safety and accessibility of bus patrons and, in that regard, is commendable. We do not, however, support the proposal in its current form - which removes three car parks from Cockayne Road at Quetta St, and ask the Committee to consider an alternative solution:

6. Fewer car parks could be lost by formally relocating the bus stop a few metres closer to Quetta St, while still providing additional safety for bus patrons.
 - 6.1. The bus stop would traverse the stretch shown as 6.8m from Quetta St, which is currently used frequently as a parking space. This would be allowable under S6.3(1) of the 2004 Rule, given the clear Bus Stop signs that Council (the road controlling authority) is currently authorising across the city, including on our bus route and already in place at Stops 5407 and 5408.
 - 6.2. This would have no negative impact on passenger safety – passengers often disembark at this point currently.
 - 6.3. This would enable the 15m stretch, shown on the plan attached to TR67-24 to be retained as unrestricted parking space.
 - 6.4. Yellow lines and formal Bus Stop markings across the area currently shown on the plan as 6.8m of yellow lines, and 15m of bus stop would allow adequate room for buses to safely enter and leave the bus stop.
7. Additionally, the fact that this proposal directly impacts upon TR63-24 means both proposals should have been notified and considered together, as outlined in point 5 above.

Officer Response:

Thank you for commenting on TR67-24 Cockayne Road, Ngaio – No Stopping At All Times. Your concerns regarding TR63-24 has been responded by the appropriate council officer via the officers response section on TR63-24.

The letter drops for both TR67-24 and TR63-24 occurred at the same time and were each presented online at the same time meaning each began consultation at the same time. The proposal to formalise the bus stop has been done as per NZTA guidelines.

Feedback

Name: Hamish
Suburb: Ngaio
Agree: Yes

I am a resident at Quetta Street, and I support this proposal.

Officer Response:

Thank you for commenting on TR67-24 Cockayne Road - Ngaio - Formalise Bus Stop (#5409). We appreciate the time you have taken to provide this response.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Kia ora,

We would like to inform you about a proposed change in your neighbourhood.

Proposal:

Reference	<ul style="list-style-type: none"> TR69-24 Tannadyce Street, Strathmore Park - No Stopping At All Times
Location – where we propose to make the change	<ul style="list-style-type: none"> Tannadyce Street, Strathmore Park - Outside of no.91 to no.97
What we'd like to do	<ul style="list-style-type: none"> Install 29 metres of No Stopping At All Times (broken yellow lines) along the northern side of Tannadyce Street.
Why we are proposing the change	<ul style="list-style-type: none"> Council has been notified by the public regarding safety concerns with vehicles parked too close to the bends. Other vehicles have to cross the centreline into the opposing lane while approaching the blind bends, posing a public safety risk. To ensure there is adequate road space for a vehicle to safely travel around the bend and provide safe access for all vehicles including large vehicles such as rubbish/recycling services and buses, Officers are proposing the installation of broken yellow lines along Tannadyce Street outside of no. 91 to no. 97 as per the attached plan. Despite some opposing feedback to pre-consultation, Council transport engineers have opted to publicly consult this proposal through the Council Traffic Resolution process due to the public safety interest and potential risks to the travelling community.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> Improves safety and accessibility for all vehicles. Improves safer turning movements. Improves driver forward visibility. <p>Net Parking Impact</p> <ul style="list-style-type: none"> Removal of three unrestricted parking space <p>Pedestrian Impact</p> <ul style="list-style-type: none"> No change.
How this relates to the parking policy	<ul style="list-style-type: none"> 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.
Additional Information	<ul style="list-style-type: none"> Average daily traffic count – 178 (2022) 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 28 March 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) What we do with your personal information: All submissions (including your first name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information

We are proposing a change in your area

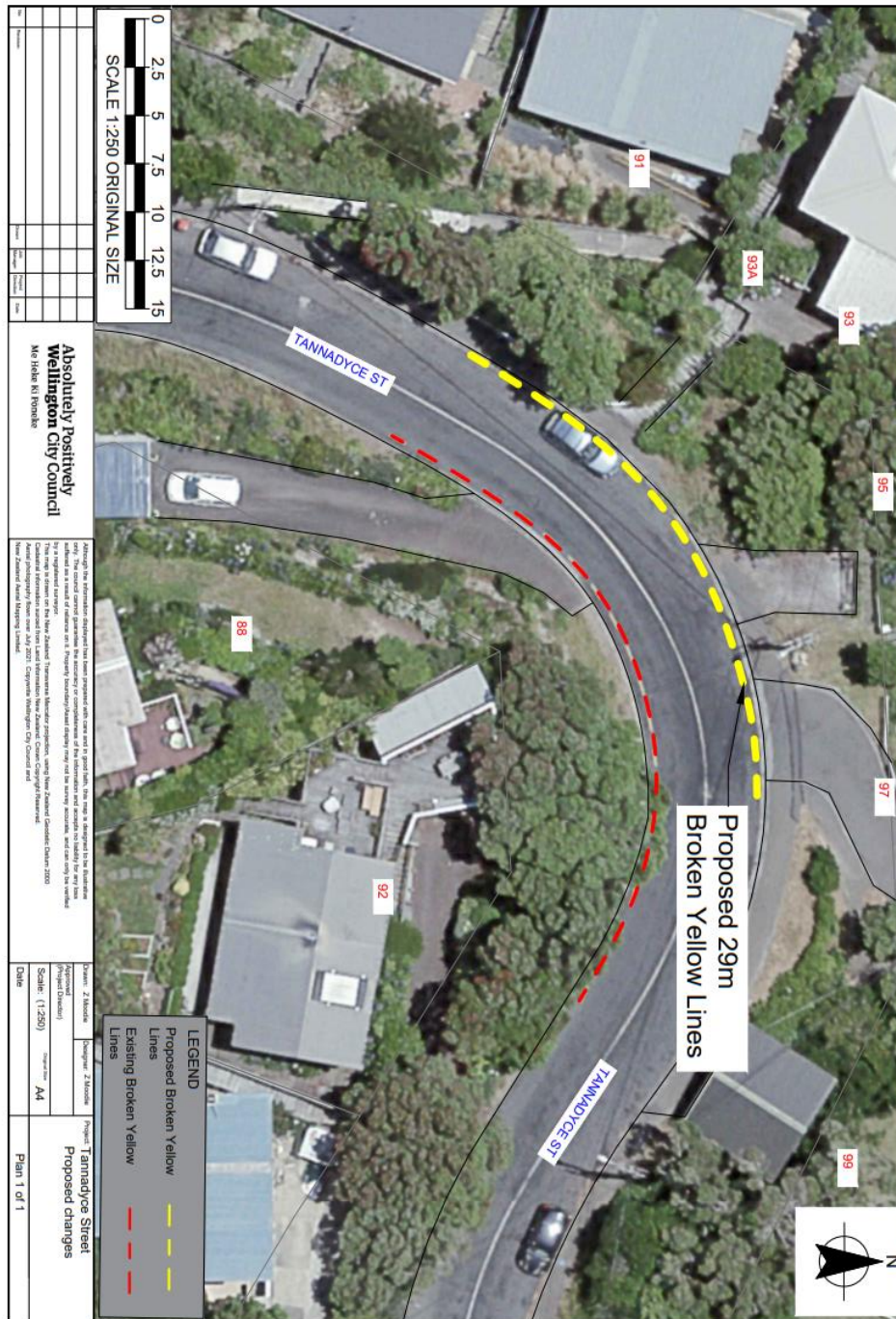
**Absolutely Positively
Wellington City Council**
Me Heke Ki Pōneke

	<p>(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.</p> <ul style="list-style-type: none"> For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Thursday 28 March 2024 and finishes at 5.00 pm Sunday 14 April 2024.
Next Steps	<ol style="list-style-type: none"> Feedback collated by Monday 15 April 2024. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 23 May 2024. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR69-24 Tannadyce Street, Strathmore Park No Stopping At All Times.



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Tannadyce Street	<i>No Stopping At All Times</i>	<i>North side, commencing 167m west from the intersection with Beacon Hill Road (Grid coordinates X=1752979.944 m Y= 5423401.796m) and extending in a westerly direction following northern kerb line for 29 metres.</i>

Prepared By: Luby Antoney

(Transport Engineering Assistant)

Approved By: Soon Teck Kong

(Engineering and Operation Manager)

Date: 15 March 2024

Feedback Received

Feedback

Name: Skippy

Suburb: Strathmore Park

Agree: No

I would be extremely aggrieved should the proposal go ahead, for varying reasons which are:

1. The lower half of the proposed yellow markings in currently where 3 cars regularly park for adjacent properties including mine
2. Parking on this part of road is already extremely constrained outside of usual working hours (M-F 8am-6pm)
3. I have NO access to ANY off street parking, as I live down almost 63 steps from the street level
4. The 2 properties adjacent to me on the south side, also have no access to off street parking
5. It will impact me directly in terms of my personal safety in having to park much further away and walk to my access steps
6. It further impedes me in terms of being able to easily transport goods, especially large goods like gardening supplies, to and from my home; this is already a challenge due to the number of steps alone, so having to park much further away increases that burden
7. At worst (based previous occasions when all parking is already taken near my steps) I'd have to park up to 200-300 meters away; this has occurred maybe once every 3-6 months over my 4.5 year tenure, removing these spaces would mean it would be likely a likely daily inconvenience
8. Visitors to my property would be impeded as I would and may even be discouraged
9. Delivery providers will have no ideal place to stop to delivery parcels, online shopping etc
10. This would impact the future sale-ability and therefore value of my property
11. The original proposal SR469240 came from a single resident's feedback, this seems to be knee-jerk reaction to a single piece of feedback.

The justification of such a proposal also doesn't really make sense, I quote "regarding the safety concern posed by parked vehicles too close to bends and causing vehicles to overtake into the opposing lane on the approach to a blind bend...". This sentence could literally be applied to the entire street, so could therefore justify removing all of the street's parking.

There are many narrower and more windy streets in wellington that allow parking in the same manner as here. My sense of the actual situation is:

- a) The speed at which people drive up/down the road including the blind corners, is the real issue
- b) The fact that a full size bus can currently traverse the street with parked cars illustrates it's actually possible to navigate (I have never lost a wing-mirror or have my car scraped by said bus, during the 4.5 years I've been here), so the parked cars on the corners is not really an issue. Yes it's likely trickier, but taken at the appropriate speed for the road, is very possible and also mitigates the safety concerns raised by a resident.
- c) Perhaps a speed reduction for the street is a better solution than removing much needed residential parking. Finally a point regarding the full size buses, to be frank the route doesn't

Feedback Received

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

warrant a full size bus. Every time I've seen it go past, it's either empty or occupied by a single patron. A mini bus like those used for the on-demand service in Tawa would be much more suitable size-wise.

So in summary I would be extremely unhappy should this proposal go ahead, not to be mention immensely inconvenienced as would a number of my neighbours who also use this space for regular parking

Officer Response:

Thank you for providing feedback on TR69-24 Tannadyce Street, Strathmore Park - No Stopping At All Times.

Parking decisions often require trade-offs between competing demands. One of the most difficult trade-offs is between storage for private vehicles, and the safe movement of people and goods. Private vehicles are personal property, which do not inherently have the right to be stored on the street, which is public space.

We acknowledge the challenges that you may experience due to the loss of parking; however, a key objective of WCC's 2020 Parking Policy is to prioritise public space for safe and efficient movement of people over the storage of stationary vehicles.

There are several locations along Tannadyce Street which could be further investigated for No Stopping At All Times. In this instance, upon investigation, officers conclude that there is a combination of factors, including the bank, the poor forward visibility around the curve, and the presence of a concealed driveway that make this an appropriate location to apply this restriction.

We would not consider a speed limit reduction on a street-by-street basis, as this sort of change would form part of a wider investigation or project. This is outside the scope of this Traffic Resolution.

Feedback

Name: Very Concerned Resident
Suburb: Strathmore Park
Agree: Yes

I hope that TR69-24 have a favourable outcome as I have always believed that the residents' safety is the utmost priority, at times it feels like playing Russian Roulette with my life every time that I drive along this blind bend, furthermore, vehicles and even cyclists tend to speed down Tannadyce St along this particular blind bend with a complete disregard for themselves and residents' safety making every day driving dangerous and unpredictable plus adding that Tannadyce St. being a two-way street increases the risk to all road users.

Feedback Received

I agree with WCC that something has to be done to remedy this extremely dangerous situation for the benefit and safety of all road users so approving RT69-24 will provide safe access and space to all traffic including large vehicles such as rubbish, recycling, construction trucks and Buses before an unfortunate fatal accident takes place. I'm entirely convinced that the safety of the individual in this matter is paramount.

This matter needs an urgent and serious solution before somebody has a fatal accident. I personally during the Xmas break, almost had a serious accident so I don't think that a few meters less of parking spaces justifies the stressful unpredictability of the possibility of having a fatal accident.

Officer Response:

Thank you for providing feedback on TR69-24 Tannadyce Street, Strathmore Park - No Stopping At All Times.

Feedback

Name: Concern Resident

Suburb: Strathmore Park

Agree: Yes

I hope that TR69-24 have a favourable outcome. As always believe that the residents' safety is the utmost priority as at times it feels like playing Russian Roulette with my life every time that I drive along this blind bend and approving RT69-24 will provide safe access and space to all traffic including large vehicles as rubbish, recycling, construction trucks and Buses before an unfortunate fatal accident takes place.

I'm entirely convinced that the safety of the individual in this matter is paramount. This matter needs an urgent and serious solution before somebody has a fatal accident. I personally during the Xmas break, almost had an accident so I don't think that 29 meters less of parking spaces justifies the stressful unpredictability of having a fatal accident.

Officer Response:

Thank you for providing feedback on TR69-24 Tannadyce Street, Strathmore Park - No Stopping At All Times.

Feedback

Name: celeryplasterer

Suburb: Strathmore Park

Agree: No

Feedback Received

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

This contravenes the council's previous traffic management strategies whereby narrowing the road intends to slow the flow of traffic. Removing parked cars will result in more empty road space which will allow cars to speed up and ultimately go against the objective of the proposed changes (increased safety). Maintaining the status quo may result in more situations where cars have to cross the centre line (a common place occurrence in Wellington's smaller roads) but will be travelling more safely because they are aware they have entered the opposing traffic lane.

Officer Response:

Thank you for providing feedback on TR69-24 Tannadyce Street, Strathmore Park - No Stopping At All Times. While it is the case that vehicles parked on the road are useful to narrow the road and therefore provide a traffic calming effect, this strategy is not used at all locations.

A number of factors, including the bank, the poor forward visibility around the curve, and the presence of a concealed driveway make this an appropriate location to consider the removal of on street parking.

CHARGED-UP CAPITAL: EV CHARGER: SITES FOR INSTALLATION

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Koata Hātepe | Regulatory Processes Committee outlines details of the four proposed traffic resolutions issued for consultation between Thursday 28th March and Sunday 14th April 2024.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
- People friendly, compact, safe and accessible capital city
- Innovative, inclusive and creative city
- Dynamic and sustainable economy
- Functioning, resilient and reliable three waters infrastructure
- Affordable, resilient and safe place to live
- Safe, resilient and reliable core transport infrastructure network
- Fit-for-purpose community, creative and cultural spaces
- Accelerating zero-carbon and waste-free transition
- Strong partnerships with mana whenua

Strategic alignment with priority objective areas from Long-term Plan 2021–2031

Relevant Previous decisions

Outline relevant previous decisions that pertain to the decision being considered in this paper.

Significance

The decision is **rated low significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.

Financial considerations

- Nil Budgetary provision in Annual Plan / Long-term Plan Unbudgeted \$X

Risk

- Low Medium High Extreme

Authors	Peter Jones, Project Development Manager - EV Chargers Paul Barker, Street Transformation Manager
Authoriser	Liam Hodgetts, Chief Planning Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information
2. Approve the Traffic Resolutions pursuant to the provision of the Traffic and Parking Bylaw 2021:
 - a) TR36-24 Mckeefry Grove, Tawa - P120, EV charging only.
 - b) TR37-24 Kensington Street, Te Aro - P120, EV charging only.
 - c) TR35-24 Gee Street, Tawa - P120, EV charging only.
 - d) TR40-24 Lewer St, Karori - P120, EV charging only.

Whakarāpopoto | Executive Summary

2. The 2019 Te Atakura: First to Zero Roadmap confirms WCCs commitment to a net zero city by 2050. Petrol and diesel emissions, from combustion engine vehicles on-road, account for 39% of Wellington's total emissions in the 2022/23 period. Encouraging uptake of electric vehicle (EV) use is part of the plan to lower emissions from on-road transport in Wellington. The lack of public charging stations is a key barrier for those wanting to make the move to an EV.
3. WCC committed a project budget of \$3.358m to purchase and install 60 EV chargers across Wellington. The chargers are now purchased and are owned by WCC. Meridian have been contracted as the installation partner and service provider. Following the application of user charges in FY24/25, WCC will collect 100% of the revenue.
4. 18 chargers (across 8 sites) have been installed to date. Traffic Resolutions and consents have been approved previously for an additional 16 chargers (across 8 sites, awaiting installation). This paper presents locations for a further 8 chargers across 4 sites for approval.
5. As a minor change to the road corridor, the Traffic Resolution process is used to gather public feedback on the proposed sites. 2 pieces of feedback were received.
6. This project aligns with the WCC Parking Policy and Te Atakura: First to Zero. It is recommended the Regulatory Processes Committee approve these 4 sites.

Takenga mai | Background

7. Transport emissions from on-road petrol and diesel combustion engine vehicles account for 39% of Wellington's total emissions in the 2022/23 period. Encouraging uptake of electric vehicle use (alongside ongoing public transport and active mode upgrades) will reduce reliance on high-carbon transport choices. The lack of public EV charging infrastructure is a key barrier for those wanting to make the shift to EVs. This is especially true for the >35% of Wellingtonians who do not have access to off-street EV charging. These chargers will both enable residents to make the shift to EVs, as well as service those who have already made the change.

8. This is a WCC and Energy Efficiency and Conservation Authority (EECA) funded project set up to assist WCC to meet their 2019 Te Atakura: First to Zero goals. WCC have committed a project budget of \$3.358m to purchase and install 60 EV chargers across Wellington. EECA contributed \$500k towards the project costs. Following the application of user charges in FY24/25, WCC will collect 100% of the revenue. A return on investment is expected to be achieved 5-7 years following installation, depending on the use of the chargers.
9. This project is intended to meet part of the market demand, with the remainder being provided by the private market. . Third party organisations are predominantly interested in the installation of high-capacity chargers (50kW and higher) near inter-city highways to enable vehicles to charge their batteries fully before longer-distance travel. Charged-up Capital's 24kW chargers are best suited to locations in which residents spend up to one hour of their time to top-up their vehicles. These medium-capacity chargers have a key role in the network, as it enables people to charge their vehicle in line with their normal day-to-day routines. They do not compete with the expected private sector investment. Early investment in vehicle charging infrastructure is recognised by the Ministry of Transport as being an essential part in the transition to a low-carbon transport system.
10. WCC have installed 2-3 chargers per site to enable people to charge their EVs in spaces they use as part of their normal routines, such as suburban centres. WCC selected Meridian as the installation and service provider in 2021. WCC purchased all 60 chargers and the mounting plinths in FY21/22. 18 chargers (across 8 sites) have been installed to date. Traffic Resolutions and consents have been approved previously for an additional 16 chargers (across 8 sites, awaiting installation). Once the chargers in the previously approved sites are all installed, 34 of the 60 chargers will have been installed.
11. This paper proposes the installation of a further 8 chargers across 4 sites. This will leave the final 18 chargers (across 9 sites) to be presented to the Regulatory Process Committee in subsequent meetings.
12. On average, users charge their vehicles for 47 minutes at the types of chargers WCC are installing. Under NZTA rules, sites with the EV charging symbol are reserved for electric vehicle charging only. Users must be charging to park in the spaces. A restriction of P120 has been proposed to ensure the rotation of vehicles and appropriate use.

Kōrerorero | Discussion

13. The selection of proposed sites for WCC EV chargers is a result of rigorous assessments. Over 300 formal assessments have been made as part of the Charged Up Capital project to date. Officers first identify suburbs that would benefit from additional EV charging facilities and then proceed with the following assessments:
 - Use-case assessment: the ideal locations for this infrastructure are nearby places users will spend up to one hour of their time. This includes spaces such as town/village centres, pools, sports centres & recreation centres, leisure areas and parks.
 - Legal review: public road corridor and WCC-owned assets are in-scope for EV charger installation through this project. As a commercial activity, EV chargers cannot be placed on land covered by the Town Belt Act or WCC Reserve Management Plans. Third party owned assets are not considered for installation

as it will considerably reduce the financial viability of the project. Encroachments/Resource consents are gained.

- Site design: the EV chargers selected for this project are designed for installation at the head of a perpendicular parking space. This enables users to drive in or reverse in, giving full access to the charger input port on the vehicle (which can be situated on the front, side or rear of the car). A full space assessment is conducted for all sites to ensure safety, accessibility and maneuverability for all impacted road users. This is conducted by WCC Transport Engineers and through a 3rd party when obtaining Resource Consent (granted).
- Site assessment and feasibility: a ~100A power supply is required for the chargers. This represents a key constraint for installation, as there are few sites where this is available in the network.

14. Where there is sufficient use case, power availability, space availability and acceptable installation costs, sites are forwarded to a cross-council team to determine how appropriate the site is for EV charger installation. The following sites have been fully assessed and are recommended to proceed to installation:

15. Gee Street

- The installation of EV chargers in Gee Street would increase the total number of publically available fast-charging sites in Tawa to 3 (including Mervyn Kemp Library and BP Tawa) ; 4 if the Mckeefry Grove proposal is also passed. Tawa is likely to retain a relatively high level of passenger vehicle reliance, with an increasing proportion of these likely to be EVs.
- This site would enable residents and visitors to the northern end of Tawa to charge their vehicle close to their intended destinations. Local facilities to this site include Linden Park and Wall Place industrial estate.

16. Mckeefry Grove

- The installation of EV chargers in Mckeefry Grove would increase the total number of publically available fast-charging sites in Tawa to 3 (including Mervyn Kemp Library and BP Tawa); 4 if the Gee Street proposal is also passed. Tawa is likely to retain a relatively high level of passenger vehicle reliance, with an increasing proportion of these likely to be EVs.
- This site would enable residents and visitors to the southern end of Tawa to charge their vehicle close to their intended destinations. Local facilities to this site include Tawa Squash Club, Redwood Park and local businesses

17. Lewer Street installation:

- The installation of EV chargers on Lewer street would bring the total number of EV charging sites in Karori to 4. As a large suburb on the outskirts of Wellington, it is expected there will be high retention of passenger vehicles, and an increasing proportion of these will be EVs.

- The 3 existing EV charging sites in Karori are built on and used by EV owners visiting Karori Rec Centre, Karori New World, and the Karori Pool. The Lower Street site is on public road corridor, enabling anyone to use them.
- The site is within 5 minutes walk to Karori Rd (and therefore Karori Shops). Local facilities include: Karori Bowls club, Karori United Tennis Club, Karori Community Garden, Ben Burn Park.
- One consultation response was received. This did not support the proposal, citing the impact to access to the Karori Bowls Club through a service entrance. Subsequently, a site design review has developed a solution to enable full access whilst accommodating the EV chargers.

18. Kensington Street

- The installation of EV chargers in Kensington Street would increase the total number of publically available fast-charging sites in the city centre to 6 including Barnett Street, Grey Street, Oriental Place, Z Vivian, and Inglewood Place. This is insufficient to meet the level of service required if Wellington is to meet its net zero carbon commitments for Te Atakura.
- There are a wide range of facilities and amenities within a 5-minute walking radius of this site, including numerous businesses, cafes, restaurants and shops.
- This site is one of few feasible sites for EV charger installation on public road corridor in the central city. This site has been recommended for installation as it is close to local amenities, is accessible (the chargers will not obstruct the road corridor and good lighting for safety), and has parking close-by. In addition, no changes to the road corridor are planned within the next 10 years, enabling these chargers to remain in place.
- One consultation response was received. This did not support the proposal, citing the lack of parking in the area.

Kōwhiringa | Options

19. Accept the Traffic Resolutions for P120 EV Charging Only At All Times as presented
20. Do not accept the Traffic Resolutions for P120 EV Charging Only At All Times as presented

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

21. **Parking Policy 2020:** Facilitating the uptake of electric vehicles is a core objective of the policy: *'Manage parking and incentivise a decrease in vehicle use to contribute to reduced carbon emissions'*. An increase in the number of EV charging spaces is a primary measure to assess the success of the policy. The Traffic Resolutions contained in this paper are in line with the *Parking Hierarchy* section.
22. **Te Atakura: First to Zero:** The Charged-up Capital project is a key initiative for Wellington City Council to achieve its target of a net zero carbon capital by 2050.

Engagement and Consultation

23. As a minor change to the road corridor, installation of EV chargers is categorised as low significance on the Significance and Engagement Policy.
24. The *Minor Works Traffic Resolution Process* was followed. This included notifications to/in: local papers, residents association communications, emails to ward Councillors, letter drops (to businesses & residences within a minimum of a 50 meters radius from the site), and in-person engagement with local businesses where possible. The consultation period ran from the 28th of March to the 14th of April.

Māori Impact Statement

25. The installation of EV chargers in the Charged-up Capital is not considered significant to WCCs obligations to Te Tiriti.

Financial implications

26. The proposed installations are fully funded in the LTP in the Charged-up Capital Public EV charger budget line. WCC will receive 100% of the charges received from the use of the chargers. The return on investment for the project is estimated at 5-7 years, depending on the use of the charger network.

Legal considerations

27. The proposals have gained all required consents. Installation of EV chargers are a BAU activity. There are no legal risks.

Risks and mitigations

28. The EV chargers and their installation comply with all relevant Worksafe Guidelines. Electrical works are independently assessed by a 3rd Party, with Certificates of Completion obtained by WCC before asset ownership is transferred and the units are made live to the public.

Disability and accessibility impact

29. The proposals included in the Traffic Resolutions have been designed with the consideration of all relevant design standards to ensure best use of the road corridor. This includes assessments of traffic movement, footpath widths and pedestrian flow.

Climate Change impact and considerations

30. Electric vehicles are a key part of the transition to low-carbon transport in Wellington. WCC instigated this project in 2019 to enable residents to make the shift to zero-emissions vehicles, noting the lack of public charging facilities. Emissions reduction from electric vehicle uptake is expected to greatly outweigh the embodied emissions of the assets.

Communications Plan

31. Should Koata Hātepe | Regulatory Processes Committee decide to approve the proposals, suppliers will be notified and the WCC website will be updated with the expected timeline for installation.





Health and Safety Impact considered

32. The proposal has been reviewed by Council's Transport Consents Engineer. Sites have been assessed based on the ability to safely enter each carpark. No significant safety concerns raised. Overall, the proposed sites are acceptable from a transport and vehicle access perspective. The safety and transport effects to be less than minor with no person adversely affected.
33. All installation works are managed within WCCs Road Controlling Authority requirements, including Traffic Management Plans and Site Specific Safety Plans.
34. The hardware complies with all relevant NZ health & safety legislation and regulations. Maintenance and inspections are conducted at regular intervals to ensure the ongoing upkeep of the units.

Ngā mahinga e whai ake nei | Next actions

35. Should Koata Hātepe | Regulatory Processes Committee decide to approve the proposals, suppliers will be notified and installation works will be organised.

Attachments

- | | | |
|---------------|--|----------|
| Attachment 1. | TR36-24 Mckeefry Grove, Tawa - P120, EV charging only ↓  | Page 138 |
| Attachment 2. | TR37-24 Kensington Street, Te Aro - P120, EV charging only ↓ | Page 144 |
| Attachment 3. |  TR35-24 Gee Street, Tawa - P120, EV charging only ↓  | Page 150 |
| Attachment 4. | TR40-24 Lewer St, Karori - P120, EV charging only ↓  | Page 156 |

We are proposing a change in your area

**Absolutely Positively
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Kia ora,

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

Proposal:

Reference	TR36-24 Mckeefry Grove, P120, EV Charging at all times
Location – where we propose to make the change	Outside no.43 Redwood Avenue, Tawa, Wellington 5028
What we'd like to do	<ul style="list-style-type: none"> • Convert all the 60-degree angled parking spaces along the southern side of Mckeefry Grove to 90-degree parking spaces. • Install two EV chargers with P120, EV Charging at all times restrictions and associated signs and road markings.
Why we are proposing the change	<p>Wellingtonians have asked the Council for action on climate change, housing, and better transport options, so Wellington City Council is getting on with it.</p> <p>As part of Te Atakura – First to Zero, our climate change action plan, one of the goals is to reduce the city’s emissions to net zero by 2050. Around 50% of the city’s carbon emissions come from transport.</p> <p>To help reduce emissions, the Council is making important changes to our transport system to give people better ways of moving around the city so we can all enjoy more vibrant, liveable streets.</p> <p>We are changing some parking spaces for electric vehicle (EV) charging, in line with our Parking Policy 2020. Installing EV chargers on local streets and at places like our pools, libraries, and recreation centres helps to encourage people to switch from their petrol or diesel vehicles to an EV.</p> <p>We’re also making things safer and easier for pedestrians, people riding bikes or scooters, people taking the bus or using car share so more of us can be less reliant on our cars.</p> <p>Switching to an EV can be one of the biggest ways for individuals to reduce their emissions. Electric vehicles are a growing presence in our city. Between January and September 2023, 16% of new vehicle registrations in New Zealand were battery-electric vehicles. The number of electric vehicles is expected to increase over the next few years (as set out in the Ministry of Transport’s Charging Our Future: National electric vehicle charging strategy for Aotearoa New Zealand 2023-2035 https://www.transport.govt.nz/assets/Uploads/EV-Charging-Strategy.pdf)</p> <p>In response to this increased demand, the Council is installing 60 fast (25kW DC) chargers at 30 locations. These chargers take between 40-70 minutes to charge a vehicle and are therefore best located in places where people can do other things while they wait.</p>

We are proposing a change in your area

	<p>Tawa currently has a limited number of fast chargers available for public use. The proposed installation near the Redwood Park would enable residents and visitors to recharge their vehicles as they visit nearby community facilities, shops, and cafes. The selection of this site was based on its proximity to the shopping area, the space required to install the chargers in line with good design practice, and the ability to connect them to the electricity grid within a reasonable budget.</p> <p>The change to P120, EV charging at all times is consistent with our parking enforcement abilities and other Council-controlled parking settings for EV charging-equipped bays. It ensures that the bays are used for their intended purpose with a turnover rate that enables a range of users to utilise the chargers.</p> <p>The change from 60-degree parking to 90 degree parking is required in order for users to drive in or reverse into the parking spaces. This is required so that users can access the charging port, which can be on either side, front or back, of the vehicle.</p>
<p>Impact</p>	<p>Strategic drivers</p> <ul style="list-style-type: none"> • Installation of a network of chargers addresses the real/perceived barrier of a lack of EV charging infrastructure. This will enable more people to switch to lower-carbon passenger vehicles. • Supporting EV vehicles is a strong indicator from the Council of low-carbon transport. <p>Net parking impact</p> <ul style="list-style-type: none"> • Conversion of two 90-degree parking spaces into P120 EV charging at all times spaces <p>Pedestrian impact</p> <ul style="list-style-type: none"> • Minimal impact. The footpath will meet all Council standards.
<p>How this relates to the parking policy</p>	<ul style="list-style-type: none"> • Support move to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to a reduction in carbon emissions, better water quality, air quality, stormwater management and biodiversity outcomes. • Support shift in type of transport used – facilitate a shift to using active transport (walking and cycling) and public transport through parking management and pricing, to move more people with fewer vehicles. • Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.
<p>Additional Information</p>	<ul style="list-style-type: none"> • Average daily traffic count – 150 • Annual parking revenue impact – No impact on parking revenue • To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9am, Thursday 28 March 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.

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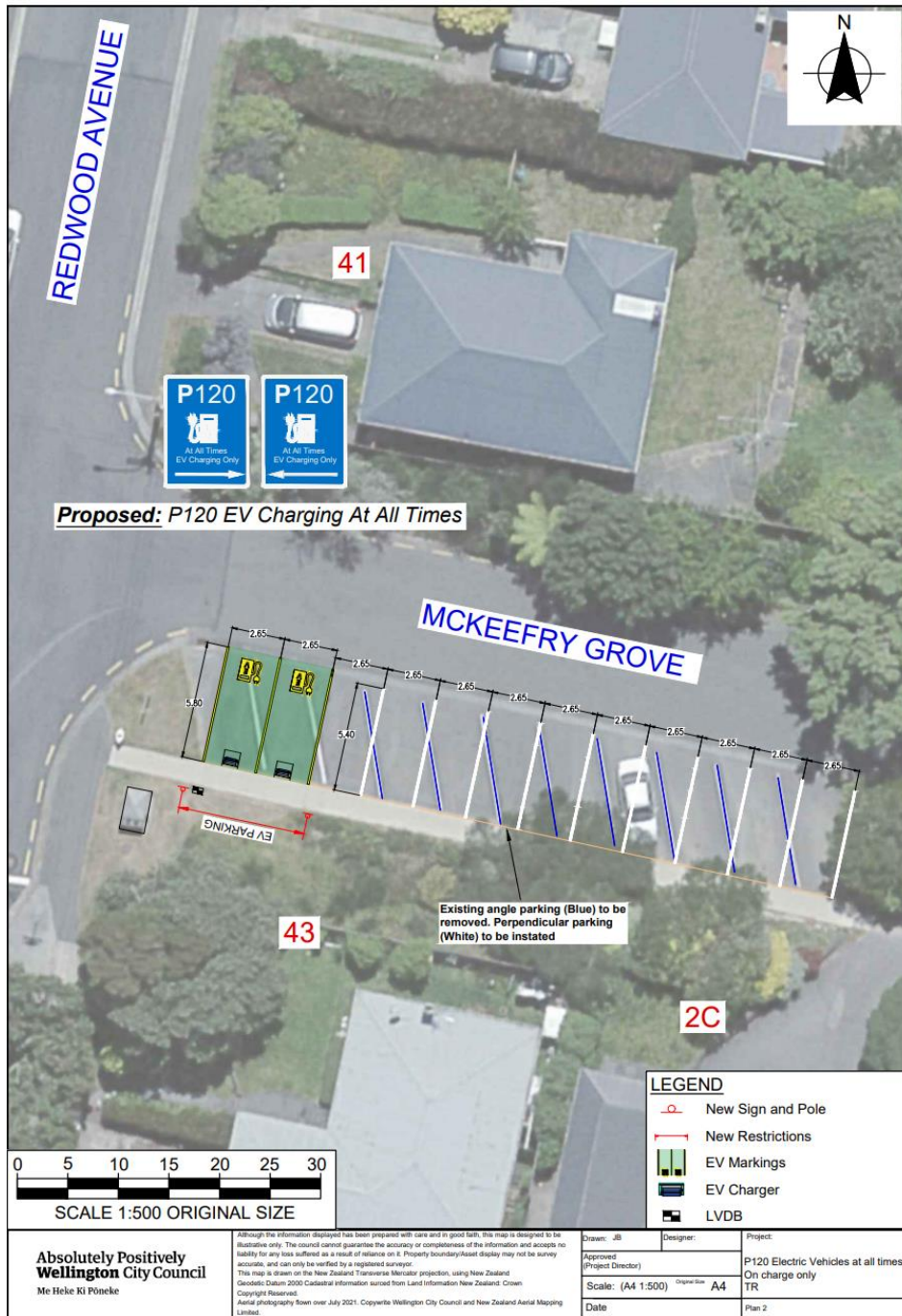
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<p>Privacy</p>	<ul style="list-style-type: none"> Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) What we do with your personal information: All submissions (including your first name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. 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. For more information regarding our Privacy Statement please check our webpage: Privacy statement – Wellington City Council.
<p>Feedback</p>	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Thursday 28 March 2024 and finishes at 5.00 pm Sunday 14 April 2024.
<p>Next Steps</p>	<ol style="list-style-type: none"> Feedback collated by Monday 15 April 2024. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 23 May 2024. If approved, the proposal will be installed within the following three months.

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Traffic Resolution Plan: TR36-20 Mckee Fry Grove, Tawa, P120, EV Charging At All Times



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Legal Description:

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

Column One	Column Two	Column Three
Mckeefry Grove	<i>P120, EV Charging At all times</i>	<i>South side, commencing 4 metres east of its intersection with Redwood Avenue (Grid coordinates X=1752837.04, y=5439805.25) and extending in an easterly direction following the southern kerb line for 5.3 metres.</i>

Prepared By: Peter Jones **Project Development Manager - EV Chargers**
Approved By: Soon Teck Kong **(Engineering and Operations Manager)**
Date: 15 March 2024

Feedback Received

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No Feedback

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Proposal:

Reference	TR37-24 Kensington Street, Te Aro – P120, EV Charging at all times
Location – where we propose to make the change	Outside no.15 Kensington Street
What we’d like to do	<ul style="list-style-type: none"> • Install two EV chargers with road markings and signs • Convert three Coupon parking spaces to two parking spaces with P120, EV Charging at all times restriction
Why we are proposing the change	<p>Wellingtonians have asked the Council for action on climate change, housing, and better transport options, so Wellington City Council is getting on with it.</p> <p>As part of Te Atakura – First to Zero, our climate change action plan, one of the goals is to reduce the city’s emissions to net zero by 2050. Around 50% of the city’s carbon emissions come from transport.</p> <p>To help reduce emissions, the Council is making important changes to our transport system to give people better ways of moving around the city so we can all enjoy more vibrant, liveable streets.</p> <p>We are changing some parking spaces for electric vehicle (EV) charging, in line with our Parking Policy 2020. Installing EV chargers on local streets and at places like our pools, libraries, and recreation centres helps to encourage people to switch from their petrol or diesel vehicles to an EV.</p> <p>We’re also making things safer and easier for pedestrians, people riding bikes or scooters, people taking the bus or using car share so more of us can be less reliant on our cars.</p> <p>Switching to an EV can be one of the biggest ways for individuals to reduce their emissions. Electric vehicles are a growing presence in our city. Between January and September 2023, 16% of new vehicle registrations in New Zealand were battery-electric vehicles. The number of electric vehicles is expected to increase over the next few years (as set out in the Ministry of Transport’s Charging Our Future: National electric vehicle charging strategy for Aotearoa New Zealand 2023-2035 https://www.transport.govt.nz/assets/Uploads/EV-Charging-Strategy.pdf)</p> <p>In response to this increased demand, the Council is installing 60 fast (25kW DC) chargers at 30 locations. These chargers take between 40-70 minutes to charge a vehicle and are therefore best located in places where people can do other things while they wait.</p>

We are proposing a change in your area

	<p>Te Aro currently has a limited number of fast chargers available for public use. The proposed installation near the shopping area would enable residents and visitors to recharge their vehicles as they visit nearby community facilities, shops, and cafes. The selection of this site was based on its proximity to the shopping area, the space required to install the chargers in line with good design practice, and the ability to connect them to the electricity grid within a reasonable budget.</p> <p>The change to <i>P120, EV Charging at all times</i> is consistent with our parking enforcement abilities and other Council-controlled parking settings for EV charging-equipped parking spaces. It ensures that the parking spaces are used for their intended purpose with a turnover rate that enables a range of users to utilise the chargers.</p>
Impact	<p>Strategic drivers</p> <ul style="list-style-type: none"> Installation of a network of chargers addresses the real/perceived barrier of a lack of EV charging infrastructure. This will enable more people to switch to lower-carbon passenger vehicles. Supporting EV vehicles is a strong indicator from the Council of low-carbon transport. <p>Net parking impact</p> <ul style="list-style-type: none"> Loss of one Coupon parking space by converting three Coupon parking spaces to two parking spaces to <i>P120, EV Charging at all times</i> <p>Pedestrian impact</p> <ul style="list-style-type: none"> Minimal impact. The footpath will meet Council standards.
How this relates to the parking policy	<ul style="list-style-type: none"> Support move to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to a reduction in carbon emissions, better water quality, air quality, stormwater management and biodiversity outcomes. Support shift in type of transport used – facilitate a shift to using active transport (walking and cycling) and public transport through parking management and pricing, to move more people with fewer vehicles. Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.
Additional Information	<ul style="list-style-type: none"> The existing garden and trees will not be impacted by the proposed change. The proposed EV chargers will be installed on the paved area between the trees at the southern end of Kensington Street. Average daily traffic count – 170 Annual parking revenue impact – No impact on parking revenue 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 28 March 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) What we do with your personal information:

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	<p>All submissions (including your first name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. 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.</p> <ul style="list-style-type: none"> For more information regarding our Privacy Statement please check our webpage: Privacy statement – Wellington City Council.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. <p>Please note if you are giving feedback the consultation period opens at 9.00 am Thursday 28 March 2024 and finishes at 5.00 pm Sunday 14 April 2024.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by Monday 15 April 2024. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 23 May 2024. If approved, the proposal will be installed within the following three months.

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Traffic Resolution Plan: TR37-24 Kensington Street, Te Aro– P120, EV Charging at all times



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Legal Description:

Delete from Schedule E (Resident Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Kensington Street	<i>Coupon parking</i>	<i>South side, commencing 61 metres south of its intersection with Abel Smith Street (Grid coordinates X=1748400.57, y=5426894.87) and extending in an easterly direction following the southern kerb line for 5.3 metres.</i>

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

Column One	Column Two	Column Three
Kensington Street	<i>P120 EV Charging at all times</i>	<i>South side, commencing 61 metres south of its intersection with Abel Smith Street (Grid coordinates X=1748400.57, y=5426894.87) and extending in an easterly direction following the southern kerb line for 5.3 metres.</i>

Prepared By: Peter Jones **Project Development Manager - EV Chargers**

Approved By: Soon Teck Kong **(Engineering and Operations Manager)**

Date: 15 March 2024

Feedback Received

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Feedback

Name: Daisy

Suburb: NA

Agree: No

Thank you for the chance to comment on the above. I feel that this area is a pretty residential area with lots of people living here and it's already difficult to find somewhere to park with a coupon exemption and taking away more of these spaces will just make things even trickier. There are a lot of times when I get back home and I cannot park despite having an exemption. Would it be possible to convert on street spaces into EV ones instead?

Officer Response:

Thank you for commenting on TR37-24 Kensington Street, Te Aro – P120, EV Charging at all times. This site is recommended for EV charger installation due to 1) its proximity to destinations; and 2) its beneficial site design features. Installing in this location means that the charging units and cables are kept off footpaths. Footpath obstructions are minimised to ensure there is maximum accessibility of the road corridor. There are no other feasible locations in the area which would provide these services without either significantly impacting the footpath or require extra site works (potentially reducing additional parking) to enable good design.

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Kia ora,

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

Proposal:

Reference	TR35-24 Gee Street Tawa – P120, EV Charging at all times
Location – where we propose to make the change	Outside no.11 Gee Street Tawa
What we’d like to do	<ul style="list-style-type: none"> • Install two EV chargers with P120, EV Charging at all times restrictions and associated road markings and signs • Convert three 60 degree angled parking spaces to two 90 degree angled parking spaces
Why we are proposing the change	<p>Wellingtonians have asked the Council for action on climate change, housing, and better transport options, so Wellington City Council is getting on with it.</p> <p>As part of Te Atakura – First to Zero, our climate change action plan, one of the goals is to reduce the city’s emissions to net zero by 2050. Around 50% of the city’s carbon emissions come from transport.</p> <p>To help reduce emissions, the Council is making important changes to our transport system to give people better ways of moving around the city so we can all enjoy more vibrant, liveable streets.</p> <p>We are changing some parking spaces for electric vehicle (EV) charging, in line with our Parking Policy 2020. Installing EV chargers on local streets and at places like our pools, libraries, and recreation centres helps to encourage people to switch from their petrol or diesel vehicles to an EV.</p> <p>We’re also making things safer and easier for pedestrians, people riding bikes or scooters, people taking the bus or using car share so more of us can be less reliant on our cars.</p> <p>Switching to an EV can be one of the biggest ways for individuals to reduce their emissions. Electric vehicles are a growing presence in our city. Between January and September 2023, 16% of new vehicle registrations in New Zealand were battery-electric vehicles. The number of electric vehicles is expected to increase over the next few years (as set out in the Ministry of Transport’s Charging Our Future: National electric vehicle charging strategy for Aotearoa New Zealand 2023-2035 https://www.transport.govt.nz/assets/Uploads/EV-Charging-Strategy.pdf)</p> <p>In response to this increased demand, the Council is installing 60 fast (25kW DC) chargers at 30 locations. These chargers take between 40-70 minutes to charge a vehicle and are therefore best located in places where people can do other things while they wait.</p>

We are proposing a change in your area

	<p>Tawa currently has a limited number of fast chargers available for public use. The proposed installation near the shopping area would enable residents and visitors to recharge their vehicles as they visit nearby community facilities, shops, and cafes. The selection of this site was based on its proximity to the shopping area, the space required to install the chargers in line with good design practice, and the ability to connect them to the electricity grid within a reasonable budget.</p> <p>The change to P120, EV charging at all times is consistent with our parking enforcement abilities and other Council-controlled parking settings for EV charging-equipped bays. It ensures that the bays are used for their intended purpose with a turnover rate that enables a range of users to utilise the chargers.</p> <p>The change from 60-degree parking to 90 degree parking is required in order for EV users to drive in or reverse into the parking spaces. This is required so that users can access the charging port, which can be on either side, front or back, of the vehicle.</p>
<p>Impact</p>	<p>Strategic drivers</p> <ul style="list-style-type: none"> • Installation of a network of chargers addresses the real/perceived barrier of a lack of EV charging infrastructure. This will enable more people to switch to lower-carbon passenger vehicles. • Supporting EV vehicles is a strong indicator from the Council of low-carbon transport. <p>Net parking impact</p> <ul style="list-style-type: none"> • Loss of one parking space by converting three 60 degree parking spaces to two 90 degree parking spaces into EV charging at all times. <p>Pedestrian impact</p> <ul style="list-style-type: none"> • Minimal impact. The footpath will meet Council relevant standards.
<p>How this relates to the parking policy</p>	<ul style="list-style-type: none"> • Support move to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to a reduction in carbon emissions, better water quality, air quality, stormwater management and biodiversity outcomes. • Support shift in type of transport used – facilitate a shift to using active transport (walking and cycling) and public transport through parking management and pricing, to move more people with fewer vehicles. • Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.
<p>Additional Information</p>	<ul style="list-style-type: none"> • Average daily traffic count – 360 • Annual parking revenue impact – No impact on parking revenue • 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 18 March 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.

We are proposing a change in your area

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

<p>Privacy</p>	<ul style="list-style-type: none"> Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) What we do with your personal information: All submissions (including your first name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. 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. For more information regarding our Privacy Statement please check our webpage: Privacy statement – Wellington City Council.
<p>Feedback</p>	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Thursday 28 March 2024 and finishes at 5.00 pm Sunday 14 April 2024.
<p>Next Steps</p>	<ol style="list-style-type: none"> Feedback collated by Monday 15 April 2024. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 23 May 2024. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

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Traffic Resolution Plan: TR35-2024 Gee Street Tawa– P120, EV Charging at all times



We are proposing a change in your area

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

Legal Description:

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

Column One	Column Two	Column Three
Gee Street	<i>P120, EV Charging at all times</i>	<i>North side, commencing 65.4 metres east of its intersection with Main Road (Grid coordinates X=1753705.17, y=5442633.42) and extending in an easterly direction following the northern kerb line for 5.3 metres.</i>

Prepared By: Peter Jones **Project Development Manager - EV Chargers (Engineering and Operations Manager)**

Approved By: Soon Teck Kong

Date: 15 March 2024

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

No Feedback

We are proposing a change in your area

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

Kia ora,

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

Proposal:

Reference	TR40-24 Lewer Street, Karori – P120, EV Charging at all times
Location – where we propose to make the change	Outside no.10 Lewer Street, Karori
What we'd like to do	<ul style="list-style-type: none"> • Install two EV chargers with P120, EV Charging At All Times restrictions and road markings and signs • Convert three 60-degree angled parking spaces to two 90-degree parking spaces
Why we are proposing the change	<p>Wellingtonians have asked the Council for action on climate change, housing, and better transport options, so Wellington City Council is getting on with it.</p> <p>As part of Te Atakura – First to Zero, our climate change action plan, one of the goals is to reduce the city's emissions to net zero by 2050. Around 50% of the city's carbon emissions come from transport.</p> <p>To help reduce emissions, the Council is making important changes to our transport system to give people better ways of moving around the city so we can all enjoy more vibrant, liveable streets.</p> <p>We are changing some parking spaces for electric vehicle (EV) charging, in line with our Parking Policy 2020. Installing EV chargers on local streets and at places like our pools, libraries, and recreation centres helps to encourage people to switch from their petrol or diesel vehicles to an EV.</p> <p>We're also making things safer and easier for pedestrians, people riding bikes or scooters, people taking the bus or using car share so more of us can be less reliant on our cars.</p> <p>Switching to an EV can be one of the biggest ways for individuals to reduce their emissions. Electric vehicles are a growing presence in our city. Between January and September 2023, 16% of new vehicle registrations in New Zealand were battery-electric vehicles. The number of electric vehicles is expected to increase over the next few years (as set out in the Ministry of Transport's Charging Our Future: National electric vehicle charging strategy for Aotearoa New Zealand 2023-2035 https://www.transport.govt.nz/assets/Uploads/EV-Charging-Strategy.pdf)</p> <p>In response to this increased demand, the Council is installing 60 fast (25kW DC) chargers at 30 locations. These chargers take between 40-70 minutes to charge a vehicle and are therefore best located in places where people can do other things while they wait.</p>

We are proposing a change in your area

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	<p>Karori has a limited number of fast chargers available for public use and is expected to see an increase in the number of electric vehicles. The proposed installation on Lewer Street enable residents and visitors to recharge their vehicles as they visit nearby community facilities, shops, and cafes (such as the community garden, bowls club and tennis club). The selection of this site was based on its proximity to the local amenities, the space required to install the chargers in line with good design practice, and the ability to connect them to the electricity grid within a reasonable budget.</p> <p>The change to P120, EV at all times is consistent with our parking enforcement abilities and other Council-controlled parking settings for EV charging-equipped bays. It ensures that the bays are used for their intended purpose with a turnover rate that enables a range of users to utilise the chargers.</p> <p>The transition from three 60 degree angled parking spaces to two 90 degree parking spaces will enable safer manoeuvrability for vehicles using the chargers, as well as increased space around the chargers for those with accessibility needs.</p>
<p>Impact</p>	<p>Strategic drivers</p> <ul style="list-style-type: none"> • Installation of a network of chargers addresses the real/perceived barrier of a lack of EV charging infrastructure. This will enable more people to switch to lower-carbon passenger vehicles. • Supporting EV vehicles is a strong indicator from the Council of low-carbon transport. <p>Net parking impact</p> <ul style="list-style-type: none"> • Loss of one parking space by converting three 60-degree parking spaces to two 90-degree parking space for EV charging at all times <p>Pedestrian impact</p> <ul style="list-style-type: none"> • Minimal impact. The footpath will meet Council width standards.
<p>How this relates to the parking policy</p>	<ul style="list-style-type: none"> • Support move to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to a reduction in carbon emissions, better water quality, air quality, stormwater management and biodiversity outcomes. • Support shift in type of transport used – facilitate a shift to using active transport (walking and cycling) and public transport through parking management and pricing, to move more people with fewer vehicles. • Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.
<p>Additional Information</p>	<ul style="list-style-type: none"> • Average daily traffic count – 890 • Annual parking revenue impact – No impact on parking revenue • 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 28 March 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.

We are proposing a change in your area

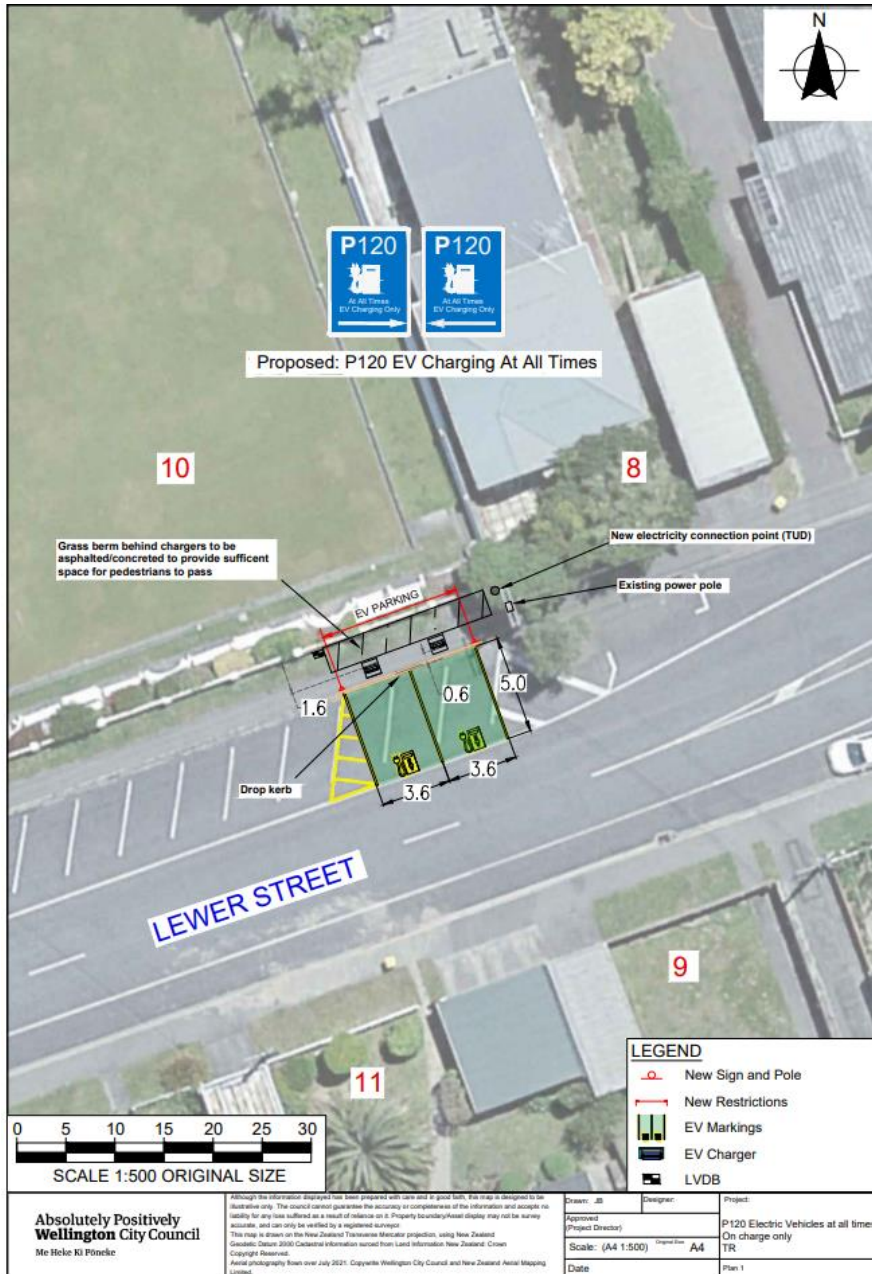
**Absolutely Positively
Wellington City Council**
Me Heke Ki Pōneke

<p>Privacy</p>	<ul style="list-style-type: none"> Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) What we do with your personal information: All submissions (including your first name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. 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. For more information regarding our Privacy Statement please check our webpage: Privacy statement – Wellington City Council.
<p>Feedback</p>	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Thursday 28 March 2024 and finishes at 5.00 pm Sunday 14 April 2024.
<p>Next Steps</p>	<ol style="list-style-type: none"> Feedback collated by Monday 15 April 2024. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 23 May 2024. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area

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Traffic Resolution Plan: TR40-24 Lewer Street, Karori – P120, EV Charging at all times



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Lewer Street	<i>P120 At all times</i>	<i>North side, commencing 89 metres east of its intersection with Beauchamp Street (Grid coordinates X=1745523.35, y=5427987.37) and extending in an easterly direction following the northern kerb line for 7 metres.</i>

Prepared By: Peter Jones **Project Development Manager - EV Chargers**
Approved By: Soon Teck Kong **Engineering and Operations Manager**
Date: 15 March 2024

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback

Name: Ben on behalf of Karori Bowling Club

Suburb: Karori

Agree: No

I've just been notified of this proposed EV station. While we are supportive of EV parks on our street, the proposed location will block the access way to our green for tractors/large machinery. This is necessary for planned green remediation work and ongoing maintenance. Please contact me asap to discuss.

Officer response:

Thank you for your feedback on TR40-24 Lewer Street, Karori – P120, EV Charging at all times. Based on your feedback, the design team have updated the detained plan for the site to ensure that there is sufficient room for access in/out of the tractors/large machinery.

NEW LICENCES FOR MOBILE NETWORK SITES ON WELLINGTON TOWN BELT: WAKEFIELD PARK AND MARTIN LUCKIE PARK

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Koata Hātepe | Regulatory Processes Committee seeks the Committee's approval for two new licences for mobile network sites on Wellington Town Belt.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
- People friendly, compact, safe and accessible capital city
- Innovative, inclusive and creative city
- Dynamic and sustainable economy

Strategic alignment with priority objective areas from Long-term Plan 2021–2031

- Functioning, resilient and reliable three waters infrastructure
- Affordable, resilient and safe place to live
- Safe, resilient and reliable core transport infrastructure network
- Fit-for-purpose community, creative and cultural spaces
- Accelerating zero-carbon and waste-free transition
- Strong partnerships with mana whenua

Relevant Previous decisions

None

Significance

The decision is **rated low significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.

Financial considerations

- Nil
 | Budgetary provision in Annual Plan / Long-term Plan
 | Unbudgeted \$X

2. There are no significant financial implications for Council.

Risk

- Low
 | Medium
 | High
 | Extreme

3. This proposal is rated as low risk on the Council's risk framework.

Author	Kate Brown, Reserves Planner
Authoriser	Paul Andrews, Manager Parks, Sports & Rec James Roberts, Chief Operating Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

- 1) Receive the information.
- 2) Agree to grant a new licence to One NZ for a mobile network site (subject to the usual terms and conditions noted below), over part of Wellington Town Belt at Wakefield Park 592 Adelaide Road being *part of* Part Lot 1 DP 10322 (ROT WN47B/388) pursuant to s20 of the Wellington Town Belt Act 2016.
- 3) Agree to grant a new licence to 2degrees for a mobile network site (subject to the usual terms and conditions noted below), over part of Wellington Town Belt at Martin Luckie Park 41 Lavaud Street being *part of* Part Lot 1 Deposited Plan 10181 (ROT WN19B/861) pursuant to s20 of the Wellington Town Belt Act 2016.
- 4) Delegate to the Chief Executive Officer the power to carry out all steps to effect the licences.
- 5) Note that any approval of the licences is conditional on:
 - a. Appropriate iwi consultation.
 - b. Public consultation under s16 Wellington Town Belt Act 2016.
 - c. No sustained objections resulting from the above consultation.
 - d. Legal and advertising costs being met by the respective licensees.
- 6) Note that proceeds from licence fees will be used for Wellington Town Belt improvement projects.

Whakarāpopoto | Executive Summary

4. Council has received two requests for licences for mobile network sites (voice and data) on Wellington Town Belt land, being:
 - A One NZ microcell which would be attached to an existing sportsfield light pole at Wakefield Park; and
 - A 2degrees pole with antennas and two cabinets which would be located adjacent to an existing building and sportsfields at Martin Luckie Park.
5. Both of the mobile network sites would replace existing mobile network sites which are currently located on the Granville Flats. The Granville Flats are scheduled to be demolished soon and new locations for the mobile network sites are required.
6. Mobile network sites are part of the telecommunications network, which is a public service, and can be granted licences under s20 of the Wellington Town Belt Act 2016 (the Act).
7. Public consultation is required under the Act and Wellington Town Belt Management Plan 2017 (WTBMP).

Takenga mai | Background

8. One NZ and 2degrees both currently have mobile network sites located on top of the Granville Flats. The Granville Flats are scheduled to be demolished soon and the mobile network sites will need to be removed from the site.
9. The removal of the mobile network sites at Granville Flats will create a gap in the telecommunication network unless new mobile network sites are installed elsewhere.
10. Both One NZ and 2degrees have requested a licence for locations on the Wellington Town Belt to meet their telecommunications network needs. Refer to Attachment 1 for the two locations.
11. The Koata Hātepe | Regulatory Processes Committee have the decision-making delegation for granting licences on Wellington Town Belt for public services under s20 of the Act.
12. The proposals will also need resource consents under the Resource Management Act 1991.
13. In the event where there is a potential break in service, temporary facilities will be implemented to minimise impact on the mobile network.
14. Before deciding whether to grant licences for public services on Wellington Town Belt, s20(2) of the Act requires Council to consider:
 - the effect on the Wellington Town Belt of the proposed public service; and
 - the benefits of the proposed public service; and
 - alternative sites, routes, or other methods for achieving the objectives of the proposed public service.
15. The proposals have been assessed against the above considerations, and the assessment is summarised in the following discussion section.

Kōrerorero | Discussion

Benefits of the mobile network sites as public services

16. The benefits of both of the proposed mobile network sites include the ongoing provision of telecommunication services (both voice and data), for areas of Berhampore, Newtown and Island Bay as they would be part of the continuous telecommunication networks.
17. Mobile network sites 'handshake' to each other which enables:
 - a continuous service for voice and data when service users are moving through an area, and
 - the network to have capacity when network congestion requires other mobile network sites to take some of the congestion load.
18. These mobile network sites are crucial for the network for the business as usual operation of the telecommunication networks. From a resilience perspective, they would be critical in enabling the network to re-establish communications in emergency events.

One NZ mobile network site at Wakefield Park

19. A proposed One NZ microcell at Wakefield Park would be incorporated onto an existing sportsfield lighting pole. Figure 1 below shows the existing pole in the image on the left and the pole with a microcell attached shown in the image on the right.

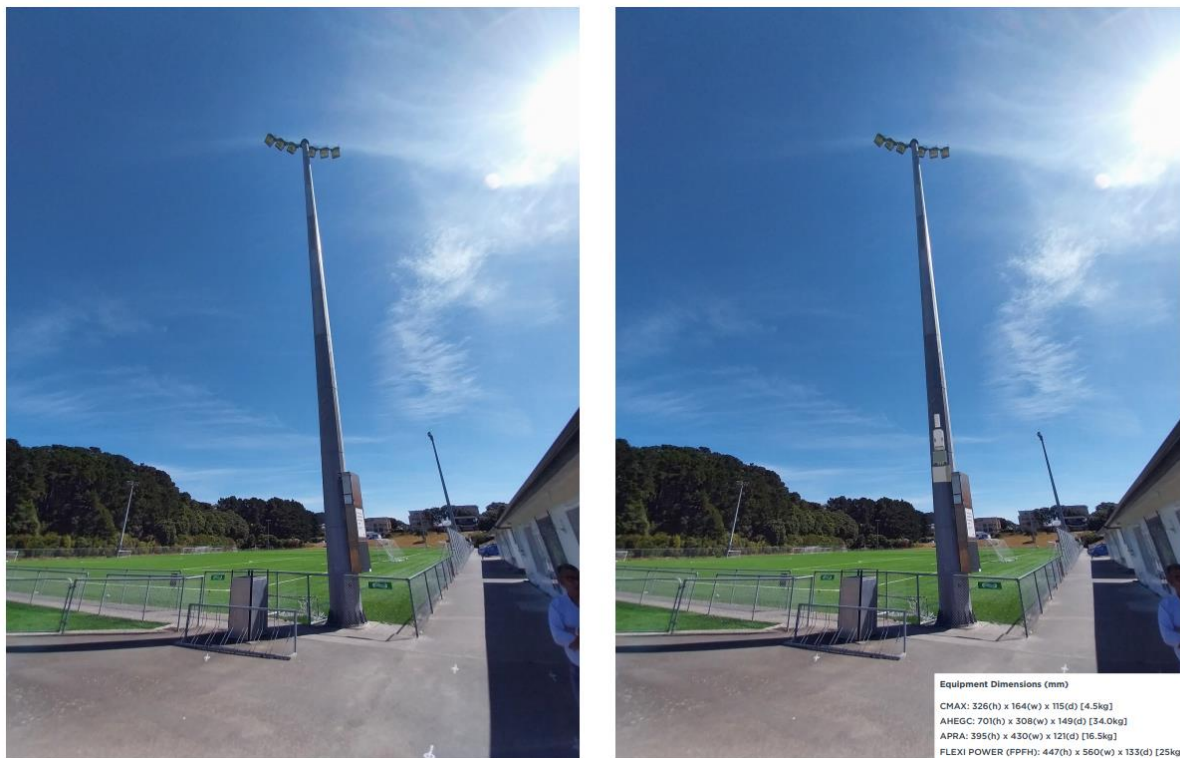


Figure 1. Photomontage of the existing pole in the image on the left and the existing pole with a microcell attached in the image on the right.

20. As this is an existing pole and the microcell is small in size, there will be minimal effects on amenity values, recreational use and enjoyment of the Wellington Town Belt and on natural values.
21. A microcell is required, rather than a larger antenna, because a new pole and antennas have already been installed on legal road land outside the National Hockey Stadium. As that location is much further east of the current Granville Flats site, the gap in the One NZ telecommunication network is able to be covered by a microcell.
22. Alternative locations for the microcell have been investigated within legal road land near the corner of Adelaide Road and Dover Street. These alternative locations were assessed as being unsuitable due to the likely conflict with the maintenance areas required for critical infrastructure being the sludge pipes and sewer trunk main pipe which are located on unformed legal road on Adelaide Road near the corner of Dover Street and on the adjacent Wellington Town Belt; and the gas regulator station and gas pipes located on unformed legal road on Dover Street near the intersection with Adelaide Road.

2degrees mobile network site at Martin Luckie Park

23. The proposed 2degrees mobile network site at Martin Luckie Park would be a pole with antennas at the top of the pole, and two cabinets. It is proposed that sportsfield training lights are incorporated into the pole design and installation, subject to resource consent

for lights being granted. The training lights would enable a portion of three sportsfields to be lit for evening sports training sessions and be a positive effect for the recreational use and users of the Wellington Town Belt. Figure 2 below shows the proposed pole, antennas and cabinet.



Figure 2. View from sportsfield of the proposed pole, antennas, cabinets and training lights

24. There would be some effect on amenity values, however, the proximity to the existing building, the pole, antennas and cabinets being dark green and incorporation with the sportsfield lighting facilities will help to minimise this effect. There are no effects on natural values as the proposed site is a grass bank with no other vegetation present. Some landscaping will be considered in the detailed design.
25. Alternative locations for the 2degrees mobile network site have been investigated. The legal road at Lavaud Street adjacent to Martin Luckie Park was considered by 2degrees to meet the mobile network requirements, with a resource consent application being submitted. However, there were objections from 27 residents for this proposal and as a result, 2degrees have sought a licence on Wellington Town Belt as a suitable alternative location.

Kōwhiringa | Options

26. The Committee can either choose to approve or decline one or both of the licences. Similarly, on receiving feedback from the public notification for the licences, the Committee can choose whether to uphold any objections or not. Declining one or both of the licences would mean that the telecommunication network coverage in this area would be negatively impacted.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

27. The requirements of the Act and the WTBMP will be adhered to.

Engagement and Consultation

28. The approval process for new licences for mobile network sites is assessed as low significance per the Significance and Engagement Policy.
29. Under s16 of the Act, the wider view of the public and persons likely to be affected must be sought and they must be given the opportunity to make submissions on the proposed licences. A public notice will be placed in The Post and on council's website.

Māori Impact Statement

30. Officers will be raising this proposal with mana whenua at our regular meetings. Further feedback has been sought from mana whenua on this proposal and any feedback will tie into the consultation process.

Financial implications

31. There are no significant financial implications for Council.

Legal considerations

32. The proposed licences are consistent with the Act. The Council lawyers will prepare the licence documents.

Risks and mitigations

33. This proposal is rated as low risk on Council's risk framework. The licences will be prepared by Council's lawyers and be in accordance with the Act and the WTBMP.

Disability and accessibility impact

34. The new licences have no detrimental impacts for disability and accessibility.

Climate Change impact and considerations

35. There are no specific climate change impacts or considerations.

Communications Plan

36. Proposed licences are publicly notified under s16 of Act.

Health and Safety Impact considered


37. An agreed health and safety plan will be a requirement for installation works.

Ngā mahinga e whai ake nei | Next actions

38. If the proposed resolutions are accepted, Officers will publicly consult on the proposal to grant the licences for one month from late May.
39. If objections are sustained through the public consultation process, then the objections will be reported to Koata Hātepe | Regulatory Processes Committee in August for further consideration.

40. If no objections are sustained, Officers will prepare and execute the necessary documentation and finalise all other outstanding matters.

Attachments

Attachment 1. Location Plan [↓](#) 

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PROPOSED ROAD CLOSURE

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Koata Hātepe | Regulatory Processes Committee outlines details of a proposed road closure subject to the conditions listed in the proposed Road Closure Impact Report.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
- People friendly, compact, safe and accessible capital city
- Innovative, inclusive and creative city
- Dynamic and sustainable economy

Strategic alignment with priority objective areas from Long-term Plan 2021–2031

- Functioning, resilient and reliable three waters infrastructure
- Affordable, resilient and safe place to live
- Safe, resilient and reliable core transport infrastructure network
- Fit-for-purpose community, creative and cultural spaces
- Accelerating zero-carbon and waste-free transition
- Strong partnerships with mana whenua

Relevant Previous decisions

Outline relevant previous decisions that pertain to the decision being considered in this paper.

Significance

The decision is **rated low significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.

Financial considerations

- Nil Budgetary provision in Annual Plan / Long-term Plan Unbudgeted \$X

Risk

- Low Medium High Extreme

Author	Maria Taumaa, Street Activities Coordinator
Authoriser	Sean Woodcock, Customer, Compliance and Business Service Manager Brad Singh, Transport and Infrastructure Manager Siobhan Procter, Chief Infrastructure Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information.
2. Agree to close Alexandra Road (between the SPCA and the intersection of Lookout Road and Alexandra Road). This road closure will apply to vehicles and cyclists (including motorised scooters) to enable the Vosseler Shield event to occur on Saturday 25 May 2024 from 10.00am to 5.00pm.
3. The closure is to be subject to the conditions listed in the proposed road closure impact reports.

Whakarāpopoto | Executive Summary

2. The paper recommends the approval of the proposed road closure of Alexandra Road (between the SPCA and the intersection of Lookout Road and Alexandra Road) to facilitate the Vosseler Shield event on Saturday 25 May 2024 from 10.00am to 5.00pm.

Takenga mai | Background

3. The council receives numerous requests throughout the year for public roads to be closed for public and private events.
4. In order for the closures to have an effect under Schedule 10 of the Local Government Act 1974, Council approval is required.
5. 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 regulation 1965. This authority is delegated to the Koata Hātepe Regulatory Processes Committee.

Kōrerorero | Discussion

6. The 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 when proposed events require one.
 - Council officers receive proposals and assess the merits and need for a road closure.
 - Council advertises its intention to close the road in the public notice column of the local newspaper and on Council social media platforms.
 - Together with the event organiser, council officers ensure that 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 the council officers who are responsible for modifying any plans, responding to public submission and preparing an impact report for the committee.
- Council officers recommend any conditions that should apply to approval.
- The committee deliberates on the proposed road closures.
- Council officers notify the event organiser of the committee's decision.

Kōwhiringa | Options

7. Option 1: Agree to the temporary road closure.
8. Option 2: Do not agree to the temporary road closure.
9. Option 3: Agree to the temporary road closure with amendments, noting that any changes to the proposed closures will result in the need to consult and will also may require a traffic engineering assessment.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

10. The proposed closure supports Council's aspiration to maintain "a dynamic city heart and thriving suburban centres" which is an outcome of the Economic Wellbeing Strategy.

Engagement and Consultation

11. The City Events team has assessed the proposed closures and have confirmed support.
12. Members of the public have been advised of the road closure and informed of their right to object.
13. The public notices advertising the proposed closure is published via the following channels:
 - The Post
 - Social Media
 - Have Your Say
 - Facebook

Members of the public will also be advised of the road closure prior to the event via:

- Advanced roadside event signage
- Media releases
- Council Website
- Council's social media channels

Event organisers are working with resident groups where applicable, as well as community groups and local retailers. Impacted businesses have also been advised of the proposed closures.

Māori Impact Statement

14. There are no Te Tiriti o Waitangi implications.

Financial implications

15. Not Applicable

Legal considerations

16. The road closure is proposed in accordance with Schedule 10, clause 11e, of the Local Government Act 1974 and the Transport (Vehicular Traffic Road Closure) Regulations 1965.

Risks and mitigations

17. All safety risks for road closures are managed by way of an approved Traffic Management Plan.

Disability and accessibility impact

18. Council Officers work with event organisers to evaluate each event in terms of accessibility and ensure that appropriate changes to improve accessibility are incorporated into the Traffic Management Plan.

Climate Change impact and considerations

19. Each organiser is required to add their climate change consideration to their road closure impact report.

Communications Plan

20. Retailers affected by the road closures have been contacted by the event organiser explaining what is happening.

Health and Safety Impact considered


21. 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 that the event and associated road closures are managed safely.

Ngā mahinga e whai ake nei | Next actions

22. If the proposed road closure is approved, the event organiser will issue further communications advising of the approved closures, implement the approved Traffic Management Plan to run the event, and clean the site.

23. Council officers will monitor the impact of the closure and undertake a debrief with the organiser following the conclusion of the event.

Attachments

Attachment 1.	Vosseler Impact ↓ 	Page 176
Attachment 2.	Vosseler Advert ↓ 	Page 179
Attachment 3.	Vosseler Map ↓ 	Page 180

REGULATORY PROCESSES COMMITTEE

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

PROPOSED TEMPORARY ROAD CLOSURE – IMPACT REPORT

VOSELER SHIELD SATURDAY 25 MAY 2024 10.00AM TO 5.00PM

1. Description of Event

The Vosseler Shield is a cross-country running event around Mt Victoria with races ranging from 1.6km to 10km for various age groups. The Wellington Harrier Athletic Club has been running the event since 1923 making this the oldest inter-club race in Wellington and is regarded as one of the toughest courses in New Zealand.

**The proposed road closures to vehicles, motorised scooters, and cyclists, are as follows:
Vosseler Shield: Saturday 25 May 2024 10.00am to 5.00pm.**

- **Alexandra Road** (North side of SPCA entrance way to the intersection of Lookout Road and Alexandra Road)

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 have been notified of the proposed closure

Climate Change

The Vosseler Shield will have a minimal environmental impact. Organisers have no stalls, supply their own tape, cones and track markers, which are reused and recycled each year. Whatever waste that is produced is removed by runners.

2. Events Directorate Support

The Events Directorate has no connection with and no objection to this event.

3. Proposal Notice and Consultation

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

- The Post Saturday 13 April 2024
- Social Media, Monday 15 April 2024
- X (Twitter,) Monday 15 April 2024
- Facebook, Monday 15 April 2024
- Have your say, Monday 15 April 2024

REGULATORY PROCESSES COMMITTEE

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

4. Objections

There have been no objections to this road closure request.

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, clause 11\(e\)](#)

None of the proposed closures for this event will result in a road being closed for an aggregate of more than 31 days in any year.

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 10.00am to 5.00pm on Saturday 25 May 2024.
- 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 the road closures transitions 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.
- 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 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.

REGULATORY PROCESSES COMMITTEE

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Me Heke Ki Pōneke

- 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.
- 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 The Post Public notice

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

Proposal to Close Roads

The Regulatory Processes Committee will meet on Thursday 23 May 2024 to consider the following temporary road closure for an event.

Vosseler Shield

Saturday 25 May 2024 10.00am to 5.00pm

Roads closed:

Alexandra Road, North side of SPCA entrance way to the intersection of Lookout Road and Alexandra Road

Any person objecting to a proposed road closure must contact the City Council in writing before 4pm, Friday 26 April 2024. Please send correspondence to Street Activities at mailing address PO Box 2199 Wellington or by email street.activities@wcc.govt.nz

Wellington City Council
PO Box 2199, Wellington 6140
Wellington.govt.nz

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Event Name: Vossler Shield
Event Type: Road Closure
Event Details:

From: 25/05/2024 8:00:00 am Until: 25/05/2024 4:30:00 pm

NAME FOR NEW PRIVATE RIGHT-OF-WAY OFF PEMBROKE ROAD, NORTHLAND

Kōrero taunaki | Summary of considerations

Purpose

1. This report recommends a name for a new private right-of-way in Northland.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- | | |
|--|--|
| Strategic alignment with priority objective areas from Long-term Plan 2021–2031 | <input type="checkbox"/> Sustainable, natural eco city
<input checked="" type="checkbox"/> People friendly, compact, safe, and accessible capital city
<input checked="" type="checkbox"/> Innovative, inclusive, and creative city
<input checked="" type="checkbox"/> Dynamic and sustainable economy

<input type="checkbox"/> Functioning, resilient and reliable three waters infrastructure
<input checked="" type="checkbox"/> Affordable, resilient, and safe place to live
<input type="checkbox"/> Safe, resilient, and reliable core transport infrastructure network
<input type="checkbox"/> Fit-for-purpose community, creative and cultural spaces
<input type="checkbox"/> Accelerating zero-carbon and waste-free transition
<input checked="" type="checkbox"/> Strong partnerships with mana whenua |
|--|--|

Relevant Previous Decisions

There are no relevant previous decisions.

Significance

The decision is **rated medium significance** in accordance with Schedule 1 of the Council’s Significance and Engagement Policy. The relevant criteria in the Council’s Significance and Engagement Policy (June 2018) are:
 Importance to Wellington City: Legislative requirements in relation to addressing for wayfinding will be met by the recommendation here. The recommended name will contribute to the visibility of te reo Māori in Wellington.
 Community interest: Targeted engagement with pertinent stakeholders was undertaken. These included mana whenua via Mataaho Aronui, the developer, and the Creswick Valley Residents’ Association Inc.
 Consistency with existing policy: The recommendation is consistent with the provisions of the Council’s Naming Policy: Te Māpihi Maurea.
 Impact on Council’s capacity and capability: This has been assessed as minor.

Financial considerations

- | | | |
|---|--|---|
| <input checked="" type="checkbox"/> Nil | <input type="checkbox"/> Budgetary provision in Annual Plan / Long-term Plan | <input type="checkbox"/> Unbudgeted \$X |
|---|--|---|

Risk

- | | | | |
|------------------------------|---------------------------------|-------------------------------|----------------------------------|
| <input type="checkbox"/> Low | <input type="checkbox"/> Medium | <input type="checkbox"/> High | <input type="checkbox"/> Extreme |
|------------------------------|---------------------------------|-------------------------------|----------------------------------|

2. Naming this right-of-way (ROW) will improve wayfinding, thereby reducing the potential risk to people’s lives and/or property in the event of an adverse situation occurring.

Author	Carline Thomas, Land & Customer Information Advisor
Authoriser	Matt Lane, Manager Office to the Manager Smart Council James Roberts, Chief Operating Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information;
2. Agree to name the new private right-of-way in Northland off Pembroke Road, **Te Ara Tārehu** (F Plan 3131 refers).

Whakarāpopoto | Executive Summary

3. A new private right-of-way (ROW) off Pembroke Road in Northland is being developed. It needs to be named to enable addresses to be allocated to the new properties gaining access from this right-of-way.
4. **Te Ara Tārehu** is recommended as the name of this ROW.
5. Some stakeholders consulted either supported this name or were neutral. The developer is opposed to the recommended name.
6. The developer's preferred name for the ROW is **Lee Way**.

Takenga mai | Background

7. The provisions of the Council's [Naming Policy: Te Māpihi Maurea](#) (the Policy) are relevant. It stipulates that addresses should ideally be unique within the greater Wellington region. The Australia / New Zealand Standard AS/NZS 4819:2011 guides the allocation of address numbers.
8. Addresses are allocated in Wellington to enable wayfinding. This is particularly important to reduce delays for emergency service responders.
9. Territorial authorities within the greater Wellington region have committed to avoiding the duplication of road/street names where possible, primarily to avoid confusion with regards to wayfinding. The Greater Wellington Regional Council (GWRC) keeps a register of road names in the region that are either in use or reserved for use. All names are checked against this register prior to being formally proposed or recommended.

Kōrerorero | Discussion

10. Consultation with mana whenua was facilitated by the Council's Mataaho Aronui team. The developer and the Creswick Valley Residents' Association were also consulted.
11. The recommended name, **Te Ara Tārehu**, follows the commitment of Takai Here partners to the re-indigenisation of our spaces and places.
12. **Tārehu** means private, secret, hidden, or concealed. It reflects the location of the ROW accessed from a small loop at a bend in the road on Pembroke Road, nestled into the side of the hill.
13. Mataaho Aronui have recommended the road name type, '**Te Ara**', be used with this te reo Māori name.

14. The Greater Wellington Regional Council have confirmed **Te Ara Tārehu** is unique in the region and is available for use in Wellington.
15. The developer is opposed to the recommended name. He has proposed the name **Lee Way**. This meets many of the guidelines of the Naming Policy: Te Māpihi Maurea, being short and simple. It is a unique name within Wellington city, however there is a Leeds Street in Wellington, Lees Grove in Lower Hutt, and a Leigh Place in Paraparaumu.
16. Greater Wellington Regional Council have advised **Lee Way** is available for use in Wellington.
17. **Lee Way** is problematic in terms of uniqueness within the Wellington region, since Leigh (in Paraparaumu) is pronounced, and sounds, similar to Lee to the ear, despite the different spelling.
18. Criteria in the Policy place the top priority on an appropriate te reo name where the site is important to mana whenua. This criterion isn't seen as relevant to this site by mana whenua however, the second level of priority may be relevant. The latter relates to "telling stories about the history of [a] feature, including by acknowledging people (particularly women and under-represented groups that have played an important part in Wellington's history)". The third level of priority is given to names that "reflect the local landscape, [however] the preference will be for appropriate te reo names to be used" (p. 8).
19. Insofar as the name proposed by the developer is the same as the surname of the person who developed this right-of-way, it could be seen as telling a story that will persist into the future of its origin. In contrast, the meaning of the recommended name, described in paragraph 12, reflects the third level of priority for names.
20. The Creswick Valley Residents' Association have advised they are neutral towards the name recommended here.

Kōwhiringa | Options

21. Options available to the Regulatory Processes Committee include resolving to name this new private ROW, **Te Ara Tārehu**, as per the recommendation. The majority of stakeholders consulted are unopposed to this name. It will also meet the provisions of relevant legislation, policies, and standards. The latter include Council's Tūpiki Ora: Māori Strategy and Te Tauihu: Te Reo Māori Policy, in respect of the principles represented through each of these documents.
22. An alternative option open to the Committee is to name this ROW, **Lee Way**, in accord with the developer's preference. The developer has stated the recommended name isn't meaningful to him, whereas his preferred name is meaningful to him as his surname. He has suggested the recommended name would need to be constantly spelled out to others. He has also advised the name 'Lee' is a common surname, therefore is familiar to others.
23. A further alternative option open to the Committee is to name this ROW, **Ara Tārehu**. This name would also meet the provisions of relevant legislation, policies, and standards. However, Mataaho Aronui have recommended using 'Te Ara' as the road name type.
24. An alternative te reo name - **Tauhuna** - meaning 'concealed' has also been confirmed as unique within the greater Wellington region. If this name is chosen, the road name type 'Te Ara' is recommended, thus **Te Ara Tauhuna**.

-
25. Alternatively, the Committee could reject the recommended name and the alternatives identified above. Consultation on another name would recommence as appropriate.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

26. Paragraphs 7, 9, 18, and 21 link the recommended name with relevant Council strategies and policies. Paragraphs below are also relevant.

Engagement and Consultation

27. This matter sits in the middle of the International Association of Public Participation (IAP2) Spectrum as shown in Council's Significance and Engagement Policy. This Policy guides that stakeholders should be involved "throughout the process to ensure that public concerns and aspirations are consistently understood and considered" (p. 171). The engagement undertaken here has sought to ensure that consultation has had "regard to the views of the community and those affected by the decision" (p. 171).
28. Stakeholders consulted in this matter were mana whenua through the Council's Mataaho Aronui, Mataaho Aronui, the developer, and the Creswick Valley Residents' Association. The 'Principles of Consultation', 6(a) to (e), outlined on page 172 of Council's Significance and Engagement Policy, were followed during the consultation. Principle 6(f) will be followed post-decision. Attachment 1, F Plan 3131, refers.

Implications for Māori

29. Mana whenua were consulted as guided by Mataaho Aronui.
30. The recommended name meets the provisions of Council's Tūpiki Ora: Māori Strategy and Te Tauihu: Te Reo Māori Policy in respect of the principles outlined in these documents. It will promote the taonga that is te reo Māori in Wellington.

Financial implications

31. No financial implications have been identified that are pertinent to this matter.

Legal considerations

32. Allocation of road names is a statutory function of Council under Section 319A of the Local Government Act 1974. Naming roads and right-of-ways permits the allocation of addresses according to the Local Government Act 1974 (S319(b)) and the Addressing Standard AS/NZS 4819:2011.
33. Addresses facilitate wayfinding for visitors to an area. To the extent that this enables community well-being by reducing the risk presented by the possibility of a fatal delay in attending an emergency event, the naming of roads and right-of-ways meets the provisions of Section 10(1)(b) of the Local Government Act 2002. This Section states that "the purpose of local government is...to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future."

Risks and mitigations

34. This proposal is rated as low risk on Council's risk framework. There is a low possibility that a high-risk event could occur if naming departs from the guidelines in the Policy.

Disability and accessibility impact

35. No impacts in respect of disability or accessibility have been identified, other than that naming this ROW will facilitate wayfinding for visitors to the area. This will assist caregivers and emergency services to readily locate the home of anybody with needs in this regard living in the ROW.

Climate Change impact and considerations

36. No impacts or considerations in respect of climate change have been identified.

Communications Plan

37. An extensive notification list includes Land Information New Zealand, Fire Emergency New Zealand (FENZ), New Zealand Post, and courier services.
38. Stakeholders will be advised of the Committee's decision and given a link to the minutes of the meeting.

Health and Safety Impact considered

39. Health and safety for residents and the general public will be facilitated by naming this ROW with regards to wayfinding.


Ngā mahinga e whai ake nei | Next actions

40. Should the recommendation, or one of the alternative options 21 to 24, of this report be endorsed, the addresses of properties in this ROW will be allocated accordingly, following the principles of the Addressing Standard AS/NZS 4819:2011. Relevant parties to whom the name and addresses of properties in the ROW will be notified include the developer, Land Information New Zealand, FENZ, and New Zealand Post.
41. Should the Committee reject the recommendation and the alternative options 21 to 24 noted above, then consultation will recommence as appropriate.

Attachments

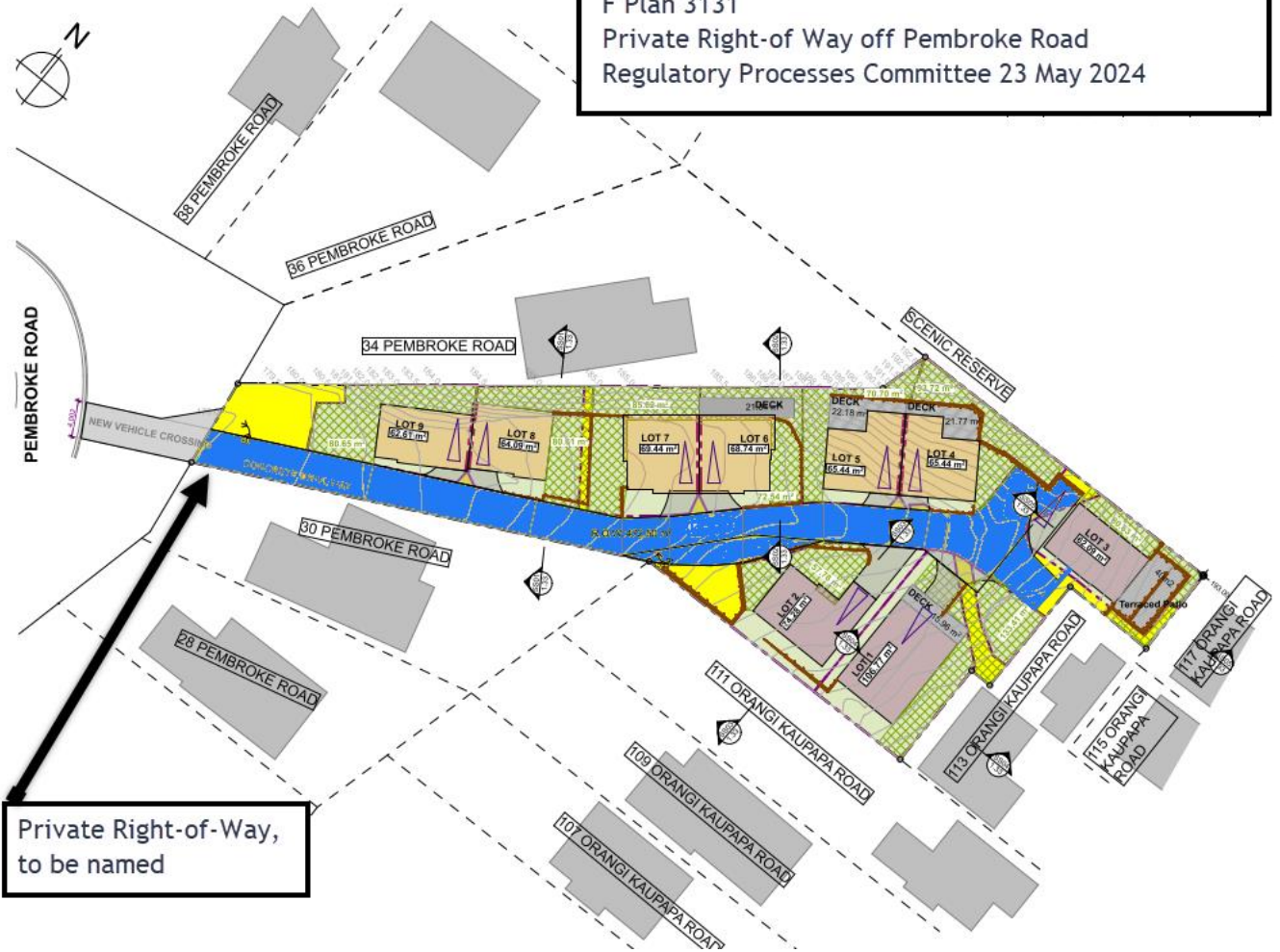
Attachment 1. F Plan 3131 [↓](#) 

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Attachment 2. Brian Lee - Submission [↓](#) 

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F Plan 3131
Private Right-of-Way off Pembroke Road
Regulatory Processes Committee 23 May 2024



From: [REDACTED]
To: [Carline Thomas](#)
Subject: Re: Pembroke Road Right-of-Way
Date: Friday, 3 May 2024 8:00:20 am

Kia ora Carline

First of all, I really appreciate your time working on this.

My life has been miserably too busy with all sorts of issues since building houses so I will highlight my points below.

1. Why take half a year to get a name??

Resource Consent mentioned that I must name a private access way as it serves more than 5 lots. It does not say how long it would take or any other details apart from an email address.

In January I was informed that the Regulatory Processes Committee would consider at either their meeting in mid-March or the following meeting in early April. This was very long waiting but I tried to understand.

Now, it's May. Our family has not had access to one of the essential services, fast broadband, due to the lengthy naming process.

Why does the consultation process need to take nearly half a year to name my private way? Why not have a pool of names to choose from?

I don't understand the lengthy nature of the process, which degrades someone's life.

2. Suggested names are not meaningful, nor easy

In terms of the suggested names, the names are NOT meaningful to me. I don't want to spell the name of my private way to others every time.

This is my private way and it has to have a meaning to me at least. If you ask a hundred people randomly on the street, how many of them would know the meaning of it? One if lucky.

I don't mind the council using the proposed names for other public sites, but I would like to name my private way aligned with other common street names and a simple name that easily communicates with others.

3. My preferred name is 'Lee Way'

Lee is a common surname in English-speaking countries as well as Asia, apparently the 49th most common surname in the UK. Surely there are so many people with Lee, historically and currently.

https://en.wikipedia.org/wiki/List_of_people_with_surname_Lee

Lee often derives from the Old English word 'leah' (a forest clearing or meadow) Surprisingly my surname is also Lee, so it would be meaningful to me and others.

4. Let's move on

I don't want to be stubborn to stick to my preference if there are reasons not to use my preference.

However, I want to have a meaningful and easy name that I don't need to spell every time, so give me some English names that I can choose from if my preference is not acceptable. In addition, I am very disappointed with the lengthy process, so make it happen this month.

This is a human rights issue for my family.

I hope this makes sense.

Regards,
Brian

NEW COMMUNITY RECREATION LEASE AND LICENCE: WORSER BAY BOATING CLUB, AND ŌWHIRO BAY COMMUNITY GARDENS SOCIETY

Kōrero taunaki | Summary of considerations

Purpose

- This report requests Koata Hātepe | Regulatory Processes Committee:
 - Approve a new ground lease for Worser Bay Boating Club on reserve land, subject to public consultation; and
 - Approve a new licence for Ōwhiro Bay Community Gardens Society on reserve land subject to public consultation;

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
- People friendly, compact, safe and accessible capital city
- Innovative, inclusive and creative city
- Dynamic and sustainable economy
- Functioning, resilient and reliable three waters infrastructure
- Affordable, resilient and safe place to live
- Safe, resilient and reliable core transport infrastructure network
- Fit-for-purpose community, creative and cultural spaces
- Accelerating zero-carbon and waste-free transition
- Strong partnerships with mana whenua

Strategic alignment with priority objective areas from Long-term Plan 2021–2031

Relevant Previous decisions

- Worser Bay Boating Club was granted a new lease in 2012 for a term of 10 years, with an option for one renewal for an additional 10 years.
- Mōkai Kāinga previously held the licence for the community garden on the reserve; however, they have requested to terminate the licence.

Significance

The decision is **rated low significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.

- The lease and licence are for already established activities that serve as fit-for-purpose community and recreation initiatives on reserve land.

Financial considerations

Nil Budgetary provision in Annual Plan / Long-term Plan Unbudgeted

Risk

Low Medium High Extreme

Authors	Parrish Evans, Community Recreation Leases Advisor Sanjay Patel, Sports and Clubs Partnership Lead
Authoriser	Paul Andrews, Manager Parks, Sports & Rec James Roberts, Chief Operating Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information;
2. Approve a new ground lease for Worser Bay Boating Club Incorporated for 10 years with one right of renewal for 10 years;
3. Approve a new licence for Ōwhiro Bay Community Gardens Incorporated for 5 years with one right of renewal for 5 years;

Whakarāpopoto | Executive Summary

2. The Leases Policy for Community and Recreation Groups (Leases Policy) sets out the Council's role in granting leases and licences on Council-owned land and/or buildings on Town Belt or reserve land.
3. This paper requests Koata Hātepe | Regulatory Processes Committee approval for the next step in the leasing process under the Leases Policy for the following organisations:
 - Worser Bay Boating Club Incorporated, situated at 202 Marine Parade, known as Worser Bay Beach. WBBC's ground lease is scheduled to expire in October 2032. However, given the club's significant investments in the leased area in 2020, Council Officers propose initiating a new full lease. The recommended term of 10 + 10, aligns with the standard tenure under the Leases Policy.
 - Ōwhiro Bay Community Gardens Incorporated, situated at Frobisher Street Reserve. This application is for a new licence for the community garden previously licenced to Mōkai Kāinga. Officers recommend a term of 5 + 5, following the standard tenure outlined in the Leases Policy for community gardens.

Takenga mai | Background

Worser Bay Boating Club Incorporated ("WBBC")

4. WBBC has been situated at Worser Bay Beach for over 70 years. The leased area includes clubrooms, storage sheds, toilet and shower facilities, as well as land-based amenities such as a boat ramp and rigging area. The club obtained landowner approval to commence work on their earthquake-prone clubrooms. Concurrently, the Council granted approval for land-based improvements, including a rip rap wall, breastworks, rigging area, and boat ramp. In 2018, a funding agreement was established between WBBC and the Council to support the land-based enhancements. The redevelopment of the grounds was successfully completed in 2020.
5. WBBC serves as a recreational facility primarily dedicated to supporting sailing and related events. The club utilises its clubrooms most days throughout the year and offers the space for rent to various groups for different functions and programmes. Additionally, the clubrooms function as a community education hub, facilitating sailing and environmental education programs for local schools and organisations like Kora. Currently, WBBC has a membership of 247 individuals.

Ōwhiro Bay Community Gardens Incorporated (“OBCG”)

6. OBCG is a recently incorporated society established with the aim to take over the responsibility of the licence at the community garden situated at Frobisher Reserve in Ōwhiro Bay. The previous licence was held by Mōkai Kāinga, who have chosen not to retain responsibility for the licence. The community garden is substantial in size, accommodating 80 gardeners. The licenced area comprises approximately 40 plots, a harakeke area used by Sarni Scott’s weaving group, and an orchard.
7. Previously, access to the community garden was facilitated through private property at 72 Happy Valley Road, owned by a representative of Mōkai Kāinga and the holder of the previous licence for the community garden. However, the property has been sold, rendering it no longer accessible for the community garden.
8. Council officers, along with the representative of Mōkai Kāinga and the gardeners, explored multiple options for access to the community garden. Two access options through reserve land were identified, but both were deemed unsuitable due to the length of the track for gardeners to transport gear and equipment, as well as the steepness and high estimated cost of construction and ongoing maintenance.
9. Given the challenges of the track options, the owner of the property at 72 Happy Valley Road who also owned the property at 62 Happy Valley Road offered access via the side of the house as the new public entrance to the community garden. This agreement was formalised in a Memorandum of Understanding (“MOU”), between the property owner and the community garden for an agreed term of 5 years with one right of renewal for an additional 5 years, aligning with the requested licence.
10. However, the MOU is not a permanent solution for access to the community garden, and holds risk to OBCG, this is understood by the committee. Considering that access through reserve land is not practical due to the track requirements, and if access through public property is not an option in the future, it could render the community garden in the reserve non-viable.

Kōrerorero | Discussion

Lease Policy compliance

11. Leases Policy sets out the criteria to consider when assessing a new lease application:
 - 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*

Both groups provide recreational activities that offer opportunities for the public to participate in, promoting the healthy well-being of the community.
 - b. *Organisational structure: The group must be an incorporated society or trust*

Both groups are incorporated societies.
 - c. *Membership: The group must be sustainable in terms of membership and/or users of the service for the term of the lease*

Both groups have strong membership numbers for their activities and have a highly engaged membership base

- 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*

WBBC has provided officers with comprehensive financial documentation, satisfying that the club is well-equipped to uphold the leased area to a suitable standard throughout the requested lease duration.

OBCG operates with minimal expenses and has already capitalised on Stone Soup funding opportunities. Council Officers are comfortable that the group will be sustainable for the duration of the requested licence.

- e. Utilisation: *The land and/or buildings must be utilised to the fullest extent practicable*

The WBBC clubrooms and facilities see extensive use by the club and various community groups, reflecting their openness to sharing space.

Likewise, the OBCG garden enjoys widespread use from both the newly established committee and the enthusiastic gardeners, showcasing high levels of engagement.

- f. Environmental Impact: *The activity cannot have the potential to adversely affect open space values or other legitimate activities*

Both groups provide recreation activities and therefore a legitimate fit for recreation reserve land.

- g. Community demand: *There must be demonstrated support and need within the community for the activity*

WBBC not only offers programs and facility space for its members but also extends its services to community groups, making it an ideal venue for educational programs and utilisation of the reserve and coastline.

OBCG is as a beloved and robust community garden, frequented by locals and surrounding communities. With a minimal membership fee, the community enjoys access to the reserves, fostering social connections within the community.

Officers are satisfied that the proposed lease and licence meets the Lease Policy.

Kōwhiringa | Options

Worser Bay Boating Club Incorporated

Koata Hātepe | Regulatory Processes Committee has the following options:

12. Approve a new ground lease for WBBC for 10 + 10 years, subject to public consultation (recommended); or
13. Reject officers' proposal to commence public consultation for WBBC, thereby ending the Lease Policy process (not recommended).

Ōwhiro Bay Community Gardens Incorporated

Koata Hātepe | Regulatory Processes Committee has the following options:

14. Approve a new licence for OBCG for 5 + 5 years, subject to public consultation (recommended); or
15. Reject officers' proposal to commence public consultation for OBCG, thereby ending the Lease Policy process (not recommended).

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

16. The proposed lease and licence align with the Leases Policy and relevant reserve management plans.

Engagement and Consultation

17. The approval process for new leases and licences is assessed as low significance per the Significance and Engagement Policy
18. If the recommendations in this report are supported, officers will begin public consultation as per the Leases Policy and Reserves Act 1977 requirements, including:
 - Letters to Mana Whenua.
 - Letters to relevant residents' groups.
 - Notice on WCC website "Have Your Say".
 - Notice in The Post newspaper.
19. The period for public consultation will be 30 days. Following the receipt of feedback, officers will meet with submitters as required to discuss any matters raised.

Māori Impact Statement

20. The proposed lease and licence areas are located near a number of areas of cultural significance to Taranaki Whānui and Ngāti Toa Rangatira as identified in the Draft District Plan. These sites are:
 - Kakariki-Hutia Pā near WBBC;
 - Te Puna a Tara near WBBC;
 - Whetu Kairangi Pā near WBBC;
 - Te Whanganui-ā-Tara near WBBC; and
 - Ōwhiro Kāinga near OBCG.

However, there are no specified sites of significance in the immediate vicinity of any of the proposed spaces. Mana whenua are aware that the proposed lease and licence are scheduled for review, further to prior notification of the community recreation lease forward programme.

Financial implications

21. There are no significant financial implications for Council for the new ground lease and licence.

Legal considerations

22. The proposed leases are consistent with the Reserves Act 1977.

Risks and mitigations

23. This proposal is rated as low risk on Council's risk framework.

Disability and accessibility impact

24. The community garden access for OBGC is not fully accessible for people with disabilities. WBBC building is a new build and is accessible under the Building Act.

Climate Change impact and considerations

25. The proposed leases are for the continuation of an existing activity. There are no specific climate change impacts or considerations. Noting the rebuild of the WBBC building included raising the building platform and rebuilding assets such as the boat ramp and rock rip rap in response to future sea level rise and coastal erosion.

Communications Plan

26. Proposed leases are publicly notified following the Lease Policy

Health and Safety Impact considered



27. The applicants have submitted Health and Safety plans.

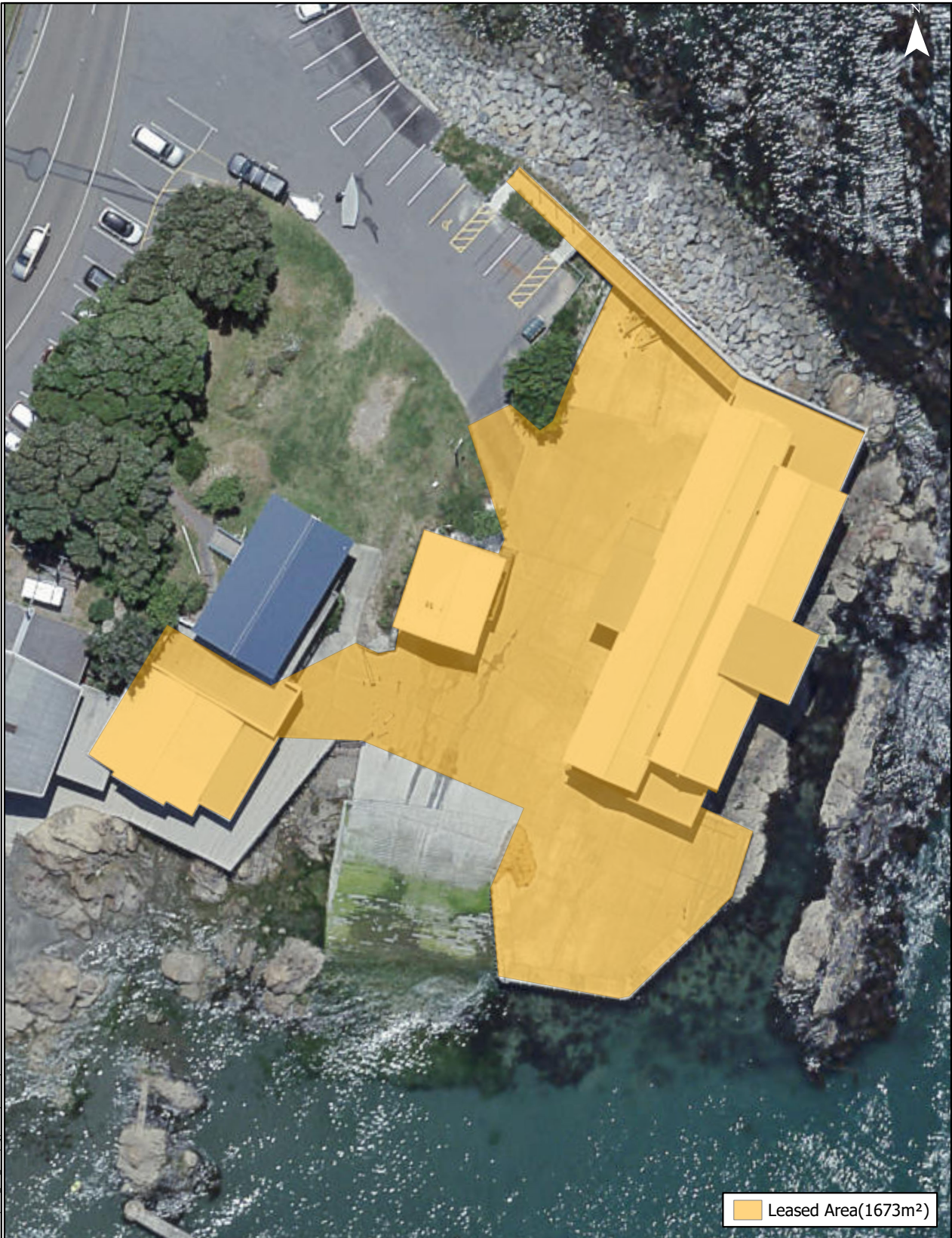
Ngā mahinga e whai ake nei | Next actions

28. Following Committee approval, officers will commence public consultation on the proposed lease for WBBC and the licence for OBCG;

29. If no sustained objections are received for the lease and licence for WBBC and OBCG, then lease and licence documentation will be negotiated, drafted, and signed.

Attachments

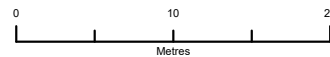
Attachment 1.	Worser Bay Boating Club Leased Area ↓ 	Page 195
Attachment 2.	Ōwhiro Bay Community Garden Leased Area ↓ 	Page 196



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Worser Bay Boat Club

Property boundaries, 20m Contours, road names, rail line, address & title points sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m 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.

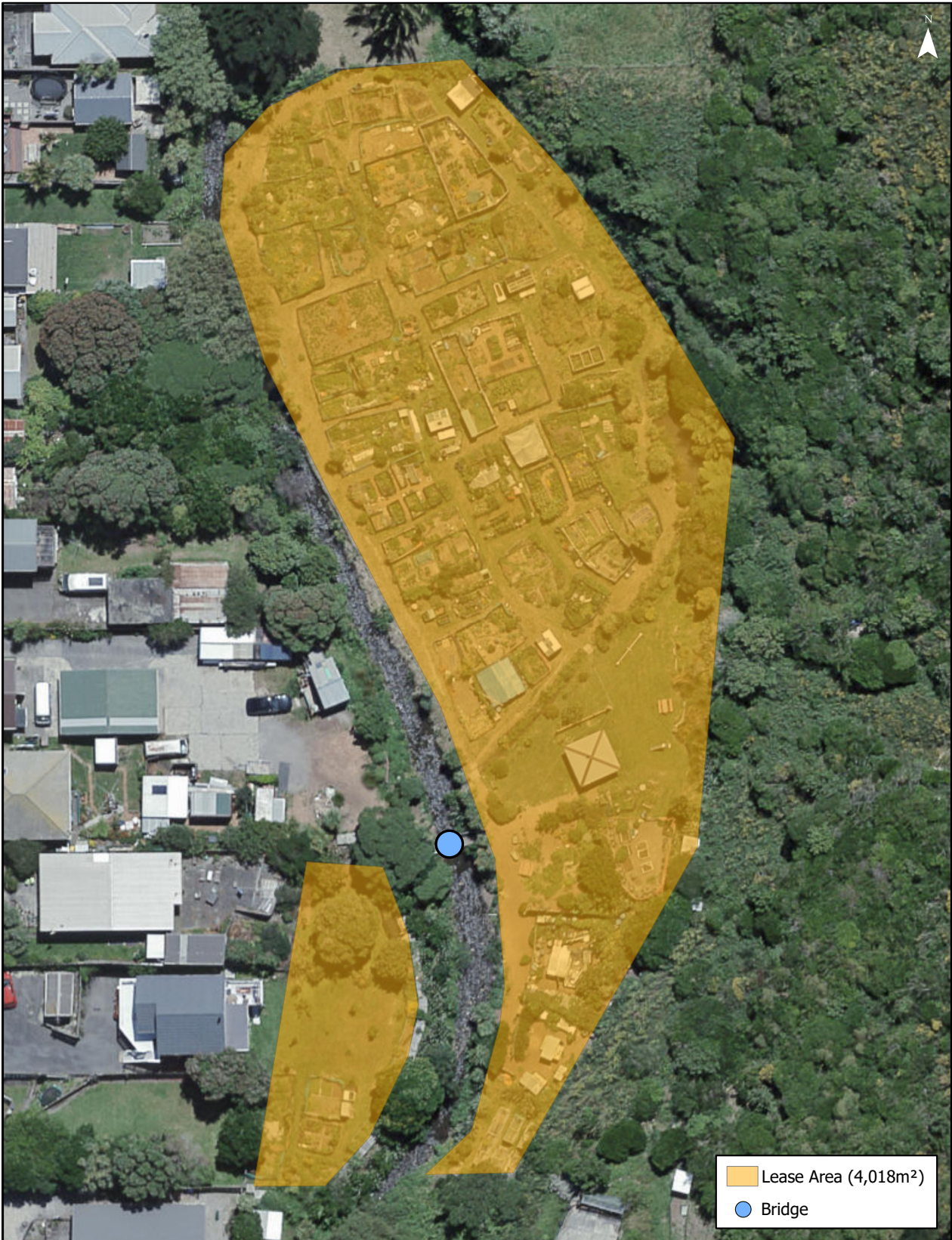


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MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A4
AUTHOR: Joya15
DATE: 27/11/2023

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

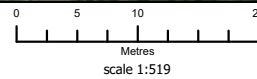


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Owhiro Bay Community Garden
 Happy Valley Road

Property boundaries, 20m Contours, road names, rail line, address & title points sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m 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.

Lease Area (4,018m²)
 Bridge



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 AUTHOR: Joya15
 DATE: 24/04/2024

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ACTIONS TRACKING AND FORWARD PROGRAMME

Kōrero taunaki | Summary of considerations

Purpose

1. This report provides an update on past actions agreed by the Koata Hātepe | Regulatory Processes Committee (the Committee), or its equivalent, at its previous meetings (hui).
2. Additionally, this report provides a list of items that are scheduled to be considered at the next two hui of the Committee.

Author	Marcella Freeman, Democracy Advisor
Authoriser	Sean Johnson, Democracy Team Leader Siobhan Procter, Chief Infrastructure Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information.

Whakarāpopoto | Executive Summary

Actions Tracking

3. The Committee passed 11 resolutions on 4 Pāenga-whāwhā 2024 (4 April 2024)
 - 8 are complete and 3 are in progress.
4. The Committee had 165 in progress actions carried forward from previous action tracking reports:
 - 75 are now complete and 90 are still in progress.

Forward Programme

5. The following items are scheduled to go to the Committee's upcoming hui:
Rāapa 19 Pīpiri 2024 (Wednesday 19 June 2024);
 - Proposed road closures.
 - Traffic resolutions.
Rāpare 8 Here-turi-kōkā 2024 (Thursday 8 August 2024);
 - Proposed road closures.
 - Traffic resolutions.

Takenga mai | Background


Actions Tracking

6. Attachment 1 and 2 lists clauses agreed by the Committee that are still in progress or have been completed since actions were last reported on.
7. For public excluded resolutions, individual clauses will not be reported on in a public hui. An overall status for the item will be given and it will remain in progress until all clauses are complete.
8. Actions will be removed from the list once they have been reported as complete.
9. Where applicable, this report contains actions carried over from the equivalent committee(s) of previous trienniums.
10. The purpose of the actions tracking report is to ensure that all resolutions are being actioned over time. It does not take the place of performance monitoring or full updates. The Committee could resolve to receive a full update report on an item, if it wishes.

Forward Programme

11. The forward programme sets out the reports planned for to go to the Committee for consideration in the next two hui.
12. It is a working document and is subject to change on a regular basis.

Attachments

Attachment 1. Completed Actions [↓](#) 

Attachment 2. In Progress Actions [↓](#) 

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Date	ID	Committee	Title	Clause #	Clause	Status	Comment
9 February 2022	563	Regulatory Processes Committee	2.1 Traffic Resolutions	2n	TR16-22 Harris Street, Willeston Street, Johnston Street, Customhouse Quay and Jervois Quay – Removal of metered and car share parking	Completed	[08/02/24] Harrison and Willeston street works completed. Johnston street works yet to be carried out.
9 February 2022	564	Regulatory Processes Committee	2.1 Traffic Resolutions	2p	TR18-22 Drummond Street, Mount Cook – Car share parking spaces	Completed	[08/02/24] The completion of this TR is pending due to demolition work being planned in the area, which will utilize the parking space.
6 April 2023	1433	Regulatory Processes Committee	2.1 Traffic Resolutions	2k	TR41-23 Karepa Street, Brooklyn – No Stopping At All Times; Bus Stop markings (#6765, #6767, #7766, #7767)	Completed	[18/03/24] This is part of a bigger project. It will be done once other works are completed (footpath construction, retaining walls construction, driveway construction), not likely to be before March 2024.
22 June 2023	1715	Regulatory Processes Committee	2.1 Traffic Resolutions	2b	TR66-23 Evans Bay Parade Roseneath - Time Limited Parking No Stopping Restrictions New layout for Bus Stop (#7544).	Completed	[17/04/24] waiting for RPC 4 April for the Pedestrian crossing. Pedestrian crossing was Approved at RPC.
22 June 2023	1724	Regulatory Processes Committee	2.1 Traffic Resolutions	3	Note further work will take place to establish the optimum type and placement of a safe crossing facility at Weka Bay.	Completed	[17/04/24] RPC on 4/4/24 Approved to implement the Raised crossing proposal of TR44-24
24 August 2023	2019	Regulatory Processes Committee	2.2 Traffic Resolutions	2b	TR86-23 St. Mary Street, Thorndon - P10 Loading Zone.	Completed	[18/03/24] Signs completed. Road markings with contractors
24 August 2023	2022	Regulatory Processes Committee	2.2 Traffic Resolutions	2e	TR90-23 South Karori Road, Karori - Parking Restrictions – Amended.	Completed	[18/03/24] Audit due end of next week to finalise work
24 August 2023	2023	Regulatory Processes Committee	2.2 Traffic Resolutions	2f	TR92-23 Birdwood Street, Braithwaite Street and Messines Road, Karori – Cycleway and No Stopping At All Times – Amended.	Completed	[22/03/24] 90% complete. Just needs green blocks and cycle symbols to go down.
24 August 2023	2028	Regulatory Processes Committee	2.2 Traffic Resolutions	2k	TR97-23 Herald Street, Berhampore – Time Limited Parking.	Completed	[18/04/24] With Contractors.
24 August 2023	2032	Regulatory Processes Committee	2.2 Traffic Resolutions	2p	TR107-23 Cedarwood Street and Red beech Avenue, Woodridge No Stopping At All Times and Give Way controls	Completed	[18/03/24] Work mostly completed, a small section of BYL's was re-issued to install.
24 August 2023	2034	Regulatory Processes Committee	2.2 Traffic Resolutions	2r	TR109-23 Colway Street, Ngaio - New layout for Bus Stops (#5451 and #4451 and #5453), No Stopping At All Times (#15, #18, #19, #23, #30, #39A, #43-45A, #47A-51, #46B, #30-40), Removal of Bus Stops (#4452 and #5452).	Completed	[18/03/24] Road markings with contractors. Removal of signs/posts and bus shelter organized by GW.
24 August 2023	2039	Regulatory Processes Committee	2.2 Traffic Resolutions	6	Note that the slip on Birdwood Street is scheduled for remediation starting within the next 12 months.	Completed	[17/04/24] Advised that the slip is no longer an issue for the cycleway.
24 August 2023	2042	Regulatory Processes Committee	2.2 Traffic Resolutions	10	Remove bus stop #4453 and the associated entry and exit tapers from TR-109-23 until further engagement is done with the community on a solution.	Completed	[08/02/24] Investigation being conducted and further proposals done by GW.
24 August 2023	2067	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	8	Note that consideration of reducing the speed on Brooklyn Rd to 40 km/hr (to the top of the hill), and reducing speed to 30km/hr on Washington Ave near Brooklyn School can be carried out as part of the Speed Management Plan due to come to councillors later this year.	Completed	This is no longer part of the Brooklyn connections work

24 August 2023	2109	Regulatory Processes Committee	2.7 Proposed Road Closures	2f	Newtown Festival Sunday 3 March 2024 5.00am to 9.00pm Postponement date Sunday 7 April 2024 from 5.00am to 9.00pm Riddiford Street (between Hall Street and Rhodes Street) Rintoul Street (between Riddiford Street and Milward Colombo Street (from the West side of Rintoul Street to Adelaide Road) Manley Terrace (all Manley Terrace) Constable Street (between Riddiford Street and Daniel Street) Hall Street (between Riddiford Street and Hall Avenue) Emmett Street (all Emmett Street) Green Street (all Green Street) Wilson Street (from in front of number 21 to Riddiford Street including the offstreet public carpark) Newtown Avenue (all Newtown Avenue) Normanby Street (from in front of number 14 to Riddiford Street) Donald McLean Street (between Riddiford Street and Ferguson Street) Ferguson Street (in front of number 15 to Donald McLean Street) Gordon Street (all Gordon Street) Gordon Place (all Gordon Place) Florence Street (all Florence Street) Arney Street (all Arney Street)	Completed	Festival to be held 3rd March 2024
5 October 2023	2301	Regulatory Processes Committee	2.1 Proposed Road Closure	2c	Island Bay Festival: Sunday 11 February 2024 6.00am to 6.00pm • Reef Street (between the Esplanade and The Parade) • The Esplanade (between Derwent Street and Brighton Street)	Completed	Completed
5 October 2023	2302	Regulatory Processes Committee	2.1 Proposed Road Closure	2d	Island Bay Festival Parade: Sunday 11 February 2024 10.30am to 11.15am • Rolling Lane Closure set up for parade in Avon Street onto • The Parade then moves onto Reef Street.	Completed	completed
5 October 2023	2303	Regulatory Processes Committee	2.1 Proposed Road Closure	2e	International Cricket 2024: Slip Lane (Buckle Street and Ellice Street) • Sunday 25 February to Wednesday 6 March 2024 6.00am to 9.00pm (Australia) • Saturday 23 March to Wednesday 3 April 2024 6.00am to 9.00pm (White ferns)	Completed	Event to be held 25th Feb
5 October 2023	2304	Regulatory Processes Committee	2.1 Proposed Road Closure	2f	Round The Bays 2024: Sunday 18 February 2024 6.00am to 1.00pm • Cable Street between Jervis Quay and Oriental Parade, left lane between Tory Street and Kent Terrace 6.00am to 11.00am • Oriental Parade full closure to Carlton Gore Road and all the adjoining side roads, Herd St, Fryberg Carpark, Oriental Terrace, Hay Street, Grass Street, 6.30am to 11.00am • Evans Bay Parade closed between Cobham Drive and Kilbirnie Crescent intersection 7.15am to 1.00pm. All arterial roads joining Evans Bay Parade close from 7.15am to 12.00pm • Kilbirnie Crescent Hamilton Road, Wellington Road intersection to Evans Bay, Cobham Drive, Wellington Road intersection 7.15am to 12.30pm (northbound) 7.15am to 11.30am (Southbound) • Cobham Drive Evans Bay intersection to Troy Street roundabout. Full closure from 7.15am to 11.30am. This section is SH1 and to be reopened as soon as it is safe and practical to do so. • Taurima Street open to Hataitai from the Mt Victoria tunnel. No exit to tunnel from Hataitai. SH1 lane open going south from 7.15am to 11.30am. Traffic can exit from Hataitai via slip lane south only. • Goa Street, no entry into Goa northbound from SH1 • Wellington Road east lane closed. Wellington Road one way eastbound between Crawford Road and roundabout and Ruahine Street from 7.15am to 12.00pm • Shelly Bay Road full closure between Miramar Avenue and Massey Road from 7.30am to 12.00pm • Massey Road full closure between Shelly Bay Road and Point Gordon 7.30am to 12.00pm • SH1 Wellington Road full closure between Hamilton Road intersection and Cobham Drive from 7.30am to 11.30am (Southbound) 7.15am to 12.30pm (Northbound)	Completed	Event to be held 18/2

5 October 2023	2328	Regulatory Processes Committee	2.3 Churchill Drive bike network improvements - 5 Traffic Resolution approval	Request that council investigate options to improve pedestrian safety for residents of Churchill Drive to better connect to Izard Park and facilitate better access to bus stops.	Completed	Footpath included in new designs to make crossing safer. To be installed 2024.
13 December 2023	2630	Regulatory Processes Committee	2.2 Berhampore to Newtown walk, bike and bus improvements - traffic resolution approval 4a	Change 3 carparks proposed as P180 /Residents permit exempt in the Newtown Berhampore parking scheme to 3 P60s 8am – 5pm opposite Newtown Medical Centre outside 33 Rintoul Street.	Completed	Included in detail design. To be installed by July 2024.
13 December 2023	2631	Regulatory Processes Committee	2.2 Berhampore to Newtown walk, bike and bus improvements - traffic resolution approval 4b	Instead of removing bus stop 7123 in Luxford Street combine it with bus stop 7122 at 186 Rintoul Street and reposition the stop outside 202 Rintoul Street.	Completed	IFC drawings updated to reflect this change. Installation due by July 2024
13 December 2023	2632	Regulatory Processes Committee	2.2 Berhampore to Newtown walk, bike and bus improvements - traffic resolution approval 4.c	Change the 2 proposed P10 parking spaces outside the Locksmiths in southern Rintoul Street to P60 and limit it from "8am – 8pm" – Residents all other times" to cater for business customers including laundrette customers but allow residents to park overnight.	Completed	IFC drawings updated to reflect this change. Installation due by July 2024
13 December 2023	2633	Regulatory Processes Committee	2.2 Berhampore to Newtown walk, bike and bus improvements - traffic resolution approval 2.d	Remove one park outside 195 Rintoul Street to remove a pinch point for buses and make the remaining two spaces P5 for short stay parking for the dairy.	Completed	IFC drawings updated to reflect this change. Installation due by July 2024
13 December 2023	2634	Regulatory Processes Committee	2.2 Berhampore to Newtown walk, bike and bus improvements - traffic resolution approval 4e	Change the proposed loading zone in Berhampore Town Centre southbound to 2 P10 parking spaces.	Completed	IFC drawings updated to reflect this change. Installation due by July 2024
13 December 2023	2635	Regulatory Processes Committee	2.2 Berhampore to Newtown walk, bike and bus improvements - traffic resolution approval 4f	Add a mobility park outside 9 Luxford Street for as long as is needed.	Completed	IFC drawings updated to reflect this change. Installation due by July 2024
13 December 2023	2636	Regulatory Processes Committee	2.2 Berhampore to Newtown walk, bike and bus improvements - traffic resolution approval 4g	Extend the length of the Berhampore Town Centre bus stop outside 462 Adelaide Road by 12 metres and add yellow hatching to better facilitate buses pulling out.	Completed	IFC drawings updated to reflect this change. Installation due by July 2024
13 December 2023	2637	Regulatory Processes Committee	2.2 Berhampore to Newtown walk, bike and bus improvements - traffic resolution approval 4h	Change 15 on-street carparks at the northern end of Wakefield Park on Adelaide Rd from unrestricted to P180 "8am-8pm" and add a P180 "8am-8pm" to the 15 car parks in the new parking area in Dover Street.	Completed	IFC drawings updated to reflect this change. Installation due by July 2024
13 December 2023	2638	Regulatory Processes Committee	2.2 Berhampore to Newtown walk, bike and bus improvements - traffic resolution approval 6	Agree to further extend the proposed permanent speed limit of 30 km/h on Luxford Street and Adelaide Road north to the corner of Rintoul Street and Riddiford Street and south to 520 Adelaide Rd to improve safety particularly for school children as well as residents and visitors to the retirement village and Wakefield Park.	Completed	Approved by Waka Kotahi in March 2024. Will be delivered by August 2024
13 December 2023	2639	Regulatory Processes Committee	2.2 Berhampore to Newtown walk, bike and bus improvements - traffic resolution approval 7	Approve the off-street parking projects on Dover Street and in the north carpark at Wakefield Park, proposed to mitigate the impact on the high quality regional sport facility at Wakefield Park to ensure that net zero carpark loss at Wakefield Park is achieved.	Completed	Construction of off-street parks on Dover St is complete

13 December 2023	2643	Regulatory Processes Committee	2.4 Proposed Road Closure	2b	Cuba Dupa 2024 Friday 22 March 11.59pm to Monday 25 March 3.00am <ul style="list-style-type: none"> • Cuba Street (between Arthur Street/Karo Drive and Wakefield Street) • Manners Street (Taranaki Street and Victoria Street) • Marion Street (Lower end, between Ghuznee Street and Swan Lane) • Dixon Street (between Taranaki Street and Victoria Street) • Eva Street (off Dixon Street) • Garrett Street (off Cuba Street) • Egmont Street (between Ghuznee Street and Victoria Street – Restricted access) • Leeds Street (off Ghuznee Street) • Inglewood Place (between Taranaki Street and Dixon Street) • Abel Smith Street (between Taranaki Street and Victoria Street) • Wigan Street (western section off Abel Smith Street) • Kensington Street • Kelvin Grove • Swan lane • Furness Lane • Lukes Lane • Victoria Street Slip Lane <ul style="list-style-type: none"> • Lane closure on Vivian Street, Saturday 23 March 2024, 7pm to Sunday 24 March 2024 5am to allow for safe passage of pedestrians across Vivian Street at key times. 	Completed	Event due March 24
13 December 2023	2644	Regulatory Processes Committee	2.4 Proposed Road Closure	2c	Pride Parade Saturday 9 March 2024 2.00pm to 5.30pm <ul style="list-style-type: none"> • Tennyson St 12pm to 6.00pm (Tory Street to Cambridge Terrace). • Cuba Street 7.00am to 12am Midnight (manners Street to Wakefield Street). • Dixon Street 2.00pm to 7.30pm (Taranaki Street to Victoria Street). • Rolling lane closure for parade starts 5.30pm. • Starts 5.30pm Tennyson Street to Cambridge Terrace, to Courtenay Place, to Taranaki Street into Dixon Street. • Parking restrictions will apply around the road closures. 	Completed	event due March 24
13 December 2023	2647	Regulatory Processes Committee	2.4 Proposed Road Closure	2f	Barefoot Sport 2024: Sunday 4 February 2024 and Sunday 17 March 2024 6.00am to 2.00pm <ul style="list-style-type: none"> • Massey Road (North entrance of Shelly Bay to Scorching Bay) 	Completed	Events still ongoing. 17th March still to be held
13 December 2023	2648	Regulatory Processes Committee	2.4 Proposed Road Closure	2g	Shelly Play Open Street Sundays: Sunday 10 and 17 March 2024 12.00pm to 5.00pm (rain days Sunday 7 April and Sunday 14 April 2024). <ul style="list-style-type: none"> • Shelly Bay (Miramar Ave/Cutting to Northern entrance of Shelly Bay Defence Base) • Massey Road (from Northern entrance Shelly Bay Defence Base to Scorching Bay) 	Completed	Event due to be held March 2024
13 December 2023	2668	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	4a	Move the car parking from the Botanic Garden side of Glenmore Street to the residential side of the road. This will involve removing 38 Coupon car parking spaces outside the Botanic Gardens and reinstating 46 car parking spaces on the residential side of Glenmore Street from Garden Road down to the Botanic Gardens entrance.	Completed	This change has been actioned in the 100% designs.
13 December 2023	2670	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	4c	Change the Give Way intersection where Garden Road meets Glenmore Street to a Stop intersection to improve safety.	Completed	This has been incorporated into the design.
13 December 2023	2671	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	4d	Change 5.5 metres of 'No Stopping At All Times' lines to one Residents car park at 80 Glenmore Street.	Completed	This has been incorporated into the design.
13 December 2023	2672	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	4e	Change the in-lane bus stop opposite Orangi Kaupapa Road to a kerbside bus stop to reduce the impact on traffic flow. (This is deemed acceptable as traffic speeds will be lowered to 30 km/h by the new raised pedestrian crossing just before the bus stop.)	Completed	This has been incorporated into the design.
13 December 2023	2673	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	4f	Change five Coupon car parks to five Residents car parks at 130 to 134 Glenmore Street.	Completed	Included in updated design. Will be installed in 2024.
13 December 2023	2674	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	4g	Remove the three proposed new coupon car parks opposite 185 Glenmore Street and install eight P180 residents exempt carparks on the residential side of the road below 171 Glenmore Street.	Completed	Included in updated design. Will be installed in 2024.

13 December 2023	2675	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	4h	Designate 50 metres of footpath below 171 Glenmore Street as a shared path, to enable eight carparks to be reinstated for residents (see above). Note that this footpath is seldom used as it ends just beyond 185 Glenmore Street and eight dwellings on this section do not have off-street parking and the remaining on-street parking is over 200 metres away.	Completed	This change has been actioned in the 100% designs
13 December 2023	2676	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	4i	Build two indented carparks on the un-used stub of footpath adjacent to 183 Glenmore Street and designate them as P120 carparks.	Completed	This change has been actioned in the 100% designs
13 December 2023	2678	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	5a	Install 12 metres of No Stopping At All Times lines beside Appleton Park opposite Raroa Cres to improve sightlines leading into the dangerous Chaytor/Raroa/Curtis intersection.	Completed	This change has been actioned in the 100% designs
13 December 2023	2679	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	5b	Move the bus stop at the northern end of Appleton Park back (south) by 5 metres to create space between cyclists exiting the park and buses pulling out of the bus stop.	Completed	This change has been actioned in the 100% designs
13 December 2023	2680	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	5c	Install 13 metres of No Stopping At All Times lines between the two garages at 50 – 52 Chaytor Street to improve sightlines for drivers exiting the garages.	Completed	This change has been actioned in the 100% designs
13 December 2023	2681	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	5d	Remove 6 metres of No Stopping At All Times lines outside 64 Chaytor Street to allow for more unrestricted parking.	Completed	This change has been actioned in the 100% designs
13 December 2023	2682	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	5e	Remove 5 metres of No Stopping At All Times lines outside 68 Chaytor Street to allow for more unrestricted parking	Completed	This change has been actioned in the 100% designs
13 December 2023	2683	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	5f	Remove 5 metres of No Stopping At All Times lines outside 74 Chaytor Street to allow for more unrestricted parking.	Completed	This change has been actioned in the 100% designs
13 December 2023	2684	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	6a	Retain the existing intersection layout on the Chaytor Street/Karori Road signalised intersection. (Following the GWRC articulated bus trial, changing the intersection was considered unnecessary. This means the number of lanes leaving Karori will not be reduced from two to one, allaying concerns about traffic congestion.)	Completed	This change has been actioned in the 100% designs
13 December 2023	2685	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	6b	Move the transition from shared path to cycle lane outside 95 Karori Road forward by 4 metres to create more space from the bus stop.	Completed	This change has been actioned in the 100% designs
13 December 2023	2687	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	6d	Build a 1-metre-wide bus platform at the Karori-bound bus stop in Marsden Village, outside 139 Karori Road to make it easier for buses to pull into the stop and enable the car park in front of it to be retained (see below).	Completed	This change has been actioned in the 100% designs
13 December 2023	2688	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	6e	Remove 5 metres of the proposed 'No Stopping at All Times' line and retain the P30 car park outside 143 Karori Road.	Completed	This change has been actioned in the 100% designs
13 December 2023	2689	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	6f	Remove 6 metres of the proposed P10 during school drop-off/pick-up times outside 164 Karori Road, to retain more unrestricted car parking.	Completed	This change has been actioned in the 100% designs
13 December 2023	2690	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	6g	Change the remaining four P10 during school drop-off/pick-up times car parks opposite Samuel Marsden Collegiate School (and adjacent to 164 Karori Road) to P15 during school drop-off/pick-up times to give parents more time to drop their children off.	Completed	This change has been actioned in the 100% designs
13 December 2023	2691	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	6h	Change the ten proposed P10 during school drop-off/pick-up times car parks below Samuel Marsden Collegiate School (181 Karori Road) to P15 during school drop-off/pick-up times to give parents more time to drop their children off.	Completed	This change has been actioned in the 100% designs
13 December 2023	2692	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	6i	Reduce the two lanes exiting Campbell Street onto Karori Road to one lane to improve visibility of pedestrians crossing Campbell Street and the safety of cars waiting to turn onto Karori Road. Accompany this change with a kerb buildout on the corner to slow traffic speeds.	Completed	This change has been actioned in the 100% designs

13 December 2023	2693	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	7a	Change the three P60 car parks outside 4 Raine Street to P30 car parks for nearby businesses.	Completed	This change has been actioned in the 100% designs
13 December 2023	2694	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	7b	Move the transition from shared path to cycle lane outside 95 Karori Road forward by 4 metres to create more space from the bus stop.	Completed	This change has been actioned in the 100% designs
13 December 2023	2695	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	7c	Retain the existing right-turn lane at the Homewood Avenue/Karori Road intersection to address concerns about traffic congestion. This will require removing 20–30 metres of separators and narrowing the cycle lane.	Completed	This change has been actioned in the 100% designs
13 December 2023	2696	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	7d	Change one P30 car park into a P5 'drop-off' zone park by the Karori Bridge Club building, which is used for many community gatherings.	Completed	This change has been actioned in the 100% designs
13 December 2023	2697	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	7e	Change 27 metres of P30 car parks outside 282 Karori Road to 27 metres of P10 car parks to encourage higher turnover in front of the bakery and takeaway shops.	Completed	This change has been actioned in the 100% designs
13 December 2023	2698	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	7f	Remove the in-lane bus stop opposite St Teresa's School to reduce traffic impact on traffic flow. This is deemed acceptable as the bus stop is immediately after a raised pedestrian crossing, which will slow traffic to 30km/h.	Completed	This change has been actioned in the 100% designs
13 December 2023	2699	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	7g	Replace four unrestricted car parks with four P10 car parks from 8–9am and 3–4pm Mon – Fri during the school term at the Karori Road end of Monaghan Avenue.	Completed	This change has been actioned in the 100% designs
13 December 2023	2700	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	7h	Retain five carparks outside the council apartments at 312 Karori Road, as these apartments do not have off-street parking. Indent these carparks into the wide footpath, so that a buffered cycle lane can be painted to allow cyclists to pass parked cars safely.	Completed	This change has been actioned in the 100% designs
13 December 2023	2701	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	7i	Remove the in-lane bus stop at 340 Karori Road, next to the dentist to reduce impact on traffic flow. This will require ending the separated cycleway from 342 – 336 Karori Road. This is deemed acceptable as there is a wide painted median here, which vehicles can use if a cyclist is riding around a stopped bus as the vehicles approach.	Completed	This change has been actioned in the 100% designs
13 December 2023	2702	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	7j	Stop the cycleway and replace one existing unrestricted car park with a 9am – 5pm P120 mobility car park, clearway from 5pm–9am, outside 338 Karori Road (Singleton Dentist).	Completed	This change has been actioned in the 100% designs
13 December 2023	2703	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	7k	Stop the cycleway and replace one existing unrestricted car park with a 9am – 5pm P5 drop-off carpark, clearway from 5pm–9am, outside 338 Karori Road (Singleton Dentist).	Completed	This change has been actioned in the 100% designs
13 December 2023	2704	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	7l	Move the bus stops outside Karori Park to the east by approximately 100 metres to provide better bus stop spacing. Karori Park users will be served by the new bus stop at the eastern end of Karori Park (near the Karori Park Dairy).	Completed	This change has been actioned in the 100% designs
13 December 2023	2705	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	7m	Install 9 metres of No Stopping At All Times Lines behind the bus stop at 415 Karori Road to improve buses' access to the stop.	Completed	This change has been actioned in the 100% designs
13 December 2023	2706	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	8	Agree to consult on extending the 30km/h speed zone on Karori Road from Marsden Village to Karori Mall and on to St Teresa's School by 298 Karori Road.	Completed	This change has been actioned in the 100% designs
22 February 2024	2965	Regulatory Processes Committee	2.1 Proposed Road Closure	1	Receive the information.	Completed	

22 February 2024	2966	Regulatory Processes Committee	2.1 Proposed Road Closure	2	2. Agree to close the following roads to vehicles and cyclists (including motorised scooters) for the events listed below. The closure to be subject to the conditions listed in the proposed Road Closure Impact Reports. a. Anzac Day Pukeahu Park Thursday 25 April 2024 from 3.00am to 2.00pm. i. Tasman Street (Rugby Street to Tory Street). ii. No Access to Tory Street from Martin Square. iii. Frederick Street (No through traffic). iv. Martin Square (from Taranaki Street North and South). v. No access to Tory Street from Sages Lane. vi. No access to Tory Street from Francis Place. vii. Parking restrictions will be in place around the closure.	Completed	
22 February 2024	2967	Regulatory Processes Committee	2.2 Traffic Resolutions	1	Receive the information	Completed	
22 February 2024	2984	Regulatory Processes Committee	2.4 Actions Tracking and Forward Programme	1	Receive the information.	Completed	
22 February 2024	2985	Regulatory Processes Committee	3 Public Excluded	2	Direct officers to consider the release of the public excluded information in 3.1 Request to appoint additional list members to the Wellington District Licensing Committee once appointments have been made	Completed	Appointments to District Licensing Committee have been published on the website.
4 April 2024	3208	Regulatory Processes Committee	2.1 Proposed Road Closure	1	Receive the information.	Completed	
4 April 2024	3210	Regulatory Processes Committee	2.2 Traffic Resolutions	1	Receive the information	Completed	
4 April 2024	3231	Regulatory Processes Committee	2.4 Actions Tracking and Forward Programme	1	Receive the information.	Completed	
18 April 2024	3233	Regulatory Processes Committee	2.1 Newtown and Berhampore Parking Scheme TR157-23	2	Note the submissions made by the community, final consultation summary, summary of oral submissions and responses to general themes in Attachments 1, 2 and 3.	Completed	
18 April 2024	3235	Regulatory Processes Committee	2.1 Newtown and Berhampore Parking Scheme TR157-23	4a	Note that: The Newtown East zone boundary has been adjusted to incorporate 15 and 17 Donald Mclean Steet	Completed	Incorporated into the TR
18 April 2024	3237	Regulatory Processes Committee	2.1 Newtown and Berhampore Parking Scheme TR157-23	4c	Note that: Luxford Street Berhampore has had one space removed from the northern side and one space added to the southern side to accommodate a vehicle crossing to be installed for 20 Luxford Street.	Completed	Incorporated into the TR
18 April 2024	3238	Regulatory Processes Committee	2.1 Newtown and Berhampore Parking Scheme TR157-23	5a	Note that: all phase 1 restrictions for Newtown West and Berhampore will commence mid2024 and all phase 1 restrictions in Newtown East will commence in mid-2025 following a review and Committee update	Completed	Incorporated into the TR
18 April 2024	3239	Regulatory Processes Committee	2.1 Newtown and Berhampore Parking Scheme TR157-23	5b	Note that: Phase 2 restrictions for all three zones will be installed 18 months after phase 1 restrictions, only where there is a clearly demonstrated and evidenced need., to be determined and approved by the Committee	Completed	
18 April 2024	3240	Regulatory Processes Committee	2.1 Newtown and Berhampore Parking Scheme TR157-23	5c	Note that: Should the required demand not be met, or the need determined, during those 18 months, the changes will not be implemented.	Completed	
18 April 2024	3241	Regulatory Processes Committee	2.1 Newtown and Berhampore Parking Scheme TR157-23	5d	Note that: If after 18 months changes were required, Officers would re-consult and come back to Councillors for decisions.	Completed	

Date	ID	Committee	Title	Clause #	Clause	Status	Comment
10 August 2022	414	Regulatory Processes Committee	2.2 Traffic Resolutions	2v	TR131-22 – Aitken Street, Pipitea – Proposed P5 Loading zone.	In progress	[18/04/2024] Pending. The P5 will be installed with the completion of the new Archives building - 2026
10 August 2022	560	Regulatory Processes Committee	2.1 Traffic Resolutions	4	Note that the committee recommends that Garden Road is a high priority for an area based parking review and possible new residents parking scheme.	In progress	[18/04/2024] Pending - the completion of this TR requires the implementation of the Parking Management Plan in the area. This will most likely be in the second half of 2024.
8 June 2022	600	Regulatory Processes Committee	2.4 Traffic Resolutions	2o	TR68-22 Kelburn Parade, Kelburn - Bus Stop Parking Changes	In progress	[18/04/24] The TR will be implemented post the construction activity by the university building. - 2025
14 December 2022	1103	Regulatory Processes Committee	2.4 Proposed Road Stopping - Land Adjoining 76 Orangi Kaupapa Road, Northland	2	2) Recommend to Council that it: a. Declare the 239m2 (subject to survey) of unformed legal road land in Orangi Kaupapa Road (the Land), adjoining 76 Orangi Kaupapa Road (Lot 9 DP 549446, held on ROT 946215), is not required for a public work and is surplus to Council's operational requirements. b. Agree to dispose of the Land subject to Council first approaching Taranaki Whānui ki te Upoko o te Ika, and then Ngāti Toa, to gauge their interest in the land proposed for disposal. c. Delegate to the Chief Executive Officer the power to conclude all matters in relations to the road stopping and disposal of the Land, including all legislative matters, issuing relevant public notices, declaring the road stopped, negotiating the terms of the sale or exchange, imposing any reasonable covenants, and anything else necessary.	In progress	29/04/24 WCC lawyer still in discussions with the buyer's solicitor, finalising the wording of the SPA and Further Terms of Sale. Particularly finalising clauses in the batter easement.
11 May 2023	1563	Regulatory Processes Committee	2.1 Traffic Resolutions	2d	TR73-23 Ghuznee Street, Te Aro – P10 Time Limited parking; new Loading Zone configuration	In progress	[29/04/24] Parklet permit has been approved. Planters have been ordered and the business is supplying decking. Instructions for the Parking still with contractors.
11 May 2023	1571	Regulatory Processes Committee	2.3 New leases in the Eastern Suburbs: Worsler Bay Life Saving Club, Playcentre Aotearoa, Netball Wellington Centre, and Kilbirnie Tennis Club	2a	Approve the following new premises leases on reserve land, subject to the outcome of public consultation: a. Worsler Bay Life Saving Club Incorporated at 323 Massey Road, Scorching Bay, for 5 years with one renewal term of 10 years;	In progress	Worsler Bay Life Saving, Kilbirnie Tennis and Netball Wellington Leases have been signed. Playcentre Aotearoa has provided feedback regarding the draft deed. We are seeing legal advice before we make requested updates.
11 May 2023	1572	Regulatory Processes Committee	2.3 New leases in the Eastern Suburbs: Worsler Bay Life Saving Club, Playcentre Aotearoa, Netball Wellington Centre, and Kilbirnie Tennis Club	2b	Approve the following new premises leases on reserve land, subject to the outcome of public consultation: ... b. Playcentre Aotearoa Incorporated at 23 Crawford Green, for 5 years with one renewal term of 5 years	In progress	Worsler Bay Life Saving, Kilbirnie Tennis and Netball Wellington Leases have been signed. Playcentre Aotearoa has provided feedback regarding the draft deed. We are seeing legal advice before we make requested updates.
24 August 2023	1588	Regulatory Processes Committee	2.4 Thorndon Connections walk, bike and bus improvements - traffic resolution approval	8	Instruct officers to report back to the Kōrau Tūāpapa Environment and Infrastructure Committee on the benefits and impacts of the new bike lanes including on traffic, residents and businesses within 6 months of installation being completed.	In progress	Project currently in implementation. Some delays likely due to construction site at 61 Molesworth St. Monitoring will occur once new infrastructure is in place.
24 August 2023	1590	Regulatory Processes Committee	2.4 Thorndon Connections walk, bike and bus improvements - traffic resolution approval	10	Instruct officers to investigate further options to improve pedestrian safety and accessibility to businesses across Molesworth St.	In progress	Project added to pedestrian minor improvements programme to be prioritised alongside other projects in the city in the future.
11 May 2023	1599	Regulatory Processes Committee	2.5 Kilbirnie Connections walk, bike and bus improvements - traffic resolution approval	6a	Note that officers will continue to monitor the parking situations on Onepu Rd and Coult's Street.	In progress	Feedback phase ongoing. Individual parking enquiries being dealt with as they arise. Some adaptations may be considered as part of post-implementation design refinements.
22 June 2023	1716	Regulatory Processes Committee	2.1 Traffic Resolutions	2c	c) TR68-23 Chaytor Street, Karori – Safety Improvements.	In progress	[18/04/24] Pre-implementation/Delivery prep Jan-March 2024. Delivery end of June 2024.
22 June 2023	1720	Regulatory Processes Committee	2.1 Traffic Resolutions	2g	g) TR79-23 Mornington Road, Brooklyn - P10 Time Limited parking (Amended).	In progress	[29/04/24] Signs completed, waiting on road markings to be completed by contractors.

22 June 2023	1721	Regulatory Processes Committee	2.1 Traffic Resolutions	2i	i) TR82-23 Hereford Street and Pembroke Road Intersection, Wilton - give-way control intersection, new bus stop layout (#5929, #4929).	In progress	[18/03/24] Road markings and signs completed, still finalising the ramp and footpath.
22 June 2023	1723	Regulatory Processes Committee	2.1 Traffic Resolutions	2k	k) TR85-23 Monorgan Road - Pedestrian Crossing; No Stopping At All Times and Bus Stop relocation.	In progress	[18/04/24] With Delivery Team. Delivery due during first school holidays (End of April 2024)
24 August 2023	2018	Regulatory Processes Committee	2.2 Traffic Resolutions	2a	a) TR83-23 Hawkestone Street, Thorndon - Metered Parking.	In progress	[29/04/24] Will be in conjunction with the cycle way installation on Molesworth Street, No confirmed date as of yet.
24 August 2023	2020	Regulatory Processes Committee	2.2 Traffic Resolutions	2c	TR87-23 The Crescent and Grafton Road, Roseneath - Remove Bus Stops (#7524) and (#6524).	In progress	[18/03/24] No Works for WCC to action. Sign/post removal to be done by GW. Still working for an update from GW.
24 August 2023	2021	Regulatory Processes Committee	2.2 Traffic Resolutions	2d	TR89-23 Prince of Wales Park, Mount Cook - Proposed P180 Parking Spaces.	In progress	[29/04/24] Pending for HEB Construction track movements to be completed. Instructions to begin work on Rolleston side have been given to contractors.
24 August 2023	2024	Regulatory Processes Committee	2.2 Traffic Resolutions	2g	TR93-23 Cochrane Street, Lyall Bay - EV Charging only, Time Limited Parking P120 At All Times.	In progress	[18/04/24] Construction planned. Decision pending to cancel this TR due to infrastructure challenges
24 August 2023	2026	Regulatory Processes Committee	2.2 Traffic Resolutions	2i	TR95-23 Adelaide Road, Berhampore Town Centre - Mobility Parking	In progress	[29/04/24] This work is complete and the mobility park has been in place since late last year. The speed hump will be delivered in June July.
24 August 2023	2027	Regulatory Processes Committee	2.2 Traffic Resolutions	2j	TR96-23 Raroa Road, Kelburn - Bike and Bus Improvements – Amended.	In progress	[29/04/24] 95% complete. Just need some resident parking signs to be installed (should be next week)
24 August 2023	2029	Regulatory Processes Committee	2.2 Traffic Resolutions	2i	TR98-23 Waiapu Road, Karori - P5 Loading Zone.	In progress	[18/03/24] The final Design is being reviewed before instructions are sent to contractors.
24 August 2023	2033	Regulatory Processes Committee	2.2 Traffic Resolutions	2q	TR108-23 Redwood Park, Tawa - Installation of Mobility Parking	In progress	[18/04/24] With Contractors.
24 August 2023	2040	Regulatory Processes Committee	2.2 Traffic Resolutions	7	Direct officers to further investigate the balance between coupon and resident parking provided on Rolleston Street, noting that carparks on Town Belt land cannot be used for these purposes.	In progress	[18/03/24] Original analysis created based off static counts. further investigation in progress over multiple weeks.
24 August 2023	2046	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	3a	Agree because of feedback received through public consultation to make the following changes to the proposed Brooklyn Connections project: a. Retain bus stop 6713 (southbound next to the Berkeley Dallard housing complex).	In progress	April 2024 - Contract for Detailed Design is in progress. The scope of their work reflects the amendments made by committee. The final design is expected to be complete by end of May.
24 August 2023	2047	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	3b	Retain bus stop 7714 (northbound next to Renouf Tennis Centre, opposite Nairn Street)	In progress	April 2024 - Contract for Detailed Design is in progress. The scope of their work reflects the amendments made by committee. The final design is expected to be complete by end of May.
24 August 2023	2048	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	3c	Remove the proposed bus shelter at bus stop 6714 (southbound next to Central Park substation).	In progress	April 2024 - Contract for Detailed Design is in progress. The scope of their work reflects the amendments made by committee. The final design is expected to be complete by end of May.
24 August 2023	2049	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	3d	Remove the proposed bus shelter at bus stop 6714 (southbound next to Central Park substation).	In progress	April 2024 - Contract for Detailed Design is in progress. The scope of their work reflects the amendments made by committee. The final design is expected to be complete by end of May.
24 August 2023	2050	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	3e	Remove the proposed Brooklyn Road speed hump north of the Brooklyn Road / Ohiro Road intersection.	In progress	April 2024 - Contract for Detailed Design is in progress. The scope of their work reflects the amendments made by committee. The final design is expected to be complete by end of May.

24 August 2023	2051	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	3f	Modify the proposed changes to the Washington Avenue / Cleveland Street intersection and retain four parking spaces on Washington Avenue (opposite the intersection).	In progress	April 2024 - Contract for Detailed Design is in progress. The scope of their work reflects the amendments made by committee. The final design is expected to be complete by end of May.
24 August 2023	2052	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	3g	Retain two P30, authorised residents excluded parking space next to the new mobility park on the north side of Cleveland Street (about 75m from the Todman Street intersection).	In progress	April 2024 - Contract for Detailed Design is in progress. The scope of their work reflects the amendments made by committee. The final design is expected to be complete by end of May.
24 August 2023	2053	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	3h	Retain 4 angle parking spaces on the south side of Cleveland Street (about 74m from the Harrison Street intersection) in the interim while officers continue to work further with the community.	In progress	April 2024 - Contract for Detailed Design is in progress. The scope of their work reflects the amendments made by committee. The final design is expected to be complete by end of May.
24 August 2023	2054	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	3i	Retain one parking space on Brooklyn Road outside 22 Brooklyn Road.	In progress	April 2024 - Contract for Detailed Design is in progress. The scope of their work reflects the amendments made by committee. The final design is expected to be complete by end of May.
24 August 2023	2055	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	4	Adopt the traffic resolution set out in (Attachment 3), incorporating the changes set out in recommendation 3.	In progress	April 2024 - Contract for Detailed Design is in progress. The scope of their work reflects the amendments made by committee. The final design is expected to be complete by end of May.
24 August 2023	2056	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	5a	nstruct officers to investigate as part of the detailed design and, as necessary, to prepare a traffic resolution for: a. The optimum position of bus stop 7714 (northbound next to Renouf Tennis Centre, opposite Nairn Street).	In progress	April 2024 - Contract for Detailed Design is in progress. The scope of their work reflects the amendments made by committee. The final design is expected to be complete by end of May.
24 August 2023	2057	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	5b	Parking restrictions for the four car parking spaces next to Seido Karate	In progress	April 2024 - Contract for Detailed Design is in progress. The scope of their work reflects the amendments made by committee. The final design is expected to be complete by end of May.
24 August 2023	2058	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	5c	The configuration of median islands and pedestrian crossing infrastructure on Brooklyn Road immediately north and south of the Washington Avenue / Brooklyn Road intersection.	In progress	April 2024 - Contract for Detailed Design is in progress. The scope of their work reflects the amendments made by committee. The final design is expected to be complete by end of May.
24 August 2023	2059	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	5d	The configuration of the Washington Avenue / Cleveland Street intersection.	In progress	April 2024 - Contract for Detailed Design is in progress. The scope of their work reflects the amendments made by committee. The final design is expected to be complete by end of May.
24 August 2023	2060	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	5e	Alter the parking on the southern side of Helen Street from parallel to angle.	In progress	April 2024 - Contract for Detailed Design is in progress. The scope of their work reflects the amendments made by committee. The final design is expected to be complete by end of May.
24 August 2023	2061	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	5f	Retaining as much parking as possible at the intersection of Brooklyn and Ohio Road taking into account bike and vehicle operation and pedestrian safety and amenity.	In progress	April 2024 - Contract for Detailed Design is in progress. The scope of their work reflects the amendments made by committee. The final design is expected to be complete by end of May.
24 August 2023	2062	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	5g	Inclusion of a safe crossing point over Brooklyn Road at or near Bidwell Street to cater for those travelling between upper Brooklyn Road and Wallace Street.	In progress	April 2024 - Contract for Detailed Design is in progress. The scope of their work reflects the amendments made by committee. The final design is expected to be complete by end of May.
24 August 2023	2063	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	5h	Inclusion of a pedestrian crossing over Ohio Road at the Brooklyn Road intersection.	In progress	April 2024 - Contract for Detailed Design is in progress. The scope of their work reflects the amendments made by committee. The final design is expected to be complete by end of May.
24 August 2023	2064	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	5i	The design and position of bus stop 6714 (Southbound next to the Transpower substation), with the view of retaining some parking if possible.	In progress	April 2024 - Contract for Detailed Design is in progress. The scope of their work reflects the amendments made by committee. The final design is expected to be complete by end of May.

24 August 2023	2065	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	6	Agree to officers proceeding to detailed design and construction.	In progress	April 2024 - Contract for Detailed Design is in progress. The scope of their work reflects the amendments made by committee. The final design is expected to be complete by end of May.
24 August 2023	2066	Regulatory Processes Committee	2.3 Brooklyn Connections Walk, Bike and Bus Improvements – Traffic Resolution Approval	7	Instruct officers to work with Brooklyn Central Health (183 Ohiro Road) to investigate opportunities to incorporate a mobility park on their property.	In progress	April 2024 - Contract for Detailed Design is in progress. The scope of their work reflects the amendments made by committee. The final design is expected to be complete by end of May.
24 August 2023	2095	Regulatory Processes Committee	2.5 Proposed Road Stopping – Land Adjoining 7 Lemnos Avenue, Karori	2	Recommend to Council that it: a. Declare that the approximately 50 m2 (subject to survey) of unformed legalroad land in Lemnos Avenue (the Land) adjoining 7 Lemnos Avenue (Lot 13 Deposited Plan 3361, held on ROT WN312/108) is not required for a public work and is surplus to Council's operational requirements. b. Agree to dispose of the Land. c. Delegate to the Chief Executive Officer the power to conclude all matters in relation to the road stopping and disposal of the Land, including all legislative matters, issuing relevant public notices, declaring the road stopped, negotiating the terms of the sale or exchange, imposing any reasonable covenants, and anything else necessary.	In progress	29/04/24 Purchasers are now signing the finalised Sale & Purchase Agreement.
24 August 2023	2101	Regulatory Processes Committee	2.6 Proposed Road Stopping – Land Adjoining 161 Happy Valley Road, Ōwhiro Bay	2	2) Recommend to Council that it: a. Declare that the approximately 82 m2 (subject to survey) of unformed legalroad land in Happy Valley Road (the Land) adjoining 161 Happy Valley Road (Lot 24 DP 21734, held on CT WN911/43) is not required for a public work and is surplus to Council's operational requirements. b. Agree to dispose of the Land. c. Delegate to the Chief Executive Officer the power to conclude all matters in relation to the road stopping and disposal of the Land, including all legislative matters, issuing relevant public notices, declaring the road stopped, negotiating the terms of the sale or exchange, imposing any reasonable covenants, and anything else necessary.	In progress	29/04/24 WCC Lawyer now obtaining the (interim) title from LINZ for the stopped road land. Settlement is now expected in approximately 1 - 2 months.
24 August 2023	2104	Regulatory Processes Committee	2.7 Proposed Road Closures	2a	Wilson St Pop Up 1 August 2023 to 30 June 2024 6.00pm Friday to 8.00pm Sunday First and third weekend of every month Wilson Street (from in front of number 5 to Riddiford Street not including their driveway)	In progress	Events still to occur.
24 August 2023	2105	Regulatory Processes Committee	2.7 Proposed Road Closures	2b	Newtown Block Festival August 2023 to June 2024 First Weekend of every month 6pm Friday to 8pm Sunday Newtown Avenue (in front of 16 to in front of number 24)	In progress	Events are still ongoing
24 August 2023	2110	Regulatory Processes Committee	2.7 Proposed Road Closures	2g	Contingency 1 Newtown Festival Back up to Newtown Festival Cancellation Saturday 2 April to Sunday 3 April 2024 6.00am to 10.00pm Postponement day Saturday 6 April to Sunday 7 April 2024 Emmett Street (all Emmett Street) Wilson Street (from in front of number 5 to Riddiford Street including the off-street public carpark). Newtown Avenue (from in front of 16 to in front of number 24) Donald McLean Laneway (at 5 Donald McLean Street) Gordon Place (from in front of number 7 to the north end of Gordon Place)	In progress	Contingency for Newtown Festival should the Newtown festival not be able to be held.
24 August 2023	2111	Regulatory Processes Committee	2.7 Proposed Road Closures	2h	Celebrate Matariki Friday 28 June to Sunday 30 June 2024 6.00am to 8.30pm Emmett Street Wilson Street (from in front of number 5 to Riddiford Street including the off-street public carpark). Newtown Avenue (from in front of 16 to in front of number 24) Donald McLean Laneway (at 5 Donald McLean Street) Gordon Place (from in front of number 7 to the north end of Gordon Place)	In progress	Matariki celebration to be held in winter

5 October 2023	2316	Regulatory Processes Committee	2.2 New Leases and Licence: Capital BMX Club, Port Nicholson & Ponake Cycling Club, Wellington Beekeepers Association.	2	2. Approve the following new ground lease on reserve land, subject to the outcome of public consultation: a. Capital BMX Club Incorporated located at Ian Galloway Park, Wilton for two years with one renewal term of three years;	In progress	Wellington Beekeepers licence complete PnP Deed signed by club and Council Officers organising final signatures. Further negotiating terms of draft deed with Capital BMX
5 October 2023	2339	Regulatory Processes Committee	2.5 Traffic Resolutions	2b	TR115-23 Avon Street, Island Bay - Stop Control Intersection	In progress	[18/04/24] With Contractors
5 October 2023	2342	Regulatory Processes Committee	2.5 Traffic Resolutions	2e	TR121-23 Dixon St, Te Aro - Proposed Parking Changes	In progress	[18/04/24] With Contractors
5 October 2023	2343	Regulatory Processes Committee	2.5 Traffic Resolutions	2f	TR123-23 Mansfield Street, Newtown - P120 EV Charging	In progress	[18/04/24] With Contractors
5 October 2023	2344	Regulatory Processes Committee	2.5 Traffic Resolutions	2g	TR124-23 Northland Road, Northland - P120 EV Charging	In progress	[18/04/24] With Contractors
5 October 2023	2345	Regulatory Processes Committee	2.5 Traffic Resolutions	2h	TR126-23 Westminster Street, Kaiwharawhara - Loading zone, Mobility Parking and Time Limited (P60).	In progress	[18/04/24] With Contractors
8 November 2023	2590	Regulatory Processes Committee	2.1Traffic Resolution TR110-23 Johnsonville Moorefield Road Bus Stop D (New stop -#3082)	1a	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: a.TR110-23 Johnsonville Moorefield Road Bus Stop D (New stop -#3082)	In progress	[29/04/24] TR in progress.
8 November 2023	2591	Regulatory Processes Committee	2.1Traffic Resolution TR110-23 Johnsonville Moorefield Road Bus Stop D (New stop -#3082)	2b	2)Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: b. Officers to investigate implementing the bus stop and defer the cycle way element so that the existing road marking and double lane northbound lane might be retained.	In progress	[08/02/24] TR Currently in progress, the cycle way was deferred.
13 December 2023	2646	Regulatory Processes Committee	2.4 Proposed Road Closure	2e	Gazley Volkswagen Wellington Marathon Sunday 23 June 2024 6.00am to 1.00pm Seaward lane closures – two lanes from the Sky Stadium traffic lights, south along Waterloo Quay, Customhouse Quay, Jervois Quay to start at Cable Street 6.00am to 11.30am. • This is for the outward section of all races, using two of the three lanes until Jervois Quay where it will gradually funnel down to one lane by Cable Street. Residents, business owners, and the public (accessing carparking) will have controlled access across this closed lane where needed, and under the guidance of traffic management staff. • Seaward lane closure – Cable Street to Oriental Parade Lane closure to be in place between 6.00am to 11.30am • This is for the outward section of the route only. Residents, business owners, Te Papa and market goers will have controlled access under the guidance of traffic management staff. • Road Closures – Oriental Parade and Evans Bay, between Cable Street and Cobham Drive • Full road closure to be in place between 6.00am and 1.00pm. The landward lane for normal westbound traffic would be open by approximately 11.00am. • Residents and business owners will have controlled access under the guidance of traffic management staff. • Road Closure Shelly Bay Road between Miramar Avenue and South end of Shelly Bay 7.00am to 12.00pm. • Residents and business owners within the road closure will have controlled access under guidance of traffic management staff. Marshalled resident and business access – Herd Street between 6.00am and 1.00pm. Controlled Waterfront Access – Herd Street through Chaffers Marina, Frank Kitts Park, Queens Wharf to Bluebridge Ferry Terminal 9.00am to 1.00pm.	In progress	Event due June 24
13 December 2023	2651	Regulatory Processes Committee	2.5 Traffic Resolutions	1a	TR116-23 Victoria Street, Te Aro - Loading Zone	In progress	[18/04/24] With Contractors

13 December 2023	2652	Regulatory Processes Committee	2.5 Traffic Resolutions	2b	TR128-23 Inglewood Place, Te Aro - Parking Changes	In progress	[18/04/24] - Wellington Water contractor BPC are finishing up at the end Feb. - Wellington Water contractor GPC Friel then take over site to complete gravity pipe and reinstatement works. Current expected finish date for them is end May 24. - We're expecting our contractor to get on site at the beginning of June to complete the toilet works. Expect to complete and re-open Inglewood Place approx. end August 24, programme TBC. This is dependent on Wellington Water completion dates, and advance notice for our contractor to have enough time to get on site straight away.
13 December 2023	2653	Regulatory Processes Committee	2.5 Traffic Resolutions	2c	TR129-23 Shell Lane, The Terrace, Wellington Central - Shell Lane Bike Parking Shelter	In progress	[18/04/24] With Contractors
13 December 2023	2654	Regulatory Processes Committee	2.5 Traffic Resolutions	2d	TR130-23 The Terrace, Wellington Central - No Stopping At All Times	In progress	[18/04/24] With Contractors
13 December 2023	2655	Regulatory Processes Committee	2.5 Traffic Resolutions	2f	TR133-23 Amesbury Drive, Churton Park - Formalise Bus Stop (#3224)	In progress	[18/04/24] With Contractors
13 December 2023	2656	Regulatory Processes Committee	2.5 Traffic Resolutions	2g	TR134-23 Chorley Grove, Churton Park - Formalise Bus Stop (#3271)	In progress	[18/04/24] With Contractors
13 December 2023	2657	Regulatory Processes Committee	2.5 Traffic Resolutions	2i	TR145-23 King Street, Mt Cook - Raised Pedestrian Platform, No Stopping At All Times, P15	In progress	[18/04/24] with delivery team very soon for procurement and implementation before end June.
13 December 2023	2658	Regulatory Processes Committee	2.5 Traffic Resolutions	2e	TR131-23 Ottawa Road, Ngaio - Formalise Bus Stops (#4449 and #5449); No Stopping At All Times.	In progress	[18/04/24] With Contractors
13 December 2023	2659	Regulatory Processes Committee	2.5 Traffic Resolutions	2h	TR136-23 Hungerford Road, Houghton Bay - No Stopping At All Times	In progress	[18/04/24] With Contractors
13 December 2023	2660	Regulatory Processes Committee	2.5 Traffic Resolutions	2j	TR146-23 Taranaki Street, Te Aro - Pukeahu Gateway New Bus Stop ID 6912 and Give Way Control	In progress	
13 December 2023	2661	Regulatory Processes Committee	2.5 Traffic Resolutions	2k	TR148-23 Adelaide Road, Mount Cook – Mobility Parking At All Times	In progress	[18/04/24] With Contractors
13 December 2023	2662	Regulatory Processes Committee	2.5 Traffic Resolutions	2l	TR149-23 Nevay Road, Miramar– No Stopping At All Times	In progress	[18/04/24] With Contractors
13 December 2023	2663	Regulatory Processes Committee	2.5 Traffic Resolutions	2m	TR152-23 Oriental Parade, Te Aro - P120, EV Charging Only, Metered Parking	In progress	[18/04/24] With Contractors
13 December 2023	2664	Regulatory Processes Committee	2.5 Traffic Resolutions	2n	TR154-23 Stanley Street, Berhampore - P120 EV Charging Only, At All Times	In progress	[18/04/24] With Contractors
13 December 2023	2677	Regulatory Processes Committee	2.6 Karori Connections walk, bike and bus improvements - traffic resolution approval	4j	Officers to bring back a report to this committee approximately six months post installation on any impact on visitation to the gardens due to the reduction of parking spaces on Glenmore Street.	In progress	A pre-installation survey on visitation was undertaken in March 2024.
22 February 2024	2968	Regulatory Processes Committee	2.2 Traffic Resolutions	2a	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: a. TR01-24 Lyndhurst Park, Tawa - Mobility Parking At All Times.	In progress	[18/04/24] With Contractors
22 February 2024	2969	Regulatory Processes Committee	2.2 Traffic Resolutions	2b	2) Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: b. TR03-24 England Lane, Karori - Time Limited (P120 and P180) and Loading Zone.	In progress	[18/04/24] With Contractors

22 February 2024	2970	Regulatory Processes Committee	2.2 Traffic Resolutions	2c	2) Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: TR04-24 Erris Street, Johnsonville - Give Way Control and Bus stop formalisation (#3006).	In progress	[18/04/24] With Contractors
22 February 2024	2971	Regulatory Processes Committee	2.2 Traffic Resolutions	2d	2) Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: TR05-24 Edgeware Road, Wilton - No Stopping At All Times.	In progress	[18/04/24] With Contractors
22 February 2024	2972	Regulatory Processes Committee	2.2 Traffic Resolutions	2e	TR07-24 Bracken Road, Paparangi – Formalise Bus Stop (#3612 & 3514).	In progress	[18/04/24] With Contractors
22 February 2024	2973	Regulatory Processes Committee	2.2 Traffic Resolutions	2f	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: f. TR08-24 Monorgan Road, Strathmore Park - No Stopping At All Times (Amended).	In progress	[18/04/24] With Contractors
22 February 2024	2974	Regulatory Processes Committee	2.2 Traffic Resolutions	2h	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: h. TR10-24 Woodridge Avenue, Woodridge - Formalise Bus Stop (#3704 & 3758), No Stopping At All Times.	In progress	[18/04/24] With Contractors
22 February 2024	2975	Regulatory Processes Committee	2.2 Traffic Resolutions	2i	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: TR13-24 Rewa Terrace, Tawa - Proposed P10 8am-6pm Monday - Friday time limited parking restriction.	In progress	[18/04/24] With Contractors
22 February 2024	2976	Regulatory Processes Committee	2.2 Traffic Resolutions	2j	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: j. TR15-24 Lady Elizabeth Lane, Pipitea - P15, Metered Parking, EV Parking.	In progress	[18/04/24] With Contractors
22 February 2024	2977	Regulatory Processes Committee	2.2 Traffic Resolutions	2k	2) Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: k. TR17-24 Russell Terrace, Berhampore - No Stopping At All Times.	In progress	[18/04/24] With Contractors
22 February 2024	2978	Regulatory Processes Committee	2.2 Traffic Resolutions	2l	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: l. TR18-24 Douglas Street, Mount Cook - P120 Motorcycle Time Limited Parking Restricted.	In progress	[18/04/24] With Contractors
22 February 2024	2979	Regulatory Processes Committee	2.2 Traffic Resolutions	2m	2) Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: m. TR19-24 Para Street, Miramar - Formalise Bus Stop (#6274).	In progress	[18/04/24] With Contractors
22 February 2024	2980	Regulatory Processes Committee	2.2 Traffic Resolutions	2g	2) Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: g. TR09-24 Apuka Street, Brooklyn - Formalise Bus Stop (#6764).	In progress	[18/04/24] With Contractors

22 February 2024	2981	Regulatory Processes Committee	2.2 Traffic Resolutions	2n	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: n. TR20-24 Box Hill Road, Station Road, Burma Road, and Baroda Street, Khandallah - Intersection Safety Improvements.	In progress	[18/04/24] With Contractors
22 February 2024	2982	Regulatory Processes Committee	2.2 Traffic Resolutions	2o	Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: o. TR21-24 Riddiford Street, Russell Terrace, Rhodes Street and Mansfield Street, Newtown - Roundabout Improvement.	In progress	[18/04/24] With Contractors
22 February 2024	2983	Regulatory Processes Committee	2.2 Traffic Resolutions	2p	2) Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021: p. TR22-24 Dixon Street, Te Aro – Proposed P20.	In progress	[18/04/24] With Contractors
4 April 2024	3209	Regulatory Processes Committee	2.1 Proposed Road Closure	2	2) Agree to close the following roads for the event to vehicles and cyclists (including motorised scooters). The closure is to be subject to the conditions listed in the proposed road closures impact reports. Big Teeth NZ Ltd (filming) Sunday 5 May 2024 5.00am to 8.00pm • Stout Street (Lambton Quay to Whitmore Street) • Ballance Street (Lambton Quay to Featherston Street) • Maginnity Street (Waring Taylor Street to Ballance Street) Sunday 12 May 2024 5.00am to 8.00pm • Stout Street (Lambton Quay to Whitmore Street) • Johnston Street (Lambton Quay to Aotea Quay) • Featherston Street (Waring Taylor Street to Panama Street) • Brandon Street and Panama Street will be managed by Stop/Go Weather contingency days: Sunday 19 May 5.00am to 8.00pm and Sunday 26 May 2024 5.00am to 8.00pm. Parking restrictions will be around the road closure sites.	In progress	
4 April 2024	3211	Regulatory Processes Committee	2.2 Traffic Resolutions	2a	TR23-24 Chesterton Street, Johnsonville - No Stopping At All Times	In progress	[24/04/24] With Contractors.
4 April 2024	3212	Regulatory Processes Committee	2.2 Traffic Resolutions	2b	TR24-24 Kanpur Road, Broadmeadows - Formalise Bus Stop (#3822 & #3821)	In progress	[24/04/24] With Contractors.
4 April 2024	3213	Regulatory Processes Committee	2.2 Traffic Resolutions	2c	TR29-24 Park Road, Miramar - P120, EV charging only	In progress	[24/04/24] With Street transformation, will follow up next week.
4 April 2024	3214	Regulatory Processes Committee	2.2 Traffic Resolutions	2d	TR30-24 Medway Street, Island Bay - P120, EV charging only	In progress	[24/04/24] With Street transformation, will follow up next week.
4 April 2024	3215	Regulatory Processes Committee	2.2 Traffic Resolutions	2e	TR33-24 McMillan Court, Newlands - P120, EV charging only	In progress	
4 April 2024	3216	Regulatory Processes Committee	2.2 Traffic Resolutions	2f	TR34-24 Manley Terrace, Newtown - P120, EV charging only	In progress	[24/04/24] With Street transformation, will follow up next week.
4 April 2024	3217	Regulatory Processes Committee	2.2 Traffic Resolutions	2g	TR39-24 Donald Street, Karori Pool, Karori - P120, EV charging only	In progress	[24/04/24] With Street transformation, will follow up next week.
4 April 2024	3218	Regulatory Processes Committee	2.2 Traffic Resolutions	2h	TR41-24 Barker Street, Te Aro - No Stopping At All Time	In progress	[24/04/24] Awaiting Aoraki Construction to contact Transport enquires to notify when we can proceed installation as there is current works going on in this location.
4 April 2024	3219	Regulatory Processes Committee	2.2 Traffic Resolutions	2i	TR42-24 Beach Street, Island Bay- No Stopping At All Times	In progress	[24/04/24] With Contractors.
4 April 2024	3220	Regulatory Processes Committee	2.2 Traffic Resolutions	2j	TR43-24 Carlton Gore Road, Roseneath - No Stopping At All Times	In progress	[24/04/24] With Contractors.

4 April 2024	3221	Regulatory Processes Committee	2.2 Traffic Resolutions	2k	TR44-24 Evans Bay Parade Roseneath - Pedestrian Crossing No Stopping At All Times and Time Limited Parking	In progress	[24/04/24] With Street transformation, will follow up next week.
4 April 2024	3222	Regulatory Processes Committee	2.2 Traffic Resolutions	2l	TR45-24 Kaiwharawhara Road, Kaiwharawhara – Relocate Bus Stop	In progress	[24/04/24] With Transitional Team, will follow up next week.
4 April 2024	3223	Regulatory Processes Committee	2.2 Traffic Resolutions	2m	TR46-24 Ohariu Road, Johnsonville - No Stopping At All Times	In progress	[24/04/24] With Contractors.
4 April 2024	3224	Regulatory Processes Committee	2.2 Traffic Resolutions	2n	TR48-24 Rajkot Terrace, Broadmeadows - Formalise Bus Stop (#3830)	In progress	[24/04/24] With Contractors.
4 April 2024	3225	Regulatory Processes Committee	2.2 Traffic Resolutions	2o	TR51-24 Victoria Street, Te Aro – Metered Parking	In progress	[24/04/24] With Contractors.
4 April 2024	3226	Regulatory Processes Committee	2.3 New Community Recreation Town Belt Leases	1	Receive the information.	In progress	
4 April 2024	3228	Regulatory Processes Committee	2.3 New Community Recreation Town Belt Leases	2b	A ground lease for Island Bay United Association Football Club Incorporated and Island Bay Softball Club Incorporated at 592 Adelaide Road, Island Bay, for 10 years with one renewal term of 10 years;	In progress	Public consultation has commenced and finishes on May 20th 2024. We will schedule next committee meeting to report back on the public notification.
4 April 2024	3229	Regulatory Processes Committee	2.3 New Community Recreation Town Belt Leases	2c	A ground lease for Mornington Golf Club Incorporated, for 10 years with one renewal term of 10 years.	In progress	Public consultation has commenced and finishes on May 20th 2024. We will schedule next committee meeting to report back on the public notification.
4 April 2024	3230	Regulatory Processes Committee	2.3 New Community Recreation Town Belt Leases	3	Note that pursuant to the Wellington Town Belt Act 2016, officers will report back to Koata Hātepe Regulatory Processes Committee on the outcome of public consultation for the leases. If no sustained objections are received, officers will recommend that Koata Hātepe Regulatory Processes Committee refer the new leases to Council for final approval.	In progress	Public consultation has commenced and finishes on May 20th 2024. We will schedule next committee meeting to report back on the public notification.
18 April 2024	3234	Regulatory Processes Committee	2.1 Newtown and Berhampore Parking Scheme TR157-23	3	Agree to TR157-23 with the amendments listed below that includes scheme operations (Attachment 4), parking restriction schedules (Attachment 5) and parking restriction drawings (Attachment 6) including the zone boundaries.	In progress	Work is underway to install signs and markings. Residents will be notified and provided an opportunity to apply for a permit. Newtown West and Berhampore are expected to be operational 24 June 2024
18 April 2024	3242	Regulatory Processes Committee	2.1 Newtown and Berhampore Parking Scheme TR157-23	6	Recommend that Te Kaunihera o Pōneke Council: Agree to support the Palmerston North City Councils Remit to LGNZ to work with Central Government to enable local Government to use evidence of a Community Services card for eligibility for discounted Council services.	In progress	
18 April 2024	3243	Regulatory Processes Committee	2.1 Newtown and Berhampore Parking Scheme TR157-23	7	Agree that officers progress a traffic resolution to restrict up to 50 parking spaces on or near Mein Street to be used by authorised vehicles only, those vehicles being staff of Wellington Regional Hospital.	In progress	It is expected that consultation and subsequent recommendation to committee will occur in the latter part of 2024
18 April 2024	3244	Regulatory Processes Committee	2.1 Newtown and Berhampore Parking Scheme TR157-23	8	Agree that officers continue to work with the Mary Potter Hospice on parking options for their staff and visitors	In progress	An initial meeting to discuss the outcome from committee has been planned for 1 May 2024