
**ORDINARY MEETING
OF
STRATEGY AND POLICY COMMITTEE
AGENDA**

Time: 9:30 am
Date: Thursday, 22 April 2021
Venue: Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Wellington

MEMBERSHIP

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

NON-VOTING MEMBERS

Te Rūnanga o Toa Rangatira Incorporated
Port Nicholson Block Settlement Trust

Have your say!

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

AREA OF FOCUS

The role of the Strategy and Policy Committee is to set the broad vision and direction of the city, determine specific outcomes that need to be met to deliver on that vision, and set in place the strategies and policies, bylaws and regulations, and work programmes to achieve those goals.

In determining and shaping the strategies, policies, regulations, and work programme of the Council, the Committee takes a holistic approach to ensure there is strong alignment between the objectives and work programmes of the seven strategic areas covered in the Long-Term Plan (Governance, Environment, Economic Development, Cultural Wellbeing, Social and Recreation, Urban Development and Transport) with particular focus on the priority areas of Council.

The Strategy and Policy Committee works closely with the Annual Plan/Long-Term Plan Committee to achieve its objective.

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

Quorum: 8 members

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1. Meeting Conduct

1.1 Karakia

The Chairperson will open the meeting with a karakia.

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

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

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

1.2 Apologies

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

1.3 Conflict of Interest Declarations

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

1.4 Confirmation of Minutes

The minutes of the meeting held on 15 April 2021 will be put to the Strategy and Policy 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 Strategy and Policy Committee.

The Chairperson shall state to the meeting:

1. The reason why the item is not on the agenda; and
2. The reason why discussion of the item cannot be delayed until a subsequent meeting.

The item may be allowed onto the agenda by resolution of the Strategy and Policy Committee.

Minor Matters relating to the General Business of the Strategy and Policy Committee.

The Chairperson shall state to the meeting that the item will be discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the Strategy and Policy Committee for further discussion.

1.6 Public Participation

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

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

2. General Business

ALCOHOL FEES BYLAW 2021

Purpose

1. This report asks the Strategy and Policy Committee to approve for public consultation a proposal to amend the Alcohol Fees Bylaw (the Bylaw).
2. Consultation on this change in fees has been agreed by the Long-term and Annual Plan Committee on 31 March 2021. This requires this bylaw consultation and amendment process.

Summary

3. Amending the Bylaw following consultation will allow the Council to increase the level of cost recovery from 71 to 85 percent of the fees attributed to the administration and monitoring of alcohol licences. This was previously agreed by the Long-term and Annual Plan Committee agreed on 14 March 2019 and to increase these fees over two years.
4. The first year's fees were included in the 2019 Annual Plan which took the Council's alcohol fees recovery to 71 percent. Officers reported to councillors on 15 August 2019 and the Council adopted the Bylaw on 28 August 2019 which allowed the Council to adjust these fees. It was also agreed that officers would work collaboratively with industry stakeholders to explore how the licensing process could be improved, as well as to determine an appropriate level of stage two level alcohol fees.
5. This report provides feedback on the engagement with stakeholders in the alcohol licensing sector.
6. The proposal to further increase fees was originally intended to be introduced in March 2020 but this was delayed due to the COVID-19 pandemic and subsequent lockdown. As part of the Council's Pandemic Response Plan in 2020, the Council set the annual licence and renewal fees at \$1 for quarter 4 (Q4), while still requiring licensees to pay the component of the fees payable to the Alcohol Regulatory and Licensing Authority (ARLA) based on the original licence fee as set out in Section 8 of the Sale and Supply of Alcohol Act.
7. In March of 2020 the number of licences stood at 702, however as of 1 March 2021 the number of licences is 693
8. This paper proposes to increase the level of alcohol fees recovered to 85 percent as agreed in 2019 and now in 2021 by increasing the fees on both 'High' and 'Very High'

risk licences. The Council must use the risk matrix that is provided by Section 5 of the Sale and Supply of Alcohol (Fees) Regulations 2013 to determine the level of fees that each licensee must pay. The matrix determines the weighting attributed to each type of licenced premises and is attached in Attachment 1.

Recommendations

That the Strategy and Policy Committee:

1. Receive the information.
2. Agree to consult on amending the Council's Alcohol Fees Bylaw, as per attachment 2.
3. Note that the Council currently recovers 71 percent of the alcohol licensing costs through licensing fees.
4. Note that the Long-term and Annual Plan Committee agreed on 14 March 2019 to recover 85 percent of alcohol licensing cost through fees. The first stage of this was implemented with the adoption of the Alcohol Fees Bylaw on 28 August 2019.
5. Note that to increase the level of fees recovered, the Council must amend its Alcohol Fees Bylaw.
6. Delegate to the Chief Executive and the Portfolio Leader for Social Development the authority to amend the Proposal to include any amendments agreed by the Committee and any associated minor consequential edits.

Background

9. Under the Sale and Supply of Alcohol Act 2012 (the Act) and the Sale and Supply of Alcohol (Fees) Regulations 2013 the Council is able to recover as far as practicable its total costs of licensing from licensees.
10. Prior to the 2019 adoption of the Alcohol Fees Bylaw, the Council used the default fees structure set in the Act to recover some of the costs it incurred. These fees were set in 2013 and had not been adjusted.
11. To increase the level of alcohol fees recovered, the Council was required to adopt an Alcohol Fees Bylaw. This Bylaw was first adopted by the Council on 28 August 2019.
12. Changing the fees to achieve 85 percent of cost recovery requires consultation to amend the Bylaw.

What is our level of cost recovery?

13. In 2017/18 the Council recovered 68 percent of the licensing costs from fees with the remaining 32 percent recovered from rates. In 2018/19 the recovery rate was 65 percent.
14. The Council proposed to increase the level of alcohol licensing fees it recovered in April of 2019. On 14 March 2019, the Council's 2019 Long-term and Annual Plan Committee

agreed to move to 85 percent cost recovery over two years. The first year's fees were included in the 2019 Annual Plan and formalised with the adoption of the Bylaw.

15. The remaining 15% has been apportioned to the public good of delivering these services and therefore recovered from general rates. The general rate is used to fund activities where, for reasons of fairness, equity, and consideration of the wider community good it is considered that it is the most appropriate way to fund an activity.

The 2019 changes

16. As part of the first stage of the fee increases the Council carried out two separate 30-day public consultations in May and July of 2019. Letters and copies of the Statement of Proposal were sent to all 709 licensees. The Council also consulted with the general public making the Statement of Proposal available at libraries and community centres.
17. 85 submissions from both industry stakeholders and the general public were received during the 2019 consultation process.
18. Following the 2019 consultation, the Council adopted the Bylaw and implemented the first stage of fee increases to recover 71 percent of the alcohol licensing costs. The Council agreed to work with industry stakeholders to "explore how the licensing process can be improved and to determine an appropriate level of stage 2 alcohol fees" (City Strategy Committee 15 August 2019). The findings of this engagement were to be reported back to the Committee by 31 March 2020.
19. Due to the COVID-19 pandemic and subsequent lockdown this report was delayed, and as part of the Council's Pandemic Response Plan in 2020, the Council set the annual licence and renewal fees at \$1 for Q4.

Pre-engagement with industry stakeholders

20. Officers understood from the submissions received during the first stage of increases that there was a need to work closely with industry stakeholders. Officers have engaged collaboratively with the industry in order to improve and simplify the alcohol licensing process.
21. The pre-engagement with industry stakeholders included:
 - a) A survey to explore the issues facing the industry and challenges involved with licence applications, as a result of the concerns raised in stage one submissions. Officers approached all 709 licensees following the implementation of the stage one fees increase.
 - b) Two workshops held in October and November of 2019 with industry stakeholders including Hospitality New Zealand and the Restaurant Association. These workshops allowed officers and industry stakeholders to discuss candidly the issues facing the industry in relation to fees and work collaboratively to understand the perspective from both sides.

- c) A review of the Council’s processes by an independent contractor was carried out in October and November of 2019.

Survey with Licence holders

22. The survey with industry stakeholders received feedback from 83 respondents between 18 October and 7 November 2019.
23. One of the key findings was that almost a quarter of the respondents noted there were issues in the time taken for the application process. An example of this was the response to the question: Was there any particular stage of the application that took longer than you were expecting? (Table 1).
24. Given the complex range of feedback that was given, officers continue to work with stakeholders closely to understand issues faced by stakeholders in dealing with the Council.

Table 1. Was there any particular stage of the application that took longer than you were expecting?		
Response	Number of respondents	Percentage of respondents
Completing the application form	19	23
Public notice period	8	10
Licensing inspector visit	7	8
District Licensing Committee (DLC) hearing)	13	16
None or unsure	40	48
Other, please specify	11	13
Total	83	100%

Council and stakeholder workshops

25. During the stage one consultation in 2019, 11 submitters argued that there needed to be a way of simplifying the process that took the burden off smaller businesses.
26. “Perhaps the fees should be added to higher risk categories rather than small lower risk categories [that] have a proven record” (Boyce 2019).
27. Submissions from the Restaurant Association of New Zealand and Hospitality New Zealand suggested that they wished to deal directly with Council officers to simplify the licensing process and work collaboratively on the licencing process.
28. “Could the Restaurant Association of New Zealand and the Hospitality NZ organisation work with Council to streamline the process so that the operators with no issues can be re licenced at minimal cost as they have no outstanding concerns that take up no time for council officers” (Egan; 2019)

29. As a result of this request officers met with representatives from the Restaurant Association and Hospitality NZ for two workshops as well as extending an invitation to other stakeholders to work together.
30. The workshops further emphasised the stakeholder view that there is too much pressure on smaller premises which do not pose as much risk and alcohol-related harm and were not large alcohol retailers. It was made clear to officers that the small businesses who sell small quantities of alcohol do not contribute to the on-going concern of alcohol-related harm in the same manner as larger industry actors such as late night bars, night clubs, bottle stores, and supermarkets.
31. Businesses that sell less alcohol may not have the same alcohol harm related 'footprint' as larger places. For example, a restaurant that has table service and sells a small amount of alcohol is far less likely to have the same impact of alcohol-related harm or sales as a bar, a bottle store, or a supermarket.
32. These higher risk premises tend to incur greater licencing costs than is recovered under the existing fee structure.

Review of Council Processes

33. In response to the stage one submissions received in 2019 an independent contractor reviewed the Council's alcohol licensing processes. This found that the Council was generally proficient in its practices given the operating systems that are currently in use by the Council.
34. Public Health is continuing to review its procedures following the feedback from both the industry and the independent contractor. However, our current processes are based on the existing IT systems and could be improved to address a number of the issues raised by the industry. This is on the Smart Council future work programme.

Discussion

35. Having engaged with stakeholders following the stage one consultation, officers have worked to produce a structure which allows for recovering 85 percent of the costs associated with alcohol licensing fees. The remaining 15 percent of fees are attributed to general rates. This has been agreed for consultation in the 2021 Long Term Plan consultation process.
36. Officers recommend this as a fair and more equitable approach to fee recovery as it increase fees for premises that are higher risk. The Act allows the Council to apply a risk weighting to each licenced premises. This risk framework can be found in attachment 1. However, the recovery of costs must still be related to the actual cost of licensing.

Proposal

37. The feedback from the stage one submissions and pre-engagement with industry stakeholders suggested that a blanket increase of fees across all categories is unfair and inequitable.
38. The Council's 2013 Alcohol Management Strategy identified alcohol-related harm as an integral risk. The late-night availability of alcohol is often linked with higher rates of alcohol related harm. Because of the risk associated with high and very high category premises, officers note that there are additional costs incurred by the Council and that these need to be recovered.
39. There are a number of variables that add to the costs of an application, which are significant for 'high' and 'very high' licence applications, that are not as prevalent in the lower risk licence categories. These include but are not limited to.
 - a) Administration support and inspectors' costs in receiving and reporting on the applications
 - b) Legal costs
 - c) District Licensing Committee (DLC) costs, as the higher risk licences are more likely to attract objections and require a hearing.
 - d) Venue costs – if a higher risk licence does require a hearing, it may be necessary for the Council to hire a venue where the hearings are to be held.
 - e) Cost of transcripts
 - f) Controlled purchase operations
 - g) Gradual Response Model (GRM) meetings
 - h) A higher number of compliance visits
 - i) Responding to complaints
40. Inspectors must analyse what actions both 'high' and 'very high' risk premises are taking to mitigate alcohol related harm, and this requires additional work which incurs cost including additional time spent on applications. High and very high-risk premises often attract objections which incur additional administrative costs. These costs include legal advice and preparing briefings for the DLC.
41. Any licensing matters that are appealed to ARLA must have a transcription of the associated DLC hearing to send to ARLA. This is a costly expense and is not recouped from the applicant. There has also been an increase in the number of applications that receive public objections. This is due to increased awareness of alcohol-related harm, and community empowerment as envisioned by the Act, as well as input from the inspector, the Police, and the Medical Officer of Health
42. For premises to have been attributed as very high risk, the applicant will have had an enforcement holding issued by ARLA. They have in effect breached Sections 280 and 281 of the Act which is an indication that their very high-risk rating reflects that these

premises are not mitigating alcohol related harm sufficiently. When a matter goes to ARLA, Council inspectors are required to undertake additional reports and if the matter requires a hearing, often legal advice and assistance is required, the cost of which is not recovered from the applicant

Changes to application fees and annual fees

- 43. The costs associated with 'high' and very 'high' risk licences, have led officers to the recommended proposal to increase the fees on both 'high and very high' risk premises.
- 44. Officers note that the additional costs, which apply to 'high' and 'very high' risk premises are not present in lower risk premises.
- 45. Officers recommend increasing both the application and annual fees for 'high' risk category licences by \$1,000. This will apply to those on-licence venues open after 2 am or off-licences open after 10 pm. This is outlined in Table 6.
- 46. Officers recommend increasing both the application and annual fees for 'very high' risk category licences by \$2,000. Currently there are no licences classified as very high risk. This is outlined in Table 6.

As at 1/3/21 All costs are GST inclusive	Licence numbers	Current Application Fee	Proposed Fee	Increase	Current Annual Fee	Proposed Fee	Increase
Very Low	55	486	486	0	213	213	0
Low	238	805	805	0	516	516	0
Medium	291	1,078	1,078	0	835	835	0
High	108	1,351	2,351	1,000	1,366	2,366	1,000
Very High	0	1,594	3,594	2,000	1,898	3,898	2,000

- 47. Officers do not recommend increasing the fees on 'very low', 'low', and 'medium' licence categories due to the same level of cost not being attributable to these premises.
- 48. Officers note that the licensing costs for the majority of premises will not be increased. As of 1 March 2021, the Council had 693 licensees. If the recommendations in this paper are approved only 108 licences (based on Table 6) would receive an increase in their fees. The remaining 585 licensees would not receive a fee increase.

Options


- 49. The Committee could decide:
 - a) to proceed with consultation on the proposal as attached;

- b) to not proceed with the consultation in which case it would continue to incur the cost for providing alcohol licencing services at 71%; or
- c) to proceed with increases to fees categories that allocates increases across all categories as the Council has done previously.

Next Actions

- 50. If agreed, affected persons will be consulted on the draft amended Bylaw, there will be an opportunity for them to submit on the proposal and the results of this consultation will be presented to the Committee for consideration and a decision.
- 51. The aim is to proceed with this consultation so that a final decision can be made in the same time frame as the adoption of the Annual Plan so that the adjusted fees can be implemented from the start of the next financial year.

Attachments

Attachment 1. Attachment 1 Cost and Risk rating under the Act [↓](#) 

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Authors	Jim Lewis, Intermediate Policy Advisor Geoff Lawson, Team Leader Policy
Authoriser	Baz Kaufman, Manager Strategy and Research

SUPPORTING INFORMATION

Engagement and Consultation

The Council will consult with the relevant stakeholders on the proposed fee increase. This will involve writing to each effected licence holder.

Treaty of Waitangi considerations

N/A

Financial implications

This will increase the Council's recovery rate of alcohol licensing to 85 percent.

Policy and legislative implications

The Sale and Supply of Alcohol (Fees) Regulations 2013 provides for default fees payable by users of the licensing function. The Council can recover an amount higher than that set by the Regulations to cover its licensing costs if the Council first makes a bylaw to set fees.

The Council in 2019 adopted its Alcohol Fees Bylaw which allowed it to set fees. With the adoption of this bylaw the Council increased its recovery rate from 68 percent to 71 percent. In order to increase the recovery rate to the desired 85 Percent as set out by the Council, the Bylaw needs to be amended. Any bylaw must be consistent with the Act, the Regulations, and the Bill of Rights Act 1990.

The Sale and Supply of Alcohol (Fee-setting Bylaws) Order 2013 authorises territorial authorities to prescribe, by bylaw, fees for any matter for which a fee payable to territorial authorities can be prescribed by regulations made under the Sale and Supply of Alcohol Act 2012.

Risks / legal

There are a number of risks, including imposing additional costs on the hospitality sector where they are currently being met from the ratepayer base, and the impact that this cost recovery might have on that sector in Wellington City.

The risks of the impact of COVID-19 on the hospitality industry are well known, the Council last year reduced the previous year's fees to licence holders. The Council continues to monitor the situation actively.

Climate Change impact and considerations

N/A

Communications Plan

Submissions will be sought in May of 2021 and will remain open for 30 days. The Council will notify all licensees of the proposed changes in this consultation.

Health and Safety Impact considered

N/A

1 The Proposal

The Council is proposing to increase the fees it collects from licensing services under the Sale and Supply of Alcohol Act 2012. In 2017/18 the fees recovered by the Council covered 68 percent of the licensing costs with the additional 32 percent being made up from rates.

In 2019 the Council introduced its Alcohol Fees Bylaw which increased the level of fees recovered to 71 percent. At the time the Council indicated that it would be proposing to increase the level of fees to recover 85 percent of the costs incurred by the Council to administer alcohol licensing.

To increase the level of fees from 71 to 85 percent the Council must amend its Alcohol Fees bylaw.

This proposal was set to be put to the public in April of 2020 but was delayed due to the COVID-19 pandemic and subsequent lockdown. The Council also worked to rebate fees as a result of hardship caused by the COVID-19 lockdown.

The proposal is to

- Increase fees for licences that have a high or very high-risk rating

2 Have your say

Please let us know what you think about the proposed Alcohol Fees Bylaw.

To have your say about the proposed Alcohol Fees Bylaw you can:

- make a submission online at www.wellington.govt.nz/haveyoursay
- download a submission form from the website and email it to policy.submission@wcc.govt.nz
- fill in the submission form and send it to Freepost 2199, Alcohol Fees Bylaw, PO Box 2199, Wellington 6140
- drop a filled submission form to our service centre at 12 Manners Street

Printed copies of this statement of proposal from:

- the service centre
- libraries
- by emailing policy.submission@wcc.govt.nz
- phoning 04 499 4444

Tell us what you think about the proposal to amend the Alcohol Fees Bylaw and to increase the fees associated with the administration of alcohol licensing.

3 Key Dates

3 May 2021 Submissions open

3 June 2021 Submissions close

June 2021 The Council makes a decision on the proposal

1 July 2021 if adopted, the bylaw will become effective

4 Background

The Council has a range of alcohol licensing related functions under the Sale and Supply of Alcohol Act 2012 (the Act). The fees for these functions are able to be set to recover the total costs incurred for these functions. The Council passed its Alcohol Fees Bylaw which took effect in October of 2019. During the consultation process the Council made it clear that it would consult with the public on increasing the level of fees collected in 2020. The impact of COVID-19 meant that this has been delayed until 2021. In order to increase these fees the Council must amend the Bylaw that it passed in 2019.

5 Review

The current fees set by the existing Bylaw do not cover all the costs incurred by the Council in carrying out its activities. These costs are above and beyond the costs that are recovered by the Bylaw. This includes the full costs of the monitoring and reporting requirements of licensing inspectors. At present the Council recovers 71% of the costs associated with administering both new and existing licences. The remaining cost is subsidised by general rates.

5.1 What is the Council proposing?

Increased application and annual fees for high and very high-risk licences.

The Council is proposing to amend its Alcohol Fees Bylaw in order to increase the proportion of the costs recovered to 85%. The remaining 15% is considered attributable to the public good of delivering this service and will still be covered by general rates. The proposed fee structure takes into account feedback that was given by industry stakeholders in submissions and workshops held in 2019.

Many submitters told the Council that they believed the burden of fees needed to be placed on the higher risk licence holders rather than the low risk licence holders who may not sell much in terms of alcohol sales.

The Council proposes to not raise the fees on the risk categories for existing licensees with very low, low and medium risk ratings and will leave these at their 2019 levels (subject to applications being submitted correctly). The Council however is proposing to increase the fees on the high and very high risk category licences to reflect the additional work that is required by staff such as inspections and additional administration due to the nature of these licences and the risk associated with alcohol related harm.

<i>As at 1/3/21</i>	<i>Licence numbers</i>	<i>Current Application Fee</i>	<i>Proposed Annual Fee</i>	<i>Change</i>	<i>Current Annual Fee</i>	<i>Proposed Annual Fee</i>	<i>Change</i>
<i>Very Low</i>	56	486	486	0	213	213	0
<i>Low</i>	238	805	805	0	516	516	0
<i>Medium</i>	291	1,078	1,078	0	835	835	0
<i>High</i>	108	1,351	2,351	1,000	1,366	2,366	1,000
<i>Very High</i>	0	1,594	3,594	2,000	1,898	3,898	2,000

5.2 Why is the Council increasing the fees on very high- and high-risk premises?

The Council has made it clear that it intends to reduce risk from alcohol related harm. The Council identified alcohol related harm reduction as an integral part of its Alcohol Management Strategy in 2013. The Council takes alcohol related harm reduction seriously and as such higher risk premises require additional work that is not associated with lower risk licences.

There are a number of additional costs that the Council incurs that are related to high and very high-risk premises. These do not relate in the same way to the very low, low, and medium risk premises.

There are a number of variables that the Council needs to examine when scrutinising an application, which are significant in relation to high and very licence applications, that are not prevalent in the lower licence categories, these include but are not limited to.

- Administration support and inspectors' costs in receiving and reporting on the applications
- Legal costs
- District Licensing Committee (DLC) costs
- Venue costs
- Cost of transcripts
- Controlled purchase operations

- Gradual Response Model (GRM) meetings
- General compliance visits
- Responding to complaints

5.3 What costs does the council incur?

Application Fees

Inspectors and other Council staff must analyse what actions both very high- and high-risk premises are taking to mitigate alcohol related harm, and this requires additional work which incurs costs including additional time spent on applications. High and very high-risk premises often attract objections which result in hearings, which incur costs. These costs include legal advice and preparing briefings for the District Licencing Committee (DLC).

Any licensing matters that are appealed to the Alcohol Regulatory and Licensing Authority (ARLA) must have a transcription of the associated DLC hearing to send to ARLA. This is a costly expense and is often not recouped from the applicant easily. There has been an increase in the number of applications that receive public objections. This is due to increased awareness of alcohol related harm, and community empowerment as envisioned by the Act, as well as input from Councillors and health and community stakeholders such as the Health Promotion Agency.

For a premises to have been attributed as very high, the applicant will have had an enforcement holding issued by ARLA. They have in effect breached sections 280 and 281 of the Act which is an indication that their very high-risk rating reflects that these premises are not mitigating alcohol related harm sufficiently. When a matter goes to ARLA, Council inspectors are required to undertake additional reports and if the matter requires a hearing, often legal advice and assistance is required.

Annual Fees

As part of the Council's annual plan measures, all very high-risk premises are inspected at peak trading times at least twice a year. High risk premises are all inspected at least once a year with 50% of those inspections taking place during peak trading hours. Outside of the annual plan measures, high and very high-risk premises are on the Council's 'watch list' – it is not uncommon for those premises to be visited 3 or 4 times during the year.

High and very high-risk premises are also subject to controlled purchase operations. This is usually a joint operation with the police – and incurs costs associated with this.

The Council also works closely with poor performers through a Graduated Response Model (GRM) meeting to assist them in making sure that they improve their performance, there are also cost associated with these meetings.

5.4 Can't the Council simply charge for hearings?

The Council does not charge for hearings, as it believes this will ensure an element of natural justice, maintaining the community's ability to oppose a potential licence without having to incur the costs. The Council has no plans to introduce charges for hearings.

5.5 How does the weighting work?

There is no change to the way in which the Council attributes risk to each licence. The risk categories are drawn from the Sale and Supply of Alcohol Act 2012, and are based on the risk attributed to each licence due to the type of premises, the hours of business and the number of enforcement holdings that have been issued to the licence holder. The lower the weighting/risk rating, the lower the fees category.

The Council must attribute a cost/risk rating to all licenced premises under Section 5 of the Sale and Supply of Alcohol (Fees) Regulations 2013; it is unable to adjust the weighting which is determined by the Act.

The Act outlines the three categories that the Council must use when determining the risk associated with each licenced premises. These are outlined below.

Premises type

The Act recognises that there are certain premises that have a higher risk.

Licence held or sought	Type of premises	Weighting
On- Licence	Class 1 restaurant, night club, tavern, adult premises	15
On- Licence	Class 2 restaurant, hotel, function centre	10
On- Licence	Class 3 restaurant, other premises not otherwise specified	5
On- Licence	BYO restaurant, theatres, cinemas, winery cellar doors	2
Off- Licence	Supermarket, grocery store, bottle store	15
Off- Licence	Hotel, Tavern	10
Off- Licence	Class 1, 2, or 3 club, remote sale premises, premises not otherwise specified	5
Off- Licence	Winery cellar doors	2
Club Licence	Class 1 Club	10
Club Licence	Class 2 Club	5

Club Licence	Class 3 Club	2
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Hours of Business

The Act also recognises the fact that licenced premises that are open later attract a higher risk rating

Type of Premises	Latest trading time allowed	Weighting
Premises for which an on-licence is held or sought	2am or earlier	0
	Between 2:01 and 3 am	3
	Any time after 3 am	5
Premises for which an off-licence is held or sought (other than remote sales premises)	10 pm or earlier	0
	Any time after 10 pm	3
Remote sales premises	Not applicable	0

Enforcement Holdings

If a licence holder breaches Section 288 of the Act, they are issued with an enforcement holding. The Act also notes that repeated offences can lead to a licence cancellation. If a licenced premises has been issued with an enforcement holding they have effectively broken the law, and the Act recognises this by attributing a higher risk rating.

Number of enforcement holdings in last 18 months (applies to all types of premises)	Weighting
None	0
1	10
2 or more	20

The Risk rating

Adding up the weightings from each of these categories, the Council is able to attribute a risk rating to each licence and determine

Cost/risk rating of premises	Fees Category
0-2	Very low
3-5	Low
6-15	Medium
16-25	High
26 Plus	Very High

6 Proposed Schedule of Fees

<i>As at 1/3/21</i>	Licence numbers	Current Application Fee	Proposed Fee	Change	Current Annual Fee	Proposed Fee	Change
Very Low	56	486	486	0	213	213	0
Low	238	805	805	0	516	516	0
Medium	291	1,078	1,078	0	835	835	0
High	108	1,351	2,351	1,000	1,366	2,366	1,000
Very High	0	1,594	3,594	2,000	1,898	3,898	2,000

7 Alcohol Fees Bylaw

1. Introduction

This bylaw is made under section 405 of the Sale and Supply of Alcohol Act 2012 and the Sale and Supply of Alcohol (Fee-setting Bylaws) Order 2013. This bylaw comes into force on 1 July 2019

Contents

1. Purpose
2. Interpretation

3. Fees

Purpose

The purpose of this bylaw is to set the fees for any matter for which a fee payable to territorial authorities are prescribed in the Sale and Supply of Alcohol (Fees) Regulations 2013.

Interpretation

2.1 Unless the context otherwise requires, words and phrases in the Sale and Supply of Alcohol Act 2012 and the Sale and Supply of Alcohol (Fees) Regulations 2013 have the same meaning in this bylaw.

2.2 Any explanatory notes and attachments are for information purposes, do not form part of this bylaw, and may be made, amended and revoked without formality.

2.3 The Interpretations Act 1999 applies to this bylaw.

Fees

Table 1 sets out the fees payable to Council for the functions undertaken by the Council under the Sale and Supply of Alcohol Act 2012.

Table 1: Fees payable

Type of Fee	Risk Category	Fees to apply 1 July 2021
Application Fee	Very Low	\$486.00
	Low	\$805.00
	Medium	\$1,078.00
	High	\$2,351.00
	Very High	\$3,594.00
Type of Fee	Risk Category	Fees to Apply 1 July 2021
Annual Fee	Very low	\$213.00
	Low	\$516.00

	Medium	\$835.00
	High	\$2,366.00
	Very high	\$3,898.00
Special Licence Fee	Special Licence Class	Fee
	Class 1	\$759.00
	Class 2	\$273.00
	Class 3	\$83.00
Other	Temporary Authority	\$392.00
	Temporary Licence	\$392.00

NEW LEASE FOR SQUASH NEW ZEALAND INCORPORATED UNDER THE WELLINGTON TOWN BELT ACT 2016: EXISTING LEASE

Purpose

1. This report requests Strategy and Policy Committee approval for officers to publicly notify a new ground lease to Squash New Zealand Incorporated (Squash NZ) at Kelburn Park on the Wellington Town Belt.

Summary

2. The *Leases Policy for Community and Recreation Groups* (Leases Policy) sets out the Council's role in granting leases on Council-owned land and/or buildings. Section 17 of the *Wellington Town Belt Act 2016* (the WTBA) permits the Council to grant leases in respect of the Wellington Town Belt.
3. The proposed lease to Squash NZ is a continuation of an existing occupancy. The proposed lease terms and conditions set out in this paper are based on assessment criteria in the Leases Policy, the WTBA, and the Wellington Town Belt Management Plan (WTBMP).
4. Officers recommend that under the WTBA:
 - Approval be given to publicly notify a new ground lease to Squash NZ for a five-year term with one renewal term of ten years.

Recommendation/s

That the Strategy and Policy Committee:

1. Receive the information.
2. Approve that officers publicly notify a new ground lease to Squash New Zealand Incorporated for a five-year term with one renewal term of ten years, under the Wellington Town Belt Act 2016. This land is legally described as that part of the Wellington Town Belt known as 61 Salamanca Road, Wellington, DP 10086 contained in Computer Freehold Register WN19A/369.
3. Note that the new lease will include the following Special Provisions:
 - a) Annual surpluses generated through Club Kelburn must be prioritised and reinvested by Squash NZ into repairs and maintenance of the Club Kelburn facility.
 - b) Squash NZ is to submit a detailed schedule of repairs and maintenance on Club Kelburn annually.
4. Note that approval to grant the lease to Squash NZ on Wellington Town Belt is conditional on:

- a) Appropriate iwi consultation
- b) Public notification under section 16 of the Wellington Town Belt Act 2016
- c) No sustained objections resulting from the above notification
- d) Legal and advertising costs being met by the Lessee (where applicable).

Background

Squash NZ and Club Kelburn

5. Squash NZ has been an incorporated society since 1939 and is the governing body for the sport of squash in New Zealand.
6. The Club Kelburn facility was built in 1967 and has operated as a squash centre since that date. It was purchased by Squash NZ in the 1970's and was known as the NZ Squash Centre until its name changed to Club Kelburn in 1995. It currently comprises eight squash courts, a gymnasium, and a pro shop operated by Squash NZ.
7. The current lease was granted in 2007 for a period of 10 years. In that time the facility was managed by Penryn Trading, a management company contracted by Squash NZ. The contract included responsibilities such as employment of staff, marketing, and management of the facility.

Recent Lease Discussions

8. In June 2017 the lease expired and has been 'holding over' on a monthly basis since that time. In 2017 Council officers began the process of considering a new lease application made by Squash NZ, however there were a number of concerns raised by officers that required attention, including:
 - The poor condition of the facility and the lack of investment into repairs and maintenance;
 - The existence of a physiotherapy business operating out of the facility, was considered in breach of the lease;
 - The management model for the facility which saw profits returned to Squash NZ and paid to the management company, rather than invested first into the facility and the sport of squash itself, was also viewed as inconsistent with Council's Leases Policy which states that any excess funds generated are in the first instance to be applied to any maintenance obligations under the lease then to the groups community or recreational activity (part 8.8b).
9. In early 2019 Officers engaged an independent facilitator to assist Squash NZ to explore alternative operating and ownership models and find a long-term sustainable solution for the facility. This included facilitating discussion with Victoria University on possible partnership models, noting the University's desire to provide increased recreation opportunities for staff and students and the requirement for any model to be consistent with Council's Leases Policy and Wellington Town Belt Act and Management Plan. Council also co-funded seismic and condition assessments for the

building via the Sports Partnership Feasibility Fund to help understand its current state and the level of immediate and ongoing investment required.

10. Penryn Trading, the Club Kelburn management company, concluded its contract in 2019 and Victoria University took over the management of the facility on a trial basis for 12 months.
11. In June 2020 Squash NZ concluded that the building had reached the end of its economic life and repair and upgrade was not financially viable given its current state. At that time Victoria University signalled that it would not seek to renew its management contract beyond its 30 September 2020 expiry.
12. In July 2020 Squash NZ met with Officers to inform Council that they had exhausted all options and had made the decision to not seek renewal of the ground lease, remove the building and withdraw from facility provision in Wellington. Officers supported this decision and agreed to work with Squash NZ to commence demolition of the building and reinstate the site.
13. However, in August 2020 after feedback from the squash community, the Squash NZ Board re-visited the decision to exit and appointed a working group led by Board Member Dame Susan Devoy to investigate keeping the facility and continuing to own and manage it.
14. In February 2021 the working group reported back, and the Squash NZ Board decided to invest into the building and apply for a new lease.

Discussion

15. The Council assesses any application for a new lease on Town Belt under the requirements of the:
 - Wellington Town Belt Act (the WTBA) 2016
 - Wellington Town Belt Management Plan 2017 (the Management Plan)
 - Leases Policy for Community and Recreation Groups 2012 (the Leases Policy)
16. The WTBA permits the Council to grant leases in respect of the Wellington Town Belt Act and sets out requirements and limits. There is a particular emphasis on limiting built infrastructure with the Town Belt to only that which is necessary, and appropriately used. This enables appropriate protection of the open space and natural values of the Town Belt as intended in the original Deed and articulated in the WTBA and Management Plan.
17. Under the Leases Policy, new leases are considered against seven criteria:
 - a. Strategic fit
 - b. Group's organisation structure
 - c. Membership sustainability
 - d. Financial and maintenance obligations
 - e. Optimal use of resources

- f. Environmental impact
- g. Demonstrated need from the community

18. The information submitted by Squash NZ was assessed as performing satisfactorily under each of these above criteria.

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.*

19. Under the Squash NZ constitution, its objects include 'to control, advance and regulate the game of squash throughout New Zealand.' As a National Sports Organisation (NSO) Squash NZ is motivated to pursue activities that advance its sport to all participants. Squash NZ works closely with Squash Wellington, the affiliated Regional Sports Organisation (RSO), responsible for the strategic management of local clubs based at Thorndon, Tawa, Khandallah, and Island Bay.

20. The Club Kelburn "Strategic Overview 2021-23" includes the following purpose "*Club Kelburn will enhance the health and happiness of our local communities via playing squash, becoming active, and a sense of belonging to our club.*"

21. The lease is for the Club Kelburn facility in Kelburn, central Wellington, which provides a strategic location close to the CBD and Victoria University. In addition to both squash and the gym facilities, Squash NZ has advised of an interest in welcoming other leisure activities such as Pilates and yoga once refurbishment allows for the use of other spaces. Noting that the primary purpose of the facility and a new lease will continue to be in support of the activity of squash.

22. Currently there are eight squash courts, with four additional courts and other spaces having been repurposed to gym-specific areas (weights and weightlifting equipment, resistance machines, boxing bags, etc). There is also a dedicated gymnasium in an area of the building separate to the squash courts.

23. Club Kelburn is located within the same precinct as the Victoria University leased tennis courts, neighbouring Kelburn Municipal Croquet Club, and Kelburn Park. It sits on the Wellington Town Belt with walking tracks connecting alongside. It therefore presents an opportunity to contribute further to sport and recreation provision within the city.

B. Group's Organisation Structure – *The group must be an incorporated society or trust.*

24. Squash NZ is an incorporated society and is governed by a Board of seven members, supported by a professional staff of six personnel.

25. Squash NZ is the asset owner. Until recently Squash NZ has not been the manager of the facility, this role having been performed by Penryn Trading (contracted manager) and Victoria University. Both parties have exited this role and Squash NZ has been managing the facility since mid-2020 on an ad-hoc basis. Following the commitment by the Board in February 2021 to invest in Club Kelburn, Squash NZ intends to appoint a full-time Manager from April/May 2021, supported by contracted personal trainers, coaches, and casual staff.

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26. Squash NZ has established a "Club Kelburn Advisory Committee", which includes the Squash NZ Chief Executive, two Board Members, and two local volunteers. The Advisory Committee reports to the monthly Squash NZ Board Meeting.
- C. Membership Sustainability** – *The group must be sustainable in terms of membership and/or users of the services for the term of the lease*
27. Club Kelburn operates as a squash 'hub' for Wellington players and public, and therefore does not have a traditional club membership. Rather it operates as a mixed model of membership, offering squash court access along with gymnasium membership, or gymnasium membership alone. Nonetheless, this need not necessarily be seen as a disadvantage, particularly in contemporary times where casual 'pay-to-play' models for sport and recreation are increasingly popular.
28. Squash NZ has advised that Club Kelburn currently has 520 active members (does not include casual use). In 2019 the club had 1,080 members. The reduction in membership has been primarily attributed to COVID-19 and the variety of impacts experienced due to lockdown.
29. Membership numbers for the past six years have been reported as:
2020: 520 active members
2019: 1,082
2018: 962
2017: 842
2016: 915
2015: 828
30. The Victoria squash club is an affiliated Victoria University sports club that plays out of Club Kelburn, hosting the club and matches on a regular weeknight.
31. The cost of membership currently is \$550 for gym and fitness membership, and \$699 for gym and fitness and squash membership. Squash NZ believes there is a growth opportunity for increasing the number of members, and a strategy to realise this is being developed by the Advisory Committee. Squash NZ also believes that the repairs and upgrades currently underway will 'significantly enhance the appeal of the facility, leading to new and returning members.'
- D. Finance and Maintenance Obligations** – *The group must be in a financial position to fulfil its lease obligations for the term of the lease, including to but not exclusive to rent, insurance, and building and grounds maintenance.*
- Financial**
32. The annual ground lease is \$1,387 plus GST.
33. Club Kelburn has in effect been operated as a business unit of NZ Squash, with financial accounts prepared for the facility annually.
34. Financial accounts have been provided for the past five years (acknowledging that the 2019-20 financial year represents 15 months following a change in balance date).
35. Club Kelburn received income for the year end 31 December 2020 of \$439,559 (2019: \$484,759) received primarily from pro shop sales, memberships, and court hire.

Expenses for the 2020 year totalled \$493,041 (2019: \$408,067) and included management fee, consulting fees, insurance, and maintenance, resulting in a net loss of \$61,624 (2019: \$66,372 profit).

36. Squash NZ has emphasised that the 2020 accounts run counter to the trend of surpluses attained for the preceding four years, represented as follows:

	2019-2020	2018-2019	2017-2018	2016-2017	2015-2016
Income	\$438,900	\$478,218	\$507,606	\$507,146	\$547,144
Expenses	\$500,524	\$411,846	\$409,549	\$376,737	\$402,355
Net Profit	(\$61,624)	\$66,372	\$98,057	\$130,409	\$144,789

37. Club Kelburn, as at 31 December 2020, has reported Total Equity of \$238,475 (2019: \$316,612), made up primarily of Cash at Bank of \$206,350.
38. Expenses for the 2019-20 year include staff costs (50%), facility operating costs (28%), consulting fees (14%), coaching/contractors (4%), and maintenance (3%). Squash NZ has acknowledged that in previous years the surplus from operations has been returned directly to Squash NZ, rather than being invested back into the facility. Repairs and maintenance costs over the past five years have been very modest, between \$10K - \$25K per annum. Squash NZ has advised that "in future the surplus will go back into Club Kelburn development and in repair repayments."
39. The Advisory Committee established by Squash NZ has developed a strategic plan with both short-term and medium-term objectives. Included in the short-term objectives is a fundraising plan and committee to support further facility improvements. Medium-term goals (2022-23) include researching additional sources of income through the utilisation of current (re-purposed) spaces, such as for Pilates and yoga groups.
40. Squash NZ has advised that it is budgeting for a surplus after depreciation exceeding \$90,000 in the 2021 financial year. It is also confident that further surpluses will follow in the following years, because of new marketing strategies and a revised operating model. It expects that a surplus of \$90,000 will in fact reflect the 'worst' annual performance over the next five years.
41. In January 2021 the Board of Squash NZ committed \$300,000 from reserves for repairs and refurbishment at Club Kelburn. This sum is to be repaid "over time once there is financial stability in operating." The Board also committed that surpluses attained (other than repayment to its financial commitment) are prioritised into further asset management and into marketing. Officers recommend including as a special provision the prioritisation of surpluses by Squash NZ into repairs and maintenance of Club Kelburn (and regular annual reporting of the same).
42. Squash NZ, as the parent body, reported a net profit of \$251,022 in 2019, with total accumulated funds of \$1.35M, and total current assets of \$1.29M.
43. While the historic performance of Club Kelburn is satisfactory, and Squash NZ itself is in a solid financial position, the failure over several years to reinvest profits into the facility

has negatively impacted the building and created an urgent need to address this lack of investment.

Maintenance

44. A condition assessment and long-term maintenance plan was prepared by WSP (formerly Opus) in late 2019. This report concluded that “[T]here is an extensive amount of deferred maintenance at Club Kelburn. This is identified through many of the assets being given a rating condition of ‘moderate’ to ‘very poor’. The condition ratings reflect a building that has had a minimal amount of work completed over previous years.”
45. The report went on to chart an asset maintenance plan over 15 years, with a cumulative total of \$1.1M (average annual allocation of \$73,000). Immediate works to be undertaken in the first year of the plan were costed at \$400,000, made up primarily of roofing works, guttering and downpipes, and cladding and windows work.
46. Squash NZ undertook its own assessment of the refurbishment scope and cost and have provided an Asset Management Plan. This assessment concluded a total spend of \$673,170 is needed over 10 years, with an immediate spend of \$223,170 in year 1 and a further \$50,000 annually for the next nine years. As with the WSP report, it concluded the urgent works related to roof replacement and repairs, and associated guttering and downpipes work.
47. Squash NZ reports confidence in its lower budgeted costs due to having formal quotes for works, as against the estimates used in the WSP report. Additionally, Squash NZ do not regard a full roof replacement as necessary (as WSP does), but rather roofs 1 and 2 require replacement, while roof 4 requires repairs, and roofs 3 and 5 can be retained. This approach to the roofing repairs results in a ‘saving’ of circa \$183,000 from the WSP estimated costs.
48. Squash NZ is undertaking some of these deferred maintenance works using the reserves as reported above. Currently there are works underway for:
 - a. asbestos removal and management
 - b. replacement of roofs 1 and 2
 - c. LED lighting for squash courts
 - d. men’s changing rooms upgrade work
49. In recent times club volunteers have completed some of the minor repair work outlined in the WSP report, including:
 - a. graffiti removal and painting work
 - b. repair to some existing lighting
 - c. drainage repairs
 - d. ground floor toilet repairs

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50. Squash NZ appear to have taken steps to immediately address the deferred maintenance issue, and commit to ongoing annual investment back into the facility, through:
- a. The Board's recent authorisation of \$300,000 of Squash NZ reserves to undertake immediate repairs and maintenance.
 - b. Roofing replacement, asbestos management, and changing rooms upgrade underway.
 - c. A Board commitment to the return of surpluses annually into the facility for maintenance and upgrade works.
 - d. Forecasted minimum surpluses of \$90,000 over the next five years (driven by new marketing and operating strategies).
- E. Optimal use of resources** – *The land and/or buildings must be utilised to the fullest extent practicable.*
51. Club Kelburn is open 6.30am to 9.00pm Monday to Friday, and 9.00am to 6.00pm on Saturdays and Sundays, a total of 90.5 hours per week. The entire facility is indoors, negating any weather impacts and providing for year-round access. There is a 'quieter period' through the summer holiday period on account of students leaving the city.
52. The building is surrounded by the Wellington Town Belt and visitors can walk to the centre from the CBD. There are nearby bus stops on Salamanca Road and Kelburn Parade.
53. There exists potential to include other users/sports within Club Kelburn and Squash NZ has signalled its interest in researching this opportunity further. Smaller indoor spaces may lend themselves to Pilates and yoga classes, in addition to the fitness and weights spaces currently utilised.
54. A 'pro shop' operated by Squash NZ is onsite, offering sales of squash equipment (such as racquets and shoes) and a re-stringing service.
- F. Environmental Impact** – *The activity cannot have the potential to adversely affect open space values or other legitimate activities.*
55. The Lease does not propose any new buildings or facilities.
56. Club Kelburn primarily promotes opportunities for Wellingtonians to participate in squash and fitness activities.
57. The use of the land by Squash NZ complies with the purpose of the Wellington Town Belt to provide a public recreation ground for the inhabitants of Wellington.
- G. Demonstrated need from the community** – *There must be demonstrated support and need within the community for the activity.*
58. As mentioned above, Club Kelburn functions as a squash hub and fitness centre in central Wellington. The facility is accessible year-round. There is an increasing trend for 'pay to play' options across all sports and Club Kelburn plays a role in catering to this demand in the city.

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59. Club Kelburn provides health and fitness facilities to local residents, mainly Kelburn but also university and CBD workers who work nearby. University students, including hostel residents, are a key user group.
 60. Squash NZ has identified Victoria University as a key strategic partner and will prioritise building a strong relationship to explore opportunities to assist the university's programmes, or to provide alternative options for student health and wellbeing.

Conclusion

61. On the basis of the above assessment, a five-year ground lease, with one renewal of ten years is recommended.
62. Note that the new lease will include the following Special Provisions:
 - a) Annual surpluses generated through Club Kelburn must be prioritised and reinvested by Squash NZ into repairs and maintenance of the Club Kelburn facility.
 - b) Squash NZ is to submit a detailed schedule of repairs and maintenance on Club Kelburn annually.


Options

63. The Strategy and Policy committee has the following options:
 - 1) Grant a new ground lease as set out in the recommendation.
 - 2) Not grant a new ground lease to Squash NZ (not recommended) and require demolition of the building and reinstatement of the site.

Next Actions

64. If the recommendations in this report are accepted, the following will occur:
 - a. Public notification of the proposed lease as required under the Wellington Town Belt Act 2016;
 - b. The outcome of consultation will be reported back to committee;
 - c. The committee's recommendation will be referred to the Council for approval; and
 - d. If the Council approves the lease, the lease document will be negotiated, drafted and signed.
65. Approval to grant the lease on Wellington Town Belt is conditional on:
 - a. Appropriate iwi consultation
 - b. Public notification under section 16 of the Wellington Town Belt Act 2016
 - c. No sustained objections resulting from the above notification
 - d. Legal and advertising costs being met by the lessee (where applicable).

Attachments

Attachment 1. Squash NZ - Lease area [↓](#) 

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Author	Peter Clinton, Sport and Club Partnership Lead
Authoriser	Paul Andrews, Manager Parks, Sports & Rec Claire Richardson, Chief Operating Officer

SUPPORTING INFORMATION

Engagement and Consultation

Public notification will be undertaken as required under section 16 of the *Wellington Town Belt Act* and under section 6 of the *Leases Policy for Community and Recreation Groups*.

All submissions received will be considered and, if necessary, objections will be fed back to committee.

Treaty of Waitangi considerations

No Treaty of Waitangi considerations have been identified to date. The Council will consult with mana whenua as part of the public consultation process.

Financial implications

There are no funding implications for Council.

Policy and legislative implications

The recommendations in this report are consistent with relevant Council Policy such as the *Leases Policy for Community and Recreation Groups* and legislation such as the *Wellington Town Belt Act*.

Risks / legal

The proposal is subject to the Wellington Town Belt Act and Management Plan.

Climate Change impact and considerations

It is noted that indoor court lights have been recently replaced with energy efficient LED lights, and further LED lights are proposed.

Communications Plan

Not applicable.

Health and Safety Impact considered

The lease work is entirely administrative and is a normal function of Council officers.

Squash NZ has submitted its Health & Safety plan.



New Zealand Squash Inc - Leased Area

0 10 20 40 Metres

scale 1:600

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

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

ORIGINAL MAP SIZE: A4
AUTHOR: presto2j
DATE: 8/04/2021

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Path Z:\Open_spaces_and_environment\Parks_CCTV\Parks_Leases (Parks_Leases) (mxd).arx

REVIEW OF THE WELLINGTON CONSOLIDATED BYLAW 2008 PART 7: TRAFFIC: STATEMENT OF PROPOSAL FOR CONSULTATION

Purpose

1. This report asks the Strategy and Policy Committee to agree to consult with the community on the statement of proposal presenting a review of Part 7: Traffic of the Wellington Consolidated Bylaw 2008 (the traffic bylaw).

Summary

2. The Local Government Act 2002 (LGA) requires local authorities to review all bylaws at least every 10 years. Any bylaw not reviewed is automatically repealed. Although, the traffic bylaw does not need to be reviewed until 2026, the adoption in August 2020 of a new Parking Policy means the bylaw must be reviewed to support the implementation of the new policy.
3. The Land Transport Act 1998 (LTA) empowers the traffic bylaw, and the LGA sets out the processes for the development and review of bylaws. Council officers have reviewed the traffic bylaw and determined it remains fit for purpose and is the most appropriate form of bylaw under the LGA and LTA. In this case, it is recommended to revoke it in its current form nested as a part in a consolidated bylaw and create a new standalone traffic and parking bylaw. Some amendments are recommended to bring the bylaw in line with the Parking Policy 2020 and address other enforcement issues.
4. Public consultation is required as part of the review regardless of whether the bylaw is amended or not. It is therefore practical to use the review as an opportunity to make improvements to the traffic bylaw. Accordingly, officers propose amendments to:
 - improve structure and readability by revoking Part 7: Traffic from the Wellington City Consolidated Bylaw 2008 (the Consolidated Bylaw) then create a new bylaw called the Traffic and Parking Bylaw, carrying over some of the provisions from the current Part 7, repealing some and amending others
 - clarify the scope includes all Council-managed parking places
 - provide for managing safe and efficient movement of traffic
 - provide for shared paths, shared use zones and special vehicle lanes
 - reflect the Parking Policy 2020
 - enable temporary road changes for pilot/trial schemes
 - make it simpler for Parking Officers to remove non-motorised vehicles that park on the street for longer than 7 days
 - regulate the parking of vehicles for advertising or selling purposes
 - manage mobile trading in roads and public places
 - prohibit driving, riding, or parking on beaches and restrict on unformed legal roads
 - amend definition of taxi to include small passenger service vehicles (SPSVs)

- clarify that skip/bulk bins on roads/in parking places can be restricted, charged, and removed when in contravention of the traffic bylaw using the bylaw making powers under the LGA
 - clarify the conditions for using public works as a defence for parking offences.
5. Other traffic management proposals include:
- rescind a 2005 Council agreement on guidelines for vehicles parking on footpaths to clarify that all parking on footpaths is an offence as per Part 6.14 of the Land Transport (Road User) Rule 2004 and Parking Wardens have discretion as to whether or not to issue a warning, issue an infringement or to tow an offending vehicle.
6. The consultation will provide an opportunity to gather information and further explore the need for provisions to:
- allow motorcycles to park in standard-sized metered parking bays, subject to the payment of the correct fee
 - prohibit or restrict engine braking in certain areas
 - control, restrict or prohibit cruising activity and disturbance.
7. Subject to SPC's approval, the next step will be to engage with the public, community groups, Wellington Police, and other stakeholders. See attachment 3 for the draft submission form. Under the Instruments of Delegation from Waka Kotahi NZ Transport Agency (the Transport Agency) relating to *Stationary Vehicle Offences on State Highways and Special Vehicle Lane Offences, Stock Control, Roadside Selling and Planned Road Closures on State Highways*, the Council must consult with the Transport Agency and the Commissioner of Police prior to amending the traffic bylaw.

Recommendation/s

That the Strategy and Policy Committee:

1. Receive the information.
2. Agree to engage with the public and stakeholder groups on the proposed new Traffic and Parking Bylaw as attached to this report: the draft Statement of Proposal (attachment 1) during April and May 2021 for four weeks.
3. Agree to revoke the following Strategy and Policy Committee decision on 22 September 2005 with regards to parking on footpaths:
 - (2) *Agree to the guidelines to specifically target the following:*
 - (b) *Outside of the Central Area and Suburban Centres, a reasonable footpath space must be available for pedestrian thoroughfare. In most streets this would allow a pedestrian and a wheelchair, mobility scooter or pram/buggy to pass.*
3. Agree to also consult on:
 - a) whether motorcycles should be permitted to park in standard sized on-street metered parking spaces.
 - b) how widespread the engine-braking noise is, and where and at what times the noise is affecting them.

- c) how widespread cruising and other anti-social vehicle activity is, and where and at what times the noise may be affecting them.
4. Note the following part of the Wellington City Consolidated Bylaw 2008 will be revoked once the new Traffic and Parking Bylaw is adopted: Part 7: Traffic.
5. Note that the issue of setting charges for the private storage of waste/recycling bins and other objects on or in public places will be considered as part of the current review of the Trading in Public Places and Footpath Management policies and the subsequent review of the Wellington Consolidated Bylaw 2008 Part 5: Public Places.
6. Note all parking on footpaths is an offence as per Part 6.14 of the Land Transport (Road User) Rule 2004 and Parking Wardens have discretion as to whether to issue a warning, issue an infringement or to tow an offending vehicle.
7. Note that officers will raise the potential need for more education and awareness of the Road User Rules with the Waka Kotahi NZ Transport Agency.
8. Note officers will raise the issue of the Local Government Act 1974 stipulating that all temporary road closure requests for events must be approved by Council with the Ministry of Transport-led Parking Regulations Review.
9. Delegate to the Chief Executive and the Associate Portfolio Leader for Transport the authority to amend the Statement of Proposal to include any amendments agreed by the Strategy and Policy Committee and any minor consequential edits.

Background

8. This statement of proposal relates to a review of Part 7: Traffic of the Wellington City Consolidated Bylaw 2008 (referred to as the traffic bylaw).
9. Under the terms of the Local Government Act 2002 (the LGA), all bylaws must be reviewed every 10 years. The traffic bylaw is not due for review until 2026. However, in August 2020, the Council adopted a new Parking Policy. Therefore, the traffic bylaw needs amending to ensure the new Parking Policy can be fully implemented and enforced. Other new traffic issues have arisen since the last review in 2016, so these have been analysed, and if required, amendments proposed. It is composed of a review by Council, and then public consultation on findings and proposals.
10. The traffic bylaw is made under the Land Transport Act 1998 (LTA) and the Local Government Act 1974 (LGA 1974), and enables the Council to specify different types of parking (for example, mobility parking and loading zones) and to set times, permits and fees for parking, as well as offences against the bylaw (for example, failure to display a valid coupon or over-staying time limit). The traffic bylaw is enforced by Council parking officers (Parking Wardens under the LTA), alongside other legislation, such as the Land Transport (Road User) Rule 2004.

Traffic bylaw

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

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

- create parking meter areas and restricted parking zones
 - specify times for parking, set parking fees
 - provide information about parking such as using signs and road markings
 - establish the Council mechanism for making decisions; by Council resolution and the processes required and
 - a list of offences.
12. The powers of parking wardens (parking officers) are set out in LTA regulations and the infringement fees are set in the Land Transport (Offences and Penalties) Regulations 1999. These are not controlled by the Council.
13. The traffic bylaw was adopted in 2004 before being consolidated in 2008. It was amended in 2012 and 2015.

Parking Policy

14. The Wellington City Council Parking Policy 2020 (the Parking Policy) sets out the Council's intentions for managing the supply and demand for parking and other traffic matters. The objectives of the Parking Policy are to support:
- a shift in the type of transport used
 - safe movement
 - business well-being
 - city place-making, amenity, and safety
 - access for all
 - a move to becoming an eco-city, and
 - the delivery of service excellence and a safe working environment

Discussion

15. The Council has reviewed the traffic bylaw and found it remains an appropriate bylaw and the most appropriate form of bylaw under the terms of the LGA (2002) and the LTA to address parking related matters in Wellington. Many of the provisions from the previous traffic bylaw have been retained and carried over but where there are proposed changes this has been summarised in a table in the draft Statement of Proposal (attachment 1). The Statement of Proposal also provides a summary of the issue, what the current bylaw or legislation says, and then the proposed bylaw amendment.
16. To improve the structure and accessibility of the traffic bylaw, the following is proposed:
- revoke Part 7: Traffic from the Consolidated Bylaw 2008, then create a new bylaw called the Traffic and Parking Bylaw, carrying over some of the provisions from the current Part 7, repealing some and amending others
 - add cross-references to the Parking Policy 2020 and Council guidelines where relevant and confirm the Chief Executive of the Council is responsible for the approval of the guidelines

-
- remove any unnecessary duplication to national legislation, including duplicated definitions
 - provide an online version of the traffic bylaw with up to date schedules of resolutions for easier public access.
17. Some parts of the proposed traffic and parking bylaw are new. These new provisions were considered necessary to address the identified problems. Amendments to the traffic bylaw are proposed to:
- clarify the scope includes all Council-managed parking places
 - provide for managing safe and efficient movement of traffic
 - provide for shared paths, shared use zones and special vehicle lanes
 - reflect the Parking Policy 2020
 - o setting parking charges and restrictions by zone as well as by designated space
 - o payment according to vehicle licence plate as well as by parking space
 - o charging and restricting by vehicle type and space use
 - o introducing parking restriction zones to prevent the parking of oversize and non-motorised vehicles on the street in certain areas
 - o an offence to park over or across more than once marked parking space
 - o the implementation of new restricted parking zones with residents' exemption permits
 - o new types of parking permits and removal of coupon exemption permits.
 - o provide for demand responsive pricing
 - o provide for restricted parking areas based on vehicle type
 - enable temporary road changes for pilot/trial schemes
 - make it simpler for Parking Officers to remove non-motorised vehicles that park on the street for longer than 7 days
 - regulate the parking of vehicles for advertising or selling purposes
 - manage mobile trading in roads and public places
 - restrict driving, riding, or parking on beaches and unformed legal roads
 - amend definition of taxi to include small passenger service vehicles (SPSVs)
 - clarify that skip/bulk bins can be restricted, charged, and removed when in contravention of the traffic bylaw using bylaw making powers under the LGA
 - clarify the conditions for using public works as a defence for parking offences
 - amend the current traffic bylaw to allow motorcycles to park in standard-sized metered parking bays, subject to the payment of the correct fee
 - add a provision to prohibit or restrict engine braking in certain areas
 - add a provision to control, restrict or prohibit cruising activity and disturbance.
18. A related traffic management proposal that is not part of the traffic bylaw includes: revoke a 2005 Strategy and Policy Committee resolution with regards to vehicles parking on footpaths to clarify that all parking on footpaths is an offence as per Part 6.14 of the Land Transport (Road User) Rule 2004 and Parking Wardens have discretion

as to whether or not to issue a warning, issue an infringement or to tow an offending vehicle.

19. The consultation will provide an opportunity to gather information and further explore the need for provisions to:
 - allow motorcycles to park in standard-sized metered parking bays, subject to the payment of the correct fee
 - prohibit or restrict engine braking in certain areas
 - control, restrict or prohibit cruising activity and disturbance.
20. Some issues that relate to activities on the road or footpath were determined to be better managed under the Wellington Consolidated Bylaw 2008 Part 5: Public Places (public places bylaw) or required complementary changes to both the traffic bylaw and the public places bylaw. The Council is reviewing its Trading in Public Places and Footpath Management policies. After the conclusion of this review, the public places bylaw will be reviewed.

Traffic and parking issues not included in the proposed traffic bylaw changes

21. Some issues could be addressed using a bylaw mechanism, however after analysis officers are recommending that the following issues can be managed in other ways and do not require a traffic bylaw amendment.

Council managing parking on private roads

22. There are approximately 435 private roads in Wellington, found across all suburbs. The majority are in outer residential areas, such as Johnsonville, Miramar and Karori but some are in inner city areas such as Te Aro and Kelburn. The Council occasionally¹ receives requests from property owners on private roads and a handful of these requests are to introduce and enforce parking restrictions.
23. Under the current traffic bylaw clause 9.10 the Council may declare by resolution any private road to be a no-parking area and erect appropriate signage. To do this, the Council must obtain written consent from all adjoining landowners. Under the Land Transport Act, the road controlling authority (RCA) of a private road are the adjoining landowners. The LTA clause 22AB gives an RCA powers to restrict and manage parking. Therefore, residents living on a private road could collectively manage parking in their street and erect signage as per the Land Transport Rules.
24. As the issues of parking management in private roads is low, as evident by the number of complaints received, we proposed to maintain the current position in the traffic bylaw and only make a private road a no-parking area if requested by and agreed to by all adjoining landowners.

Parking on footpaths

25. The Council regularly receives complaints about parking on footpaths. Approximately three percent of complaints received by the Parking Services email relate to parking on footpaths. One such correspondence has been ongoing for all of 2020. This issue was

¹ Seven queries relating to private roads between March and October 2020, most not parking related

also raised by several submitters to the Parking Policy review, including Living Streets Aotearoa, Mt Vic Residents Association and Creswick Valley Residents Association.

26. Nationally, under the Land Transport (Road User) Rule 2004, a driver or person in charge of a vehicle must not stop, stand, or park the vehicle on a footpath. At a meeting on 22 September 2005 the Strategy and Policy Committee agreed to guidelines to specifically target no footpath parking in the central area and suburban centres (as defined by the District Plan) and agreed that outside of these two areas, a 'reasonable footpath space' must be available for pedestrian thoroughfare. The enforcement practice is to allow one metre. The Committee also agreed to no footpath parking by trucks or other large vehicles. The Committee also noted that for some exceptional cases, reasonable judgement by both drivers and enforcement officers will be required, and noting that at all times, parking on the footpath is an offence.
27. It has been more 15 years since this guideline was agreed (22 September 2005). Parking demand and car ownership rates have increased leading to more vehicles parked on the street. This in turn is causing more accessibility challenges and risks for footpath users and emergency vehicles in accessing narrow streets. In order to reduce public confusion about the legality of parking on footpaths and improve safety and accessibility for pedestrians and other footpath users officers recommend rescinding the agreement to part 2(b) of the September 2005 guideline that is currently applied to areas outside the central area and suburban centres.
28. This will allow parking officers to apply judgement and some level of discretion on all cases of footpath parking that occur outside of the central area and a suburban centre and more closely follow the parking space hierarchy which prioritises the safe movement of people on footpaths over the parking of vehicles.
29. On narrow streets where emergency vehicles and access by service and delivery vehicles is compromised then the choice must be made to prioritise these over parking of vehicles on the street, The instalment of broken yellow lines should be considered to stop people parking on both sides of the road even if it may result in residents not being able to park in the road immediately outside their homes.
30. Inappropriate, hazardous, and inconsiderate parking issues are commonplace across the city. As demand for parking increases and the amount of on-street space is decreasing, drivers are parking wherever is most convenient to them and disregarding the impact this may have on other road users.
31. The traffic teams job log for a six-month period, (September 2019 to March 2020), had 47 tasks for adding broken yellow lines and 34 requests for road markings out of 171 total jobs logged. The majority of these are in relation to parking too close to a junction; parking on both sides of a narrow street preventing access; parking across or too close to driveways or parking on corners/turning circles. Of 560 parking-related complaints logged for 2020 (up to end October), 520 of them relate to requests for broken yellow lines or new road markings due to unsafe parking or access issues due to inappropriate parking. It costs the Council approximately \$1.5million per annum maintaining road markings, of which up to 10 percent is spent maintaining broken yellow lines.

32. We are also aware of drivers parking across their own driveways in residents' and coupon parking areas to avoid purchasing a coupon or residents' parking permit. This type of parking is an offence under the Land Transport (Road User) Rules 2004 (Road User Rule). Section 6.9 (1 and 2) states that a driver or person in charge of a vehicle must not stop, stand, or park the vehicle to obstruct entry to or exit from any driveway. This is further clarified by stating that a vehicle parked within 1 metre of the entrance to a driveway (on either side) is obstructing entry and exit due to blocking sightlines.
33. The Road User Rule section 6.3 also specifies that a driver or person in charge of a vehicle must not stop, stand, or park the vehicle on any part of a roadway so close to any corner, bend, rise, dip, traffic island, or intersection as to obstruct or be likely to obstruct other traffic or any view of the roadway to the driver of a vehicle approaching unless this is authorised by signs or markings. A driver must also not stop, stand, or park a vehicle, whether attended or unattended, within 6 metres of an intersection unless signs/markings authorise this. This means irrespective of broken yellow lines or other road markings/signs being present or not, drivers must not park or stop in these types of locations as it is a danger to other road users, including pedestrians.
34. The current traffic bylaw is adequately worded (clause 13.1(m)) and does not need to replicate what is covered in other roading legislation. Therefore, officers do not recommend changing the wording in the new traffic and parking bylaw but to continue to enforce the Road User Rule through warnings, ticketing and if necessary, towing offending vehicles, including those parked across driveways.
35. Officers have been in contact with Fire and Emergency New Zealand (F&ENZ) and a list of streets in Wellington that cause access issues for the fire service has been compiled. Where certain areas are hotspots for Road User Rule offences that are causing safety or access issues, the Council will continue to consider additional broken yellow lines and other road markings or signage as budgets allow. The prioritising of the broken yellow lines will be in liaison with F&ENZ, St John's and other essential services.
36. The Transport Agency is responsible for administering the Road User Rule. If this issue is becoming more widespread in other urban areas of New Zealand, it may be appropriate for a national education and awareness campaign to remind drivers of the current road rules. Officers will raise this with the Transport Agency.

Setting fees and charges

37. Consideration was given to the current process for setting fees and charges for parking. It currently involves a two-step process where fees and charges are considered, proposed, and consulted on via the annual plan or long-term plan process as part of overall Council budget decisions. The second stage, which can occur in parallel to the Annual or Long-term Plan consultation, is to create and notify via a traffic resolution.
38. Officers reviewed the LTA and LGA 1974 and 2002 to identify if there was a simpler way of determining parking fee changes but unfortunately, we are not able to omit the traffic resolution step in the process. Going forward, under the new Parking Policy, Officers recommend the Council develops a "Pricing Protocol" to provide clear guidance on when and how on-street and other parking charges will be regularly

reviewed and at what occupancy and turnover (demand) point will a price increase or decrease be considered.

39. This may mean that the setting and changing of parking charges is no longer in step with the Annual or Long-term Plan processes but budget projections will be able to be made based on active parking management to maintain a consistent occupancy level of on-street parking. Officers also suggest an automatic annual pricing review and price increase in line with inflation to reduce making large shifts in price infrequently.

Temporary road changes for pilot/trial roading schemes

40. To improve transport choices and improve city amenity, safety, community building, heritage, creative arts and attractive streetscapes, the Council need to be able to trial (pilot) different road and urban space designs. For example, the Innovating Streets for People programme that involves co-designing people-friendly spaces with the community and creating parklets.
41. Section 10 of the traffic bylaw provides for the temporary discontinuance of a parking place so that the Council can prevent vehicles from using a parking space for a period. The intention was for this to be used when parking spaces are needed to support construction and maintenance work – either access, scaffolding, safety issues and/or the placement of skips etc. This section is also used when events take place on road reserve and require the temporary change or discontinuance of a parking space. However, it can also be used to temporarily discontinue a parking place, by resolution, for another use. The traffic resolution would need to specify the timeframe for the discontinuance.
42. The LGA 1974 sections 319(1)(h), 342 and schedule 10 provide the Council with the power to stop or close any road. This can be done on a temporary basis to:
- Undertake construction or repairs to utilities.
 - to resolve problems associated with traffic operations on a road network, experimental diversions of traffic are required.
 - during a period when public disorder exists or is anticipated.
 - when for any reason it is considered desirable that traffic should be temporarily diverted to other roads; or
 - for a period or periods not exceeding in the aggregate 31 days in any year for any exhibition, fair, show, market, concert, filmmaking, race or other sporting event, or public function.
43. The Transport (Vehicular Traffic Road Closure) Regulations 1965 allow a road controlling authority to close any road to ordinary vehicular traffic for not more than 12 hours to hold vehicle races or trials, or any processions, carnivals, celebrations, sporting events, or other special events. There is a consultation process and insurance requirements for the event promoter.
44. The Transport Agency has also recently trialled “Play Streets” events where traffic is restricted from part of a road but their guidance states this is not considered a full road closure because residents (and emergency vehicles) must still be able to safely access their properties if required. Therefore, the traffic restriction can be determined by an authorised officer and in line with the Code of Practice for Temporary Traffic

Management (CoPTTM). However, in practice, the CoPTTM does not provide the flexibility required to authorise such an event and will need amending to guide Councils on how to support and manage low speed, low risk, short-term events for local residents.

45. None of the current regulatory tools are ideal when applied to temporary, but medium-term, (six to 18 months) place or community-making initiatives. This is partly because they were developed in the sixties and seventies.
46. Currently, all temporary road closure requests for events must go through full Council for approval. This is due to the wording of the LGA 1974 (see paragraph 40). This appears to be a complex approach for temporary closures that occur frequently, particularly during the summer months and takes up considerable Council meeting time. Officers will raise this issue, together with the need for revisions to the CoPTTM and the need for specific statutory provision for parklets etc to the Ministry of Transport-led Parking Regulations Review.
47. Use the provisions in the LTA 1998 22AB (1) (h) and (m) to adequately cover all other possible uses of road and parking spaces for non-event type placemaking pop-ups, such as a community seating area, a community garden etc. The proposed new clause will prescribe the use of roads and provide for the construction of anything on, over or under a road. Refer to the Statement of Proposal, section 4.5 for more detail on this proposed amendment. This is not an ideal fix, especially if place-making initiatives are to increase. A more robust approach would be for the Ministry of Transport and Department of Internal Affairs to collaborate to develop a specific statutory amendment for parklets/pop-ups/Play Streets etc.

Motorcycles parking in standard parking spaces

48. Requests for motorcycles to be permitted to park in standard sized on-street metered parking spaces was raised a handful of times by Parking Policy Review submitters. The current traffic bylaw clause 6.5 states that no person shall park a motorcycle in any parking meter area controlled by a multiple parking meter, other than in any part specifically set aside for motorcycles.
49. This change was considered as part of a technical review of the Traffic Bylaw in 2011. Submissions received for the 2011 review from the motorcycle community did not support motorcycles being able to park in multiple parking meter areas as they perceived it could work against the provision of free motorcycle parking. Also noted were the dangers to motorists/motorcyclists, the potential for damage to either a nearby car and/or a motorcycle and the inefficiency of road space use given the high demand for on-street parking spaces. No new submissions on this topic were received during the 2015 traffic bylaw review.
50. As there are no longer any technology barriers to motorcycles parking and being able to pay for metered parking spaces, and with the future change to pay by plate, officers are open to considering changing the traffic bylaw as part of this review. This will be dependent on the responses received from submitters.

Non-compliant use of loading zones

51. There are frequent non-compliant uses of the city's loading zones and loading zone permits. Between 1 September 2020 and 1 March 2021, the Council issued 1,645 infringements for inappropriate use of loading zones. Plus, there is an increasing need for kerb space to pick up and drop off goods and food as the number and use of delivery services grow. Businesses are also switching to smaller and zero or low carbon ways of delivering such as electric bicycles or mopeds.
52. A delivery moped or bicycle isn't defined as a goods service vehicle under the LTA because they are under 6,000kg so they are currently unable to use any loading zone that is restricted to 'goods vehicles' only. If the loading zone is for 'authorised vehicles' then the driver has the option to purchase a loading zone permit and use these loading zones.
53. The offences for incorrect use of a loading zone are adequately provided for in the Road User Rules (clauses 6.16 (1-3)) and in the Traffic Control Devices Manual and do not need to be repeated in the traffic bylaw. Officers recommend a review and survey of current loading zone use and infringement is undertaken as part of any area-based parking management plan and prior to any proposed changes to any specific loading zone. This is to ensure that the loading zone/s are in the best available places for accessing nearby businesses etc that need deliveries/pick-ups from trucks, vans, and lorries. Pick-ups/drops-off by standard-sized vehicles, scooters and bicycles can use short-stay parking so it is important any review or plan also considers the location and number of short-stay parking spaces, such as P5s or P10s or broadens the use of the loading zone to any type of delivery vehicle.
54. Officers have reviewed, and where necessary are proposing amendments to the definitions in the proposed new traffic and parking bylaw. Refer to the Statement of Proposal.
55. Officers also recommend considering alternative approaches to monitoring and enforcing loading zone use and permit compliance, such as through static camera technology and vehicle plate recognition. Clarifying the loading zone permit eligibility, use and application process will also help and in time, moving the permitting system online.

Bulk waste and recycling bins on the footpath and other public places

56. Bulk waste and recycling collection bins (such as wheelie bins) are regularly stored in or on a public place during use and not stored on private property. For example, by hospitality businesses around Cuba Street and the laneways. Waste and recycling bins should only be put on footpaths, road reserve or in another public place for collection purposes.
57. Not only do these types of bulk bins create access issues, if poorly stored and managed they can attract 'fly-tipping' and vermin/unpleasant odour. A business using public space free of charge for storage could also gain a commercial advantage because they do not need to use space on their own property to store them.
58. This issue is partly covered under the Public Places bylaw 22.4 (v) which states no person may drive, stop, stand, park or leave any vehicle, bulk bin, container or other object in a public place in such a manner as to obstruct the normal or safe entry to, or

exit from, or movement of other vehicles, or pedestrians within a public place. This does not include people putting a skip in front of their own property or placing a skip, bulk bin, or other object alongside the kerb in a way that does not obstruct moving traffic or pedestrians.

59. There are no provisions under the Wellington Consolidated Bylaw 2008 to prohibit the storage of bulk bins in public places nor an ability to charge a fee for the private use of public space for this type of activity. However, the recently amended and adopted Solid Waste Bylaw November 2020 (the Waste Bylaw) includes a new restriction – waste, recycling or other diverted material must not be stored in or on a public place unless specifically approved by the Wellington City Council. The new waste licencing provisions under the Waste Bylaw also provides a means by which the Council can encourage good practices for storage and placement of bulk bins by the waste management companies and a compliance lever through the retention of the licence bond if their customers are not following the requirements.
60. To allow the Council to set charges for the private use (storage) of waste/recycling bins and other objects on or in public places an amendment to the Trading in Public Places Policy and Public Places Bylaw is required. The Trading in Public Places Policy is currently being reviewed and officers recommend the issue is considered when the Public Places Bylaw is subsequently reviewed.

Engine braking noise disturbance

61. Complaints have been raised by some residents about the noise disturbance from engine braking. For example, a complaint from Brooklyn Road and Ohiro Road in April/May 2020 and for Ngauranga Gorge by residents in Khandallah and Newlands. As Ngauranga Gorge is a State Highway and does not form part of the Delegation of Stationary Road Offences from the Transport Agency, the Council is not able to address the noise issues that may be generated by traffic.
62. For the heavy goods vehicles using Ohiro Road, it is likely they are travelling to and from the landfills on Landfill Road, but more investigation is required to determine:
 - whether the noise is due to the supplementary braking system, or something else
 - which vehicles are creating the excessive noise (it may only be older vehicles or vehicles used by a certain waste management company)?
 - how feasible is it for the vehicle to be modified to manage the excessive noise, such as with an exhaust silencer or muffler?
 - how frequent and at what times are the excessive noises being experienced.
63. There are a number of non-regulatory approaches that could be tried to reduce any excessive noise caused by engine braking such as meeting with and discussing mitigation options (silencers, phasing out of older vehicles, voluntarily stop engine braking) with the heavy goods vehicle companies that regularly use the problem route. These interventions would have to be weighed up against the safety benefits from using engine braking, particularly on steep hills.
64. The LTA provides RCAs the power to make certain bylaws to prohibit or restrict engine braking in areas where the speed limit does not exceed 70 kilometres per hour.

Therefore, the Council can consider whether to add this provision in the traffic bylaw for future situations where the level of noise is excessive and non-regulatory options do not satisfactorily address the issue. There are already provisions in the Road User Rules, clause 7.4(1) that allow the Police to enforce situations when a vehicle creates excessive noise. Parking Officers would not be able to enforce an engine-braking restricted area as it occurs when the vehicle is moving not stopping, standing, or parking.

65. Based on the low numbers of complaints received to date, officers recommend requesting more information and feedback from residents to determine how widespread the engine-braking noise is and where and at what times the noise is affecting them. This information will be requested during the consultation phase for the proposed traffic bylaw.

Cruising activity and disturbance

66. Concerns have been raised by some residents about gatherings of vehicles, illegal manoeuvres in the street, noise disturbances and other anti-social behaviour caused by gatherings of people in vehicles at night. Complaints have been received from residents in Tawa and Grenada North. Other complaints received during 2020 include convoys driving up Ironside Road, Johnsonville to Ohariu Valley; on-street racing at the Salek Street/Coutts Street intersection (Kilbirnie); racing and doughnuts² at Bowes Crescent, Strathmore Park, and racing in Melrose. Driving in this way is dangerous, both to the drivers themselves and other road users, as well as causing disturbance and upset to those living nearby due to the noise.
67. Under the LTA, cruising means driving repeatedly in the same direction over the same section of a road in a motor vehicle in a manner that draws attention to the power or sound of the engine of the motor vehicle being driven; or creates a convoy that is formed otherwise than in trade; and impedes traffic flow.
68. Section 22A of the LTA prohibits unauthorised street or drag racing, or other related prohibited activities on roads. This includes doing doughnuts, (operating a motor vehicle on a road in a manner that causes the vehicle to undergo sustained loss of traction).
69. The LTA 22AB gives the Council the ability to make bylaws to control, restrict or prohibit cruising, whether this is on a specific section of road or roads and a certain time period. The Council is also able to create a bylaw to prescribe the fines for prohibited cruising activity.
70. However, based on the information logged with each complaint, it may prove difficult for a Parking Officer to define the racing, doughnut, and convoys as 'cruising activity' as per the LTA definition. Most of these issues are considered traffic offences under the LTA 22A that the Police have responsibility to enforce or are noise complaint issues. If it

² A doughnut or donut is a manoeuvre performed while driving a vehicle where the front or rear of the vehicle rotates around and around the opposite set of wheels creating skid-marks on the road and the tyres may emit smoke.

is a vehicle that is creating the excessive noise, again, it is to be enforced by the Police not the Council.

71. Officers also question whether restricting or prohibiting cruising activity from certain roads at certain times would push the activity to a new/different part of the city or neighbouring territorial authority and not result in any long-term solution.
72. Officers recommend requesting more information and feedback from the Police and residents to determine how widespread cruising and other anti-social vehicle activity is, where and at what times the noise may be affecting them. The Council can also request suggestions for a different approach to resolving the disturbance and hazards caused by this type of activity. This information will be requested during the consultation phase for the proposed traffic bylaw.

Other issues considered as part of the traffic bylaw review

73. Other potential traffic bylaw issues were raised by Council staff from the Transport and Infrastructure, City Design and Place Planning and Parking Services business units. These have been assessed but no further action is required in terms of the traffic bylaw review. Attachment 2 summarises the issues raised and officers response.

Options




74. The Committee may approve to consult on the draft Statement of Proposal for a Traffic and Parking Bylaw or decide to keep the Wellington Consolidated Bylaw 2008 Part 7: Traffic unchanged. If the traffic bylaw is unchanged, the Council will not be able to fully implement the Parking Policy 2020 or improve other traffic and parking issues.

Next Actions

75. Upon committee approval, public consultation on the draft Statement of Proposal (attachment 1) will commence, pursuant to sections 83 and 86 of the Local Government Act 2002.
76. The proposed bylaw review assessment and amendments have been developed through internal consultation with Council officers from the Policy, Transport Planning, Legal, Transport Assets and Parking Services teams.
77. External consultation will be done under the special consultative procedure required under sections 83 and 86 of the LGA. Under the Instruments of Delegation granted by the Transport Agency to Wellington City Council dated [insert date] in respect of Stationary Vehicle Offences on State Highways and Special Vehicle Lane Offences, Stock Control, Roadside Selling and Planned Road Closures on State Highways, we must consult the Transport Agency and the Police Commissioner prior to amending the traffic bylaw.
78. The proposed timeline for the consultation and development process is:

Dates	Activity
22 April 2021	Strategy and Policy Committee considers this statement of proposal and the recommendation to release it for public consultation
10 May – 4 June 2021	Consultation period. Note: Includes consultation with the Transport Agency as per the conditions of the Instrument of Board Delegation from Waka Kotahi NZ Transport Agency (the delegation)
June 2021	Strategy and Policy Committee hears oral submissions.
Note: dates below may change depending on submission response	
17 June	Strategy and Policy Committee considers the report on all written and oral submissions and decides whether to adopt the proposed bylaw.
30 June	The Council considers whether to adopt the proposed bylaw.
5 July	Public notice of the amendment of the bylaw by publication in the Gazette as per the conditions of the delegation
5 July	Bylaw (as amended) comes into force.
By 9 July	Send copy of the adopted Bylaw to the Transport Agency and Minister of Transport.

Attachments

- Attachment 1. Statement of Proposal: Review of Part 7: Traffic of the Wellington Consolidated Bylaw 2008 [↓](#)  Page 56
- Attachment 2. Other traffic and parking issues considered during the review [↓](#)  Page 136
- Attachment 3. Draft Submission Form [↓](#)  Page 141

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SUPPORTING INFORMATION

Engagement and Consultation

The Statement of Proposal reflects analysis of the traffic bylaw by Council staff from the following business units: Parking Services, Policy, Transport Planning, Legal and Transport Assets. The proposal also covers some issues raised by submitters to the Parking Policy review in 2020. The public consultation process is designed to bring any public concerns or suggestions into the review process, in particular the issues of noise disturbance caused by engine braking and noise disturbance and road damage caused by cruising. The consultation will also be an opportunity to seek views from motorcycle users on whether motorcycles should be able to park (and pay any fee) in standard sized parking spaces.

Officers alerted the following organisations to the review and invited comments or an opportunity to meet to discuss the traffic bylaw: the New Zealand Fire and Emergency Service, St Johns, Wellington Police, the Police Commissioners office, the Transport Agency, CCS Disability Action, Mevo, Cityhop, some taxi companies, the Taxi Federation, carshare providers, Let's Get Wellington Moving, the Road Transport Forum, the Road Transport Association NZ, Living Streets, the NZ Heavy Haulage Association and a couple of waste operators.

Treaty of Waitangi considerations

There are no Treaty of Waitangi considerations.

Financial implications

There are no financial implications from reviewing and amending the current bylaw. There are likely to be financial implications when implementing aspects of a revised bylaw.

Policy and legislative implications

Once this process is completed the Parking Policy 2020 can be fully implemented. The next full review of the traffic bylaw will be due in ten years' time.

Risks / legal

Legal have reviewed the draft Statement of Proposal and do not have any concerns at this stage.

Climate Change impact and considerations

Although there are no climate change considerations when consulting on the draft traffic bylaw, the implementation of the Parking Policy 2020 and use of compliance and enforcement tools in the traffic bylaw could support travel behaviour change and therefore, emissions reduction from private vehicle use.

Communications Plan

Available on request.

Health and Safety Impact considered

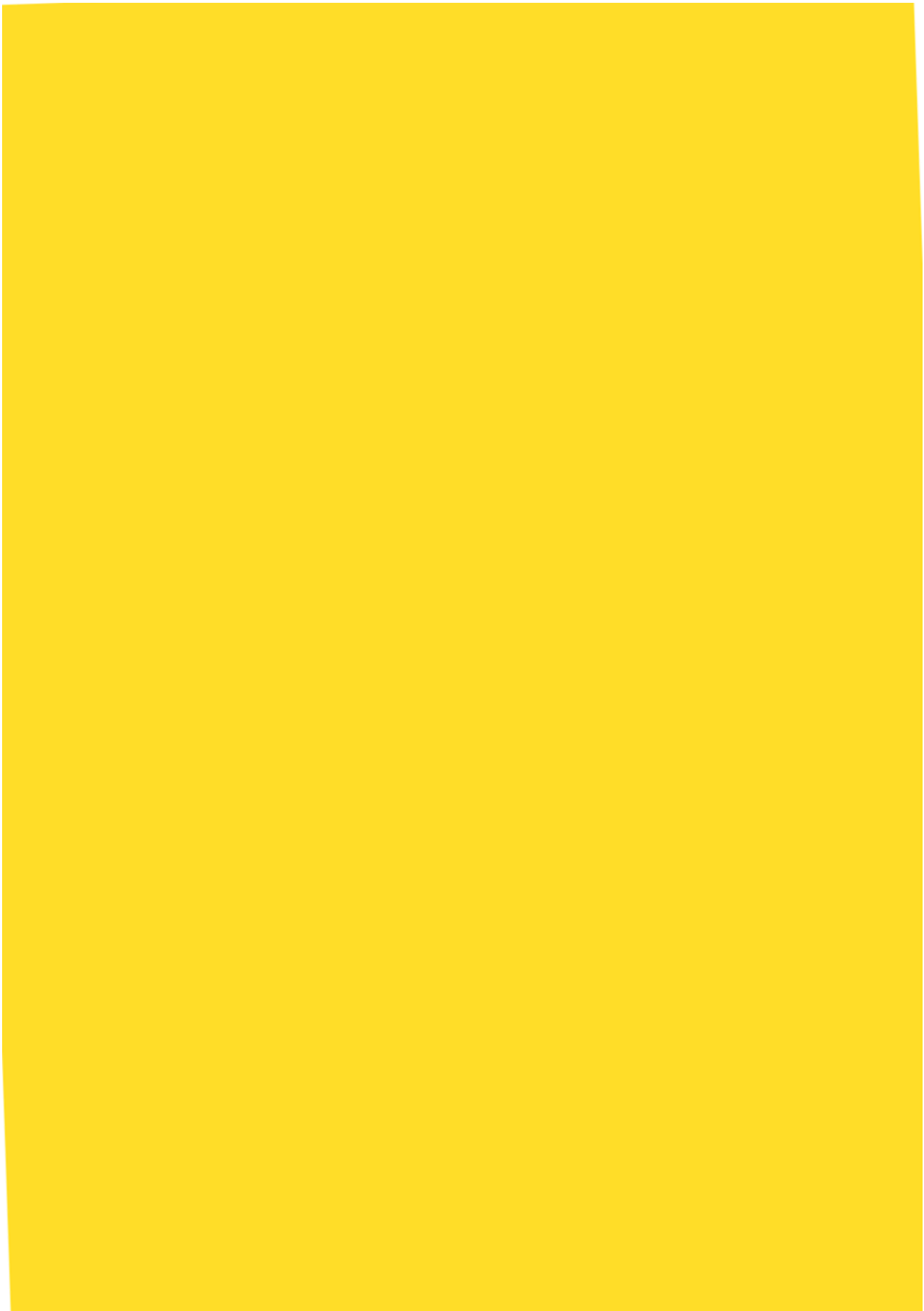
There are minor health and safety concerns during the consultation and engagement phase. Parking generates a passionate reaction in some people and may heighten the risk of negative interactions between the public and Council officers, particularly Parking Services staff and those staff fronting the public engagement.

April 2021

Draft Statement of proposal

Review of Part 7: Traffic
of the Wellington City
Consolidated Bylaw 2008





Statement of proposal

**Review of the Wellington City Consolidated Bylaw 2008 *Part 7:*
*Traffic***

DRAFT

Version	Date	Reviewed by
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Summary of information

This statement of proposal relates to a review of *Part 7: Traffic* of the Wellington City Consolidated Bylaw 2008 (referred to as the traffic bylaw).

Under the terms of the Local Government Act 2002 (the LGA), all bylaws must be reviewed every 10 years. The traffic bylaw is not due for review until 2026. However, in August 2020, the Council adopted a new Parking Policy. Implementing this policy requires the traffic bylaw to be amended. This review will also enable traffic issues that have arisen since the last review to be considered. The review is initially undertaken by Council, followed by public consultation on the proposal.

The traffic bylaw is made under the Land Transport Act 1998 (LTA) and the LGA, and enables the Council to specify different types of parking (for example, mobility parking and loading zones) and to set times, permits and fees for parking, as well as offences against the bylaw (for example, failure to display a valid coupon or over-staying time limit). The traffic bylaw is enforced by Council parking officers, alongside other legislation, such as the Land Transport (Road User) Rule 2004. A summary of traffic-related legislation and policy is provided in Appendix A.

Council Officers have reviewed the traffic bylaw and found it remains an appropriate bylaw and the most appropriate form of bylaw under the terms of the LGA (1974), the LGA (2002) and the LTA to address parking related matters in Wellington. Amendments to the traffic bylaw are proposed in order to:

- improve structure and readability by revoking Part 7: Traffic from the Wellington City Consolidated Bylaw 2008 (the Consolidated Bylaw) then create a new bylaw called the Traffic and Parking Bylaw, carrying over some of the provisions from the current Part 7, repealing some and amending others
- clarify the scope includes all Council-managed parking places
- provide for managing safe and efficient movement of traffic
- provide for shared paths, shared use zones and special vehicle lanes
- reflect the Parking Policy 2020
- enable temporary road changes for pilot/trial schemes
- make it simpler for Parking Officers to remove non-motorised vehicles that park on the street for longer than 7 days
- regulate the parking of vehicles for advertising or selling purposes
- manage mobile trading in roads and public places
- prohibit driving, riding or parking on beaches and restrict on unformed legal roads
- amend definition of taxi to include small passenger service vehicles (SPSVs)
- clarify that skip/bulk bins on roads/in parking places can be restricted, charged and removed when in contravention of the traffic bylaw using the bylaw making powers under the LGA
- clarify the conditions for using public works as a defence for parking offences

The Council will use this consultation to seek information and further explore the need for provisions to:

- allow motorcycles to park in standard-sized metered parking bays, subject to the payment of the correct fee

- prohibit or restrict engine braking in certain areas
- control, restrict or prohibit cruising activity and disturbance.

The provisions for the above have been included in the draft traffic and parking bylaw to show the draft wording.

Other traffic management proposals include:

- rescind a 2005 Council agreement to guidelines on vehicles parking on footpaths to clarify that all parking on footpaths is an offence as per Part 6.14 of the Land Transport (Road User) Rule 2004 and Parking Wardens have discretion as to whether or not to issue a warning, issue an infringement or to tow an offending vehicle

The review findings are summarised in this statement of proposal document and a summary of the changes provided in Appendix B, the proposed revised bylaw and current bylaw are attached (Appendix C and D).

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Have your say

Please let us know what you think about the review and proposed changes to the Wellington Consolidated Bylaw 2008 Part 7: Traffic.

To have your say about the proposed bylaw amendments you can:

- make a submission online at www.wellington.govt.nz/haveyoursay
- download a submission form from the website and email it to policy.submission@wcc.govt.nz
- fill in the submission form and send it to: Freepost 2199, Traffic Bylaw Review, PO Box 2199, Wellington 6140
- drop off a completed submission form to Arapaki Service Centre at 12 Manners Street.

Printed copies of this Statement of Proposal are available from:

- Arapaki Service Centre
- Libraries
- by emailing policy.submission@wcc.govt.nz
- phoning 04 499 4444 to request a copy.

If you wish to make an oral submission to Councillors, please indicate this on the submission form and ensure that you have included your contact details. We will contact you to arrange a time for you to speak.

Written submissions open on XXXX and close at 5pm on XXXX.

1. Introduction and reasons for statement of proposal

This statement of proposal relates to a review of *Part 7: Traffic* of the Wellington City Consolidated Bylaw 2008 (referred to as the traffic bylaw).

Under the terms of the Local Government Act 2002 (the LGA 2002), all bylaws must be reviewed every 10 years. The traffic bylaw is not due for review until 2025. However, in August 2020, the Council adopted a new Parking Policy. Therefore, the traffic bylaw needs amending to ensure the new Parking Policy can be fully implemented and enforced. Other new traffic issues have arisen since the last review in 2015, so these will be analysed, and if required, amendments made. The review is composed of a review by Council, and then public consultation on findings and proposals.

The Land Transport Act 1998 (the LTA) enables a local authority to make traffic bylaws, the Local Government Act 1974 (LGA 1974) enables the local authority to construct, divert, stop or close a road and provides the powers to remove abandoned vehicles from roads. This includes footpaths, cycle tracks, vehicle crossings. The LGA 2002 specifies that a bylaw should be an appropriate response to a defined problem.

Given the traffic bylaw has been in force for many years, the review discussion covers what could happen without the traffic bylaw (ie the problems that would arise). Council officers have reviewed the bylaw and determined that it remains fit for purpose and is the most appropriate bylaw under the LGA 2002 and the LTA and is the most appropriate form of bylaw to address parking related matters in Wellington. It also gives effect to the Council's new Parking Policy and provides for controls on vehicle traffic on any road in Wellington City including state highways. The Council has proposed changing the traffic bylaw to:

- revoke Part 7: Traffic from the Consolidated Bylaw 2008, then create a new bylaw called the Traffic and Parking Bylaw, carrying over some of the provisions from the current Part 7, repealing some and amending others
- add cross-references to the Parking Policy 2020 and Council guidelines where relevant and confirm the Chief Executive of the Council is responsible for the approval of the guidelines
- remove any unnecessary duplication to national legislation, including duplicated definitions
- clarify the scope includes all Council-managed places
- provide for managing safe and efficient movement of traffic
- provide for shared paths, shared use parking zones and special vehicle lanes
- reflect the Parking Policy 2020
 - setting parking charges and restrictions by zone as well as by designated space
 - payment according to vehicle licence plate as well as by parking space
 - charging and restricting by vehicle type and space use
 - introducing parking restriction zones to prevent the parking of oversize and non-motorised vehicles on the street in certain areas
 - an offence to park over or across more than once marked parking space
 - the implementation of new restricted parking zones with residents' exemption permits
 - new types of parking permits and removal of coupon exemption permits.

- provide for demand responsive pricing
- provide for restricted parking areas based on vehicle type
- enable temporary road changes for pilot/trial schemes
- make it simpler for Parking Officers to remove non-motorised vehicles that park on the street for longer than 7 days
- regulate the parking of vehicles for advertising or selling purposes
- manage mobile trading in roads and public places (prohibit or permit and charge for)
- prohibit the driving, riding or parking of vehicles on beaches
- restrict the driving, riding or parking of vehicles on unformed legal roads
- amend definition of taxi to include small passenger service vehicles (SPSVs)
- clarify that skip/bulk bins can be restricted, charged and removed when in contravention of the traffic bylaw using bylaw making powers under the LGA
- clarify the conditions for using public works as a defence for parking offences.
- amend the current traffic bylaw to allow motorcycles to park in standard-sized metered parking bays, subject to the payment of the correct fee
- add a provision to prohibit or restrict engine braking in certain areas
- add a provision to control, restrict or prohibit cruising activity and disturbance.

A related traffic management proposal includes:

- rescind a 2005 Council agreement to guidelines on vehicles parking on footpaths to clarify that all parking on footpaths is an offence as per Part 6.14 of the Land Transport (Road User) Rule 2004 and Parking Wardens have discretion as to whether or not to issue a warning, issue an infringement or to tow an offending vehicle

The consultation will provide an opportunity to gather information and further explore the need for provisions to:

- allow motorcycles to park in standard-sized metered parking bays, subject to the payment of the correct fee
- prohibit or restrict engine braking in certain areas
- control, restrict or prohibit cruising activity and disturbance.

This document contains:

- background information
- process and proposed timeline for proposed bylaw amendments
- bylaw review discussion and amendment proposals
- summary of traffic-related legislation and policy (Appendix A)
- summary of proposed bylaw changes (Appendix B)
- proposed draft bylaw (Appendix C)
- current bylaw for comparison (Appendix D).

2. Background (the context of the traffic bylaw and the review requirement)

This section describes the traffic bylaw and review requirements. A detailed summary of Council policy and legislation that applies to traffic management is provided (Appendix A).

2.1. Traffic bylaw

The purpose of the traffic bylaw is to regulate a wide range of activities that take place on road reserves within Wellington City. This is to protect, promote and maintain public health and safety and protect the public from nuisance, harm and to minimise the potential for offensive behaviour preventing the wellbeing and enjoyment of the public using the road. The traffic bylaw sets the requirements for parking and control of vehicles or other traffic on any road owned or managed by Wellington City Council. This includes the ability to:

- create parking meter areas and restricted parking zones
- specify times for parking, set parking fees
- provide information about parking such as using signs and road markings
- establish the Council mechanism for making decisions; by Council resolution and the processes required and
- a list of offences.

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

The traffic bylaw was adopted in 2004 before being consolidated in 2008. It was amended in 2012 and 2015.

2.2. Parking Policy

The Wellington City Council Parking Policy 2020 (the Parking Policy) sets out the Council's intentions for managing the supply and demand for parking and other traffic matters. The objectives of the Parking Policy are to support:

- a shift in the type of transport used
- safe movement
- business well-being
- city place-making, amenity, and safety
- access for all
- a move to becoming an eco-city and
- the delivery of service excellence and a safe working environment

2.3. Land Transport Act 1998 (LTA)

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

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

2.4. Local Government Act 2002 (LGA)

The LGA (2002) sets out procedural requirements for making or amending a bylaw. Provisions were added to the LGA (2002) in 2006 to require bylaws to be reviewed every 10 years. The government's intent in creating the new provisions was to ensure a regular cycle of review for bylaws.

Bylaws that are not reviewed within two years of a review becoming due are automatically revoked ([Sections 158 –160A](#)). Although the traffic bylaw is not eligible for a review until 2025, the new Parking Policy 2020 has triggered the need for this review.

The LGA (2002) procedural requirements for reviewing a bylaw are the same as those for creating a bylaw ([Section 155](#) of the LGA 2002). At review, a local authority must consider whether a bylaw is the most appropriate way of addressing a perceived problem and whether the proposed form of the bylaw is appropriate. The Council must also show that the bylaw is not inconsistent with the New Zealand Bill of Rights Act 1990 (NZBORA).

Section 22AD of the LTA states that the special consultative procedure set out in section 83 of the LGA (2002) is to be used for making a bylaw under section 22AB of the LTA.

After deciding to adopt any amendments to the bylaw, the local authority must give public notice of when the bylaw or amendments come into force.

2.5. Delegations requirements

An Instrument of Delegation has been granted by Waka Kotahi NZ Transport Agency (the Transport Agency) to Wellington City Council dated [\[insert date\]](#) relating to *Stationary Vehicle Offences on State Highways and Special Vehicle Lane Offences, Stock Control, Roadside Selling and Planned Road Closures on State Highways*. The Council must consult with the Transport Agency and the Commissioner of Police prior to amending the traffic bylaw. A copy of the adopted bylaw must be provided to the Transport Agency and to the Minister of Transport within three days after the bylaw is made.

2.6. The process and timeframe for review

The process for review that meets the consultation requirements of the LGA is as follows:

The proposed bylaw review assessment and amendments have been developed through internal consultation with Council officers from the Policy, Transport Planning, Legal, Transport Assets and Parking Services teams.

External consultation will be done under the special consultative procedure required under sections 83 and 86 of the LGA (2002).

The timeline for the consultation and development process is:

Dates	Activity
22 April 2021	Strategy and Policy Committee considers this statement of proposal and the recommendation to release it for public consultation
10 May - 4 June 2021	Consultation period. Note: Includes consultation with the Transport Agency and the Police Commissioner as per the conditions of the Instrument of Board Delegation from the Transport Agency
June 2021	Strategy and Policy Committee hears oral submissions.
Note: dates below may change depending on submission response	
17 June	Strategy and Policy Committee considers the report on all written and oral submissions and decides whether to adopt the proposed bylaw.
30 June	The Council considers whether to adopt the proposed bylaw.
5 July	Public notice of the amendment of the bylaw by publication in the Gazette as per the conditions of the delegation
5 July	Bylaw (as amended) comes into force.
By 9 July	Send copy of the adopted Bylaw to the Transport Agency and Minister of Transport.

3. Review discussion

This discussion reflects analysis of the traffic bylaw by Council staff and covers some issues raised by submitters to the Parking Policy review. The public consultation process is designed to bring any public concerns or suggestions into the review process.

3.1. Is the traffic bylaw still appropriate under the LTA and LGA (2002)?

As the traffic bylaw scope is defined by the LTA, Council officials note that there have been no significant changes to the LTA that would require material changes to the traffic bylaw.

3.1.1. The perceived problem

Activities related to parking and traffic can create problems on Wellington City's roads that are required to be addressed by the Council. These activities may cause:

- an unreasonable obstruction and access issues for other road users. Demand for parking and use of the overall road network in the city has increased, due to population and car ownership rates both increasing. This is increasing congestion on our roads due to growth in the volume of all types of users. The supply of parking has decreased for several reasons, such as changes to the use of road space away from parking: utilising off-street parking areas for other purposes and the loss of parking buildings due to earthquake damage. This is resulting in road users parking across or too close to driveways preventing safe entry/exit; parking in a high demand area for long periods of time; blocking safe movement by leaving large containers on the road or footpath for a long time and using road space for private benefit/commercial purposes;

- a danger to other people in the area, including pedestrians and other road user. Examples including skateboarding/scootering at high speed; parking on corners, narrow roads or too close to intersections; displaying vehicles for sale or advertising on vehicles on a busy road; or
- damage to property or to the environment, such as parking on a planted berm or heavy vehicles parking on footpaths.

Under the LGA (2002) requirements for a bylaw to address a problem, officials have considered the question:

3.1.2. What if there was no traffic bylaw?

The Council has considered non-regulatory options for addressing the perceived problems. However, the Council does not consider non-regulatory measures will be sufficient to address all types of parking and traffic problems. Parking predominantly benefits the individuals who use car parks, the benefits are private and exclusive. Whereas, safe movement and access are required by all road reserve users, not just those parking their vehicles. A voluntary approach would not work, as there is an inadequate incentive for individuals to comply and too many competing interests in a limited and constrained road space.

The provision of information and educative programme would not be sufficient on their own to address the problems, but they are a useful way to communicate changes to parking or traffic rules.

Thousands of cars, service vehicles, buses and taxis use parking in the city every day. This includes around 3200 metered parking spaces and some 5700 resident and coupon exemption parking permit holders. The enforcement of the bylaw is undertaken by Parking Services teams at the Council.

Without the bylaw, the Council would not be able to provide for different parking types (such as mobility permit holders, residents and short-stay) or charge fees for parking in the city. On-street parking would quickly fill with commuters or residents staying all day, leaving little to no parking for shoppers, tradespeople and visitors.

3.1.3. Is the traffic bylaw the most appropriate way of addressing that problem?

If the traffic bylaw was repealed, the Council would be unable to prioritise the use of its road space for different types of parking. The provisions of the bylaw are appropriate under the LTA, and do not duplicate any other legislation or traffic controls. If repealed, the only controls that could be enforced are those in the LTA and regulations made under the LTA (for example, no parking on a pedestrian crossing). There would also be no power for restrictions to be imposed by resolution and the Council would not be able to use the powers provided to road controlling authorities in the LTA.

The bylaw is the unique instrument for the Council to regulate the use of parking spaces on Wellington City roads and prohibiting or regulating certain activities on roads where they cause nuisance or risks to the safety of pedestrians and road users.

Therefore, the Council does not recommend repeal of the traffic bylaw.

The traffic bylaw was reviewed in 2011 and amended to:

- clarify if motorcycles could use pay and display parking areas
- clarify exemptions for residents parking schemes
- remove offences specific to taxis that were unenforceable
- amend the resolution making process
- editorial changes to improve the clarity of the bylaw.

The review in 2011 was to address specific issues and was not structured to meet the terms of the LGA (2002) for the 10-yearly reviews (which require consideration of whether a bylaw is still appropriate). Further changes to the traffic bylaw were made in 2012 to introduce taxi restricted areas.

The traffic bylaw underwent a comprehensive review in 2015, issues covered included:

- ensure the traffic bylaw provides for the use of electronic technology to monitor parking, and to pay for parking
- provide more flexibility on road markings
- address public submission proposals that were out of scope of a review in 2011 and referred to this review
- make minor clarifications and remove reference to repealed legislation.

3.1.4. Is the proposed bylaw the most appropriate form of the bylaw?

The proposed traffic bylaw clearly states the Council's position by stating whether an activity is permitted, and which activities constitute a breach of the bylaws. The proposed bylaw sets out what action needs to be taken to comply with it, for example, whether a permit from the Council is required for the activity.

As several new parts have been added to the proposed traffic bylaw and this increases the bylaw from 14 sections to more than 30, the change warrants changing it to a stand-alone bylaw. This will also increase the profile of the Traffic and Parking bylaw and improve accessibility and readability. The proposed Traffic and Parking bylaw is consistent with the style when compared with other council's traffic bylaws. Subject to the proposed amendments addressed below, the Council considers that the form of the bylaw as proposed is the most appropriate form of bylaw.

3.1.5. Does the traffic bylaw require amendment?

Although the traffic bylaw has been reviewed in 2011, 2012 and 2015, the adoption of a new Parking Policy necessitates a review before the next scheduled review which would not be until 2025 (based on the LGA (2002) 10-year review requirement).

Without the traffic bylaw there is no mechanism to give full effect to the Council's intentions set out in the new Parking Policy 2020. The new Parking Policy sets new objectives of what we want to achieve through the provision and management of parking; guiding principles to help with parking management decisions; a parking space hierarchy to prioritise different parking types and users in different areas of the city; a new area-based approach to inform parking management changes and a new approach to pricing parking.

Many of these new policy settings are not yet provided for in the current bylaw nor could be achieved without one. Five years is considered too long a time period without being able to implement a policy.

This LGA (2002) review will keep the traffic bylaw current and flexible enough for emerging technology, changes in transport modes and travel behaviour. The review also provides the opportunity to remove the traffic bylaw from the Consolidated Bylaw to become a new stand-alone bylaw, to restructure the bylaw to improve readability, access and transparency, remove duplication with other land transport legislation and consider new regulatory approaches to address emerging road-related nuisances and hazards.

These matters are discussed below, and the proposed new traffic bylaw provided (Appendix C).

4. Explanation of the proposed traffic bylaw changes

This section gives an overview of the rationale for, and the content of, the proposed traffic bylaw.

Many of the provisions from the previous traffic bylaw have been retained but re-ordered or re-worded. The proposed changes are summarised in the table attached (Appendix B). To improve the structure and accessibility of the traffic bylaw, the following changes are proposed.

- Revoke Part 7: Traffic from the Consolidated Bylaw 2008, then create a new bylaw called the Traffic and Parking Bylaw, carrying over some of the provisions from the current Part 7, repealing some and amending others.
- Add cross-references to national legislation, the Parking Policy and Council guidelines where relevant and remove any unnecessary duplication in the interpretation.
- Provide an online version of the Traffic and Parking Bylaw with up to date schedules of resolutions for easier public access.

These new provisions in the proposed new Traffic and Parking Bylaw were considered necessary to address the identified problems. These provisions are specifically identified in each of the relevant sections below.

Some issues that relate to activities on the road or footpath were determined to be better managed under the Wellington Consolidated Bylaw 2008 Part 5: Public Places (public places bylaw) or required complementary changes to both the traffic bylaw and the public places bylaw. The Council is reviewing its Trading in Public Places and Footpath Management policies. After the conclusion of this review, the public places bylaw will be reviewed, and these issues resolved.

4.1. Scope of the traffic bylaw

Issue: It is not clear where the traffic bylaw can be applied leading to uncertainty about controlling traffic and parking management on Council parks, reserves and sports fields etc.

Current bylaw: The purpose statement states that the traffic bylaw applies to any road in Wellington City, excluding state highways controlled by the Transport Agency. Clause 11.1 states the Council may by resolution apply controls to any road or other area or building controlled by the Council unless provided for elsewhere.

Proposed bylaw: Adds an upfront statement that the parking and traffic controls and resolution making provisions can be used by the Council on any road and off-street parking area or building controlled by the Council, including its transport stations, reserves, recreation sites, beaches, unformed legal roads, other off-street areas and land managed by its Council-Controlled Organisations. This includes private roads where the residents have passed the parking management authority to the Council. Clarify that the exclusion of state highways does not include those covered by the Transport Agency Instrument of Delegation.

4.2. Managing the safe and efficient movement of all road traffic

Issue: The city is experiencing growing congestion on its roads, growing demand for different uses of the road space and new types of vehicles. This is causing greater risk to both road users/vehicle drivers and pedestrians and increased conflict between road users and road usage. To improve safety and decrease the potential for conflict, the Council will need to use more traffic flow type management measures such as restricting the direction of traffic and vehicle classes on some roads or cycle paths.

Current bylaw: There are no specific provisions to prescribe traffic direction on certain roads in the current bylaw.

Proposed bylaw: Adds new provisions to require one-way traffic or restrict certain vehicle manoeuvres by resolution as per the bylaw provision under the LTA 1998 22AB.

4.3. Urban design, shared paths¹, shared use zones² and special vehicle lanes

Issue: The Council is improving transport choices, supporting city place-making, amenity and safety and need to achieve more from the same amount of road space by creating more shared use paths that can be used by different users at the same time (such as pedestrians, cyclists, riders of mobility devices and riders of wheeled recreational devices). This will include creating new urban design features such as seating areas and shared paths or cycle paths for active transport.

The Council needs the ability to provide shared use zones for parking that can be used by different types of vehicles at different times – such as a laneway used by pedestrians, goods

¹ A shared path is a path that may be a cycle path, a footpath or another kind of path and may be used by some or all of the following at the same time: pedestrians, cyclists, rides of mobility devices and riders of wheeled recreational devices (Land Transport (Road User) Rule 2004 section 11.1A)

² A shared zone is a length of roadway intended to be used by pedestrians and vehicles (Land Transport (Road User) Rule 2004 section 1.6.)

vehicles loading/unloading and short-stay vehicles parking at different times. In the future the Council may also want to create other types of special vehicle lanes, such as transit lanes (e.g. high-occupancy motor vehicle lanes (T2 or T3)) or lanes for mass transit vehicles.

Current bylaw: There are no current provisions that specify making resolutions for shared use areas or for shared zones. The LGA 1974 319 (1)(f) already provides the Council with the ability to determine what part of a road shall be cycle track only but a bylaw provision is required under the LTA 1998 22AB (1)(h) to allow the Council to prescribe the use of the cycle track (cycle path), such as whether it is for bicycles only or other forms of micro-mobility too. The Land Transport Rule: Traffic Control Devices 2004 section 5.3(b) provides for different methods of marking an area of a road for a specific purpose, such as contrasting surface texture or colour but this must be supplemented with a sign. The Land Transport Act provides Council with the ability to enforce offences on special vehicle lanes

Proposed bylaw: Clarifies the definitions of cycle path, cycle lane and cycle track, plus defines shared path and shared use zone. This is because the Council use of the terms is different to those in the Land Transport (Road User) Rule 2004.

Adds a new shared use zone clause to clarify that the Council may by resolution specify any road or part of a road to be a shared use zone for parking and the resolution will specify what vehicles classes can use the zone and when. Adds a new shared path clause to clarify that the Council may by resolution determine the priority for users of the shared path. The shared path clause will cover cycle-only paths when required. Adds a new special vehicle lane clause so the Council can prescribe different types and use of special vehicle lanes.

4.4. Changes to reflect the Parking Policy 2020

Issue/current bylaw: There are no clauses that cover the new provisions provided for in the Parking Policy 2020 adopted in August 2020 and the current sections 7: Residents parking schemes and 8: Coupon parking are no longer in line with the new policy. The Council needs new powers to implement demand-responsive pricing and to restrict or prevent certain types of vehicles parking on the street. Overall, the proposed new bylaw needs to cross-reference the Parking Policy 2020 to connect the two documents and aid decision-making.

Proposed bylaw: Carries over and amends section 7 and 8 to allow for the transition over time from legacy residents parking schemes and coupon parking to the new restricted parking zones with residents', and other, exemptions plus coupon parking areas. New clauses will provide for the following:

- Setting parking charges and restrictions by zone as well as by designated space.
- Payment according to vehicle licence plate as well as by parking space.
- Charging and restricting by vehicle type and space use.
- Introducing parking restriction zones to prevent the parking of oversize and non-motorised vehicles on the street in certain areas.
- An offence to park over or across more than one marked parking space.
- The implementation of new restricted parking zones with residents' exemption permits.

- New types of parking permits and removal of coupon exemption permits.
- Provide for demand responsive pricing.
- Provide for restricted parking areas based on vehicle type.

The Parking Policy 2020 street space hierarchy categorises the long-stay parking of private non-motorised vehicles, advertising vehicles, heavy commercial vehicles and motorhomes as the lowest priority across all areas. In some areas of the city, demand for on-street and Council off-street parking is high most of the time or the streets are too narrow to accommodate wide vehicles without impeding access or creating safety issues. Therefore, it is proposed to help optimise the use of Council parking spaces and to implement this policy position, a new section will be added to the traffic bylaw to enable the Council to create 'restricted parking areas' based on the type of vehicle, particularly its size.

4.5. Temporary constructions on roads for pilot/trial schemes and placemaking

Issue: To improve transport choices and improve city amenity, safety, community building, heritage, creative arts and attractive streetscapes, the Council needs to be able to trial (pilot) different road and urban space designs. For example, the Innovating Streets for People programme that involves co-designing people-friendly spaces with the community. The current bylaw does not provide for temporary non-event changes to the road, such as seating areas and community gardens.

Current legislation and bylaw: The Council can already temporarily discontinue parking spaces and can temporarily or permanently stop or close roads. The temporary stopping and closing of roads are for specific reasons outlined under Schedule 10 of the LGA 1974. These cover events, performance spaces, exhibitions, and concerts. The temporary discontinuance of a parking space is provided for in clause 10 of the current traffic bylaw.

Proposed bylaw: To adequately cover all other possible uses of road and parking spaces for non-event type placemaking pop-ups, the proposed traffic and parking bylaw adds a new clause to allow the Council to prescribe the use of roads and cycle tracks and the construction of anything on, over or under a road or cycle track. This bylaw making power comes from the LTA 1998 22AB(1)(h) and (m). It is proposed that clause 10 of the traffic bylaw is carried over to the new bylaw with some minor wording amendments to improve readability.

4.6. Long-stay storage of caravans, trailers etc

Issue: Individuals store vehicles, such as caravans, trailers, and cars not in use, on the street and in Council off-street parking areas. This is a private use and benefit of a public resource and in areas where Council parking is in high demand, can prevent others from accessing properties or Council facilities or restrict traffic movement. Currently, Parking Officers mark the tyres to determine whether this type of vehicle has been parked on the road for more than 7 days and issue a warning to remove the vehicle. However, the owner will move it a short distance away before the 7-day time limit is exceeded. This doesn't resolve the issue of the vehicle using on-street or Council off-street space for storage.

Current legislation and bylaw: It is an offence under section 13(n) of the traffic bylaw to leave a vehicle with no motive power in or on any road or private road within the city for a period exceeding 7 days. This includes motor vehicles that are disabled or damaged and non-motorised vehicles such as caravans, trailers, and boats. It is also an offence under clause 6.19 of the Road User Rule to park a trailer on a roadway for a period exceeding 7 days except with written permission from the Council. Other interventions to control the on-street and off-street storage of vehicles such as caravans, trailers etc include excluding these types of vehicles from eligibility for a residents parking or resident-exempt permit in areas with restricted parking schemes and, as proposed above, introducing the ability for the Council to create 'oversize vehicles' restricted areas via a resolution.

In addition, Section 9: Vehicle removal gives the Council the ability to remove any vehicle parked in a way that breaches the Bylaw or resolutions passed under the Bylaw although it does not allow the Council to remove a legally parked vehicle on the street that has been in the same place for a prolonged period of time. The Council could then follow the notification and storage requirements under the LGA 1974 section 365: Removal of abandoned vehicles from roads to remove a legally parked vehicle that appears to have been abandoned by its owner.

Alternatively, for some situations, it is also an offence under 13 (o) to park in front of any property in a residential area, where the size of the vehicle or the continual nature of the parking, unreasonably prevents occupants from parking outside their property.

Proposed bylaw: Carries over and amends clause 13(n) to add that moving the vehicle within 500 metres within the 7 days is not permitted to make it easier to remove vehicles that move up and down the street within the 7-day timeframe. Note this will require Parking Officers to check surrounding areas to see if the offending vehicle has been removed/moved away far enough. For Council off-street parking areas, time restrictions would need to be introduced under the traffic and parking bylaw to prevent the long-term storage of vehicles at these sites.

4.7. Advertising vehicles and vehicles for sale parking on road reserve or other Council land

Issue: Across the city there are examples of vehicles advertising a service or company parking on the street for prolonged periods of time. The vehicles are not being used for transporting goods or people but to advertise the business. Rental vehicle companies and car/motorcycle dealers also park their vehicles for rent or for sale on the street. As with the issue above, this is private use and benefit of a public space that should either be paid for or moved off the street on to the commercial premises. Examples include: South of Ngauranga Gorge traffic lights/Hutt Road, an advertising trailer parked for months. Rental car companies in Miramar and Lyall Bay parking on the street, particularly over the summer. A vehicle garage in Coutts Street, Miramar, parking customers vehicles on the street and a motorcycle dealer on Douglas Street using coupon parking for its vehicles.

Current bylaw: The Public Places bylaw clause 8.1 gives the Council the ability to require written approval for retail displays, 8.2 to consider and grant licenses for any promotional signage associated with trading activities and section 9 covers approval, charging and removal of signage. However, retail displays are not defined, and the definition of signage is not broad enough to cover advertising on vehicles/trailers.

Under the traffic part of the bylaw, it is an offence under section 13(n) to leave a vehicle with no motive power in or on any road or private road within the city for a period exceeding 7 days. This clause could be used if the advertising vehicle is non-motive and on the street for more than 7 days and the vehicle removed under section 9 but it does not address the other commercial uses of public road or advertising vehicles that have motive power.

Proposed bylaw: Adds new clause to the traffic and parking bylaw to provide for restrictions for stopping, parking or standing vehicles on the road or any Council land for the purpose of advertising a good or service, or for offering the vehicle for sale unless the vehicle is being used for day to day travel and for advertising trailers, unless permission has been granted from Council and a fee paid.

Note that amendments will also be required to the Public Places bylaw to ensure that this type of trading activity is covered for issuing licences and for controlling the activity. If necessary, such as unpaid fees or not having a trading licence, the Council must be able to order the removal or remove the offending vehicle/s at the owners' expense and recover any costs by selling the vehicle if required.

The issue of off-street commercial activity over-spilling on to public road space, such as with rental car companies, has been raised for consideration under the District Plan review to determine if this type of scenario can be prevented from occurring in the future.

4.8. Managing roadside selling (mobile trading)

Issue: Various types of mobile trading takes place on Council road reserve and public land, such as seasonal cherry fruit and Christmas tree venders. At the moment, this activity is unregulated, and venders do not need to obtain a permit/licence from the Council to operate. The location of some of the venders is not always suitable in terms of the impact on traffic flow, parking or pedestrian safety as people stop off to make a purchase.

Current bylaw: The current bylaw does not cover this type of activity. The LTA section 22AB (zi) has provisions for the Council to make a bylaw to prohibit or permit the occupation of stands or stalls (including vehicles used as stalls) by different types of mobile traders in roads and public places. The current review of the Trading in Public Places Policy (proposed to be renamed the Trading and Events in Public Places Policy) will clarify the Council's position on facilitating this type of activity in a safe way, with minimal impact on others, and provide for the licencing of mobile traders if desired.

Proposed bylaw: Adds a new provision to provide the Council with the ability to prohibit or permit mobile trading in road and public places and if required, adds a permitting mechanism.

4.9. Restricting vehicles from parking, riding or driving on beaches

Issue: The Council manages most of the Wellington coastline, including beaches. Vehicle restrictions are covered in specific management plans for beaches that are part of reserves, and these restrictions can be enforced by warranted Council park rangers under the Reserves Act 1977. However, under the LTA section 2 (1), the definition of a road includes a beach. Therefore, for beaches which are not reserves, such as Makara beach, the Council needs a mechanism to prohibit or restrict vehicles driving and parking on them. Vehicles on beaches are a safety concern to the drivers/passengers of the vehicle and other beach users, can impact the enjoyment of the beach for other users, cause damage to the beach's ecological values, contribute to erosion and if the vehicle gets stuck, may require rescuing.

Current bylaw: Although the current traffic bylaw covers any road in Wellington City, it is not explicit that it includes our beaches and there is no clause to provide the Council with the ability to specifically restrict driving or parking on certain beaches or apply a prohibition to all Wellington beaches.

Proposed bylaw: Amends the definition of Road in the interpretation section to clearly include beaches. Adds a new provision to prohibit or restrict vehicle access to all Wellington beaches unless launching a boat or has prior written permission from the Council.

4.10. Restricting vehicles on unformed legal roads

Issue: There are several unformed legal roads in Wellington City. These are areas of land that are legally recognised as a road but has never been formed into a road, no asphalt or road markings. They are also known as 'paper roads'. For most of these roads, they provide necessary access and driving or parking on them does not cause negative impact. However, some of these roads require restricted access. For example, as identified in the Outer Green Belt Management Plan 2019, user-related issued on the unformed coastal road from Hape Stream to Te Rimurapa/Sinclair Head and beyond include: unsuitable vehicles getting stuck, dumping of abandoned vehicles, vehicle damage to the coastal ecology, people disturbing wildlife and the effects of coastal erosion and sea-level rise making parts of the road less viable and increased risk of rock falls. Some landowners have reported poaching and anti-social behaviour from some coast road users.

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

Current bylaw: Although the current traffic bylaw covers any road in Wellington City, it is not explicit that it includes unformed legal roads and there is no clause to provide the Council with the ability to specifically restrict or manage driving or parking on certain unformed roads.

Proposed bylaw: Amends the definition of Road in the interpretation section to clearly include unformed legal roads. Adds a new provision to provide the Council with the ability, by resolution, to prohibit or restrict vehicle access to certain Wellington unformed legal roads.

4.11. Taxis and Small Passenger Service Vehicles (SPSVs)

Issue: Staff raised a concern that SPSVs can avoid infringements associated with picking up passengers in taxi restricted areas as it is difficult for Parking Officers to determine whether a vehicle is an SPSV as they do not need signage/markings on the vehicle and whether or not they are 'in-use'/touting. SPSV companies have also raised the issue of fairness over the use of taxi stands as the marked taxis 'monopolise' the space.

Current bylaw: The traffic bylaw defines a taxi as a motor vehicle that is: a small passenger service vehicle; and fitted with a sign on its roof displaying the word 'taxi' and any other signs required by law. Therefore, the current definition does not cover SPSVs that do not display the word 'taxi' although the Transport Agency has confirmed that for signage, the word taxi does include SPSVs too.

Proposed bylaw: Amends the definition of taxi to cover all types of ride-share vehicle such as SPSVs that may not have a taxi sign on it. This would even the playing field in terms of applying resolutions, signage, spaces, and enforcement to both marked taxis and any SPSV. This change will require Parking Officers to look for the Small Passenger Service Licence label in the bottom front right-hand side of the windscreen which is compulsory to display when in-use.

4.12. Skip bins on the road reserve/footpath

Issue: In the period from December 2019 to December 2020, the Council recorded 85 skip bins on the road or footpath that did not have Council permission and 790 approved. The occurrences were across all suburbs from eight waste management companies with a handful of unmarked/unbranded skip bins. It is an offence under the Public Places bylaw to place a skip bin in a public place in a way that creates a safety or access issue. It is also an offence under the LGA 1974 section 357 (1) (b) if a person places or leaves any thing on a road without being authorised by the Council. The Council can remove skip bins that are causing an obstruction, the offence and the removal clauses are in two separate parts of the Wellington Consolidated Bylaw 2008, and the LGA 2002 also provides for removal powers leading to confusion and uncertainty.

When skip bins and other objects are placed on parts of the road where fees and charges apply, there is a mixed response from the waste management companies or person responsible for the object as to whether they pay for the space they are using, and when applicable, whether they inform the customer or not and whether these charges are passed on to the customer or not. To ensure the system is fair and that there are no 'free-riders' using valuable parking spaces for free, the Council needs a clearer way to set the charges and ensure it is the service provider/owner of the object, not the customer, who is responsible for paying the parking charges.

Current bylaw: Under the Public Places bylaw 22.4 (v) *no person may drive, stop, stand, park or leave any vehicle, bulk bin, container or other object in a public place in such a manner as to obstruct the normal or safe entry to, or exit from, or movement of other vehicles, or pedestrians within a public place.* This does not include people putting a skip in front of their own property or placing a skip, bulk bin or other object alongside the kerb in a way that does not obstruct moving traffic or pedestrians.

Skip bins on footpaths or poorly placed on the road could be considered to be obstructing the normal or safe movement of pedestrians and traffic and therefore, the Council can arrange to have it removed/moved and all charges related to this met by the owner (current traffic bylaw clause 9.1 and the LGA 2002 section 164 Seizure of property not on private land). If fees are not paid, the Council can remove the skip bin or object or issue a fine under clause 357 of the Local Government Act 1974. Alternatively, the Council could use section 239 of the LGA 2002 (offences in respect of breaches of bylaws) if a person commits an offence under our Public Places bylaw.

Proposed bylaw: Adds the words 'any object' to the traffic bylaw sections on restrictions, permitting, fees and payments and offences to make it clear that management of the road and contraventions to the traffic bylaw covers skip bins and other objects not just vehicles. This uses the bylaw making provision provided under section 145 of the LGA 2002. Clarifies that charges can be set by resolution for skip bins and other objects using space that incurs parking fees and if the waste management company or owner of the object does not pay the parking fee, the skip bin/object will be removed and/or a fine issued under the bylaw.

In the future, the management of skips bins and bulk bins (large wheelie bins) could change and may improve by using the new waste operator licensing function under the Solid Waste Management and Minimisation Bylaw 2020.

4.13. Appeals to infringements due to 'engaged in public work'

Issue: The Parking Services appeals team receive parking defences for infringements issued because 'the vehicle was engaged on a public work'. They find this type of defence difficult to disprove so the infringements are often waived.

This defence is required in the traffic bylaw as there are genuine circumstances when a traffic or parking violation has occurred due to actual public works, for example repair of a burst water main or responding to a power cut but Officers recommend it should not apply to all types of works done under contract or paid in whole or part out of public funds, particularly when they are scheduled/planned in advance, and may have accompanying traffic management plans where the parking or parking management has been temporarily discontinued.

Current bylaw: Clause 14.1(a) provides a parking defence for a vehicle that was engaged on a public work and was being used on the road with due consideration for other road users. Public work describes a very broad range of activities covering construction, maintenance, and operation of any public land by any Government, Crown or local authority organisation.

Proposed bylaw: Amends the defence to clarify the person proves that the vehicle was, at the time of the parking offence, actually engaged in a public work on a road and the vehicle was being used on the road with due consideration for other road users; and it was reasonably necessary for the purposes of that work – as per the Land Transport (Road User) Rule 2004 section 1.8 (4).

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5. New Zealand Bill of Rights Act 1990 (NZBORA) implications

Under section 155(3) of the LGA the Council is obliged to consider whether the proposed bylaw creates any implications under the NZBORA. The LGA expressly requires that bylaws are consistent with the NZBORA.

The only right or freedom recognised under the NZBORA that the Council considers could potentially be impinged by the bylaw is freedom of movement. However, even if it could be established that the bylaw restricts freedom of movement, it is a reasonable restriction of that right.

The Council considers that the proposed bylaw is not inconsistent with NZBORA and does not give rise to any implications under the NZBORA.

The bylaw amendments do not go beyond what is required to achieve the objectives discussed in this paper and adheres to LGA requirements of amending a bylaw.

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Appendices

Appendix A: Council policy and legislation for traffic management

Appendix B: Summary of proposed changes to the traffic bylaw

Appendix C: Proposed amended traffic bylaw

Appendix D: Current traffic bylaw

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Appendix A: Council policy and legislation for traffic management

Legislation/Bylaw/ Policy	Scope	Relevance to the traffic bylaw review
Bylaws Act 1910	Covers the quashing, amending and validity of bylaws	Applies to all local government bylaws.
Code of practice for temporary traffic management (CoPTTM: Part 8 of the Traffic Control Devices manual (TCD Manual))	Standard reference (best practice and statutory requirements) for all temporary traffic management on state highways and local roads. Includes signs, forms and sample traffic management plans.	The CoPTTM provides the operational guidance and requirements and works alongside the traffic bylaw.
Land Transport Act 1998 (LTA)	Local government can make bylaws on specific traffic and parking matters.	Legislation that provides the mandate for Council to make traffic bylaws. Ensure any proposed amendments are still in the scope of LTA Section 22AB .
Land Transport (Road User) Rule 2004 (Road User Rule)	Rules about all on-road traffic matters. Stationary and moving vehicle offences. Stationary vehicle offences can be enforced by Council Parking Officers (examples; parking on intersections or pedestrian crossings).	LTA Regulations that operate alongside the traffic bylaw.
Land Transport (Offences and Penalties) Regulations 1999 (Schedule 1B)	Fees for parking offences. From \$12 for parking over the time limit (not more than 30 minutes), \$60 for parking on clearways and other restricted areas, and \$40 for most other offences.	LTA Regulations that operate alongside the traffic bylaw.
Land Transport Rule: Traffic Control Devices 2004	Rules about how restrictions should be reflected (eg, markings and signage).	LTA Regulations that operate alongside the traffic bylaw.
Local Government Act 2002 (LGA 2002)	Local government can make bylaws, terms, and conditions for making and reviewing bylaws.	The LGA 2002 sets out the process and terms for bylaw reviews.
Local Government Act 1974 (LGA 1974)	Local government has controls and powers in regard to roads, service lanes and access ways. This includes footpaths, cycle tracks, vehicle crossings.	The LGA 1974 defines a road and provides general powers for councils in respect of roads such as construct, divert, stop or close a road. It also covers the removal of abandoned vehicles from roads.
Traffic Control Devices Manual (TCD manual) 2008	Guidance on industry best practice, including, where necessary, practice mandated by law in relation to the use of traffic control devices.	The TDC manual provides operational guidance and requirements and works alongside the traffic bylaw.
Transport (Vehicular Traffic Road Closure) Regulations 1965	Road closing provisions.	Provides the road controlling authority with road closing provisions for vehicle races, trials, processions, carnivals, celebrations, sporting events or other special events for not more than 12 hours
Wellington Consolidated Bylaw	Made under terms and conditions of the LTA and the LGA. Enables the Council to control on-street parking and traffic, set	The traffic bylaw under review.

2008 Part 7: Traffic (traffic bylaw)	different types of regimes to charge for parking, and enforce parking.	
WCC Parking Policy 2020	Sets the Council's intentions for prioritising and managing all Council-controlled parking across the city.	The traffic bylaw is relied on to give effect to policy decisions (for example, enables to Council to charge for parking).

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Appendix B: Summary of proposed changes to create the new traffic and parking bylaw

Proposed revised bylaw reference, clause name	Current bylaw reference	Changed?	Description of proposed changes compared to the traffic bylaw
1. Preamble		Carried over	This paragraph has been carried over from the Purpose part of the current traffic bylaw to create a new clause. Wording unchanged.
2. Commencement		New	New clause to specify the date the new bylaw commences
3. Revocation		New	New clause to repeal and replace Part 7: Traffic of the Wellington City Council Consolidated Bylaw 2008.
4. Application		New	To clarify the scope of the Traffic and Parking Bylaw, where it is applied and where it does not apply.
5. Purpose	Purpose	Carried over and amended	Wording changed to ensure the purpose covers vehicles, objects and traffic on any road under the Council's control.
6. Interpretation	1. Definitions and interpretation	Carried over and amended	Title shortened
6.1	1.2	Carried over and amended	To clarify definitions already assigned under relevant legislation are the same unless otherwise specified and defined. Restructured and language simplified.
6.2		New	New clause numbering
Act		New	New term and definition
Authorised officer		Carried over	Carried over with no changes
Business		New	New term and definition
Car share vehicle		New	New term and definition
Class of vehicle		New	New term and definition
Coupon parking area		Carried over and amended	Clause reference updated. Reworded to improve understanding.
	Coupon parking space	Not carried over	Coupon parking areas do not have line-marked individual spaces so not required.
Council		New	To clarify meaning
Cycle lane and cycle path		New	To clarify meaning
Disabled parking space		New	New term and definition
Electric scooter		New	New term and definition
Parking Coupon or Coupon		Carried over and amended	Changed to clarify applies to coupon parking areas.

Footpath		Carried over	Carried over with no changes
Institution		New	New term and definition
	Electronic Parking Monitor	Not carried over	Term not used
	Electronic communications	Not carried over	Term not used
Metered parking area	Metered area	Carried over and amended	Amended to include all parking areas managed by Council and subject to payment by any means.
Micro-mobility device		New	New term not defined in the LTA or Road User Rules.
Mobile trading		New	New term as used under the proposed Trading and Events in Public Places Policy
Motorhome		New	New interpretation as a class of vehicle
Oversize vehicle		New	New definition not in the LTA or Road User Rules.
	Multiple parking meter	Not carried over	Not required.
	Parking	Not carried over	Duplicates interpretation under the Land Transport Act 1998 so not required.
Parking machine		New	To cover all types of potential parking control, monitoring and payment devices including meters.
Parking meter		Not carried over	Covered in the broader definition of parking machine
	Parking meter area	Not carried over	Duplicates 'metered parking area'
Parking space		Carried over and amended	Broader definition to cover any place where vehicles may stop, stand or park
	Pay and display parking meter	Not carried over	Covered by parking machine definition
Permit		Carried over and amended	Added 'or a parking space' to cover Council parking not on roads
Prescribed fee		Carried over	Carried over with no changes
	Reserve	Not carried over	Same meaning as The Reserves Act 1977
	Resident	Not carried over	Covered in the Council guidelines
	Residents parking scheme	Not carried over	Superceded by new terms
Residents only parking area		New	To clarify two types of parking management to prioritise parking for people who reside in the area

Residents exemption parking area		New	To clarify two types of parking management to prioritise parking for people who reside in the area
Road		Carried over and amended	Clarifying which definition of road is used for the Traffic and Parking Bylaw and does not include motorways or state highways not delegated to the Council.
Shared path		New	To clarify the meaning
Shared use zone		New	To clarify the meaning
	Single parking meter	Not carried over	Not used.
Taxi		Carried over and amended	Change to the same definition as the Land Transport Act 1998 to include other small passenger service vehicles.
Taxi restricted parking area		Carried over with no change	Carried over with no changes.
Time restricted parking		New	To clarify it may be a space, road, part of road or group of roads.
Unformed legal road		New	To clarify its meaning.
Waste receptacle		New	To broaden powers to cover skip and bulk bins on the road or footpath.
6.3		New	Good practice to clarify how the bylaw should be interpreted.
Part 2 Functions of the Council		New	New part created to improve structure and readability
7. Resolutions made under this part of the Bylaw (7.1-7.5)	11. Provision for resolutions (11.1-11.2) and 12 Public notification (12.1)	Carried over and amended	Carried over from current traffic bylaw, moved to earlier part to improve readability.
Part 3 Vehicle and Road Use		New	New part created to improve structure and readability
8. One-way roads (8.1-8.3)		New	To provide the Council with the ability to manage traffic on roads safely.
9. Left or right turns and U-turns (9.1-9.3)		New	To provide the Council with the ability to manage traffic on roads safely.
10. Routes and manoeuvres on roads (10.1-10.2)		New	To provide the Council with the ability to manage traffic on roads safely.
11. Special vehicle lanes (11.1-11.3)		New	The intent is to provide the Council with the ability to create special vehicle lanes, such as bus, transit, cycle and light rail vehicle lanes and enforce the use of them.

12. Traffic control by size, nature or goods (including heavy vehicles) (12.1-12.3)		New	To provide the Council with the ability to manage traffic on narrow, winding roads safely.
13. Shared paths, cycle tracks and cycle lanes (13.1-13.2)		New	The intent is to provide the Council with the ability to create shared use paths such as cycling and pedestrian paths or cycle and e-scooter paths or lanes and enforce the use of them.
14. Shared use zones (14.1-14.4)		New	The intent is to provide the Council with the ability to create shared use zones such as spaces for short-stay parking, loading zones at different times/days and enforce the use of them.
15. Construction of anything on, over, or under a road or cycle path		New	The intent is to clarify that the Council may create community places on or over any road or cycle path. The Road User Rule definition of cycle path includes a cycle track formed under the LGA 1974.
16. Cruising (16.1-16.2)		New	The intent is to provide the Council with the ability to discourage cruising activity by prohibiting it on certain roads or parts of roads.
17. Light motor vehicle restrictions (17.1-17.2)		New	The intent is to provide the Council with the ability to discourage the gathering of vehicles at night on certain roads, that are engaged in activities that disturb residents or damage the road surfaces.
18. Engine braking (18.1-18.2)		New	The intent is to provide the Council with the ability to restrict certain roads that experience problems with noise disturbance caused by engine braking. Consultation will provide more evidence of this issue to determine if intervention is warranted.
19. Unformed legal roads (19.1-19.2)		New	The intent is to ensure the Council can manage vehicle access on unformed legal roads such as Heath Street (Alex Moor Park), Netherleigh Street (Seatoun), Noel Ashton Way (Makara/Brooklyn) and parts of Owhiro Bay Parade to Red Rocks.
20. Beaches (20.1-20.2)		New	The intent is to provide the Council with a mechanism to prohibit or restrict vehicle access and parking on beaches.
Part 4 Parking		New	New part created to improve structure and readability
21. Stopping, standing and parking (21.1-21.2)		New	A broad clause to provide the Council with the ability to prohibit, limit or restrict parking on any road or part of road.

22. Temporary discontinuance of a parking place (22.1-22.4)	10. Temporary discontinuance of a parking place	Carried over and amended	Carried over from the current traffic bylaw and reworded to improve readability.
23. Time restricted parking (23.1-23.5)	2. Creation of parking meter areas 3. When parking by meter applies 4. Parking at parking meters 5. Payment of fees	Carried over and amended	Carried over from the traffic bylaw. Changes to these clauses to create two new sections for time restricted and other parking management regimes such as meters/coupons. Simplified the metering clauses.
24. Parking places, parking buildings, transport stations and zone parking (24.1-24.4)	2. Creation of parking meter areas 3. When parking by meter applies 5. Payment of fees 6. Parking at multiple parking meters 8. Coupon parking	Carried over and amended	Carried over from the traffic bylaw. Changes to these clauses to broaden the type of parking management regime that could be applied, and where. Operational aspects of coupon and meter parking moved to Council guidance documents.
25. Residents' parking (25.1-25.5)	7. Residents parking schemes	Carried over and amended	Carried over from the traffic bylaw. Simplified the language and requirements to cover residents' only schemes and residents' exemption schemes. Operational aspects of setting up and managing residents parking schemes moved to Council guidance documents.
26. Disability parking (26.1-26.4)		New	The intent is to provide clarity and visibility of the requirements for setting up, using and enforcing mobility parking spaces.
27. Other parking permits (27.1-27.3)		New	The intent is to be clear which types of other parking permits/restrictions might be used for different classes of vehicles.
28. Parking in restricted and line-marked parking spaces	4. Parking at parking meters	Carried over and amended	Carried over from the current traffic bylaw, renamed to cover any type of restricted or line-marked parking spaces not just metered. A

(28.1 – 28.9)			new sub-clause added to prohibit parking at an angle when not marked for angle parking. Scope extended to cover electric scooters parked in parking spaces as well as motor vehicles and motorcycles.
29. Parking vehicles on the grass/berm		New	The intent is to make it clear that vehicles must not park on the berms.
30. Parking vehicles off a roadway (30.1-30.2)		New	To prevent drivers parking on the side of roads that are not designed to accommodate parked vehicles.
31. Parking for display or sale		New	The intent is to provide the Council with enforcement powers to prevent problems caused by vehicles left on the road or parking place for advertising/sale purposes. This includes trailers, motorcycles, new or second-hand vehicles.
32. Mobile trading (32.1 - 32.3)		New	The intent is to provide the Council with the ability to prohibit or permit mobile trading activity in roads and public places and to prescribe charges if required.
33. Motorhomes, heavy goods vehicles, immobilised vehicles and trailers (33.1 – 33.2)	13.1 (n) Offences	Carried over and amended	Carried over from the traffic bylaw. New structure and wording amended to allow the Council to remove motorhomes, immobilised vehicles and trailers stored on the road, even if they are moved up the street every 7 days. An immobilised vehicle is one that cannot be moved due to an immobiliser device, such as wheel clamp, steering wheel lock or chain.
34. Other items on roads (34.1 – 34.4)		New	The intent is to provide the Council with complementary enforcement powers to the Public Places Bylaw to remove any object from the road (including footpath) that does not have Council approval or paid the relevant fee, if applicable.
35. Repair of vehicles		New	The intent is to clarify under what circumstances a person can and cannot repair a vehicle on the road.
36. Broken down vehicles		New	The intent is to provide the Council with the ability to remove a broken-down vehicle (mechanical/electrical failure) left on the road for longer than a week.
37. Policy Guidelines (37.1 - 37.2)		New	The intent is to connect the application of the Traffic and Parking Bylaw with the operational aspects of delivering and administering parking schemes and permits and requirements set in the Parking Policy.
Part 5 Offences and Penalties		New	New part created to improve structure and readability

38. Offences (38.1 (a) – (z))	13. Offences	Carried over and amended	Carried over from the traffic bylaw and amended to ensure the offences link to the enforcement provisions and updates made to ensure electric scooters and objects covered by the offence where applicable.
39. Vehicle removal (39.1 – 39.2)	9. Vehicle and object removal	Carried over and amended	Carried over from the traffic bylaw, amended wording to improve structure and readability.
40. Private roads (40.1 – 40.2)	9.10 – 9.11	Carried over and amended	Carried over from the traffic bylaw and amended to create a new sub-heading to improve readability.
41. Parking defences	14. Parking defences	Carried over and amended	Carried over from the traffic bylaw, defences as per the Road Rule added to clarify the use of the defence.
Part 6 Miscellaneous		New	New part created to improve structure and readability
42. Permissions under this bylaw (42.1-42.6)		New	New administrative part of the bylaw to clarify process and operational aspects of the traffic bylaw.
Revocations and savings		New	New administrative part of the bylaw to clarify the revocation of Part 7 traffic and to explain how the current resolutions remain valid.
Example of Schedules		New	Added to provide transparency and improve access to the resolutions passed under each part of this bylaw. Does not form part of the bylaw.

Appendix C: Proposed new Traffic and Parking Bylaw

DRAFT

1. Preamble

The title of this Bylaw is the "Wellington City Council Traffic and Parking Bylaw 2020". This Bylaw is made pursuant to section 22AB of the Land Transport Act 1998. In addition, traffic and parking issues are also regulated and controlled by other Policies, Acts and Regulations. This includes the Wellington City Council Parking Policy 2020, the Land Transport (Road User) Rule 2004 and the Local Government Act 1974, which should be referred to in conjunction with this Bylaw.

2. Commencement

This Bylaw comes into force on [insert date].

3. Revocation

This Bylaw repeals and replaces Part 7: Traffic of the Wellington City Council Consolidated Bylaw 2008.

4. Application

This Bylaw applies to all roads under the care, control, or management of Wellington City Council for which it has bylaw-making powers, this includes beaches and unformed legal roads. It excludes State Highways controlled by the Waka Kotahi NZ Transport Agency except for those covered by the Instrument of Delegation relating to *Stationary Vehicle Offences on State Highways* and the Instrument of Delegation relating to *Special Vehicle Lane Offences, Stock Control, Roadside Selling and Planned Road Closures on State Highways*.

Part 1: Preliminary Provisions

5. Purpose

The purpose of this Bylaw is to set the requirements for parking and control of vehicles, other traffic (including pedestrian traffic), objects and other things on any road or parking area under the care, control, or management of Wellington City Council.

6. Interpretation

6.1 Any words, phrases or expressions used in this bylaw which have meanings assigned to them by the Local Government Act 1974, the Land Transport Act 1998, and Rules made under the Land Transport Act 1998 or any amendments thereof, shall have the meanings as are respectively assigned in those Acts/Rules, unless those meanings would be inconsistent with, the context otherwise requires, or a different definition is given in clause 6.2.

6.2 In this bylaw, unless the context otherwise requires, -

Authorised officer means any person appointed or authorised by the Council to act on its behalf and includes any Parking Warden appointed under section 128D of the Land Transport Act 1998 or Police Officer.

Business means having a commercial premise and paying business rates.

Car share vehicle means a vehicle operated by an organisation approved by the Council to provide its members, for a fee, access to a fleet of shared vehicles which they may reserve for use on an hourly or daily basis.

Class of vehicle means groupings of vehicles defined by reference to any common feature and includes but is not limited to -

- (a) vehicles by type, description, weight, size or dimension;
- (b) vehicles carrying specified classes of load by the mass, size or nature of such loads;
- (c) vehicles carrying no fewer or less than a specified number of occupants;
- (d) vehicles used for specified purposes;
- (e) vehicles driven by specified classes of persons;
- (f) carpool and shared vehicle; and
- (g) vehicles displaying a permit authorised by the Council

Coupon parking area is a "zone parking control" under the Land Transport Rule: Traffic Control Devices 2004 and means any area of land or building belonging to or under the control of the Council which is authorised by resolution of the Council pursuant to clause 21 of this Bylaw in which parking is subject to the valid purchase of an online parking coupon or display of a parking coupon.

Council means the Wellington City Council

Cycle lane has the same meaning as the Land Transport (Road User) Rule 2004, a longitudinal strip within a roadway designed for the passage of cycles

Cycle path has the same meaning as the Land Transport (Road User) Rule 2004 the part of the road that is physically separated from the roadway that is intended for the use of cyclists, but which may be used also by pedestrians, and includes a **cycle track** formed under the Local Government Act 1974.

Disabled parking space any reserved parking for the use of disabled persons as defined by the permit application criteria issued by CCS Disability Action or Sommerville Disability Support Services.

Electric scooter is designed in the style of a traditional push scooter, with a footboard, two or three wheels, a long steering handle and an electric auxiliary propulsion motor.

Parking coupon or coupon means a coupon issued by or on behalf of the Council to any person authorising the parking of a vehicle in a coupon parking area in accordance with this Bylaw.

Footpath means as much of any road or public place that is laid out or constructed by the authority of the Council for pedestrian use.

Institution is an organisation founded for a religious, educational, professional or social purpose.

Metered parking area means a road, area of land or building owned or controlled by the Council which is authorised by resolution of the Council to be used as a parking place and at which parking is subject to payment by way of a parking meter, a Pay and Display machine, In-Car Meter, or any other method of payment for parking as determined by Council.

Micro-mobility device transportation using lightweight vehicles such as bicycles or scooters, especially electric ones that may be borrowed as part of a self-service scheme in which people hire vehicles for short-term use within a town or city.

Mobile trading means any selling of goods or services from a stand or stall (including vehicles used as stalls) by hawkers, pedlars and keepers of mobile or travelling shops.

Motorhome means a self-propelled motor vehicle equipped for living in. Includes a house-bus, horse box with sleeping area and camper van.

Oversize vehicle means a single vehicle or combination of vehicles and trailers that will not fit into a standard sized parking space. This includes, for example, motorhomes, trucks and vehicles towing trailers or other vehicles.

Parking machine means an electronic or mechanical device, in relation to the time for which a vehicle may be parked in a parking space or in accordance with this Bylaw, designed to either:

- a. measure and indicate the period of time paid for and which remains to be used; or
- b. issue a receipt, by print or electronic communications, showing the period of time paid for and accordingly which remains to be used;
- c. for the purpose of controlling or monitoring the parking of any vehicle in a parking place and
- d. includes single, multiple and pay and display parking meters and any other device (for example, electronic application) that is used to collect payment in exchange for parking a vehicle in a particular place for a limited time.

Parking space means a place (including a building) where vehicles, or any class of vehicles, may stop, stand or park.

Permit means a permit to park a vehicle on a road or parking space supplied by the Council, under this Bylaw. It may be electronic or a paper/card permit.

Prescribed fee means New Zealand coin, or token, card, prepaid parking device, or other system of payment prescribed by resolution of Council pursuant to this Bylaw as the fee payable for parking in a parking space.

Residents only parking area is a road, part of a road or group of roads where only vehicles of residents residing on those roads within the residents only area may park on the street with the relevant permit.

Residents exemption parking area is a road, part of a road or group of roads where a parking restriction is in place and vehicles of residents residing on those roads within the residents exemption area, with the relevant permit, are exempt from the parking restrictions.

Road shall have the same meaning as in section 315 of the Local Government Act 1974 and includes motorways or state highways covered by the Instrument of Delegation. The meaning also includes beaches and unformed legal roads.

Shared path has the same meaning as section 11.1A in the Land Transport (Road User) Rule 2004 and the provisions under section 11.1A apply. A path that may be a cycle path or a footpath, or some other kind of path, and may be used by some or all of the following persons at the same time: pedestrians, cyclists, riders of mobility devices and riders of wheeled recreational devices.

Shared use zone means a length of roadway intended to be used by pedestrians and vehicles, including motor vehicles, and where the parking areas may be designated for different users at different times.

Taxi has the same meaning as Small Passenger Service Vehicle under the Land Transport Act 1998.

Taxi restricted parking area means the area or areas of Road identified as such by Council resolution from time to time.

Time restricted parking means a parking space, road, part of road or group of roads where there is a limit to the length of time a vehicle or class of vehicles may park.

Unformed legal road is any land that forms part of the Road but is not used as a carriageway or footpath, also known as 'paper roads'.

6.3 The Interpretation Act 1999 applies to the interpretation of this bylaw.

Part 2 Functions of the Council

7. Resolutions made under this part of the Bylaw

7.1 The Council may by resolution impose such prohibitions, exemptions, restrictions, controls, or directions concerning the use by traffic or otherwise of any road or other area or building controlled by the Council unless the restriction / control / prohibition / direction is already provided for in a relevant enactment, such as the Local Government Act 1974, or Land Transport Rule (in which case a Council resolution is not required).

7.2 When making resolutions, the Parking Policy 2020 is a relevant consideration.

7.3 Any resolution may:

- (a) Be made in respect of a specified class, type or description of vehicle, and may be revoked or amended by the Council.
- (b) Be expressed or limited to apply only on specified days, or between specified times, or in respect of specified events or classes of events or be limited to specified maximum periods of time.
- (c) Also, where appropriate, prescribe, abolish or amend fees, whether annual, hourly or otherwise, as the Council may reasonably require for any parking space, parking area, building, transport station, or restricted parking area; and may prescribe the methods of displaying appropriate receipts for payments, or other authority to use or park in such spaces, buildings or areas.
- (d) In respect of any resolution made in terms of this Bylaw, specify a minimum number of occupants in any private motor vehicle.
- (e) Be made in respect of any defined part of a road, including, any defined footpath, carriageway or lane.
- (f) Council may, by resolution, rescind, amend, replace or vary any resolution made under clause 7.1 at any time.

7.4 Any resolution proposed under this Bylaw shall be placed on the Council's website at least 14 days before the Council considers it. Any person may provide comments, in writing, on the proposed resolution and those comments will be considered by the Council before it makes a resolution. Any person who has made written comments may request to be heard by the Council and it is at the Council's sole discretion whether to allow that request.

7.5 Amendments by resolution to this Bylaw shall be recorded in attachments placed on the Council's website.

7.6 This resolution making power is additional to the Council's powers under the Local Government Act 1974 to make resolutions and does not restrict that further power.

Part 3 Vehicle and Road Use

8. One-way roads

8.1 The Council may by resolution require vehicles on roads or part of a road to travel in one specified direction only.

8.2 Every driver of a vehicle must travel only in the direction specified on a one-way road.

8.3 The Council may specify by resolution that cycles may travel in the opposite direction on a one-way road.

9. Left or right turns and U-turns

9.1 The Council may by resolution prohibit or restrict -

(a) vehicles or classes of vehicles on any road from turning to the right or to the left or from proceeding in any other direction; and

(b) vehicles turning from facing or travelling in one direction to facing or travelling in the opposite direction (performing a U-turn) on specified roads.

9.2 Any resolution made under this clause may specify the hours or days of the week that a restricted turning movement may be made (if any).

9.3 A person must not turn a vehicle to the left, or to the right, or perform a U-turn, or proceed in any other direction on any road where the Council has prohibited or restricted such movements.

10. Routes and manoeuvres on roads

10.1 The Council may by resolution prescribe for traffic or specified classes of vehicles routes that must be followed or any turning movements or manoeuvres that must be undertaken at an intersection, or on a road or cycle path.

10.2 A person must not use a road or cycle path in a manner contrary to a prohibition or restriction made by the Council.

11. Special vehicle lanes

11.1 The Council may by resolution prescribe a road, or a part of a road, as a special vehicle lane.

11.2 Any resolution made under this clause must specify, as the case may be –

(a) the type of special vehicle lane; and

(b) the hours of operation of the special vehicle lane (if any) when it is restricted to specific classes of vehicles.

11.3 A person must not use a special vehicle lane contrary to any restriction made by the Council under this clause.

12. Traffic control by size, nature or goods (including heavy vehicles)

12.1 The Council may by resolution prohibit or restrict the use of roads as unsuitable for the use of any specified class of traffic or any specified motor vehicles or class of vehicle due to their size or nature or the nature of the goods carried.

12.2 A person must not use a road contrary to a prohibition or restriction made by the Council under this clause.

12.3 If in the opinion of the Council it is safe to do so, the Council may permit a vehicle to use any road in contravention of a prohibition or restriction made under this clause for the purpose of -

(a) loading or unloading goods or passengers at any property whose access is by way of the road; or

- (b) providing an emergency service in or near a road from which it has been prohibited and for which alternative access is not available; or
- (c) undertaking maintenance on a road from which it has been prohibited and for which alternative access is not available; or
- (d) undertaking maintenance of a network utility provider's assets on or near a road from which it has been prohibited and for which alternative access is not available.

13. Shared paths and cycle paths

- 13.1 The Council may by resolution -
- (a) determine the priority for users of a shared path, cycle path and/or cycle lane created under the Local Government Act 1974.
- 13.2 A person must not use a shared path or a cycle path or a cycle lane in a manner contrary to any restriction made by the Council.

14. Shared use zones

- 14.1 The Council may by resolution specify any road or part of a road to be a shared use zone.
- 14.2 Any resolution made under this clause may specify:
- (a) whether the shared use zone may be used by specified classes of vehicles;
 - (b) the days and hours of operation of the shared use zone (if they differ from 24 hours per day, 7 days per week); and
 - (c) any other restrictions on how the shared use zone is to be used by the public, including how traffic and pedestrians will interact.
- 14.3 Except where the Council has by resolution specified otherwise, no person may stand or park a vehicle in a road specified as a shared use zone.
- 14.4 A person must not use a shared use zone in a manner contrary to any restriction made by the Council under this clause.

15. Construction of anything on, over, or under a road or cycle path

- 15.1 The Council may prescribe the use of roads and cycle path, and the construction of anything on, over, or under a road or cycle path.

16. Cruising

- 16.1 The Council may by resolution –
- (a) specify any section of road or roads on which cruising is controlled, restricted, or prohibited;

(b) prescribe the period of time that must elapse between each time a driver drives on a specified section of road for the driver to avoid being regarded as cruising.

16.2 A person must not use a motor vehicle on any specified section of road or roads in contravention of a control, prohibition or restriction made by the Council under this clause.

17. Light motor vehicle restrictions

17.1 The Council may by resolution restrict or prohibit any motor vehicle having a gross vehicle mass less than 3,500kg from being operated on any road between the hours of 9pm and 4am.

17.2 A person must not drive or permit a motor vehicle to be driven in contravention of a resolution made by the Council under this clause unless-

(a) that motor vehicle is used for the express purpose of visiting a property with a frontage to a road specified in the resolution; or

(b) that motor vehicle is being used for the time being as a passenger service vehicle; or

(c) prior written permission from the Council has been obtained.

18. Engine braking

18.1 The Council may by resolution prohibit or restrict engine braking on any road where the permanent speed limit does not exceed 70km/h.

18.2 A person must not use engine braking on any road in contravention of a prohibition or restriction made by the Council under this clause.

19. Unformed legal roads

19.1 The Council may by resolution restrict the use of motor vehicles on unformed legal roads for the purposes of protecting the environment, or the road and adjoining land, or the safety of road users.

19.2 A person must not use a motor vehicle on an unformed road contrary to a restriction made by the Council under this clause.

20. Beaches

20.1 No person may drive, ride or park a motor vehicle on a beach unless:

(a) It is necessary to do so in order to launch or land a boat at a boat launching area designated by Council resolution; or

(b) The person has the prior written permission of Council to do so and complies with any conditions imposed by Council on its written permission.

20.2 Council may give permission under clause 20.1 (b) to a person or give a general permission in respect of an event without identifying particular persons.

Part 4 Parking

21. Stopping, standing and parking

- 21.1 The Council may by resolution -
- (a) prohibit or restrict the stopping, standing or parking of vehicles on any roads; or
 - (b) limit the stopping, standing or parking of vehicles on any road and vehicles of any specified class or description.
- 21.2 A person must not stop, stand or park a vehicle on any road in contravention of a prohibition, restriction or limitation made by the Council.

22. Temporary discontinuance of a parking place

- 22.1 An Authorised Officer may temporarily restrict parking in any parking space or area by placing signage that states, "No Stopping". It shall be unlawful for any person to stop or park a vehicle at the parking space or area affected while any sign/signs or meter-hoods are placed or erected.
- 22.2 Parking restricted under 21.1 may be limited to a class of vehicle or person.
- 22.3 If a disabled parking space is temporarily discontinued, an alternative mobility parking space must be established in the nearest suitable place for the length of time of the discontinuance and signed correctly.
- 22.4 The Council may from time to time by resolution fix fees, at the same rate as the parking space or area discontinued, payable for users or classes of users authorised by an Authorised Officer to parking spaces or areas reserved in the manner prescribed by clause 21.2 hereof.

23. Time restricted parking

- 23.1 Without limiting anything in clauses 7.1 – 7.5, the Council may by resolution specify any road, or part of a road, or piece of land owned or controlled by Council to be a time restricted parking space or zone.
- 23.2 The Council may impose the following conditions by resolution in respect of any time restricted parking space or zone:
- (a) the time or times during which parking restrictions have effect;
 - (b) the number and situation of parking spaces within each time restricted parking zone;
 - (c) the maximum time allowed for parking in any space within any time restricted parking zone, this includes vehicles that move between parking spaces within any time restricted parking zone within the maximum time allowed;
 - (d) the fees or other charges to be paid for parking in any parking space or the fees or other charges to be paid for parking within any time restricted parking zone;

- (e) the class or description of vehicles that may stop, stand or park within a time restricted parking zone;
- (f) the means or manner by which fees or other charges may be paid in respect of each time restricted parking zone, including by parking machine; and
- (g) any other condition the Council sees fit, including as it may consider necessary or desirable for the efficient management and control of all or any part of a time restricted parking zone.

23.3 Any restrictions that apply to a time restricted parking zone do not apply in locations within that area where other specific stopping, standing or parking restrictions apply.

23.4 A person must not stop, stand or park a vehicle in a time restricted parking zone in contravention of any prohibition or restriction made by the Council pursuant to this bylaw, including a resolution made by the Council.

23.5 The Council may amend by resolution or revoke a decision made under this clause 22 at any time.

24. Parking places, parking buildings, transport stations and zone parking

24.1 Without limiting anything in clauses 7.1-7.5 the Council may by resolution:

- (a) reserve any area of land or any road or any part of a road, or group of roads, or any zone or any building or any part of a building owned or under the care, management or control of the Council to be a parking place, or a coupon parking area, or metered parking area, or a transport station, or any combination of these;
- (b) specify the vehicles or classes of vehicle that may or must not use a parking place, or a coupon parking area, or metered parking area, or transport station,
- (c) prescribe the days and times, manner and conditions for the parking of vehicles or classes of vehicles in a parking place, within a coupon parking area, or within metered parking area, or a transport station,
- (d) the length of time, if any, for which a vehicle may be parked in a parking space, or within a coupon parking area, or within a metered parking area, or a transport station, without validly displaying a parking coupon or paying the prescribed fee,
- (e) the date and time at which a decision made under this clause comes into effect, which must not be before all appropriate road markings and signs are in place in the coupon parking area, or metered parking area, or transport station;
- (f) prescribe:

(i) any charges to be paid for the use of a parking place, or a coupon parking area, or metered parking area, or a transport station, and

(ii) the manner by which parking charges may be paid by the use of parking machines or in any other specified manner.

(g) make provision for the efficient management and control of a parking place, or a coupon parking area, or metered parking area, or transport station.

24.2 Any restrictions that apply to a zone, do not apply in locations within that zone parking area where other specific stopping, standing or parking restrictions apply.

24.3 A person must not park a vehicle in a parking place, within a coupon parking area, within a metered parking area, or transport station in contravention of any prescribed fee, prohibition or restriction made by the Council pursuant to this bylaw, including a resolution made by the Council.

24.4 The Council may amend by resolution or revoke a decision made under this clause at any time.

25. Residents' parking

25.1 The Council may by resolution specify any road, or part of a road, or group of roads, or any combination of these as -

(a) a residents' only parking area for the exclusive use of a person who resides in the vicinity.

(b) a residents' exemption parking area for the use of a person who resides in the vicinity.

25.2 The Council may by resolution prescribe –

(a) any fees to be paid annually or in any other specified manner, for the use by persons residing in the vicinity of a parking place; and

(b) the manner by which any fees may be paid for the use of a parking place by persons residing in the vicinity.

(c) the days and times that the parking spaces referred to in clause 25.1 are residents' only parking or residents' exemption parking spaces;

(d) the date and time at which a decision made under this clause 25.1 comes into effect, which must not be before all appropriate road markings and signs are in place in the residents' only or residents' exemption parking area; and

25.3 The Council may by resolution prescribe points 25.2 (a) to (d) for any business or institution who operate out of a building located within the area specified in clause 24.1.

25.4 Council may by resolution amend or revoke a decision made under clause 22.1 of this Bylaw at any time.

- 25.5 No person may park in a residents' parking space in a residents' only parking or residents' exemption area unless:
- (a) the person holds a valid residents' parking permit from Council for that residents' parking area;
 - (b) the person parks the vehicle in accordance with any conditions imposed by the Council for the permit; and
 - (c) if a paper permit is being used, the permit is displayed prominently inside the vehicle to which the permit relates, so that it can be read from outside the vehicle, or the driver holds a valid electronic permit for the parked vehicle.

26. Disability parking

- 26.1 The Council may by resolution reserve any parking space on a road for the exclusive use of a disabled person who has on display in the vehicle a current approved disabled person's parking permit that is clearly legible.
- 26.2 The Council may approve the form of a disabled person's parking permit.
- 26.3 A person must not park a vehicle which is not displaying a current approved disabled person's parking permit in a parking space reserved for the exclusive use of disabled persons.
- 26.4 A person must not park a vehicle which is displaying an approved disabled person's parking permit in a parking space reserved for the exclusive use of disabled persons unless the vehicle is being used to convey a disabled person or to pick up or drop off a disabled person.

27. Other permits

- 27.1 The Council may by resolution specify the vehicle or classes of vehicles that may or must not use a parking place, or parking area, or transport station, such classes including but not limited to:
- (i) motorcycles;
 - (ii) cycles, including electric bicycles;
 - (iii) electric scooters and other micro-mobility devices;
 - (iv) electric vehicles, while in the course of being recharged at an electric vehicle charging station;
 - (v) goods service vehicles;
 - (vi) taxis and other small passenger service vehicles;
 - (vii) buses and coaches, both public and commercial;
 - (viii) vehicles in the course of loading or unloading goods or passengers ("loading zone");

(ix) vehicles used by pregnant persons or by persons accompanied by infants or young children;

(x) car share vehicles;

(xi) oversize vehicles, trailers, boats or caravans;

(xii) mobile traders using stands or stalls.

27.2 For the purpose of clause 27.1, the Council may by resolution prescribe –

- (a) any fees to be paid annually or in any other specified manner, for the use of a parking place, or within a parking area, or transport station; and
- (b) the manner by which any fees may be paid for the use of a parking place or parking area, or transport station;
- (c) the days and times that the parking spaces referred to in clause 27.2 are restricted to a vehicle or class of vehicle;
- (d) any free period for the use of a parking place, or within a parking area, or transport station;

27.3 No person may park in a parking place or parking area, or transport station as per clause 27.1 unless:

- (a) the person holds a valid parking permit from the Council for that parking place or parking area, or transport station;
- (b) the person parks the vehicle in accordance with any conditions imposed by the Council for the permit; and
- (c) if a physical permit is being used, the permit is displayed prominently inside the vehicle to which the permit relates, so that it can be read from outside the vehicle, or the driver holds a valid electronic permit for the parked vehicle.

28. Parking in restricted and line-marked parking spaces

28.1 No driver of a vehicle shall park:

- (a) a vehicle on or over any marking indicating the limits of the parking space or area, or
- (b) so that the vehicle is not entirely within any markings which indicate the limits of the parking space or area, or
- (c) angle park unless in a parking space marked for angle parking.

However, where a vehicle has a trailer attached, the driver of it may park the vehicle and trailer in two adjacent parking spaces which are in the same alignment, paying the fees as are required for both spaces.

28.2 In an angle park, the front or the rear of the vehicle (as the case may be) shall be as near as is practical to the kerb.

- 28.3 No driver of a vehicle shall park it in a parking space which is already occupied by another vehicle, except where more than one motorcycle or moped may be parked in a parking space.
- 28.4 Where more than one motorcycle or moped occupies a parking space, or within the parking area, each motorcycle or moped is required to pay the relevant parking fee for any authorised period.
- 28.5 No driver of a vehicle, including motorcycle or moped, shall remain parked in the parking space, or within the parking area, while the parking machine placed at that parking space, or parking area, shows the authorised period has expired, or for a time in excess of the maximum authorised period.
- 28.6 Subject to paragraph 28.7 of this clause, if the parking space or area is parallel to the kerb or footpath, the driver of any vehicle (except a motorcycle) shall park the vehicle so that it is headed in the general direction of the movement of the traffic on the side of the street on which it is parked.
- 28.7 A motorcycle may be parked otherwise than parallel to the kerb or footpath provided that during the hours of darkness it shall be sufficiently illuminated so as to be visible from at least 50 metres.
- 28.8 A taxi may not stop, stand or park in any parking space in the taxi restricted parking area, unless it is on a designated stand as defined in the Land Transport Rule: Operator Licensing 2007 or it is waiting for a hirer who has already hired the vehicle.
- 28.9 A specified class of vehicle, such as oversize, electric vehicle, goods vehicle, car share, may not stop, stand or park in any parking space in a class restricted parking area, unless it is the specified class of vehicle that the parking space is restricted for.

29. Parking vehicles on the grass/berm

- 29.1 No person may stop, stand, or park a vehicle on a berm, verge, kerb, lawn, garden, or other cultivation
- (a) adjacent to, or forming part of a road:
 - (b) so as to cause or be likely to cause damage to the cultivated area; or
 - (c) so as to obstruct other traffic or pedestrians or any view of the roadway to the driver of a vehicle entering or exiting the roadway.

30. Parking vehicles off a roadway

- 30.1 A person must not stop, stand or park a vehicle on the side of any road.
- 30.2 A person may stop, stand or park a vehicle in contravention of this clause if -
- (a) that part of the road is designed and constructed to accommodate a parked vehicle; or

- (b) the vehicle does not have effective motive power or is in such a state that it cannot be safely driven; or
- (c) the Council has given written permission to stop, stand or park a vehicle in that part of the road.

31. Parking for display or sale

- 31.1 A person must not stop, stand or park a vehicle on any road or parking place for the purpose of advertising a good or service, or for offering the vehicle for sale unless the vehicle is being used for day to day travel or has the prior written permission of an authorised officer.

32. Mobile trading

- 32.1 The Council may prohibit or permit the occupation of stands or stalls (including vehicles used as stalls) for mobile trading purposes in roads and public places.
- 32.2 The Council may prescribe charges in respect of any permits that may be granted under 32.1.
- 32.3 A person must not undertake mobile trading in roads and public places in contravention of any prescribed fee, prohibition or permit conditions made by the Council.

33. Motorhomes, heavy goods vehicles, immobilised vehicles and trailers

- 33.1 No person may park a motorhome, heavy goods vehicle, immobilised vehicle or trailer, whether or not the trailer is attached to another vehicle, on any road for a continuous period exceeding seven days without the prior written permission of an authorised officer.
- 33.2 Parking on any road for a continuous period exceeding seven days in sub-clause (32.1) includes parking on any road within 500 metres of the original parking place, at any time during the seven days.

34. Other items on roads

- 34.1 A person must not leave any machinery, equipment, materials, object, waste receptacles or freight containers on any road unless that person has the prior written permission of an authorised officer.
- 34.2 Any machinery, equipment, materials, waste receptacles or freight containers placed on any road covered by a parking fee or charge, must pay the fee requested by the Council for the time period the object is in place.
- 34.3 If any object is placed on the road without permission under this clause or does not comply with the conditions of the permission, the Council may -
- (a) request the owner to remove the object or repair the damage to the Council's satisfaction within 24 hours or a timeframe set by an authorised officer,

- (b) charge the owner for this work; and/or
- (c) place adjacent to, or affix to, the object any safety or warning devices, and the costs of the safety or warning device will be charged to the owner of the object.

34.4 This clause does not apply to any object that may be placed on the road which has been authorised by the Council (for example, wheelie bins that are specifically for the purpose of Council rubbish collection no more than 24 hours prior to the collection day).

35. Repairs on vehicles

35.1 A person must not carry out repairs or modifications to a vehicle on a road unless those repairs or modifications are of a minor nature and do not impede the flow of traffic or are necessary to enable the vehicle to be moved.

36. Broken down vehicles

36.1 A person must not leave a vehicle on any road for a continuous period exceeding seven days if that vehicle does not have effective motive power or is in such a state that it cannot be safely driven.

37. Policy Guidelines for Restricted Parking

37.1 The administration of the restricted parking permits under clauses 24, 25, 26 and 27 will be in accordance with the Council's published guidelines.

37.2 Any guidelines published under this Bylaw shall be placed on the Council's website.

Part 5 Offences and Penalties

38. Offences

- 38.1 Every person commits an offence against this Bylaw who:
- (a) Fails to comply in all respects with any prohibition or restriction or direction or requirement indicated by the lines, domes, areas, markings, parking meters, multiple parking meters, traffic signs, or other signs and notices, laid down, placed, or made, or erected, in or on any road, parking building, or other parking area controlled by the Council, pursuant to any provision of this Bylaw, or of any resolutions made thereunder.
 - (b) Fails to comply with any resolution made under this Bylaw or fails to comply with any duty, obligation, or condition imposed by this Bylaw.
 - (c) Drives a vehicle on any road in a manner which interferes with or obstructs any funeral or civic or State or authorised procession.

- (d) Drives any vehicle over any hose in use in connection with an outbreak or alarm of fire provided that it shall not be an offence under this clause so to drive if hose bridges are provided or the driver is directed by a traffic officer, police officer or New Zealand Fire Service officer.
- (e) Drives or parks a vehicle, or leaves any other object on the road, so as to hinder or obstruct any member of the New Zealand Fire Service engaged in connection with any outbreak or alarm of fire, the Police, Ambulance Service, or other emergency services in carrying out their respective duties.
- (f) Drives or parks any vehicle on a road where it is in such a condition that an undue quantity of oil, grease or fuel drops from such vehicle.
- (g) Unloads any vehicle or other object so as to cause, or be likely to cause, damage to the road, pavement or any footpath.
- (h) Drives any vehicle onto any property of the Council other than a road or permits the vehicle to stand or remain standing on any such property, without the consent of the Council.
- (i) Drives or parks a vehicle on any grassed or cultivated area under the control of Council.
- (j) Leaves in or on any road or private road within the City for a period exceeding 7 days, any vehicle having no effective motive power in or attached to it, or in such a state that it cannot be safely driven, or so immobilised, disabled or damaged that it cannot be driven.

It shall not be a defence to a charge under this paragraph that the vehicle is under repair, if that repair exceeds 7 days.

For the purposes of 36.1 (a) to (j) "vehicle" also includes caravans, trailers, mopeds, electric scooters and other micro-mobility devices, boats, and the shell or hulk of a vehicle.

- (k) Parks on a road in front of any property in the Residential Area under the Council's District Plan, where the size of the vehicle parked, or the continual nature of the parking, unreasonably prevents occupants from parking outside their property, excluding commercial vehicles parked on the road temporarily for business purposes.
- (l) In relation to residents' only or residents' exemption parking areas:
 - i. Makes a false application or supplies false details in an application.
 - ii. Makes an application for a vehicle not registered to an eligible address.
 - iii. Places or uses a permit on a vehicle, or holds an electronic permit, for which it was not issued.

- iv. Places or maintains a permit, or allows a permit to be placed or maintained, or holds an electronic permit, on a vehicle which is no longer being used by an eligible resident.
- v. Parks a vehicle in a place that is the subject of a residents' only or residents' exemption parking scheme without a valid permit.
- (m) In relation to all other permit parking:
 - i. Parks within the permit parking space or area for longer than the free period without holding an electronic coupon or permit, or displaying a clearly validated coupon or permit on the vehicle; or
 - ii. Displays or holds an electronic permit or coupon on the vehicle for a date other than the date indicated; or
 - iii. Parks in excess of any other time restriction or contrary to any other parking restriction in place within the permit or coupon parking area; or
- (n) Fails to produce a permit or coupon or can demonstrate holding an electronic permit or coupon on demand pursuant to clause 26.
- (o) Causes, allows or permits any vehicle to be parked in any parking space or area except in accordance with, or pursuant to, the provision of this Bylaw and of any resolutions.
- (p) Causes, allows or permits any vehicle to remain parked in a parking space or area for more than 24 hours where no other maximum authorised period is specified in a Council resolution or on a parking machine or signs in its vicinity.
- (q) Causes to be inserted in any parking machine anything other than the prescribed coin or coins or does not comply with any other card or token system prescribed by resolution of the Council as a method of making payment of the parking fee.
- (r) Fails to activate an approved parking machine while parked in a parking space or area, adjusts the tariff to make it different from that required at that space, or displays the tariff incorrectly so that it cannot be read for enforcement purposes.
- (s) Places or leans a bicycle, motorcycle, electric scooter or power-cycle on or against a parking meter.
- (t) Places or leaves a bicycle or electric scooter on any parking space.

- (u) Misuses any parking machine or parking monitor.
- (v) Interferes or tampers with the working or operation of any parking machine or parking monitor.
- (w) Without due authority from the Council affixes any placard, advertisement, notice, list, document, board or thing on, or paint, or writes upon any parking machine or parking monitor.
- (x) Wilfully damages any traffic control sign or parking machine or parking monitor.
- (y) Parks a motorcycle, electric scooter, bicycle or power-cycle between or at the end of parking spaces.
- (z) Operates or attempts to operate any parking machine by any means other than as prescribed by this Bylaw.

39. Vehicle and object removal

39.1 A Council enforcement officer or their appointed agents may remove or cause to be removed any vehicle or other thing from any road, or other area controlled by the Council, which contravenes this bylaw, or any resolution made under this bylaw, and the Council may recover from the person committing the breach of this bylaw all expenses incurred in connection with the removal of the offending vehicle or thing.

39.2 The powers that may be exercised under this clause are in addition to those provided in section 128E of the Land Transport Act 1998, the Land Transport (Requirements for Storage and Towage of Impounded Vehicles) Regulations 1999 and section 356 and 356A of the Local Government Act 1974.

40. Private roads

40.1 Council may declare by resolution any private road to be a no parking area. In order that a no parking area may be declared, Council must:

- (a) Obtain written consent of all adjoining landowners of the area concerned; and
- (b) Erect signage as required under the Land Transport Rules.

40.2 The powers that may be exercised under this clause are in addition to those provided in sections 348 of the Local Government Act 1974.

41. Parking defences

41.1 It shall be a defence to any person who is the driver, or is in charge of any vehicle and who is charged under this Bylaw with a breach of any condition imposed by this Bylaw relating to any parking space if such person proves that the act complained of was done:

- (a) in compliance with the directions of a police officer or traffic officer, or that the vehicle was actually engaged on a public work and was being used on the road with due consideration for other road users; or
- (b) with a vehicle used by an Ambulance Service or the Fire Service, Police or other emergency service in the urgent carrying out of their respective duties.
- (c) vehicles being used in the execution of duty by a Parking Warden/Officer;

Part 6 Miscellaneous

42. Permissions under this bylaw

- 42.1 The Council may set application fees for permissions under this bylaw and any application for a permission must be accompanied by the relevant application fee (if any).
- 42.2 An application for permission must be in writing, contain all information necessary for the authorised officer to consider issuing a permit, and be submitted in accordance with applicable Council policy.
- 42.3 Any permission under this bylaw may –
 - (a) include conditions (including the payment of ongoing fees and charges); and
 - (b) be granted by an authorised officer at the officer's discretion.
- 42.4 An authorised officer determining an application for permission may require the applicant to provide further information, such as (without limitation) a Traffic Management Plan, site location plan, and a Corridor Access Request.
- 42.5 The Council may, in its discretion, at any time, review any permission given under this bylaw.
- 42.6 Any breach of the conditions of a permission granted under this bylaw -
 - (a) may result in the permission being withdrawn (in accordance with the Council's General Bylaw 2008); and
 - (b) is a breach of this bylaw.

43. Revocations and savings

- 43.1 The Wellington Consolidated Bylaw 2008 Part 7: Traffic is revoked.
- 43.2 Any approval, permit or other act of authority which originated under or was continued by the bylaw revoked in subclause (1) that is continuing at the commencement of this bylaw, continues to have full force and effect for the purposes of this bylaw, but is subject to the application of any relevant clauses in this bylaw.
- 43.3 The resolutions of the Council made or continued under the bylaw revoked under subclause (1) continue to have full force and effect for the purposes of this bylaw as if they were resolutions made under this bylaw.

- 43.4 The revocation of the bylaw under subclause (1) do not prevent any legal proceedings, criminal or civil, being taken to enforce the bylaw and such proceedings continue to be dealt with and completed as if the bylaw had not been revoked.

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Example: Attachments to Wellington Traffic and Parking Bylaw 2021

The Wellington City Council Traffic and Parking Bylaw 2021 allows the Council by resolution to permit, prohibit, limit, restrict, or control on any specified road or portion of road, or any land owned or controlled by Council and not being a road or part of a road:

- a) Specify one-way roads
- b) Prohibit or restrict left or right turns and U-turns
- c) Prescribe certain routes and manoeuvres on roads
- d) Prescribe a road or part of road as a special vehicle lane
- e) Prohibit traffic control by size, nature or goods on certain roads
- f) Specify certain roads or parts of road to be shared paths and cycle paths
- g) Specify certain roads or parts of roads to be shared zones
- h) Construct anything on, over, or under a road or cycle path
- i) Prohibit or restrict cruising on certain roads
- j) Prohibit or restrict light motor vehicles on certain roads at certain times
- k) Specify roads in respect of which engine braking is prohibited
- l) Prohibit the riding, driving and parking of vehicles on beaches
- m) Restrict the use of motor vehicles on unformed legal road
- n) Determine prohibitions and restrictions on the stopping, standing or parking of all or any specified vehicles or classes of vehicles on roads
- o) Temporarily discontinue a parking space or area
- p) Determine a parking place, a coupon parking area, or metered parking area, or a transport station and the method of use and payment for these areas
- q) Set fees and charges for parking in these areas
- r) Prohibit the use of parking spaces by other than specified users or vehicles or certain categories of user or vehicle
- s) Specify roads or parts of roads which are Residents' Only Parking Areas or Residents' Exemption Parking Areas
- t) Reserve any parking space for disabled persons
- u) Prohibit parking vehicles on the grass or berms
- v) Declare roads or parts of roads where heavy vehicles, immobilised vehicles and trailer parking is permitted at specified times

These attachments are a record of the resolutions which the Council has made. They are provided for information only and do not form part of the Bylaw itself.

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7. Specify certain roads or parts of roads to be shared zones
8. Construct anything on, over, or under a road or cycle path
9. Prohibit or restrict cruising on certain roads
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Part Two: Parking

1. Determine prohibitions and restrictions on the stopping, standing or parking of all or any specified vehicles or classes of vehicles on roads
2. Temporarily discontinue a parking space or area
3. Determine a parking place, a coupon parking area, or metered parking area, or a transport station and the method of use and payment for these areas
4. Set fees and charges for parking in these areas
5. Prohibit the use of parking spaces by other than specified users or vehicles or certain categories of user or vehicle
6. Specify roads or parts of roads which are Residents' Only Parking Areas or Residents' Exemption Parking Areas
7. Reserve any parking space for disabled persons
8. Prohibit parking vehicles on the grass or berms
9. Declare roads or parts of roads where heavy vehicles, immobilised vehicles and trailer parking is permitted at specified times

For example: Attachment 1: **One-way roads**

Council resolution dated *<insert date>* and Minute Number *<insert reference number>*
Etc

Pursuant to Clause 8.1 of the Traffic and Parking Bylaw 2021 vehicles are required to travel in one specified direction only on the following roads/parts of roads:

One-way roads

<i><insert name of road></i>	<i>Specify location</i>
<i><insert name of road></i>	<i>Specify location</i>

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Appendix D: Current - Wellington Consolidated Bylaw 2008 Part 7: Traffic

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Purpose

The purpose of this Part of the Bylaw is to set the requirements for parking and control of vehicle traffic on any road in Wellington City, excluding state highways controlled by the New Zealand Transport Agency.

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

1. Definitions and interpretation

1.1 In this Part of the Bylaw, unless the context otherwise requires:

Authorised officer means any person appointed or authorised by the Council to act on its behalf and includes any Parking Warden appointed under section 128D of the Land Transport Act 1998 or Police Officer.

Coupon parking space means a space in a coupon parking area which is suitable for the accommodation of a motor vehicle.

Coupon parking area is a "zone parking control" under the Land Transport Rule: Traffic Control Devices 2004 and means any area of land or building belonging to or under the control of the Council which is authorised by resolution of the Council pursuant to clause 11 of this Bylaw as a place where vehicles may be parked using parking coupons.

Parking coupon or coupon means a coupon issued by or on behalf of the Council to any person authorising the parking of a vehicle in a coupon parking space in accordance with these Bylaws.

Driver of a vehicle includes any person in charge of the vehicle.

Electronic parking monitor means a form of technology used to monitor whether a vehicle is occupying a parking space.

Electronic communications shall have the same meaning as the Electronic Transactions Act 2002

Footpath means as much of any road or public place that is laid out or constructed by the authority of the Council for pedestrian use.

Metered area means a road, area of land or building owned or controlled by the Council which is authorised by resolution of the Council to be used as a parking place and at which parking meters or multiple parking meters are installed and maintained, but does not include any Multiple Parking Meter area as defined herein.

Multiple parking meter means a parking meter which functions in respect of more than one parking space and includes pay and display parking meters.

Parking means:

- a. in relation to any road where parking is governed by the location of parking meters or multiple parking meters placed pursuant to this Bylaw, the stopping or standing of a vehicle on that portion of the road for any period exceeding 5 minutes; and
- b. in relation to any other road, the stopping or standing of a vehicle on a portion of the road.

Parking meter means a device, in relation to the time for which a vehicle may be parked in a parking space or in accordance with this Bylaw, designed to either:

- a. measure and indicate the period of time paid for and which remains to be used; or
- b. issue a receipt, by print or electronic communications, showing the period of time paid for and accordingly which remains to be used; and includes single, multiple and pay and display parking meters and any other device (for example, electronic application) that is used to collect payment in exchange for parking a vehicle in a particular place for a limited time.

Parking meter area means a road, area of land or building owned or controlled by the Council which is authorised by resolution of the Council to be used as a parking place and at which parking meters are installed and maintained.

Parking space means a space or section in a parking meter area indicated by and lying within any markings made by the Council (whether by paint or otherwise) for the accommodation of a vehicle, and "metered space" and "metered parking space" have a corresponding meaning.

Pay and display parking meter means a parking meter designed for the purpose of issuing a receipt, by print or electronic communications, indicating the date and time of payment of a fee, amount of fee paid and time until which a vehicle may be parked within a parking meter area controlled by that pay and display parking meter.

Permit means a permit to park a vehicle on a road supplied by the Council, under this Bylaw.

Prescribed fee means New Zealand coin, or token, card, prepaid parking device, or other system of payment prescribed by resolution of the Council pursuant to this Bylaw as the fee payable for parking in a parking meter area.

Reserve shall have the same meaning as in the Reserves Act 1977.

Resident, in respect of a particular road the subject of a Residents Parking Scheme Resolution under this Bylaw, means a person whose only or principal residential accommodation is a dwelling or other building which has its only or principal legal access from that particular road, or which has such access in the vicinity of that road.

Residents parking scheme means the provision by the Council of parking places for residents pursuant to a resolution passed under this Bylaw which may be in conjunction with any ancillary parking or loading resolutions for all vehicles used by non-residents.

Road shall have the same meaning as in section 315 of the Local Government Act 1974 and shall where the context requires include a street (excluding State Highways) and any place the public has access to, whether as of right or not.

Single parking meter means a parking meter designed for the purpose of measuring and indicating the time for which a vehicle may be parked in a particular parking space.

Taxi means a motor vehicle that is:

- a. a small passenger service vehicle; and
- b. fitted with a sign on its roof displaying the word 'taxi' and any other signs required by law.

Taxi restricted parking area means the area or areas of road identified as such by resolution of the Council from time to time.

1.2 Notwithstanding anything in Part 1 of this Bylaw, but subject to clause 1.1, any words, phrases or expressions used in this Part of this Bylaw which have meanings assigned to them by the Local Government Act 1974, the Land Transport Act 1998, and Rules made under the Land Transport Act 1998 or any amendments thereof, shall have the meanings as are respectively assigned in those Acts/Rules, unless those meanings would be repugnant to, or inconsistent with, the context in which such words, phrases or expressions, occur.

2. Creation of parking meter areas

2.1 The Council may from time to time pass a resolution to:

- a. Declare that any road or land controlled by the Council is a parking meter area.
- b. Declare the times and for how long vehicles may park in parking spaces or parking meter areas.
- c. Fix the fees that must be paid for the parking of vehicles within parking spaces or parking meter areas.
- d. Provide for and regulate the operation, maintenance, control, protection, use or discontinuance of parking spaces, parking meter areas, and parking meters.

2.2 In accordance with any resolution under clause 2.1:

- a. [repealed]
- b. Single parking meters shall be placed on and firmly fastened to the kerb or footpath adjoining each parking space and each parking meter shall clearly display the period of time for which a vehicle may be parked in that parking space and the prescribed fee required to activate the meter.
- c. Multiple parking meters shall be located within the parking meter area which they are to control. A multiple parking meter shall be erected in a position where it is clearly visible. Details of the period of time for which a vehicle may park within the area and the prescribed fee required to activate the meter shall be clearly indicated on the meter.

- d. The limits of parking meter areas controlled by single parking meters shall be indicated by white markings painted on the street or area, or otherwise marked, by the Council. The limits of parking meter areas controlled by multiple parking meters shall be indicated by signs.

3. When parking by meter applies

3.1 A parking meter shall apply during the hours set by resolution of the Council and shown on the meter.

3.2 Subject to any parking time limits and restrictions, any metered parking space or area may be occupied without charge on any days, hours, or in any locations where there are specific exceptions made by resolution of the Council.

3.3 If any conflict arises between a resolution regarding the application of any parking meter (as it may be shown on the meter) and any other resolution regarding traffic control (as may be shown on any sign erected), then the provisions of the resolution shown on the signs shall apply.

4. Parking at parking meters

4.1 In respect of areas controlled by parking meters:

- a. No driver of a vehicle shall park:
 - i. a vehicle on or over any marking indicating the limits of the parking space or area, or
 - ii. so that the vehicle is not entirely within any markings which indicate the limits of the parking space or area.

However, where a vehicle has a trailer attached, the driver of it may park the vehicle and trailer in two adjacent parking spaces which are in the same alignment, paying the fees as are required for both spaces.

- b. In an angle park, the front or the rear of the vehicle (as the case may be) shall be as near as is practical to the kerb.
- c. No driver of a vehicle shall park it in a parking space already occupied by another vehicle, provided that more than one motorcycle may be parked in a parking space.
- d. Where more than one motorcycle occupies a parking space only one parking fee for any authorised period shall be required. However, no motorcycle shall remain parked in the parking space while the parking meter placed at that parking space shows the authorised period has expired, or for a time in excess of the maximum authorised period.
- e. Subject to paragraph (f) of this clause, if the parking space or area is parallel to the kerb or footpath, the driver of any vehicle (except a motorcycle) shall park the vehicle so that it is headed in the general direction of the movement of the traffic on the side of the street on which it is parked.

- f. A motorcycle may be parked otherwise than parallel to the kerb or footpath provided that during the hours of darkness it shall be sufficiently illuminated so as to be visible from at least 50 metres.
- g. A taxi may not stop, stand or park in any metered area in the taxi restricted parking area, unless it is on a designated stand as defined in the Land Transport Rule: Operator Licensing 2007 or it is waiting for a hirer who has already hired the vehicle.

5. Payment of fees

5.1 When any vehicle is parked in a parking space or area the driver of that vehicle shall immediately:

- a. insert in the parking meter installed at that space, or area, the prescribed fee so that the meter mechanism is activated, or
- b. activate a prepaid parking or other payment device (for example, making payment using an electronic application) approved by the Council.

Any vehicle may be lawfully parked in a parking space or area during the period which has been paid for.

5.2 It shall be lawful for the driver of a vehicle during, or when the period which has been paid for expires, to insert another prescribed fee in the parking meter and set the parking meter in operation for a further period. However, where a maximum authorised period has been declared by resolution of the Council and is indicated on the parking meter, it is an offence for the driver of the vehicle to occupy the same space in that area for a time in excess of the maximum authorised period.

6. Parking at multiple parking meters

6.1 No driver of a vehicle shall park that vehicle in a parking meter area controlled by a multiple parking meter without complying with the directions and requirements indicated by any multiple parking meter and relevant notices installed at the area. Compliance will include paying the prescribed fee to cover the period of parking, receiving and (if a print ticket is required) displaying a ticket from the multiple parking meter in respect of that payment, or activating a prepaid parking or other payment device approved by the Council as the case may be.

6.2 The driver of a vehicle shall:

- a. park that vehicle so that it is contained wholly within a parking space where marked, or area.
- b. (if a print ticket is required to be displayed) place the ticket authorising the vehicle to be parked at the multiple parking meter, on the inside of the vehicle's windscreen closest to the kerb, so that the information is visible to inspection from outside the vehicle, or in the case of other payment devices approved by the Council, as directed in that approval.
- c. not display an obsolete ticket.

6.3 In a parking meter area controlled by a multiple parking meter, an authorised officer may exercise any of the relevant powers under section 113, section 128E and section 139 of the Land Transport Act 1998.

6.4 No person shall park any vehicle in any aisle, entry or exit lane of any parking meter area controlled by a multiple parking meter.

6.5 No person shall park a motorcycle in any parking meter area controlled by a multiple parking meter, other than in any part specifically set aside for motorcycles.

6.6 The Council may from time to time set aside any parking space in a parking meter area controlled by a multiple parking meter for reserved parking upon payment of a fee. This fee shall be set by resolution of the Council and is payable as specified in that resolution.

7. Residents parking schemes

7.1 Every resolution under clause 11 setting aside an area for a residents parking scheme may specify:

- a. The roads, or parts of road, subject to the scheme.
- b. A form of vehicle sticker to identify the vehicles of residents holding a permit to park in terms of the scheme and where the sticker shall be fixed to the windscreen.
- c. The hours and days of the week during which the scheme shall operate (which may be expressed to differ on different parts of a road, and which may apply all the time).
- d. The fees it will charge to cover the reasonable cost to the Council of the service involved in granting a permit to park, instituting and maintaining and policing the scheme, erecting traffic signs and placing road-markings, and otherwise in relation to the reserving of the parking places.
- e. The form or declaration to be used by residents applying for a permit, together with the evidence required to support the application.
- f. That parking on a road is limited only to the vehicles of residents. All other vehicles, or specified classes or types of vehicles, shall be subject to the parking or loading restrictions, in respect of that road.
- g. The number of residents in any one building, or in specified sizes or types of buildings, that may be entitled to a permit.
- h. Any other matters that the Council considers relevant.

7.2 Residents permits act as an exemption permit to the coupon parking charges within the areas to which they apply and holders are able to park in:

- a. Residents parking areas; and
- b. Coupon parking areas.

7.3 No permit is capable of being assigned or transferred to any person or vehicle, unless specifically issued by the Council for that purpose.

7.4 A permit holder shall immediately destroy the permit on ceasing to own the subject vehicle, or on ceasing to be a resident.

7.5 If a resident obtains a different vehicle from the subject of a current permit, they, upon making a new application, shall be supplied with a new permit for that different vehicle for the balance of the permit period without paying a further fee.

7.6 A permit shall not be construed to mean that:

- a. a resident is assured of a parking place by the Council
or
- b. the Council is liable for any loss of, or damage to, a vehicle or its contents merely because it is parked pursuant to that permit.

7.7 [repealed]

7.8 Exemptions from residents parking may be granted by the Council as follows:

- a. The Council may issue, on application, a permit exempting a vehicle from the requirements of the residents parking scheme.
- b. The fee for the residents parking exemption permit will be set by resolution under clause 11. The fee will be calculated taking into account the cost of processing an application, issuing the exemption permit and policing the scheme.
- c. Exemptions to residents parking can be made in the case of trades people/service authorities/property owners carrying out work, and needing to park in one of these areas to undertake the work. The owner of the vehicle must apply for a trade coupon from the Council and pay any fee set by resolution of the Council. The trade coupon must be displayed on the vehicle in a location readily visible from the kerbside when the vehicle is parked in a residents parking area.

8. Coupon parking

8.1 The Council may by resolution specify:

- a. The roads, or parts of road, designated as a coupon parking area.
- b. A form of coupon to identify that a vehicle is parking lawfully in the coupon parking area.
- c. Where the coupon shall be displayed on the vehicle.
- d. Fees payable for parking vehicles in any coupon parking area.
- e. The operation, maintenance, control, protection, use or discontinuance of coupon parking areas.
- f. A form of vehicle windscreen sticker to identify the vehicles of residents holding a permit to park pursuant to a parking scheme and which will exempt vehicles from coupon parking.

- g. The hours and days of the week during which coupon parking shall operate (the hours and days may apply at all times, and may be expressed to differ on different parts of a road).
- h. The free period a vehicle may park or remain parked without displaying a coupon or a valid permit.
- i. When and how coupons may be used in parking meter areas.
- j. Any other matters that the Council considers relevant.

8.2 [repealed]

8.3 [repealed]

8.4 The provisions of this clause shall apply to any coupon parking area during the hours which the Council has resolved, under clause 8.1(g) of this Bylaw, to be the hours during which parking by coupon shall operate in that coupon parking area.

- a. When a vehicle is parked in a coupon parking area, the driver of that vehicle shall also comply with any other restriction identified as applying to that area.
- b. When a vehicle is parked in a coupon parking area, the driver of that vehicle shall display on that vehicle a valid parking coupon, from the time that any free parking period approved by the Council in accordance with clause 8 (h) has ended. The coupon is to be displayed in accordance with the instructions printed on the coupon or on the booklet from which the coupon has been detached. For avoidance of doubt, the coupon may be displayed from the time of parking, and must be displayed from when any free parking period has ended.
- c. A parking coupon shall only be valid if:
 - i. The coupon is not torn, defaced or mutilated to such extent that any indicator, figure or other particular is not legible; and
 - ii. The coupon has no alteration, erasure or other irregularity; and
 - iii. The coupon has been activated in accordance with clause 8.6 of this Bylaw; and
 - iv. The coupon is not for any other reason invalid.

8.5 Subject to clause 8.3 no driver of any vehicle shall cause, allow, permit or suffer such vehicle to be parked or remain parked in a coupon parking area without a valid parking coupon being displayed on that vehicle in accordance with the provisions of this Bylaw.

8.6 A parking coupon, shall be activated by indicating on the coupon, in accordance with the instructions printed on the coupon or the booklet in which the coupon is attached, the date of the commencement of parking the vehicle on which the coupon is to be displayed in the parking coupon area.

8.7 The Council, or any authorised officer, may issue parking coupons on payment of the appropriate fees which shall from time to time be fixed by the Council in accordance with clause 8.1(d).

8.8 All parking coupons shall be issued with printed instructions as to the display and activation of such coupons.

8.9 No refund shall be allowed for any unused coupons except in such circumstances as the Council may allow and only then if the coupons are not defaced, mutilated or in any other manner rendered invalid.

8.10 Any authorised officer may, for the purposes of this Bylaw, require the driver of any motor vehicle parked in any coupon parking area, to produce for their inspection any parking coupon displayed on such motor vehicle and that authorised officer may retain any such parking coupon.

8.11 A coupon may not be construed to mean that:

- a. A driver is assured of a parking space by the Council; or
- b. That the Council is liable for any loss of, or damage to, a vehicle or its contents merely because it is parked pursuant to that coupon.

8.12 Exemptions from coupon parking may be granted by the Council as follows:

- a. The Council may issue, on application, a permit exempting a vehicle from the requirements of coupon parking (a coupon exemption permit). The coupon exemption permit allows a person living in a coupon parking area to be exempt from displaying a coupon in their vehicle.
- b. The coupon exemption permit must be displayed on the windscreen of the vehicle when the vehicle is parked in a coupon parking area.
- c. The fee for the coupon exemption permit will be set by resolution under clause 11. The fee will be calculated taking into account the cost of processing an application, issuing the exemption and the cost of policing the scheme.
- d. A coupon parking exemption does not allow the permit holder to park in a residents parking area.
- e. Exemptions to coupon parking can also be made in the case of:
 - i. Businesses with no off-street parking located outside the metered central business district - time restricted area. One free coupon exemption permit may be granted on application.
 - ii. Schools with no off-street parking which require vehicles to overcome any proven operational difficulties enabling the school to function free from coupon parking. Five free coupon exemption permits may be granted on application.

- iii. Registered community service groups with no off-street parking which can demonstrate a need for a vehicle to carry out community work. One free coupon exemption permit may be granted on application.
 - iv. Tradespeople/service authorities/property owners carrying out work, and needing to park in one of these areas to undertake the work. The owner of the vehicle must apply for a trade coupon from the Council and pay any fee set by the Council by resolution. The trade coupon must be displayed on the vehicle in a location readily visible from the kerbside when the vehicle is parked in a coupon parking area.
- f. The Council may withhold exemptions in the case of those persons or organisations with possible alternative options open to them, as in the case of shift workers. Such options would include:
- i. Car pooling one way and public transport the other way.
 - ii. Workers or employees are able to purchase a common coupon, making it available on a rotation basis.

9. Vehicle removal

9.1 Any vehicle, parked in a parking space, parking area, building, transport station, on a road or on a footpath in any manner not in conformity with this Bylaw or resolutions passed under this Bylaw may be removed at the request of an authorised officer. Such a removal will be to a nearby lawful place for vehicle parking, or to any Council vehicle pound, or to any yard in the city occupied by any company engaged by the Council to remove such vehicles, as he or she thinks fit. All charges relating to the removal of the vehicle or bulk bin or container shall be met by the owner.

9.2 Vehicles may also be removed by the Council or their appointed agents from a parking space, parking area, building, transport station or road where these facilities require resealing or any other type of repair or maintenance. The removal of vehicles will be undertaken where the vehicle obstructs such activity or, by its position, prevents the activity from taking place.

9.3 If the Council is to remove vehicles under clause 9.2, they must give notice at least 48 hours prior to the resealing, repair or maintenance indicating the Council's intention to undertake the activity. Notice of the activity may be provided either through residential post boxes or on vehicles parked in the street in which the activity is to take place or through notices in a local newspaper or any combination of these. The notices will request that vehicles be removed from the road, parking space, building or transport station to allow the resealing, repair or maintenance activity to occur. After issuing a notice, the Council will not be obliged to make any further contact with the owners of the vehicles prior to their removal.

9.4 Any vehicle may be detained at the place to which it has been removed by the Council or its appointed agents, until the reasonable costs of the removal and of any subsequent daily storage are paid by any person requesting the possession of that vehicle.

9.5 The Council may authorise the removal of any cycle left in a parking space, or any motorcycle or power-cycle left leaning against a parking meter in contravention of this clause. The owner of the motorcycle, power-cycle or cycle may be required to pay to the Council any cost of removal.

9.6 Owners of vehicles removed or impounded in terms of clause 9.1 may obtain access to storage premises for the purposes of recovering their vehicles once the costs of removal and storage of the vehicles have been met.

9.7 The minimum hours during which the owners of impounded vehicles, or their appointed agents, have access to storage premises to recover their vehicle are those set out in Regulation 7(b) of the Land Transport (Requirements for Storage and Towage of Impounded Vehicles) Regulations 1999.

9.8 Access to storage premises may also be obtained outside of these times provided any such arrangement is mutually agreed between the parties concerned. The tow company/storage provider is entitled to charge for allowing access to vehicles after these hours. The tow company/storage provider involved must make known their access hours as well any additional charges for access after the hours for access by owners to vehicles.

9.9 Any bulk bin or container which is on a road or private road in breach of this bylaw may be removed in accordance with clause 9.1.

9.10 The Council may declare by resolution any private road to be a no-parking area. In order that a no-parking area may be declared, the Council must:

- a. Obtain written consent of all adjoining landowners of the area concerned; and
- b. Erect signage as required under the Land Transport Rules.

9.11 The powers that may be exercised under this clause are in addition to those provided in section 128E of the Land Transport Act 1998 and sections 348 and 356 of the Local Government Act 1974.

10. Temporary discontinuance of a parking place

10.1 If an authorised officer is of the opinion that any parking place should be temporarily discontinued as a parking space or area the authorised officer may cause a sign / signs or meter-hoods to be placed or erected which indicate "No Stopping". It shall be unlawful for any person to stop or park a vehicle at the parking space or area affected while any sign/signs or meter-hoods are placed or erected.

10.2 If the authorised officer is of the opinion that any parking place should be temporarily discontinued, except for the use of a trade vehicle (as defined by the Council from time to time by resolution) or other specified vehicle, the authorised officer may place or erect or cause to be placed or erected a sign or signs, temporary barricades, or meter-hoods sufficiently indicating "Reserved parking" for a specific trade or other specified vehicle and it shall be unlawful for any person other than a person specifically authorised by the authorised officer to stop or park a vehicle at the parking space or area affected while any sign / signs or meter-hoods are placed or erected or to remove any sign or signs, temporary barricades or meter-hoods so placed or erected.

10.3 The Council may from time to time, by resolution fix fees payable for users or classes of users authorised by an authorised officer to parking spaces or areas reserved in the manner prescribed by clause 10.2 hereof.

11. Provision for resolutions

11.1 The Council may by resolution impose such prohibitions, restrictions, controls, or directions concerning the use by traffic or otherwise of any road or other area or building controlled by the Council unless the restriction / control / prohibition / direction is already provided for in a relevant enactment or Land Transport Rule (in which case a Council resolution is not required).

11.2 Any resolution may:

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

12. Public notification

12.1 Any resolution proposed under this Part shall be placed on the Council's website at least 14 days before the Council considers it. Any person may provide comments, in writing, on the proposed resolution and those comments will be considered by the Council before it makes a resolution. Any person who has made written comments may request to be heard by the Council and it is at the Council's sole discretion whether to allow that request.

13. Offences

13.1 The provisions of Part 1 of this Bylaw notwithstanding, every person commits an offence against this Bylaw who:

- a. Fails to comply in all respects with any prohibition or restriction or direction or requirement indicated by the lines, domes, areas, markings, parking meters, multiple parking meters, traffic signs, or other signs and notices, laid down, placed, or made, or erected in or on any road, building, or other area controlled by the Council, pursuant to any provision of this Bylaw, or of any resolutions made thereunder.

- b. Fails to comply with any resolution made under this Bylaw or fails to comply with any duty, obligation, or condition imposed by this Bylaw.
- c. Drives a vehicle on any street in a manner which interferes with or obstructs any funeral or civic or State or authorised procession.
- d. Drives any vehicle over any hose in use in connection with an outbreak or alarm of fire provided that it shall not be an offence under this clause so to drive if hose bridges are provided or the driver is directed by a traffic officer, police officer or Fire Service officer.
- e. Drives or parks a vehicle so as to hinder or obstruct any member of the Fire Service engaged in connection with any outbreak or alarm of fire, the Police, Ambulance Service, or other emergency services in carrying out their respective duties.
- f. [repealed]
- g. [repealed]
- h. [repealed]
- i. [repealed]
- j. Drives or parks any vehicle on a street where it is in such a condition that an undue quantity of oil, grease or fuel drops from such vehicle.
- k. Unloads any vehicle so as to cause or, be likely to cause, damage to the pavement or any footpath.
- l. Drives any motor vehicle on to any property of the Council other than a road or permits the vehicle to stand or remain standing on any such property without the consent of the Council.
- m. Drives or parks a vehicle on any grassed or cultivated area under the control of the Council.
- n. Leaves in or on any road or private road within the city for a period exceeding 7 days, any vehicle having no effective motive power in or attached to it, or in such a state that it cannot be safely driven, or so disabled or damaged that it cannot be driven.

It shall not be a defence to a charge under this paragraph that the vehicle is under repair, if that repair exceeds 7 days.

For the purposes of this paragraph "vehicle" also includes caravans, trailers, boats, and the shell or hulk of a vehicle.

- o. Parks in a road in front of any property in a residential area as defined in the Council's District Plan, where the size of the vehicle parked, or the continual nature of the parking, unreasonably prevents occupants from parking outside their property, excluding commercial vehicles parked on the road temporarily for business purposes.
- p. In relation to residents parking:

- i. Makes a false application or supplies false details in an application;
 - ii. Places a permit on a vehicle for which it was not issued;
 - iii. Places or maintains a permit, or allows a permit to be placed or maintained, on a vehicle which is no longer being used by a resident;
 - iv. Parks a vehicle in a place that is the subject of a residents parking scheme without a current windscreen sticker for the residents parking scheme being displayed on the vehicle; or
 - v. Parks a vehicle in a place that is subject to the residents parking scheme, without displaying a current exemption permit on the vehicle.
- q. In relation to coupon parking:
- i. Parks within the coupon parking area for longer than the free period without displaying a clearly validated coupon on the vehicle; or
 - ii. Displays a coupon on the vehicle for a date other than the date indicated; or
 - iii. Parks in excess of any other time restriction or contrary to any other parking restriction in place within the coupon parking area; or
 - iv. Parks within the coupon parking area, without displaying a current exemption permit on the vehicle.
- r. Fails to produce a coupon on demand pursuant to clause 8.10.
- s. Causes, allows or permits any vehicle to be parked in any parking space or area except in accordance with, or pursuant to, the provision of this Bylaw and of any resolutions.
- t. Causes, allows or permits any vehicle to remain parked in a parking space or area for more than 24 hours where no other maximum authorised period is specified in a resolution of the Council or on a parking meter or signs in its vicinity.
- u. Causes to be inserted in any parking meter anything other than the prescribed coin or coins or does not comply with any other card or token system prescribed by resolution of the Council as a method of making payment of the parking fee.
- v. Fails to activate an approved parking device while parked in a parking space or area, adjusts the tariff to make it different from that required at that space, or displays the tariff incorrectly so that it cannot be read for enforcement purposes.
- w. Places or leans a motorcycle or power-cycle on or against a parking meter.
- x. Places or leaves a cycle on any parking space.
- y. Misuses any parking meter.
- z. Interferes or tampers with the working or operation of any parking meter or pay and display machine or electronic parking monitor.

- aa. Without due authority from the Council affixes any placard, advertisement, notice, list, document, board or thing on, or paints, or writes upon any parking meter or electronic parking monitor.
- bb. Wilfully damages any traffic control sign or parking meter or electronic parking monitor.
- cc. Parks a motorcycle or power-cycle between parking spaces.
- dd. Operates or attempts to operate any parking meter by any means other than as prescribed by this Bylaw.

14. Parking defences

14.1 It shall be a defence to any person who is the driver, or is in charge of any vehicle and who is charged under this Bylaw with a breach of any condition imposed by this part of this Bylaw relating to any parking space if such person proves that the act complained of was done:

- a. in compliance with the directions of a police officer or traffic officer, or that the vehicle was engaged on a public work and was being used on the road with due consideration for other road users; or
- b. with a vehicle used by an Ambulance Service or the Fire Service, Police or other emergency service in the urgent carrying out of their respective duties.

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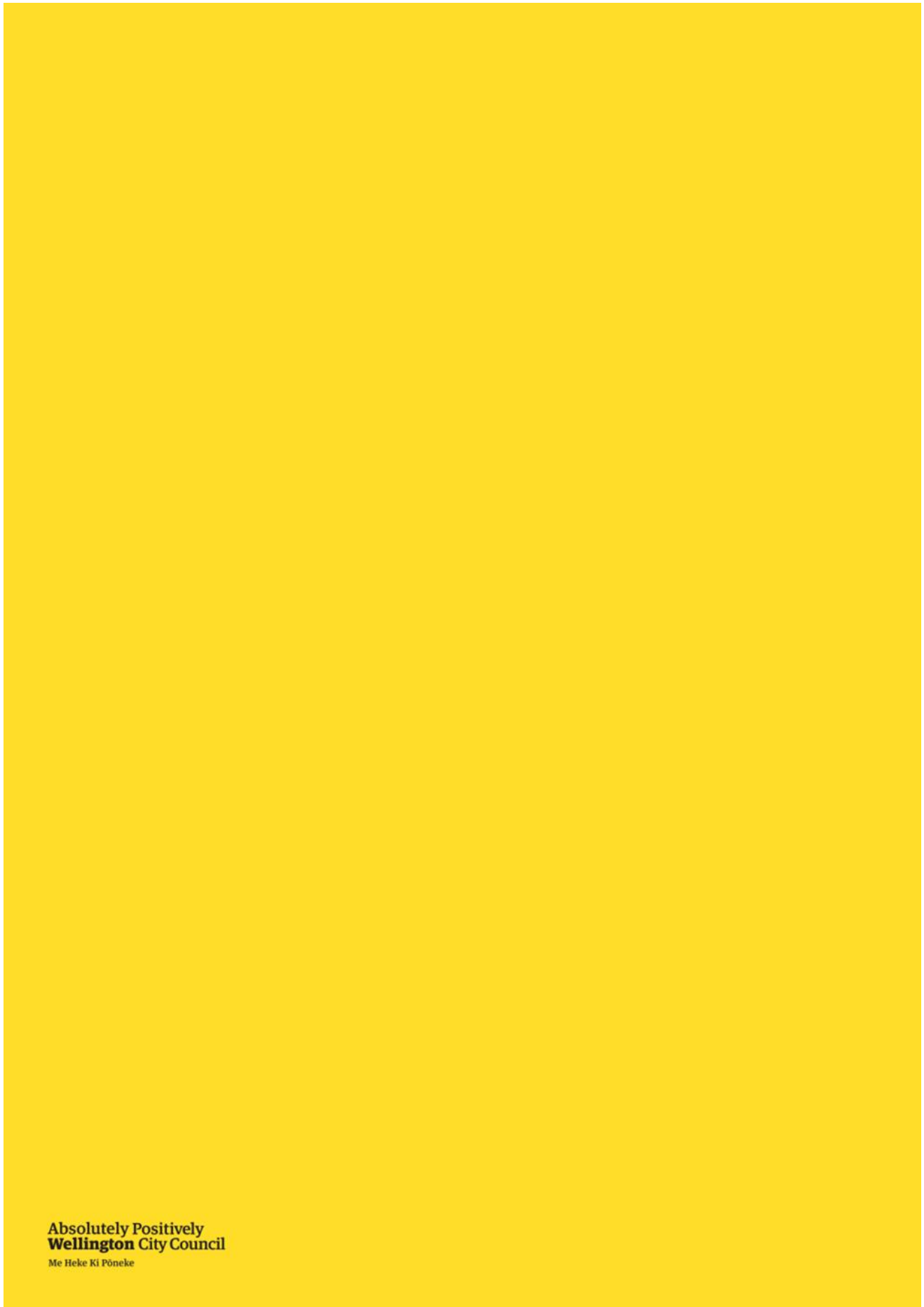
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Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Other Traffic and Parking Issues Considered During the Review

The following issues were considered during the review; however, Officers recommend that a bylaw is not an appropriate tool for addressing the issue. Alternative approaches are suggested below.

Council traffic resolution process

Issue: This process can be confusing and take a disproportionate length of time to complete for relatively simple and uncontentious traffic and parking management changes. In addition, when parking fees and charges are an integral part of a long-term plan or annual plan process, which are publicly consulted on, the subsequent or parallel traffic resolution notification process can create further confusion. The public are unsure which process to submit on and whether their opinions influence the final decision.

Officer response: The Council, under its Terms of Reference and Delegations 2019-2022, has delegated to the Strategy and Policy Committee, the decision-making for any resolution where in a bylaw the Council has specified that a matter be regulated, controlled or prohibited by the Council by resolution, including traffic resolutions relating to:

- (i) bus prioritisation
- (ii) major intersection improvements
- (iii) major cycle ways
- (iv) new residents parking scheme.

The Regulatory Processes Committee has responsibility for and authority to:

- a) make decisions regarding the temporary prohibition of traffic for events, film-making or other public functions under clause 11(e) Schedule 10 of the Local Government Act 1974 and the Transport (Vehicular Traffic Road Closure) Regulations 1965.
- b) traffic resolutions which are not considered by the Strategy and Policy Committee.

The Council can further delegate certain traffic and parking management decisions to an authorised officer if it wishes. Officers recommend a review of the Council delegations following the adoption of a new traffic and parking bylaw.

The new Parking Policy 2020 establishes a demand-based pricing regime for parking fees and charges. Therefore, once new technology is in place, the Council will be able to publish 'pricing protocols' to communicate to the public how parking prices have been set and when and where fees and charges will change. This will increase the transparency of the pricing rationale.

Difficulty to enforce mobility parking spaces

Issue: Concern about the ability to check compliance of vehicles using mobility parking spaces. The physical permits can drop out of sight or the driver forget to display it.

Officer response: This is an operational issue that cannot be resolved through a traffic bylaw. Officers recommend discussing compliance and enforcement improvements with CCS Disability and other disability organisations to explore electronic permit options that do not compromise accessibility.

Tow companies service constraints

Issue: Difficulty arranging the removal of certain types of vehicles and objects from the road or footpath – such as boats, caravans and skip bins. This is because the tow company used does not have suitable removal truck for these types of vehicles or no storage capacity.

Response: This is an operational issue that cannot be resolved through a traffic bylaw. Officers recommend reviewing the procurement criteria for this service and when the contract is due for renewal, seeking service providers that have the capacity to manage a wider range of vehicle types and objects.

Electric vehicle (EV) parking and charging

Issue: Unable to issue infringements for EVs parked in an electric vehicle charging space when it is not actively charging. This can compromise the accessibility of these specific parking spaces for other EVs needing to recharge. In addition, accessibility and safety is being compromised by drivers leaving charging cables laid across the footpath whilst charging vehicles on the street.

Response: The traffic bylaw already provides for the Council to restrict parking to certain types of vehicle, such as electric vehicles only. The resolution for specific EV charging spaces will need to specify a time restriction, such as P120, to allow enough time for a vehicle to recharge and provide for a reasonable turnover of electric vehicles based on the expected demand for the space.

The issue of charging cables being laid across footpaths and causing an obstruction is being covered in the review of the Footpath Management Policy. Leaving cabling across a footpath so as to cause a trip hazard or prevent access is already an offence under the Wellington Consolidated Bylaw 2008 Part 5: Public Places clause 22.4 *No person may (v.) drive, stop, stand, park or leave any vehicle, bulk bin, container or other object in a public place in such a manner as to obstruct the normal or safe entry to, or exit from, or movement of other vehicles, or pedestrians within a public place.* Therefore, the Council can already issue a fine for such an offence under the LGA 2002.

Longer length parking spaces

Issue: As the design of cars has changed, standard sized parking spaces are not always wide or long enough for certain model vehicles – such as double-cab utility type vehicles with a standard length of 5.3m when the guide length of a standard marked parking space is 5m. This leads to vehicles parking over two standard sized spaces, parking on to the footpath or parking on a narrow road leaving insufficient space for moving traffic.

Response: Shifting the design of restricted parking to zones without using specifically marked spaces will provide the additional length needed for these types of vehicles.

Considering adding yellow lines on at least one side of the street to prevent parking on particularly narrow roads (that are experiencing access issues) will also keep traffic movement as the priority.

The change to the enforcement practice for vehicles parked on the footpath will also help to deter any vehicle from obstructing safe footpath access.

However, Officers acknowledge that none of these types of interventions will deter people from purchasing large utility-type vehicles for use in the city. As the population grows and the availability of on and off-street parking reduces and becomes more constrained, people may realise that there are parking advantages of purchasing smaller sized vehicles.

Non-compliant use of clearways and bus lanes

Issue: An increase in the use of clearways and bus lanes for pick-ups and drop offs of people and taxis/SPSVs using bus lanes but not being able to determine if they are 'in-service' or not. Between 1 September 2020 and 1 March 2021, there were 850 infringements issued for clearways¹: 952 for moving vehicle offences in bus lanes and 395 for parked vehicles in bus lanes². Using clearways during peak times and using bus lanes inappropriately causes disruption to traffic flow, delays and can create hazards for cyclists.

Response: This is a compliance and enforcement issue. The Road User Rule (clauses 2.3 and 6.6.) states that vehicles, except the designated vehicle type, may use a bus lane (special vehicle lane) and it is no stopping in a clearway within the stated time period. The only exemption are emergency vehicles attending an emergency.

Therefore, Parking Officers can issue infringements for taxis/SPSVs using bus lanes or vehicles picking up or dropping off passengers in a clearway during the hours specified on the signs.

Issuing an infringement to a vehicle that quickly drives off or is in motion is difficult.

Therefore, other forms of infringement identification need to be considered, such as static cameras and licence plate recognition technology.

Motorcycles/electric scooters (e-scooters) on footpaths

Issue: Any type of vehicle parked on a footpath can cause an obstruction and a safety hazard, particularly for people with vision impairments or other disabilities. Since the introduction of e-scooter share schemes, footpaths, particularly in or near the central area, can become congested with parked e-scooters or motorcycles. For example, the suburbs of Thorndon and Mount Victoria. This issue was raised by some submitters during the review of the Parking Policy in 2019, such as Living Streets Aotearoa and the Mt Vic Residents Association.

Response: This is a compliance and enforcement issue. Under the LTA, a vehicle is defined as any contrivance with wheels, therefore motorcycles and scooters are vehicles. Under the Road User Rules clause 6.14, a person must not stop, stand or park a vehicle on a footpath or a cycle path. Therefore, it is an offence and a Parking Officer may issue an infringement. The traffic bylaw wording and definitions have been checked to ensure that e-scooters are covered.

Offences under the traffic bylaw can be issued more easily for motorcycles as they have licence plates but it is difficult to implement for privately owned electric scooters as it is not always possible for the Parking Officer to identify the person responsible for the offence.

The Council can use the *Code of Practice for electric scooter share schemes* to manage the parking of share scheme e-scooters. An e-scooter share scheme provider must agree to and sign this Code of Practice to obtain a licence to operate. This document has several clauses relating to the parking of share scheme e-scooters and the need for good parking behaviour. Share scheme e-scooters parked in a non-compliant manner or location must be removed by the e-scooter company or the e-scooter will be removed.

Ownership and funding of the monitoring and compliance activities for e-scooter share schemes needs to be discussed and agreed between Council business units to ensure the Code of Practice is adhered to. Depending on how it is to be monitored and managed going forward, Council enforcement officers may need to be warranted under both the LGA 1974 and the LTA.

Last year, the Transport Agency released a consultation document on behalf of the Associate Minister of Transport proposing a collection of rule changes known as the

¹ Approximately 1 percent of all infringements issued during this timeframe

² Approximately 1 percent of all infringements issued during this timeframe

Accessible Streets Regulatory Package. These rules are designed to improve safety for footpath users, encourage active modes of transport, and support the creation of more liveable and vibrant towns and cities. The proposals included changes to the definition of cycle paths, shared paths, pedestrians and introduced new terminology for powered and unpowered transport devices.

The outcome from the consultation is not yet known. When updates are released and a proposal confirmed, the Council may need to review, and if necessary amend some of the definitions in the proposed traffic and parking bylaw to ensure the Council can still enforce the use of footpaths, cycle paths and shared use areas effectively.

Using berms as community gardens

Issue: The Council has received requests seeking permission to use berms, which are part of the road reserve, as community gardens. Council Officers have also discussed whether berms can be left 'un-mowed' as meadows to reduce maintenance costs.

Response: The Council, through our Community Services team, already supports 20 community gardens across the city. However, these are not located on road reserve. Under the LTA 22AB (1)(h) the Council can make a bylaw to prescribe the use of roads and cycle tracks, and the construction of anything on, over, or under a road or cycle track. The LGA 1974 section 334 (1) (b) provides the Council with the ability to authorise the lay out or plant grass plots, flower beds or trees on any road, and prohibit traffic on such plots provided that the planting will not impede vehicles entering or using the road/part of the road.

Therefore, new provisions are not required in the bylaw to allow for community gardens on road reserve. However, road reserves are exposed to road traffic emissions, both exhaust emissions and heavy metals from tyres and brake pads. A community garden, or wildflower meadow, may impede driver sightlines and could cause access issues for pedestrians because some berms are used to cross to the footpath or property from a parked vehicle. There may also be safety issues if people are working in a community garden close to the road.

Draft Submission Form: Traffic and Parking Bylaw

Your views, and those of other submitters on traffic and parking rules and requirements, that has been conducted by the Council, will inform councillors and help finalise the new traffic and parking bylaw.

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

Privacy statement

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

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

Section 1 – your details

Your name*:

Your email or postal address*:

You are making this submission as an individual on behalf of an organisation. Your organisation's name*

I would like to make an oral submission to the Councillors (oral submissions will be scheduled in May)

Yes

No

If yes, please give your phone number so that a submission time can be arranged*:
*mandatory field

Section 2 – your feedback

Do you agree with the following changes we have made to the Traffic and Parking Bylaw?

- provide for shared paths and shared use parking zones Yes/No
- reflect the Parking Policy 2020 Yes/No
- enable temporary road changes for pilot/trial schemes Yes/No
- make it simpler for Parking Officers to remove non-motorised vehicles that park on the street for longer than 7 days Yes/No
- regulate the parking of vehicles for advertising or selling purposes Yes/No
- manage mobile trading in roads and public places Yes/No
- prohibit driving, riding or parking vehicles on beaches Yes/No
- restrict driving, riding or parking vehicles on unformed legal roads Yes/No
- amend definition of taxi to include small passenger service vehicles Yes/No
- clarify that skip/bulk bins can be restricted, charged and removed when in contravention of the traffic bylaw Yes/No
- clarify the conditions for using actual public works as a defence for parking offences Yes/No

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

Section 3 – questions about engine braking noise

- a) Do you live within Wellington City? If no, please skip to section 4
- b) Have you experienced disturbance from engine braking noise? If no, please skip to section 4
- c) If you have not provided your address in section 1, which street do you live on?
- d) How frequently have you been disturbed by engine braking noise?

Every day At least once per week At least once per month

Less frequently than once per month

e) At what time of day is the disturbance? (tick all that apply)

Early morning Midday Afternoon Evening

Night-time

f) Do you have any other comments about your experiences of engine braking noise disturbance?

Section 4 – questions about ‘cruising’/vehicle gathering/street racing

a) Do you live within Wellington City? If no, please skip to section 5

b) Have you experienced disturbance from cruising/vehicle gathering/street racing? If no, please skip to section 5

c) If yes, please describe the nature of the vehicle activity and the disturbance caused?

d) If you have not provided your address in section 1, which street do you live on?

e) How frequently have you been disturbed by cruising/vehicle gathering/street racing?

Every day At least once per week At least once per month

Less frequently than once per month

f) At what time of day is the disturbance? (tick all that apply)

Early morning Midday Afternoon Evening

Night-time

g) Do you have any other comments about your experiences of cruising/vehicle gathering/street racing disturbance?

Section 5 - do you agree that motorcycles should be able to park in pay by space or standard time restricted spaces (provided they pay the appropriate charge and/or follow the time restriction)?

Yes/No

If you have answered No, please provide an explanation

Do you have any final comments about the revised Traffic and Parking Bylaw?

TRAFFIC RESOLUTIONS

Purpose

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

Summary

2. A total of eight proposed resolutions were issued for consultation between 2 March 2021 to 22 March 2021.
3. All feedback received during the consultation period has been included in the Traffic Resolution reports attached to this document and, where appropriate, officers' responses have been included.
4. After reviewing the feedback all eight are being recommended for approval (refer to table below).
5. Officers are confident that the attached Traffic Resolutions, if approved, will improve the transport network in terms of transport safety, accessibility, efficiency and sustainability.

Recommendation/s

That the Strategy and Policy Committee:

1. Receive the information.
2. Approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008:
 - a. TR46-21 (Part of) Lady Elizabeth Lane, Wellington Waterfront -Confirmation of P15 and P120 time restricted parking; No Stopping At All Times
 - b. TR47-21 (Part of) Queens Wharf - Confirmation of existing metered and restricted parking spaces
 - c. TR48-21 (Part of) Frank Kitts Underground Carpark - Confirmation of metered parking
 - d. TR49-21 (Part of) Taranaki Street Wharf - Confirmation of loading zones and authorised vehicles only parking area
 - e. TR50-21 (Part of) Barnett Street Carpark - Confirmation of existing metered and restricted parking spaces
 - f. TR51-21 (Part of) Clyde Quay carpark and Clyde Quay Wharf, Wellington Waterfront - Confirmation of various parking restrictions
 - g. TR52-21 (Part of) Wellington Waterfront, Wellington Central - No Stopping At All Times Zone Restriction; Shared Zone at all times
 - h. TR54-21 (Part of) Wellington Waterfront - Metered parking charges

Background

6. Eight proposed traffic resolutions were publicly advertised in the Dominion Post on 2 March 2021. Copies were either hand delivered or posted to all properties in the affected area and electronic copies were sent to local Ward Councillors, and residents and business associations. Electronic copies were also available on the Wellington City Council website.
7. Because these proposed Traffic Resolutions are associated with a significant and developing area of the city's public space and represent a major change to the current operational management of the Wellington waterfront, this report is brought to the Strategy and Policy Committee for consideration, rather than the Regulatory Processes Committee.

Discussion

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







Options





9. The attached 'Traffic Resolutions Summary Table SPC 22 April 2021' summarises the proposed changes which are detailed in the attached Traffic Resolutions. Whilst there will be net car park losses in some instances, the improvements in transport safety, accessibility, efficiency and sustainability outweigh the proposed loss of car parking.

Next Actions

10. If approved, the proposals will be implemented within the following three months.

Attachments

Attachment 1.	Traffic Resolutions Summary Table SPC 22 April 2021 ↓ 	Page 149
Attachment 2.	Table of Traffic Resolutions Legal Description SPC 22 April 2021 ↓ 	Page 155
Attachment 3.	TR46-21 Lady Elizabeth Lane, Wellington Waterfront – Confirmation of P15 and P120 time restricted parking; No Stopping At All Times ↓ 	Page 167
Attachment 4.	TR47-21 Queens Wharf - Confirmation of existing metered and restricted parking spaces ↓ 	Page 192
Attachment 5.	TR48-21 Frank Kitts Underground Carpark – Confirmation of metered parking ↓ 	Page 203
Attachment 6.	TR49-21 Taranaki Street Wharf – Confirmation of loading zones and authorised vehicles only parking are ↓ 	Page 212

Attachment 7.	TR50-21 Barnett Street Carpark - Confirmation of existing metered and restricted parking space ↓ 	Page 219
Attachment 8.	TR51-21 Clyde Quay carpark and Clyde Quay Wharf, Wellington Waterfront – Confirmation of various parking restriction ↓ 	Page 228
Attachment 9.	TR52-21 Wellington Waterfront, Wellington Central – No Stopping At All Times; shared zone at all times ↓ 	Page 249
Attachment 10.	TR54-21 Wellington Waterfront - Metered parking charge ↓ 	Page 280

Authors	Wendy Ferguson, Project Coordinator Lindsey Hill, Project Coordinator
Authoriser	Brad Singh, Transport Assets Manager Tom Williams, Chief Infrastructure Officer

SUPPORTING INFORMATION

Engagement and Consultation

Recommendations have been publicly advertised.

Treaty of Waitangi considerations

Not applicable.

Financial implications

The work required is contained in a range of Operating Project budgets.

Policy and legislative implications

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

Risks / legal

None identified.

Climate Change impact and considerations

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

Communications Plan

Not required.

Health and Safety Impact considered

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

Traffic Resolutions Summary Table SPC 22 April 2021

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Annual Parking Revenue Impact	Beneficiaries of Proposed Change – average weekday volumes/Impact			Comments for Proposed Change	Feedback
								Traffic Volume	Passenger Number	Pedestrian Impact (+, -, no change)		
											Wellington Waterfront Parking Operation will be managed by Wellington City Council (WCC) Parking Services from July 2021. Enforcement of the Waterfront was outsourced to Wilson's Parking in 2010. At the time, Wellington Waterfront Limited was a separate Council Controlled Organisation so WCC Parking Services was not considered as an option for parking management. WCC Parking Services will manage the parking operations as it will be beneficial, eliminating the need to pay an existing contractor as well as providing consistency with regards to management and enforcement of parking to align with current on-street enforcement practices and operations. WCC Parking Operations must follow national standards for enforcement and therefore require the confirmation of the existing parking restrictions in order to legally enforce. This Traffic Resolution is proposed to confirm the existing parking restrictions in place.	
TR46-21	(Part of) Lady Elizabeth Lane, Wellington Waterfront	Outsourced	Time restricted/ Class restricted	Safety/ Accessibility	WCC	No change	Part of an estimated \$642k per annum across the waterfront.	N/A	N/A	positive	This proposal is to confirm P15 and P120 time restricted parking on Lady Elizabeth Lane and confirm mobility parks on Lady Elizabeth Lane. This proposal is to be read in conjunction with TR52-21 which will provide a blanket "No Stopping, At All Times" zonal restriction except for authorised vehicles together with a "Shared Zone, At All Times" restriction across the entire Wellington Waterfront area. WCC Parking Services managing the Waterfront parking with the implementation of a "No Stopping At All Times" and "Shared Zone At All Times" restrictions will further improve safety for pedestrians, cyclists, and general public by addressing the escalating issue of unauthorised parking occurring within this area.	Yes = 2 No = 11 Not stated = 0
TR47-21	(Part of) Queens Wharf, Wellington Waterfront	Outsourced	Class restricted/ Metered parking/ No Stopping At All Times	Safety/ Accessibility	WCC	No change	Part of an estimated \$642k per annum across the waterfront.	N/A	N/A	positive	This proposal is to confirm existing parking restrictions on Queens Wharf and Relocate a mobility parking space on Queens Wharf. This proposal is to be read in conjunction with TR52-21 which will provide a blanket "No Stopping, At All Times" zonal restriction except for authorised	Yes = 3 No = 3 Not stated = 0

Traffic Resolutions Summary Table SPC 22 April 2021

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Annual Parking Revenue Impact	Beneficiaries of Proposed Change – average weekday volumes/Impact			Comments for Proposed Change	Feedback
								Traffic Volume	Passenger Number	Pedestrian Impact (+, -, no change)		
											vehicles together with a “Shared Zone, At All Times” restriction across the entire Wellington Waterfront area. WCC Parking Services managing the Waterfront parking with the implementation of a “No Stopping At All Times” and “Shared Zone At All Times” restrictions will further improve safety for pedestrians, cyclists, and general public by addressing the escalating issue of unauthorised parking occurring within this area.	
TR48-21	(Part of) Frank Kitts Underground Carpark	Outsourced	Metered parking/ Class restricted	Safety/ Accessibility	WCC	No change	Part of an estimated \$642k per annum across the waterfront.	N/A	N/A	positive	This proposal is to confirm existing parking restrictions on Queens Wharf and Relocate a mobility parking space on Queens Wharf. This proposal is to be read in conjunction with TR52-21 which will provide a blanket “No Stopping, At All Times” zonal restriction except for authorised vehicles together with a “Shared Zone, At All Times” restriction across the entire Wellington Waterfront area. WCC Parking Services managing the Waterfront parking with the implementation of a “No Stopping At All Times” and “Shared Zone At All Times” restrictions will further improve safety for pedestrians, cyclists, and general public by addressing the escalating issue of unauthorised parking occurring within this area.	Yes = 1 No = 3 Not stated = 0
TR49-21	(Part of) Taranaki Street Wharf area	Outsourced	Class restricted	Safety/ Accessibility	WCC	No change	Part of an estimated \$642k per annum across the waterfront.	N/A	N/A	positive	This proposal is to confirm the P15 loading zone at the entrance to the Waterfront from the eastern end of Taranaki Street, outside Shed 22; confirm the P240 loading zone on the eastern side of Te Wharewaka o Pōneke and confirm the authorised vehicles only parking area outside the Rowing Club premises. This proposal is to be read in conjunction with TR52-21 which will provide a blanket “No Stopping, At All Times” zonal restriction except for authorised vehicles together with a “Shared Zone, At All Times” restriction across the entire Wellington Waterfront area. WCC Parking Services managing the Waterfront parking with the implementation of a “No Stopping At All Times” and “Shared Zone At All Times” restrictions will further improve safety for pedestrians, cyclists,	Yes = 1 No = 3 Not stated = 0

Traffic Resolutions Summary Table SPC 22 April 2021

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Annual Parking Revenue Impact	Beneficiaries of Proposed Change – average weekday volumes/Impact			Comments for Proposed Change	Feedback
								Traffic Volume	Passenger Number	Pedestrian Impact (+, -, no change)		
											and general public by addressing the escalating issue of unauthorised parking occurring within this area.	
TR50-21	(Part of) Barnett Street Carpark	Outsourced	Metered parking/ Class restricted	Safety/ Accessibility	WCC	No change	Part of an estimated \$642k per annum across the waterfront.	N/A	N/A	positive	This proposal is to confirm existing parking restrictions in Barnett Street Carpark and Add 14 24hr maximum metered spaces for self-contained vehicles in Barnett Street Carpark. This proposal is to be read in conjunction with TR52-21 which will provide a blanket “No Stopping, At All Times” zonal restriction except for authorised vehicles together with a “Shared Zone, At All Times” restriction across the entire Wellington Waterfront area. WCC Parking Services managing the Waterfront parking with the implementation of a “No Stopping At All Times” and “Shared Zone At All Times” restrictions will further improve safety for pedestrians, cyclists, and general public by addressing the escalating issue of unauthorised parking occurring within this area.	Yes = 0 No = 4 Not stated = 1
TR51-21	(Part of) Clyde Quay carpark and Clyde Quay Wharf, Wellington Waterfront	Outsourced	Class restricted/ Metered parking/ No Stopping At All Times	Safety/ Accessibility	WCC	No change	Part of an estimated \$642k per annum across the waterfront.	N/A	N/A	positive	This proposal is to confirm the mobility park on the west side of Clyde Quay Carpark; confirm 14 metered P120 parking spaces along the west side of Clyde Quay carpark; confirm 11 P120 metered parking spaces along the east side of Clyde Quay carpark; confirm the 3 car share parking spaces along the east side of Clyde Quay carpark; confirm 1 EV charging spaces along the east side of Clyde Quay Carpark; confirm 2 loading zones on Clyde Quay Wharf; confirm 2 mobility parks on the west side of Clyde Quay Wharf; confirm 5 authorised vehicles only parking spaces on the west side of Clyde Quay Wharf; confirm 5 authorised vehicles only parking spaces on the east side of Clyde Quay Wharf; confirm 12 P120 metered parking spaces on the east side of Clyde Quay Wharf; confirm 7 metres of broken yellow lines along the north end of Clyde Quay Wharf and confirm 72 metres of broken yellow lines in 6 sections along the east side of Clyde Quay Wharf. This proposal is to be read in conjunction with TR52-21 which will provide a blanket “No Stopping, At All	Yes = 1 No = 6 Not stated = 0

Traffic Resolutions Summary Table SPC 22 April 2021

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Annual Parking Revenue Impact	Beneficiaries of Proposed Change – average weekday volumes/Impact			Comments for Proposed Change	Feedback
								Traffic Volume	Passenger Number	Pedestrian Impact (+, -, no change)		
											Times” zonal restriction except for authorised vehicles together with a “Shared Zone, At All Times” restriction across the entire Wellington Waterfront area. WCC Parking Services managing the Waterfront parking with the implementation of a “No Stopping At All Times” and “Shared Zone At All Times” restrictions will further improve safety for pedestrians, cyclists, and general public by addressing the escalating issue of unauthorised parking occurring within this area.	
TR52-21	(Part of) Wellington Waterfront, Wellington Central	Outsourced	Class restricted/ No Stopping At All Times	Safety/ Accessibility	WCC	No change	Part of an estimated \$642k per annum across the waterfront.	N/A	N/A	positive	This proposal is to implement a blanket restriction of No Stopping At All Times, except for authorised vehicles, within the entire Wellington Waterfront boundary; implement a blanket restriction of “Shared Zone At All Times”, within the entire Wellington Waterfront boundary and Designated parking is proposed within the “No Stopping, At All Times” zone. These restrictions are covered under TR 46-51 inclusive. WCC Parking Services managing the Waterfront parking with the implementation of a “No Stopping At All Times” and “Shared Zone At All Times” restrictions will further improve safety for pedestrians, cyclists, and general public by addressing the escalating issue of unauthorised parking occurring within this area.	Yes = 3 No = 9 Not stated = 1
TR54-21	(Part of) Wellington Waterfront	Outsourced		Safety/ Accessibility	WCC	No change	Part of an estimated \$642k per annum across the waterfront.	N/A	N/A	positive	This proposal is to implement metered parking charges to reflect the current pricing regime for Wellington City on street metered parking - subject to LTP public consultation and approval of new proposed rate - 8am to 8pm Sunday to Thursday (\$5.00ph) and 8am to 10pm Fri/Sat (\$4.50ph). This proposal is to be read in conjunction with TR52-21 which will provide a blanket “No Stopping, At All Times” zonal restriction except for authorised vehicles together with a “Shared Zone, At All Times” restriction across the entire Wellington Waterfront area. WCC Parking Services managing the Waterfront parking with the implementation of a “No Stopping At All Times” and “Shared Zone At All Times” restrictions will	Yes = 1 No = 5 Not stated = 0

Traffic Resolutions Summary Table SPC 22 April 2021

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Net Parking Loss/gain	Annual Parking Revenue Impact	Beneficiaries of Proposed Change – average weekday volumes/Impact			Comments for Proposed Change	Feedback
								Traffic Volume	Passenger Number	Pedestrian Impact (+, -, no change)		
											further improve safety for pedestrians, cyclists, and general public by addressing the escalating issue of unauthorised parking occurring within this area.	

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a.	Lady Elizabeth Lane, Wellington Waterfront (TR46-21) Confirmation of P15 and P120 time restricted parking; No stopping At All Times		
	<i>Add to Schedule A (Time Restricted) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Lady Elizabeth Lane	<i>P15, Monday – Sunday 8am-6pm</i>	<i>West side, commencing 132 metres south east of its intersection with Waterloo Quay (Grid Coordinates X=1,749,117.17m Y=5,428,609.48m) and extending in a southerly direction, following the western kerb line for 6 metres</i>
	Lady Elizabeth Lane	<i>P15, Monday – Sunday 8am-6pm</i>	<i>West side, commencing 144 metres south east of its intersection with Waterloo Quay (Grid Coordinates X=1,749,117.17m Y=5,428,609.48m) and extending in a southerly direction, following the western kerb line for 6 metres</i>
	Lady Elizabeth Lane	<i>P15, Monday – Sunday 8am-6pm</i>	<i>West side, commencing 169 metres south east of its intersection with Waterloo Quay (Grid Coordinates X=1,749,117.17m Y=5,428,609.48m) and extending in a southerly direction, following the western kerb line for 16 metres</i>
	Lady Elizabeth Lane	<i>P15, Monday – Sunday 8am-6pm</i>	<i>East Side, commencing 99 metres north of the prolongation of its intersection with Brandon Street (Grid Coordinates X=1,748,913.79m Y=5,428,207.35) and extending in a northerly direction, following the eastern kerb line for 18 metres</i>
	Lady Elizabeth Lane	<i>P15, Monday – Sunday 8am-6pm</i>	<i>East Side, commencing 37 metres north of the prolongation of its intersection with Brandon Street (Grid Coordinates X=1,748,913.79m Y=5,428,207.35) and extending in a northerly direction, following the eastern kerb line for 12 metres</i>
	Lady Elizabeth Lane	<i>P15, Monday – Sunday 8am-6pm</i>	<i>East Side, commencing 12 metres north of the prolongation of its intersection with Brandon Street (Grid Coordinates X=1,748,913.79m Y=5,428,207.35) and extending in a northerly direction, following the eastern kerb line for 6 metres</i>
	Lady Elizabeth Lane	<i>P120, Monday – Sunday 8am-6pm</i>	<i>West side, commencing 102 metres south east of its intersection with Waterloo Quay (Grid Coordinates X=1,749,117.17m Y=5,428,609.48m)</i>

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			<i>and extending in a southerly direction, following the western kerb line for 6 metres</i>
Lady Elizabeth Lane	<i>P120, Monday – Sunday 8am-6pm</i>		<i>West side, commencing 56 metres south east of its intersection with Waterloo Quay (Grid Coordinates X=1,749,117.17m Y=5,428,609.48m) and extending in a southerly direction, following the western kerb line for 32 metres</i>
Lady Elizabeth Lane	<i>P120, Monday – Sunday 8am-6pm</i>		<i>West side, commencing 21 metres south east of its intersection with Waterloo Quay (Grid Coordinates X=1,749,117.17m Y=5,428,609.48m) and extending in a southerly direction, following the western kerb line for 18 metres</i>
<u>Add to Schedule B (Class Restricted) of the Traffic Resolutions Schedule</u>			
Column One	Column Two	Column Three	
Wellington Waterfront	<i>Mobility Park, At All Times, P120 Maximum, Monday to Sunday 8:00am - 6:00pm, Displaying an Operation Mobility Permit Only</i>		<i>Extending 6.4 metres by 2 metres within the grid coordinates X=1,749,090.93m Y=5,428,521.98m, X=1,749,089.60m Y=5,428,520.18m, X=1,749,084.49m Y=5,428,524.04m, X=1,749,085.70m Y=5,428,525.69m</i>
Wellington Waterfront	<i>Mobility Park, At All Times, P120 Maximum, Monday to Sunday 8:00am - 6:00pm, Displaying an Operation Mobility Permit Only</i>		<i>North Side, commencing 15 metres east of the prolongation of the intersection of Lady Elizabeth Lane and Brandon Street (Grid Coordinates X=1,748,913.79m Y=5,428,207.35) and extending in a northerly direction, following the eastern kerb line for 4.6 metres</i>
Wellington Waterfront	<i>Mobility Park, At All Times, P120 Maximum, Monday to Sunday 8:00am - 6:00pm, Displaying an Operation Mobility Permit Only</i>		<i>Extending 5 metres by 4 metres within the Grid Coordinates X=1,748,904.71m Y=5,428,193.07m, X=1,748,909.74m Y=5,428,193.52m, X=1,748,910.15m Y=5,428,189.37m, X=1,748,905.13m Y=5,428,188.86m</i>
Lady Elizabeth Lane	<i>Police Department Vehicles Parking, At All Times</i>		<i>Refer to attached plan. (Blue Hatch)</i>
Lady Elizabeth Lane	<i>P120 Loading Zone, At All Times, Goods and Authorised Vehicles only</i>		<i>East Side, commencing 22 metres north of the prolongation of its intersection with Brandon Street (Grid Coordinates X=1,748,913.79m Y=5,428,207.35) and extending in a</i>

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			<i>northerly direction, following the eastern kerb line for 12 metres</i>
Wellington Waterfront	<i>P15 Loading Zone, At All Times, Goods and Authorised Vehicles only</i>		<i>Extending 5 metres by 5 metres within the Grid Coordinates X= 1,748,905.66m Y= 5,428,183.53m, X= 1,748,910.68m Y= 5,428,184.05m, X=1,748,910.15m Y=5,428,189.37m, X=1,748,905.13m Y=5,428,188.86m</i>
Wellington Waterfront	<i>P15 Loading Zone, At All Times, Goods and Authorised Vehicles only</i>		<i>Extending 7 metres by 10 metres within the Grid Coordinates X= 1,748,947.74m Y= 5,428,203.35m, X= 1,748,954.65m Y= 5,428,200.22m, X= 1,748,950.39m Y= 5,428,190.79m, X= 1,748,943.25m Y= 5,428,194.37m</i>
Wellington Waterfront	<i>Motorcycle Parking, At All Times</i>		<i>Refer to attached plan.</i>
Wellington Waterfront	<i>Car Share, At All Times</i>		<i>North Side, commencing 20 metres east of the prolongation of the intersection of Lady Elizabeth Lane and Brandon Street (Grid Coordinates X=1,748,913.79m Y=5,428,207.35) and extending in a northerly direction, following the eastern kerb line for 8 metres</i>
Wellington Waterfront	<i>Electric Vehicle charging, At All Times, P240 Maximum, Monday- Sunday 8am-6pm</i>		<i>North Side, commencing 28 metres east of the prolongation of the intersection of Lady Elizabeth Lane and Brandon Street (Grid Coordinates X=1,748,913.79m Y=5,428,207.35) and extending in a northerly direction, following the eastern kerb line for 2.5 metres</i>
b.	Queens Wharf, Wellington Waterfront (TR47-21) Confirmation of existing metered and restricted parking spaces		
	<i>Add to Schedule B (Class Restricted) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Queens Wharf laneway, Wellington Waterfront	<i>Loading Zone P15 Maximum, Goods and Authorised vehicles only, At All Times</i>	<i>Commencing 55.5 metres north of the south east corner of the lane (Grid coordinates X=1748920.05m, Y=5427985.33m) and extending for 20.5 metres in a northerly direction following eastern kerb line. (Refer to attached traffic resolution plan Yellow area)</i>
	Queens Wharf laneway, Wellington Waterfront	<i>Mobility Park, At All Times, P120 Maximum, Monday to Sunday 8:00am - 8:00pm, Displaying an</i>	<i>Commencing 76 metres north of the south east corner of the lane (Grid coordinates X=1748920.05m, Y=5427985.33m) and extending for 7.5 metres in a northerly direction following eastern kerb line.</i>

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		<i>Operation Mobility Permit Only</i>	<i>(Refer to attached traffic resolution plan)</i>
Queens Wharf laneway, Wellington Waterfront		<i>Bus Parking, At All Times</i>	<i>Commencing 6 metres northwest of south west corner of the lane (Grid coordinates X=1748908.06m, Y=5427993.17m) and extending for 9 metres in a north westerly direction following the western kerb line. (Refer to attached traffic resolution plan Orange area)</i>
Queens Wharf laneway, Wellington Waterfront		<i>Motorcycle Parking, At All Times</i>	<i>North and east side of motorcycle parking area off Queens Wharf laneway. (Refer to attached traffic resolution plan Pink area)</i>
Queens Wharf laneway, Wellington Waterfront		<i>Authorised Vehicles Only, At All Times</i>	<i>(Refer to attached traffic resolution plan Blue area E)</i>
Queens Wharf accessway, Wellington Waterfront		<i>Authorised Vehicles Only, At All Times</i>	<i>(Refer to attached traffic resolution plan Blue area F)</i>
<i>Add to Schedule F (Metered Parking) of the Traffic Resolutions Schedule</i>			
Column One	Column Two	Column Three	
Queens Wharf laneway, Wellington Waterfront	<i>Metered Parking, P120 Maximum, Sunday to Thursday 8:00am - 8:00pm, Friday and Saturday 8:00am - 10:00pm.</i>	<i>Commencing 1.5 metres west of south east corner of the lane (Grid coordinates X=1748920.05m, Y=5427985.33m) and extending for 3 meters in a westerly direction following southern kerb line. (Refer to attached traffic resolution plan White section B)</i>	
Queens Wharf laneway, Wellington Waterfront	<i>Metered Parking, P120 Maximum, Sunday to Thursday 8:00am - 8:00pm, Friday and Saturday 8:00am - 10:00pm.</i>	<i>Commencing 7.5 metres north of the south east corner of the lane (Grid coordinates X=1748920.05m, Y=5427985.33m) and extending for 5 metres in a northerly direction following eastern kerb line. (Refer to attached traffic resolution plan White section C)</i>	
Queens Wharf laneway, Wellington Waterfront	<i>Metered Parking, P120 Maximum, Sunday to Thursday 8:00am - 8:00pm, Friday and Saturday 8:00am - 10:00pm.</i>	<i>Commencing at south west corner of the lane (Grid coordinates X=1748908.06m, Y=5427993.17m) and extending for 6 m in a north westerly direction following the western kerb line. (Refer to attached traffic resolution plan White section A)</i>	
<i>Add to Schedule D (No Stopping) of the Traffic Resolutions Schedule</i>			
Column One	Column Two	Column Three	

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Queens Wharf accessway, Wellington Waterfront	<i>No Stopping At All Times</i>	<i>South Side commencing at the intersection with Jervois Quay (Grid coordinates X= 1748905.76m, Y=5427954.67m) extending in a south easterly direction following the southern kerb line for 70 metres.</i>
Queens Wharf accessway, Wellington Waterfront	<i>No Stopping At All Times</i>	<i>South Side commencing 70 metres southeast of its intersection with Jervois Quay (Grid coordinates X= 1748905.76m, Y=5427954.67m) extending in a northerly direction following the line of bollards for 17 metres.</i>
Queens Wharf accessway, Wellington Waterfront	<i>No Stopping At All Times</i>	<i>North Side commencing at the intersection with Jervois Quay (Grid coordinates X=1748904.44m, Y=5427964.40m) and extending in a northerly direction following the northern Kerb line for 40 metres.</i>
Queens Wharf laneway, Wellington Waterfront	<i>No Stopping At All Times</i>	<i>South and west side of motorcycle parking area off Queens Wharf laneway. (Refer to attached traffic resolution plan area D)</i>
Queens Wharf laneway, Wellington Waterfront	<i>No Stopping At All Times</i>	<i>Commencing 12.5 metres north of the south east corner of the lane (Grid coordinates X=1748920.05m, Y=5427985.33m) and extending for 43 metres in a northerly direction following eastern kerb line.</i>
Queens Wharf laneway, Wellington Waterfront	<i>No Stopping At All Times</i>	<i>Commencing 83.5 metres north of the south east corner of the lane (Grid coordinates X=1748920.05m, Y=5427985.33m) and extending for 50 metres in a northerly then westerly direction following eastern kerb line to its intersection with Jervois Quay</i>
Queens Wharf laneway, Wellington Waterfront	<i>No Stopping At All Times</i>	<i>West side commencing at the narrowing section of the lane (Grid coordinates X=1748914.15m, Y=5428023.97m) and extending for 85 metres in a northerly then westerly direction following the western kerb line to its intersection with Jervois Quay.</i>
<i>Add to Schedule C (Direction) of the Traffic Resolutions Schedule</i>		
Column One	Column Two	Column Three
Queens Wharf laneway, Wellington Waterfront	<i>One-way Except Cycles, northbound</i>	<i>(Refer to attached traffic resolution plan)</i>

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c.	Frank Kitts Underground Carpark (TR48-21) Confirmation of metered parking		
	<i>Add to Schedule F (Metered Parking) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Frank Kitts Under Ground Carpark	<i>Metered Parking, P240 Maximum, Metered parking Monday – Thursday 8am-8pm, Friday – Saturday 8am-10pm, Sunday 8am-8pm</i>	<i>See attached plan</i>
	Frank Kitts Under Ground Carpark	<i>Metered Mobility Parking, P240 Maximum, Metered parking Monday – Thursday 8am-8pm, Friday – Saturday 8am-10pm, Sunday 8am-8pm</i>	<i>See attached plan (Area outlined in yellow)</i>
	<i>Add to Schedule B (Class Restricted) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Frank Kitts Under Ground Carpark	<i>Authorised vehicles only, At All Times</i>	<i>Refer to attached map boundary of Yacht Club parking area. (Hatched blue Area)</i>
d.	Taranaki Street Wharf area (TR49-21) Confirmation of loading zones and authorised vehicles only parking area		
	<i>Add to Schedule B (Class Restricted) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Wellington Waterfront	<i>Loading Zone P240 Maximum, Goods and Authorised vehicles only, At All Times</i>	<i>Refer to map attached. (Area highlighted yellow - B)</i>
	Wellington Waterfront	<i>Loading Zone P15 Maximum, Goods and Authorised vehicles only, At All Times</i>	<i>Refer to map attached. (Area highlighted yellow - C)</i>
	Wellington Waterfront	<i>Authorised vehicles only, At All Times</i>	<i>Refer to attached map boundary of Rowing Club. (Area highlighted in Blue - A)</i>
e.	Barnett Street Carpark (TR50-21) Confirmation of existing metered and restricted parking spaces		
	<i>Add to Schedule F (Metered Parking) of the Traffic Resolutions Schedule</i>		
	Column One	Column Two	Column Three
	Barnett Street Carpark, Wellington Waterfront	<i>Metered Parking, P240 Maximum, Sunday to Thursday 10:00am - 8:00pm,</i>	<i>25 Parking Spaces, refer to attached traffic resolution plan (Blue)</i>

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		<i>Friday and Saturday 10:00am - 10:00pm, except Authorised Vehicles</i>	
	Barnett Street Carpark, Wellington Waterfront	<i>Metred Parking, P240 Maximum, Monday to Thursday 10:00am - 8:00pm, Friday and Saturday 8:00am - 10:00pm, Sunday 4:00pm - 8:00pm</i>	<i>119 Parking Spaces, refer to attached traffic resolution plan (White)</i>
	Barnett Street Carpark, Wellington Waterfront	<i>Metred Parking, 24 Hour Maximum, Monday to Saturday, Sunday 4:00pm to 11:59pm, Self- Contained Vehicles Only</i>	<i>14 Parking Spaces, refer to attached traffic resolution plan (Pink)</i>
<i>Add to Schedule B (Class Restricted) of the Traffic Resolutions Schedule</i>			
	Column One	Column Two	Column Three
	Barnett Street Carpark, Wellington Waterfront	<i>Authorised vehicles only, Sunday 12:00am to 4:00pm</i>	<i>25 Parking Spaces, refer to attached traffic resolution plan (Blue)</i>
	Barnett Street Carpark, Wellington Waterfront	<i>Authorised vehicles only, Sunday 12:00am to 4:00pm</i>	<i>119 Parking Spaces, refer to attached traffic resolution plan (White)</i>
	Barnett Street Carpark, Wellington Waterfront	<i>Authorised vehicles only, Sunday 12:00am to 4:00pm</i>	<i>14 Parking Spaces, refer to attached traffic resolution plan (Pink)</i>
f.	Clyde Quay carpark and Clyde Quay Wharf, Wellington Waterfront (TR51-21) Confirmation of various parking restrictions		
<i>Add to Schedule B (Class restricted) of the Traffic Resolutions Schedule</i>			
	Column One	Column Two	Column Three
	Clyde Quay Wharf	<i>Loading Zone P15 Maximum, Goods and Authorised Vehicles only At All Times</i>	<i>West side, commencing at its intersection with Herd street (Grid coordinates X= 1,749,523.01m Y= 5,427,448.55m) and extending in a northerly direction following the western kerb line for 15 metres.</i>
	Clyde Quay Wharf	<i>Authorised vehicles only, At All Times</i>	<i>East side, commencing 123 metres north of its intersection with Herd street (Grid coordinates X= 1,749,537.92m Y= 5,427,446.21m) and extending in a northerly direction</i>

Table of Traffic Resolutions Legal Description SPC 22 April 2021

			<i>following the eastern kerb line for 12 metres.</i>
	Clyde Quay Wharf	<i>Authorised vehicles only, At All Times</i>	<i>East side, commencing 165 metres north of its intersection with Herd street (Grid coordinates X= 1,749,537.92m Y= 5,427,446.21m) and extending in a northerly direction following the eastern kerb line for 6 metres.</i>
	Clyde Quay Wharf	<i>Loading Zone P15 Maximum, Goods and Authorised Vehicles only At All Times</i>	<i>West side, commencing 32 metres north of its intersection with Herd street (Grid coordinates X= 1,749,562.22m Y= 5,427,442.40m) and extending in a northerly direction following the western kerb line for 15 metres.</i>
	Clyde Quay Wharf	<i>Authorised vehicles only, At All Times</i>	<i>West side, commencing 68 metres north of its intersection with Herd street (Grid coordinates X= 1,749,562.22m Y= 5,427,442.40m) and extending in a northerly direction following the western kerb line for 2.5 metres.</i>
	Clyde Quay Wharf	<i>Authorised vehicles only, At All Times</i>	<i>West side, commencing 117 metres north of its intersection with Herd street (Grid coordinates X= 1,749,562.22m Y= 5,427,442.40m) and extending in a northerly direction following the western kerb line for 2.5 metres.</i>
	Clyde Quay Wharf	<i>Authorised vehicles only, At All Times</i>	<i>West side, commencing 152 metres north of its intersection with Herd street (Grid coordinates X= 1,749,562.22m Y= 5,427,442.40m) and extending in a northerly direction following the western kerb line for 2.5 metres.</i>
	Clyde Quay Wharf	<i>Authorised vehicles only, At All Times</i>	<i>West side, commencing 165 metres north of its intersection with Herd street (Grid coordinates X= 1,749,562.22m Y= 5,427,442.40m) and extending in a northerly direction following the western kerb line for 12 metres.</i>
<i>Add to Schedule F (Metered Parking) of the Traffic Resolutions Schedule</i>			
	Column One	Column Two	Column Three
	Clyde Quay Wharf	<i>P120, Metered parking Monday – Sunday 8am-6pm</i>	<i>West side, commencing 71 metres north of its intersection with Herd street (Grid coordinates X= 1,749,562.22m Y= 5,427,442.40m) and</i>

Table of Traffic Resolutions Legal Description SPC 22 April 2021

			<i>extending in a northerly direction following the western kerb line for 10 metres.</i>
	Clyde Quay Wharf	<i>P120, Metered parking Monday – Sunday 8am-6pm</i>	<i>West side, commencing 92 metres north of its intersection with Herd street (Grid coordinates X= 1,749,562.22m Y= 5,427,442.40m) and extending in a northerly direction following the western kerb line for 12 metres.</i>
	Clyde Quay Wharf	<i>P120, Metered parking Monday – Sunday 8am-6pm</i>	<i>West side, commencing 120 metres north of its intersection with Herd street (Grid coordinates X= 1,749,562.22m Y= 5,427,442.40m) and extending in a northerly direction following the western kerb line for 10 metres.</i>
	Clyde Quay Wharf	<i>P120, Metered parking Monday – Sunday 8am-6pm</i>	<i>West side, commencing 142 metres north of its intersection with Herd street (Grid coordinates X= 1,749,562.22m Y= 5,427,442.40m) and extending in a northerly direction following the western kerb line for 10 metres.</i>
	Clyde Quay Wharf	<i>Mobility Park, At All Times, Displaying an Operation Mobility Permit Only</i>	<i>East side, commencing 105 metres north of its intersection with Herd street (Grid coordinates X= 1,749,537.92m Y= 5,427,446.21m) and extending in a northerly direction following the eastern kerb line for 6.5metres.</i>
	Clyde Quay Wharf	<i>Mobility Park, At All Times, P120 Maximum, Monday – Thursday 8am-8pm, Friday – Saturday 8am-10pm, Sunday 8am-8pm, Displaying an Operation Mobility Permit Only</i>	<i>East side, commencing 171 metres north of its intersection with Herd street (Grid coordinates X= 1,749,537.92m Y= 5,427,446.21m) and extending in a northerly direction following the eastern kerb line for 6.5 metres.</i>
<i>Add to Schedule D (No Stopping) of the Traffic Resolutions Schedule</i>			
	Column One	Column Two	Column Three
	Clyde Quay Wharf	<i>No Stopping, At All Times</i>	<i>South side, commencing 196 metres north of its intersection with Herd street (Grid coordinates X= 1,749,537.92m Y= 5,427,446.21m) and extending in an easterly direction following the southern kerb line for 7 metres.</i>

Table of Traffic Resolutions Legal Description SPC 22 April 2021

<i>Clyde Quay Wharf</i>	<i>No Stopping, At All Times</i>	<i>West side, commencing 55 metres north of its intersection with Herd street (Grid coordinates X= 1,749,562.22m Y= 5,427,442.40m) and extending in a northerly direction following the western kerb line for 12 metres.</i>
<i>Clyde Quay Wharf</i>	<i>No Stopping, At All Times</i>	<i>West side, commencing 81 metres north of its intersection with Herd street (Grid coordinates X= 1,749,562.22m Y= 5,427,442.40m) and extending in a northerly direction following the western kerb line for 12 metres.</i>
<i>Clyde Quay Wharf</i>	<i>No Stopping, At All Times</i>	<i>West side, commencing 105 metres north of its intersection with Herd street (Grid coordinates X= 1,749,562.22m Y= 5,427,442.40m) and extending in a northerly direction following the western kerb line for 12 metres.</i>
<i>Clyde Quay Wharf</i>	<i>No Stopping, At All Times</i>	<i>West side, commencing 130 metres north of its intersection with Herd street (Grid coordinates X= 1,749,562.22m Y= 5,427,442.40m) and extending in a northerly direction following the western kerb line for 12 metres.</i>
<i>Clyde Quay Wharf</i>	<i>No Stopping, At All Times</i>	<i>West side, commencing 154 metres north of its intersection with Herd street (Grid coordinates X= 1,749,562.22m Y= 5,427,442.40m) and extending in a northerly direction following the western kerb line for 12 metres.</i>
<i>Clyde Quay Wharf</i>	<i>No Stopping, At All Times</i>	<i>West side, commencing 178 metres north of its intersection with Herd street (Grid coordinates X= 1,749,562.22m Y= 5,427,442.40m) and extending in a northerly direction following the western kerb line for 12 metres.</i>
<i>Add to Schedule B (Class restricted) of the Traffic Resolutions Schedule</i>		
Column One	Column Two	Column Three
<i>Clyde Quay Carpark</i>	<i>Mobility Park, At All Times, P120 Maximum, Monday – Thursday 8am-8pm, Friday – Saturday 8am-10pm, Sunday 8am-8pm,</i>	<i>West side, commencing at its intersection with Herd street (Grid coordinates X= 1,749,549.16m Y= 5,427,434.54m) and extending in a southerly direction following the western kerb line for 4.5 metres.</i>

Table of Traffic Resolutions Legal Description SPC 22 April 2021

		<i>Displaying an Operation Mobility Permit Only</i>	
	Clyde Quay Carpark	<i>Car Share, At All Times</i>	<i>East side, commencing 43 metres south of its intersection with Herd street (Grid coordinates X= 1,749,554.33m Y= 5,427,433.72 and extending in a southerly direction following the eastern kerb line for 9.5 metres.</i>
	Clyde Quay Carpark	<i>Metered Parking, Electric Vehicle charging At All Times, P240 Maximum, Monday – Thursday 8am-8pm, Friday – Saturday 8am-10pm, Sunday 8am-8pm</i>	<i>East side, commencing 52.5 metres south of its intersection with Herd street (Grid coordinates X= 1,749,554.33m Y= 5,427,433.72 and extending in a southerly direction following the eastern kerb line for 3.5 metres.</i>
<u>Add to Schedule F (Metered Parking) of the Traffic Resolutions Schedule</u>			
	Clyde Quay Carpark	<i>P120, Metered parking Monday – Thursday 8am-8pm, Friday – Saturday 8am-10pm, Sunday 8am-8pm</i>	<i>West side, commencing 5.4 metres south of its intersection with Herd street (Grid coordinates X= 1,749,549.16m Y= 5,427,434.54m) and extending in a southerly direction following the western kerb line for 47 metres.</i>
	Clyde Quay Carpark	<i>P120, Metered parking Monday – Thursday 8am-8pm, Friday – Saturday 8am-10pm, Sunday 8am-8pm</i>	<i>East side, commencing 8.2 metres south of its intersection with Herd street (Grid coordinates X= 1,749,554.33m Y= 5,427,433.72 and extending in a southerly direction following the eastern kerb line for 35 metres.</i>
	Clyde Quay Carpark	<i>P120, Metered parking Monday – Thursday 8am-8pm, Friday – Saturday 8am-10pm, Sunday 8am-8pm</i>	<i>East side, commencing 56 metres south of its intersection with Herd street (Grid coordinates X= 1,749,554.33m Y= 5,427,433.72 and extending in a southerly direction following the eastern kerb line for 3.5 metres.</i>
g.	Wellington Waterfront, Wellington Central (TR52-21) No Stopping At All Times zonal restriction, except for authorised vehicles; Shared zone at all times		
<u>Add to Schedule D (No Stopping) of the Traffic Resolutions Schedule</u>			
	Column One	Column Two	Column Three
	Wellington Waterfront	<i>No Stopping, At All Times unless in authorised vehicle or designated parking area</i>	<i>Within entire Wellington Waterfront boundary. Refer to map.</i>
<u>Add to Schedule B (Class restricted) of the Traffic Resolutions Schedule</u>			
	Column One	Column Two	Column Three

Table of Traffic Resolutions Legal Description SPC 22 April 2021

	Wellington Waterfront	<i>Shared Zone, At All times</i>	<i>Within entire Wellington Waterfront boundary. Refer to map.</i>
h.	Wellington Waterfront (TR54-21) Metered parking charges		
	<i>Implement metered parking charges within the Wellington Waterfront boundary detailed by Amended Traffic Resolution Plan TR54-21. Charges to be \$4.50 or \$5.00 per hour subject to Long Term Plan decision.</i>		

We are proposing a change in your area

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Kia ora,

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

Proposal:

Reference	<ul style="list-style-type: none"> TR46-21 Lady Elizabeth Lane, Wellington Waterfront – Confirmation of P15 and P120 time restricted parking; No stopping At All Times
What we'd like to do	<ul style="list-style-type: none"> Confirm P15 and P120 time restricted parking on Lady Elizabeth Lane. Confirm mobility parks on Lady Elizabeth Lane.
Why we are proposing the change	<ul style="list-style-type: none"> Wellington Waterfront Parking Operation will be managed by Wellington City Council (WCC) Parking Services from July 2021. Enforcement of the Waterfront was outsourced to Wilson's Parking in 2010. At the time, Wellington Waterfront Limited was a separate Council Controlled Organisation so WCC Parking Services was not considered as an option for parking management. WCC Parking Services will manage the parking operations as it will be beneficial, eliminating the need to pay an existing contractor as well as providing consistency with regards to management and enforcement of parking to align with current on-street enforcement practices and operations. WCC Parking Operations must follow national standards for enforcement and therefore require the confirmation of the existing parking restrictions in order to legally enforce. This Traffic Resolution is proposed to confirm the existing parking restrictions in place. This proposal is to be read in conjunction with TR52-21 which will provide a blanket "No Stopping, At All Times" zonal restriction except for authorised vehicles together with a "Shared Zone, At All Times" restriction across the entire Wellington Waterfront area. WCC Parking Services managing the Waterfront parking with the implementation of a "No Stopping At All Times" and "Shared Zone At All Times" restrictions will further improve safety for pedestrians, cyclists, and general public by addressing the escalating issue of unauthorised parking occurring within this area.
Location – where we propose to make the change	<ul style="list-style-type: none"> Lady Elizabeth Lane, Wellington Waterfront
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for vehicles and pedestrians using the Wellington Waterfront. Net parking impact – No change, confirmation of existing parking arrangements. Pedestrian impact – positive by restricting the area of illegally and unmanaged parking and vehicles driving on the waterfront to the designated parking areas. Annual parking revenue impact – Part of an estimated \$642k per annum across the waterfront.

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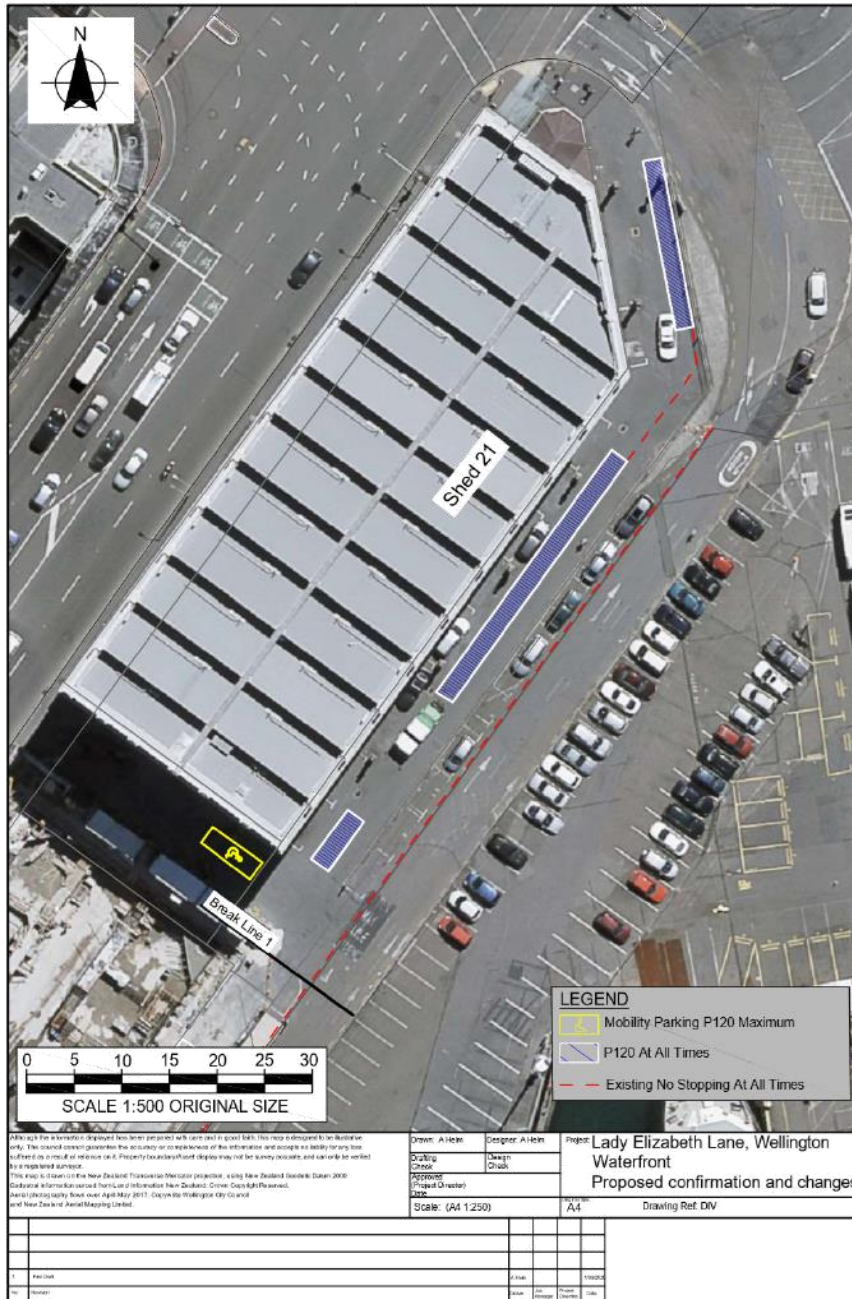
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	<ul style="list-style-type: none"> Improved efficiency and enforcement – providing consistency to enforcement operations with current on-street practices whilst creating less confusion when customers are seeking answers to their parking and infringement queries.
How this relates to the parking policy	<ul style="list-style-type: none"> Supports a shift in the mode of transport used – facilitates a shift to active modes (e.g. walking and cycling) and public transport through parking management and pricing, to move more people while driving fewer vehicles. Supports safe movement – facilitates the safe and efficient movement of people and goods by focusing on people safely moving along the transport corridors rather than people parking in these corridors where active transport is to be encouraged.
Additional Information	<ul style="list-style-type: none"> Reduced expenditure within Wellington City Council – eliminating the need to pay existing external contractors. The Waterfront is to support people who visit, live and work in the CBD and Waterfront and is not intended for commuter parking. The WCC Parking Policy aligns with this proposal by prioritising the waterfront area for active modes of transport. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Tuesday 2 March 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 2 March and finishes 5.00pm Monday 22 March 2021.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by Tuesday 23 March 2021. The proposal will go to the Strategy and Policy Committee on Thursday 22 April 2021. If approved, the proposal will be installed within the following 3 months.

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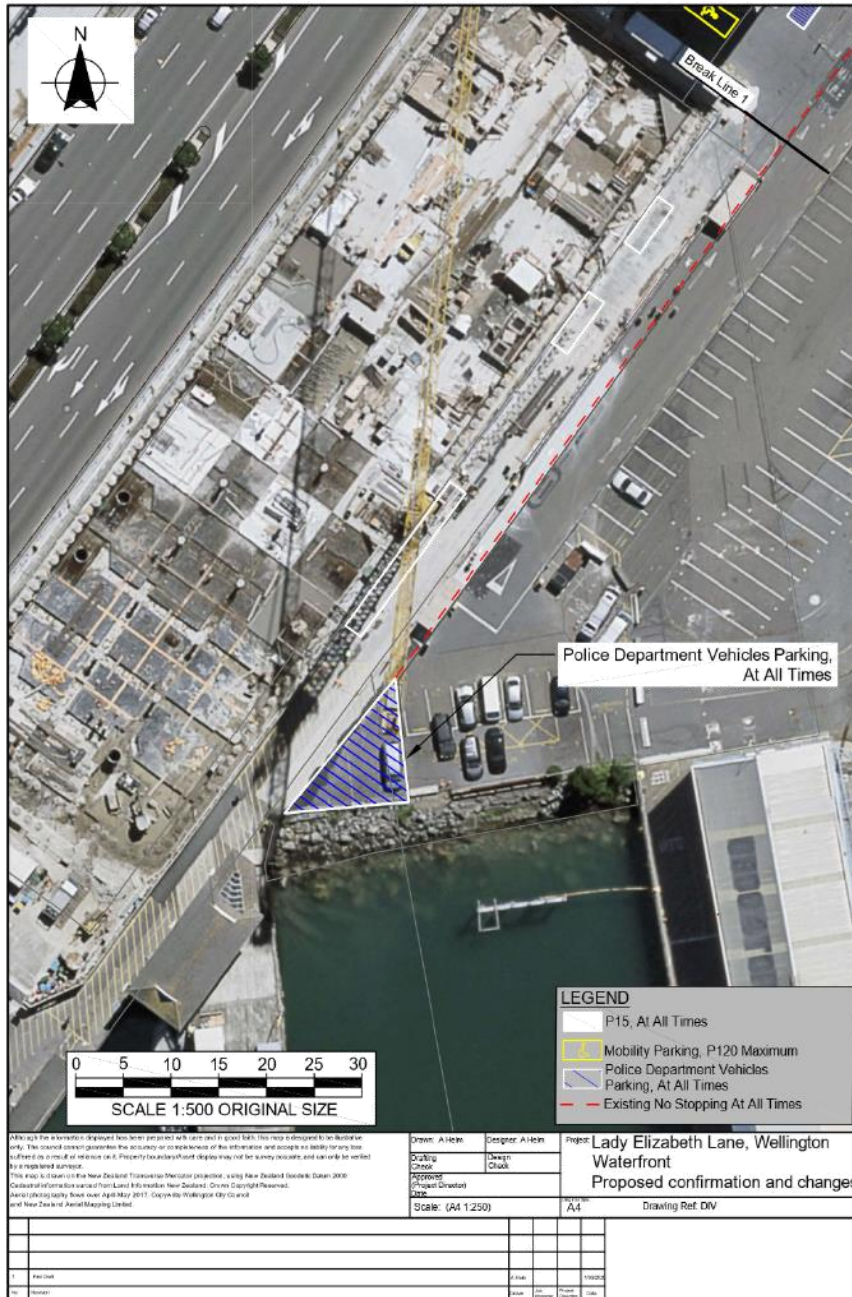
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Traffic Resolution Plan: TR46-21 Lady Elizabeth Lane, Wellington Waterfront – Confirmation of P15 and P120 time restricted parking; No stopping At All Times



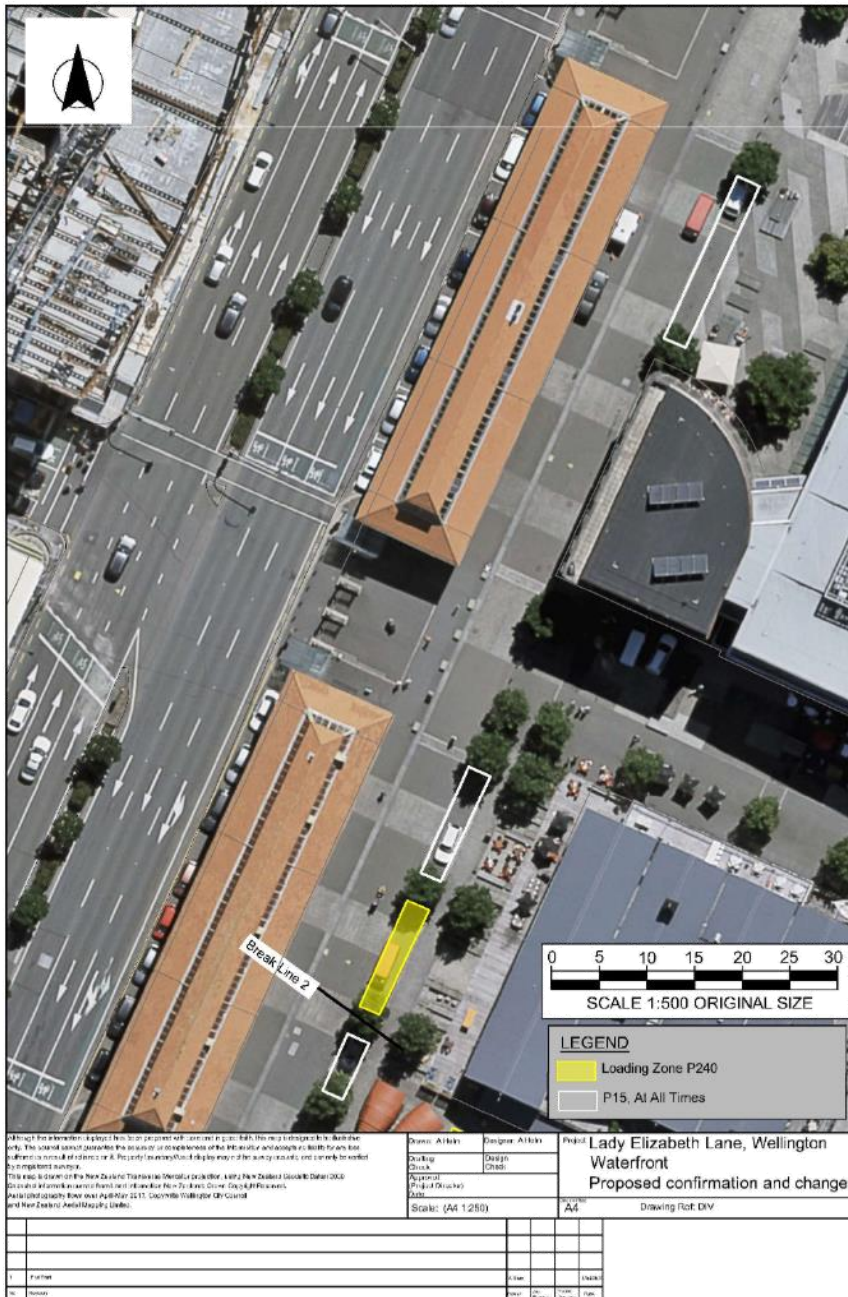
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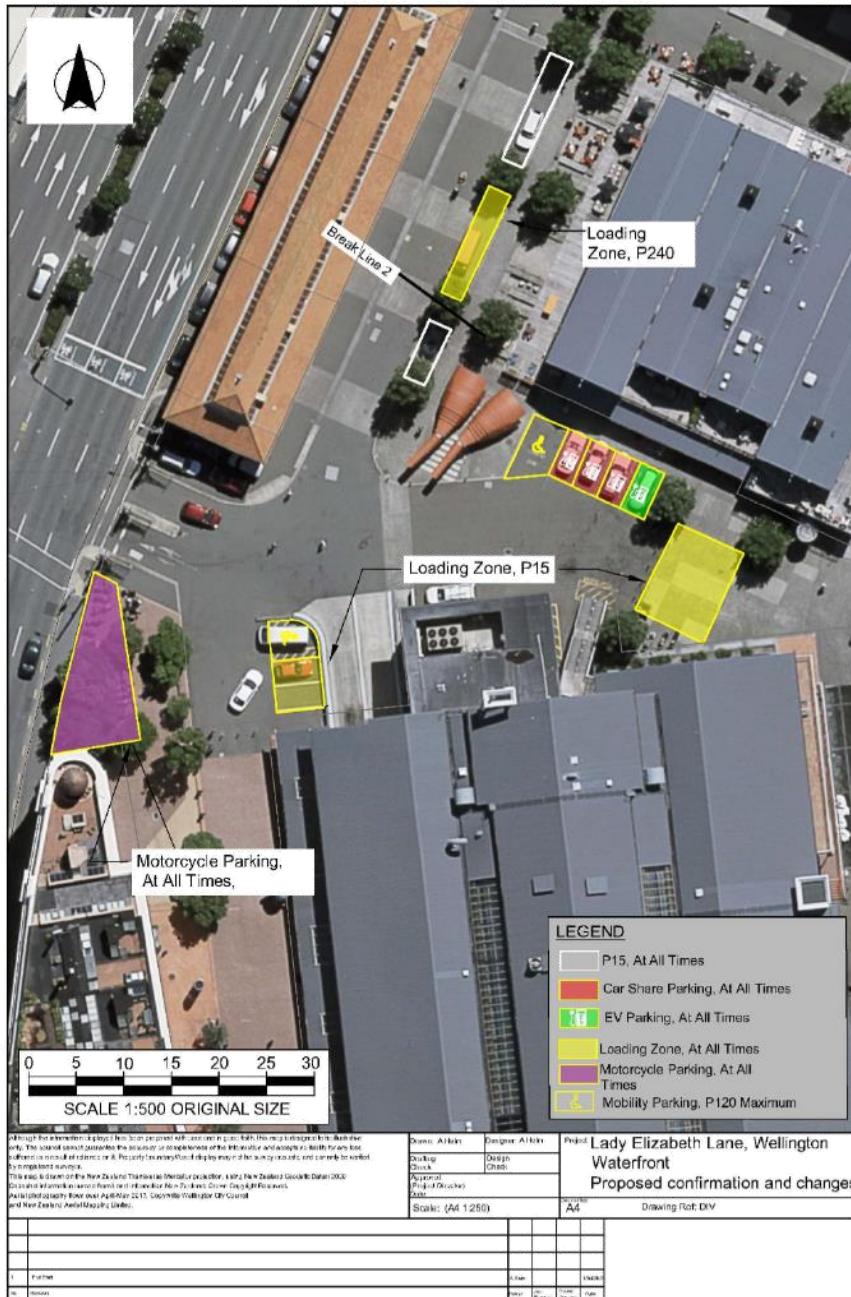
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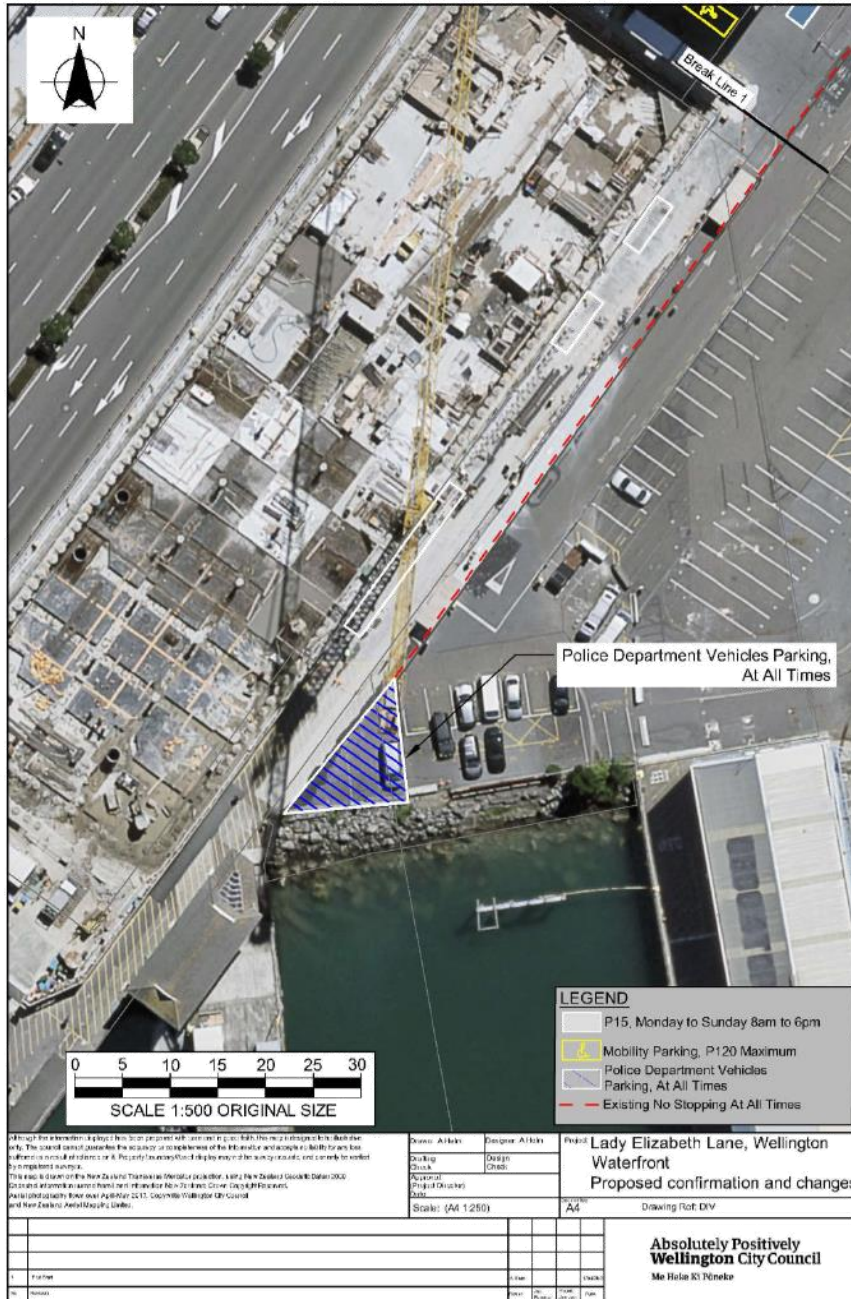
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Amended Traffic Resolution Plan: TR46-21 Lady Elizabeth Lane, Wellington Waterfront – Confirmation of P15 and P120 time restricted parking; No stopping At All Times



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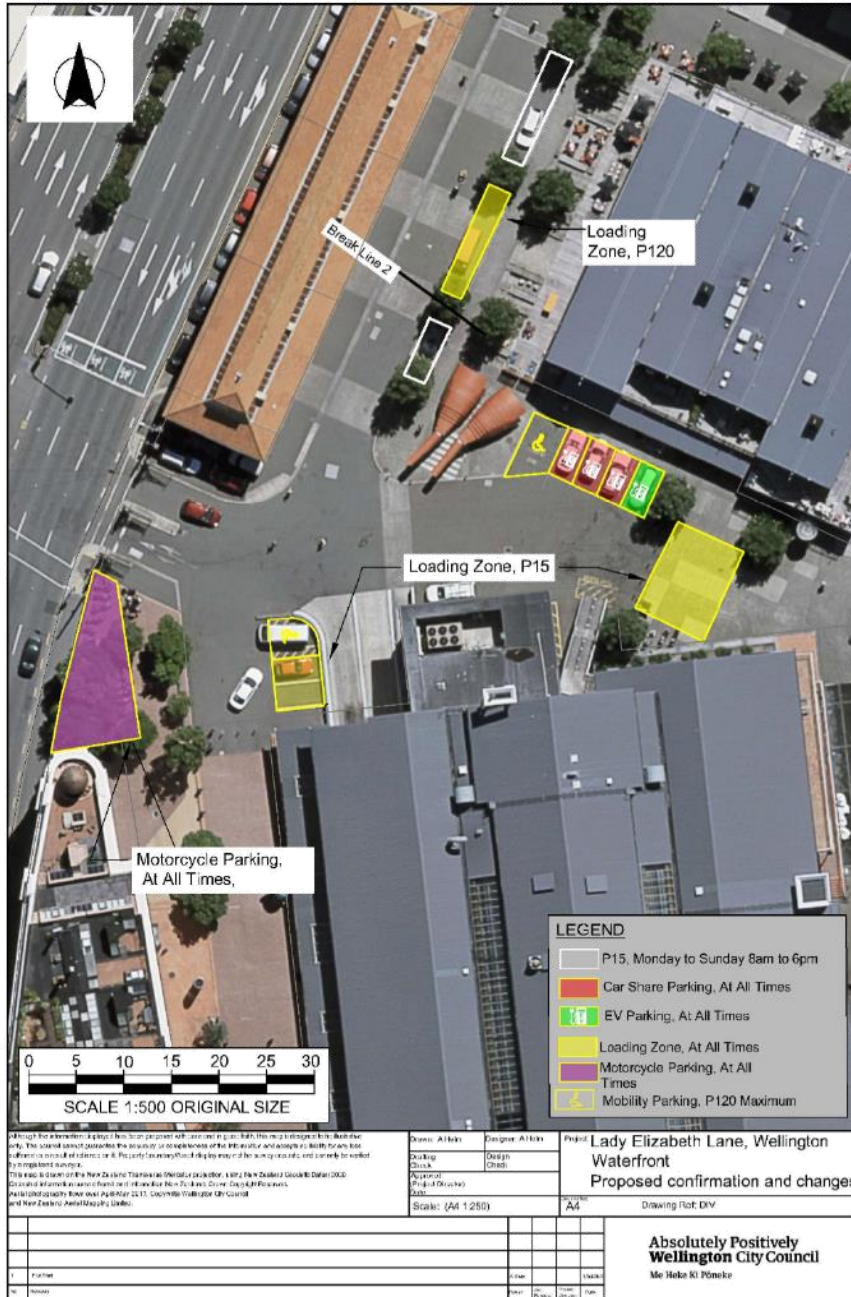
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Legal Description:

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

Column One	Column Two	Column Three
Lady Elizabeth Lane	<i>P15, Monday – Sunday 8am-6pm</i>	<i>West side, commencing 132 metres south east of its intersection with Waterloo Quay (Grid Coordinates X=1,749,117.17m Y=5,428,609.48m) and extending in a southerly direction, following the western kerb line for 6 metres</i>
Lady Elizabeth Lane	<i>P15, Monday – Sunday 8am-6pm</i>	<i>West side, commencing 144 metres south east of its intersection with Waterloo Quay (Grid Coordinates X=1,749,117.17m Y=5,428,609.48m) and extending in a southerly direction, following the western kerb line for 6 metres</i>
Lady Elizabeth Lane	<i>P15, Monday – Sunday 8am-6pm</i>	<i>West side, commencing 169 metres south east of its intersection with Waterloo Quay (Grid Coordinates X=1,749,117.17m Y=5,428,609.48m) and extending in a southerly direction, following the western kerb line for 16 metres</i>
Lady Elizabeth Lane	<i>P15, Monday – Sunday 8am-6pm</i>	<i>East Side, commencing 99 metres north of the prolongation of its intersection with Brandon Street (Grid Coordinates X=1,748,913.79m Y=5,428,207.35) and extending in a northerly direction, following the eastern kerb line for 18 metres</i>
Lady Elizabeth Lane	<i>P15, Monday – Sunday 8am-6pm</i>	<i>East Side, commencing 37 metres north of the prolongation of its intersection with Brandon Street (Grid Coordinates X=1,748,913.79m Y=5,428,207.35) and extending in a northerly direction, following the eastern kerb line for 12 metres</i>
Lady Elizabeth Lane	<i>P15, Monday – Sunday 8am-6pm</i>	<i>East Side, commencing 12 metres north of the prolongation of its intersection with Brandon Street (Grid Coordinates X=1,748,913.79m Y=5,428,207.35) and extending in a northerly direction, following the eastern kerb line for 6 metres</i>

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Lady Elizabeth Lane	<i>P120, Monday – Sunday 8am-6pm</i>	<i>West side, commencing 102 metres south east of its intersection with Waterloo Quay (Grid Coordinates X=1,749,117.17m Y=5,428,609.48m) and extending in a southerly direction, following the western kerb line for 6 metres</i>
Lady Elizabeth Lane	<i>P120, Monday – Sunday 8am-6pm</i>	<i>West side, commencing 56 metres south east of its intersection with Waterloo Quay (Grid Coordinates X=1,749,117.17m Y=5,428,609.48m) and extending in a southerly direction, following the western kerb line for 32 metres</i>
Lady Elizabeth Lane	<i>P120, Monday – Sunday 8am-6pm</i>	<i>West side, commencing 21 metres south east of its intersection with Waterloo Quay (Grid Coordinates X=1,749,117.17m Y=5,428,609.48m) and extending in a southerly direction, following the western kerb line for 18 metres</i>

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

Column One	Column Two	Column Three
Wellington Waterfront	<i>Mobility Park, At All Times, P120 Maximum, Monday to Sunday 8:00am - 6:00pm, Displaying an Operation Mobility Permit Only</i>	<i>Extending 6.4 metres by 2 metres within the grid coordinates X=1,749,090.93m Y=5,428,521.98m, X=1,749,089.60m Y=5,428,520.18m, X=1,749,084.49m Y=5,428,524.04m, X=1,749,085.70m Y=5,428,525.69m</i>
Wellington Waterfront	<i>Mobility Park, At All Times, P120 Maximum, Monday to Sunday 8:00am - 6:00pm, Displaying an Operation Mobility Permit Only</i>	<i>North Side, commencing 15 metres east of the prolongation of the intersection of Lady Elizabeth Lane and Brandon Street (Grid Coordinates X=1,748,913.79m Y=5,428,207.35) and extending in a northerly direction, following the eastern kerb line for 4.6 metres</i>
Wellington Waterfront	<i>Mobility Park, At All Times, P120 Maximum, Monday to Sunday 8:00am - 6:00pm, Displaying an Operation Mobility Permit Only</i>	<i>Extending 5 metres by 4 metres within the Grid Coordinates X=1,748,904.71m Y=5,428,193.07m, X=1,748,909.74m Y=5,428,193.52m, X=1,748,910.15m Y=5,428,189.37m, X=1,748,905.13m Y=5,428,188.86m</i>

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Lady Elizabeth Lane	Police Department Vehicles Parking, At All Times	Refer to attached plan. (Blue Hatch)
Lady Elizabeth Lane	P120 Loading Zone, At All Times, Goods and Authorised Vehicles only	East Side, commencing 22 metres north of the prolongation of its intersection with Brandon Street (Grid Coordinates X=1,748,913.79m Y=5,428,207.35) and extending in a northerly direction, following the eastern kerb line for 12 metres
Wellington Waterfront	P15 Loading Zone, At All Times, Goods and Authorised Vehicles only	Extending 5 metres by 5 metres within the Grid Coordinates X= 1,748,905.66m Y= 5,428,183.53m, X= 1,748,910.68m Y= 5,428,184.05m, X=1,748,910.15m Y=5,428,189.37m, X=1,748,905.13m Y=5,428,188.86m
Wellington Waterfront	P15 Loading Zone, At All Times, Goods and Authorised Vehicles only	Extending 7 metres by 10 metres within the Grid Coordinates X= 1,748,947.74m Y= 5,428,203.35m, X= 1,748,954.65m Y= 5,428,200.22m, X= 1,748,950.39m Y= 5,428,190.79m, X= 1,748,943.25m Y= 5,428,194.37m
Wellington Waterfront	Motorcycle Parking, At All Times	Refer to attached plan.
Wellington Waterfront	Car Share, At All Times	North Side, commencing 20 metres east of the prolongation of the intersection of Lady Elizabeth Lane and Brandon Street (Grid Coordinates X=1,748,913.79m Y=5,428,207.35) and extending in a northerly direction, following the eastern kerb line for 8 metres
Wellington Waterfront	Electric Vehicle charging, At All Times, P240 Maximum, Monday- Sunday 8am-6pm	North Side, commencing 28 metres east of the prolongation of the intersection of Lady Elizabeth Lane and Brandon Street (Grid Coordinates X=1,748,913.79m Y=5,428,207.35) and extending in a northerly direction, following the eastern kerb line for 2.5 metres

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Prepared By: Alastair Helm (Transport Engineer Assistant)
Approved By: Amin Shahin (T/L Transport Engineering)
Date: 06/04/2021

FEEDBACK RECEIVED

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Feedback Received:

Name: Nicholas Robilliard on behalf of Meridian Energy Limited
Suburb: Wellington
Agree: Yes

As residents of this lane we endorse the need to take measures to manage pedestrian safety through managing flow and parking of vehicles that may conflict with the flying bicycles and scooters.

Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Lady Elizabeth Lane.

The shared zone restriction under TR54-21 will give pedestrians priority within these spaces.

Name: Rachael Spencer
Suburb: Wadestown
Agree: No

Don't take away parking! Stop making it harder to access our city!!!!!!

Officer's response:

Thank you for your feedback regarding the Traffic Resolutions for Wellington Waterfront

Wellington City Council's Parking Services team will take over the operation of Wellington Waterfront parking. There is no reduction in designated parking spaces on the waterfront, minor changes are being made to the existing parking spaces to better align with current on-street parking arrangements.

The purpose of the Traffic Resolution is to legalise the current parking restrictions in place to ensure that WCC Parking Services are able to enforce any illegal parking occurring as well better manage the safety of public utilising Wellington's Waterfront.

Name: Paul Grover
Suburb: Te Aro
Agree: No

The status of Parking at the Southern end of the National Portrait Gallery has not been made clear. The photo provided on Page 6 clearly shows a least three vehicles parked in this location. It should be designated a loading zone as I understand caterers and other service providers would need to use this location for events hosted by the National Portrait Gallery.

FEEDBACK RECEIVED

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Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Lady Elizabeth Lane. The cars showed in the image were parked illegally. There is a loading zone outside the Kumutoto toilets that has been increased to P240 to accommodate the portrait gallery pack in and out. We will not be installing any additional parking in this location due to the area being a pedestrian thoroughfare that we wish to ensure is safe and accessible and not being blocked by parked vehicles. This is in-line with the WCC parking policy which highlights the prioritisation of active modes of transport.

Name: Linda Bryant
Suburb: Te Aro
Agree: No

You are increasing the barriers to people enjoying the waterfront and reducing the people who visit Wellington City.

Parking issues already discourage visitors, and especially those with a disability, aged people, and anyone who wants to shop (large / numerous parcels)

I actually have to drive out to Petone, Lyall Bay, other suburbs to meet friends and family because of the inhospitable environment in Wellington - now more than ever turning slum-like with the crime starting in central Wellington.

We need to improve access, not limit it.

Suggestion:

Turn one of the areas at the North End of the wharf by the railway station, into a very large (attractive, environmentally friendly) car park (yes, actual cars for visitors). Make free parking for 2 hours; \$9 parking for 4 hours, \$18 for 6 hours and \$50 for > 8 hours (discourage people who work in Wgtn).

Then provide a small (6 seater), continuous electric shuttle service going every 5 to 10 minutes around the main areas of Wellington - so those =who can, walk, and those who cannot can get an electric shuttle.

This will actually bring people into Wellington to visit and SHOP - spend money and generate a vibrant city centre rather than one in which the only thing moving is the tumble-weeds, and the criminals who thrive in desolation.

Having 2 hour parking and / or expensive stops friends and family visiting for dinner and shows.

Please think outside the square instead of the same old - charge more; get rid of cars; limit access; kill wellington

Officer's response:

Thank you for your feedback regarding the Traffic Resolutions for Wellington Waterfront.

Wellington City Council's Parking Services team will take over the operation of Wellington Waterfront parking, only minor changes are being made to the existing parking spaces to better align with current on-street parking arrangements.

The purpose of the Traffic Resolution is to legalise the current parking restrictions in place to ensure that WCC Parking Services are able to enforce any illegal parking occurring, as well as better manage the safety of public utilising Wellington's Waterfront.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

The feedback you have presented for a waterfront car park and the electric shuttle are appreciated and we will ensure this is considered in any future changes, unfortunately this is outside of the scope of this current traffic resolution.

The WCC Parking Policy that was adopted by Council recently, references a need for demand and or incremental pricing. There is a request for technology improvements to support this as part of the Long-Term Plan which you may wish to submit feedback on in the upcoming consultation, as it is very similar to your pricing suggestions.

Name: Emily Vaillancourt
Suburb: Central Wellington
Agree: No

As a resident of shed 21 at 28 Waterloo, we need more parking for visitors around the building. Even delivery like Uber Eats refuse sometimes to park because they think they can't.

Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Lady Elizabeth Lane.

Shed 21 have a licence for the parks surrounding the building, this includes usage for Uber etc. The purpose of the Traffic Resolution is to legalise the current parking restrictions in place to ensure that WCC Parking Services are able to enforce any illegal parking occurring as well better manage the safety of public utilising Wellington's Waterfront, with no change being made to the existing parking spaces.

Name: Alistair Mee on behalf of Stride Property Limited
Suburb: Wellington
Agree: No

There is no loading zone outside of 55 Lady Elizabeth Lane. There are 3 P15 spaces one of these at least should be a specific loading zone. It is a commercial building with numerous businesses there have ongoing deliveries and contractors working on site. The building along from this has a designated loading zone for the same stated reasons. For public use along here I would expect drop off and pick up type use in any case. Commercial use should be accounted for. We pay a large rates bill and would assume to receive some value regarding operational logic in this regard. Happy to discuss further.

Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Lady Elizabeth Lane. There are P15 loading zones 20 metres south that we would recommend using.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Justin McKenzie on behalf of Cuckoo Emporium
Suburb: Island Bay
Agree: No

I would like clarification as to the trade delivery loading zone at location East Side, commencing 22 metres north of the prolongation of its intersection with Brandon Street (Grid Coordinates X=1,748,913.79m Y=5,428,207.35). The image has a 240min limit while the supporting documentation limits use to 120min.

I would also like to see cycle stands or locking bollards for cycles installed in location - East Side, commencing 12 metres north of the prolongation of its intersection with Brandon Street (Grid Coordinates X=1,748,913.79m Y=5,428,207.35). This will be of greater use than the single 15min park proposed.

I would also like to move the mobility park proposed at location - North Side, commencing 15 metres east of the prolongation of the intersection of Lady Elizabeth Lane and Brandon Street (Grid Coordinates X=1,748,913.79m Y=5,428,207.35) to the south side of the Brandon street entrance and another loading facility positions next to the electric vehicles area

Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Lady Elizabeth Lane.

We apologise for the error that has occurred in our plans; this will be a P120 loading zone.

We are investigating nearby areas in which we can install cycle stands. The mobility park is located in a position to ensure accessibility to the Kumutoto toilets and the other business in this location, we therefore will not be relocating it at this time.

Name: Raewyn Hailes on behalf of CCS Disability Action Wellington
Suburb: Wellington
Agree: Yes

Introduction.

We appreciate the opportunity to submit on the Waterfront Traffic Resolutions. Councils play an important role in ensuring our communities include everyone. A key part of this is ensuring that council services and infrastructure are accessible to all. Improved access strengthens communities, by ensuring everyone can participate.

- The waterfront is an important public space and should be accessible and safe for all people to enjoy. CCS Disability Action supports consistent regulation across all city areas.
- We support the proposed changes to provision of mobility car parks and specifically meeting NZ4121 Standard as a minimum for:

FEEDBACK RECEIVED

TR46-21

Recommendations:

Number of Client permit issued by City or Cities

City Name	Client		Total
	Long Term Permit	Short Term Permit	
WELLINGTON	3,501	231	3,732
Total	3,501	231	3,732

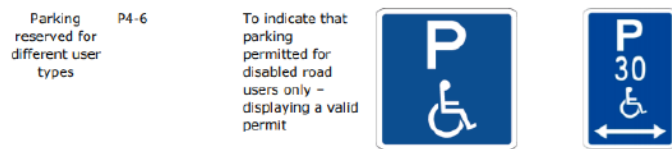
Run by RHales on 19 March 2021 9:10:25 a.m.

The number of permits in the Great Wellington Region brings this number up to around 10,000.

- As traffic Resolutions to be considered in April 2021 propose time limits and restrictions, that Council concurrently ensure that mobility car parks and enforced from Monday to Sunday as restrictions propose.

Current experience would suggest that enforcement is limited on weekends. Enforcement through the full time of restriction would assist mobility parking permit holders in ensuring that parks are available for the people who need them the most.

- That signage be installed that is clearly visible from the individual parking space. (Time limit example only)



The assumption that where no time limit is displayed the default will be the restriction relates to standard hours and days of operation (8 am to 6 pm, Monday to Sunday other than public holidays) is not something that is generally understood by the public. Council should also convey that mobility car parks are for permit holders only after restricted hours end.

- Council ensure that all mobility car parks meet current standard and where possible extend to current best practice. That the accessible Journey from the individual mobility car park to the destination of travel is safe and does not require travelling along a road space. That the surrounding surface is free from obstruction, such as broken tiles.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

4. It is recommended blue marking of the space be used to help better identify the space is reserved for permit holders.



Officer's response:

Thank you for your feedback regarding the Traffic Resolutions for Wellington Waterfront. With regards to the points you have made above:

1. WCC parking services do enforce on weekends, if you notice a vehicle parked illegally please contact our contact centre on 04 499 4444 with the vehicle details for our parking team to attend.
2. The signage will be in line with our current on street parking signage to ensure limited confusion.
3. With WCC parking officers patrolling this area from the 1st of July they will ensure maintenance issues are reported and actioned as soon as they are observed. We aim to ensure the area is as safe and accessible as possible and all current standards are met.
4. The blue road markings are not in line with the current WCC practice for on street mobility parks.

Name: Gavin and Jill Knight
Suburb: Wellington
Agree: No

I write as a resident of Shed 21 on the waterfront. My wife Jill and I moved here just over a year ago. I have also worked on the waterfront, in the Meridian building, for three years.

I am also writing with the authority of the Shed 21 Body Corporate Committee of which I am Chair. The Shed 21 Body Corporate comprises 43 residential units and 5 commercial units.

1. Nothing in your consultation documents reflects that the P120 zones outside Shed 21 are currently reserved for visitors to Shed 21 under a License to the Body Corporate alongside the Shed 21 ground lease from the Council - and, have Council signs indicating this. Further, one of them (on the south end) is reserved as a 'mobility parkingspace' and two (on the north end) are reserved for service vehicles.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

2. While we submit it would be reasonable for the current arrangements to continue for all of the car parks outside Shed 21, at a minimum the mobility parking space and the service vehicle car parks should be retained on the current conditions. This would honour the current License, while also fairly reflecting the following sentence in your consultation documents - «*The Waterfront is to support people who visit, live and work in the CBD and Waterfront and is not intended for commuter parking*». That, of course, has special significance for Shed 21. The same vision is specifically referred to in the lease from the Wellington City Council to Shed 21 signed on 28 September 2000. The Body Corporate is entitled to rely on the provision and not have it diminished in any way.
3. Given 1. above, we object to the car parks outside Shed 21 becoming subject to the proposed metered car parking charges - particularly the mobility parking space and the service vehicle car parks.
4. The proposed P120 zones outside Shed 21 are described in your consultation documents as "P120 At All Times" which we interpret as "24/7". This does not align with the current rules for the car parks outside Shed 21 where the P120 does not apply in the evenings or overnight. If you are proposing a change to P120 "24/7" then we object to this change. It is not necessary because demand for these parks does not require a P120 limit in the evenings or overnight.
5. We have no issue with WCC Parking Services taking over enforcement of car parking on the waterfront. In fact, we hope the Council can be more effective than Wilson's Parking have been - for example:
 - a. Occupants of Shed 21 regularly observe workers from nearby buildings (e.g. the PwC building) parking in the car parks outside Shed 21 all day but moving their vehicle between car parks from time to time to avoid being ticketed. Shed 21 occupants have been placed in the awkward, and potentially unsafe, position of challenging those parking like this so as to preserve our car parks.
I understand even the Wilson's parking wardens say they can't do anything about it as those parking also simply rub off the chalk marks the wardens place on tyres to track who has been parked there for more than two hours. I understand those parking brazenly respond they have done the calculation that an occasional ticket is cheaper than paying for a carpark elsewhere. This is not good enough. As they are not visitors to Shed 21 (see above) they should not be parking there at all; but, even if you ignore that, enforcing the P120 limit would stop them from doing so in the first place as it would become too expensive to do so all day.
 - b. Cars and camper vans regularly "set up camp" in the car parks outside Shed 21 while waiting to travel on a Bluebridge ferry - particularly on evenings and weekends, sometimes all night. And, not just parking but sometimes fully camping - cooking outside, setting up chairs, sleeping in their vehicles, etc. I have no idea what they do for toilets. This is not good enough. Again, as they are not visitors to Shed 21, they should not be parking there at all.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

6. Apart from signage, how do you propose to enforce the waterfront as a shared zone? Cars already regularly travel at more than the posted 10 km/h speed limit. Cycles and electric scooters even more frequently and more egregiously. Therefore, it is not a safe zone for pedestrians. It is only a matter of time before someone is injured, or worse. We do not believe that simply putting up more signage will mitigate this risk to those walking along the waterfront.

Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Lady Elizabeth Lane.

Regarding the points you have made above:

1. The licence agreement will continue with no changes to these parks at this time.
2. This proposal does not result in additional metered parking on Lady Elizabeth Lane.
3. We will alter the proposal for the time limited parks to be Monday to Sunday 8am-6pm in line with our current on street practices.
4.
 - a. With WCC parking services monitoring the area from 1st July this area will be better enforced to ensure that these parks are used for their intended purpose.
 - b. The Shed 21 licence is for business hours only and the public may freely park in those bays after hours. If you are concerned about freedom camping in the area, you will need to call the Council Contact Centre on 04 499 4444 and report it so a ranger can investigate. There is overnight campervan parking available at Barnett St carpark a very short drive away-that can be used by those needing to park up until their ferry sailing.
5. We are unfortunately unable to enforce a shared zone at this stage. We hope additional signage will ensure that pedestrians are given priority. We will be looking into legalising the 10km/hr speed limit under a different process.

Name: Gavin Knight on behalf of Shed 21 Body Corporate Committee
Suburb: Wellington
Agree: No

Please see submission directly above.

Name: Christine and Mark Alty on behalf of Sweet Georgia Cruising 2019 Ltd
Suburb: Wellington
Agree: No

As a business owner in this area we cannot get suitable vehicle access to our business - Sweet Georgia. We have deliveries made to our boat daily during operation and we cannot get close enough to the vessel or for long enough. We have heavy stock to shift on and off the boat and it is just not suitable the way it is. Often the road is blocked by construction and we cannot even get access to the designated loading zone we have been given.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

We would like a designated park close to our business and vessel Sweet Georgia which is surely something council will consider as part of our lease agreement and as an integral part of trying to run our business which has been part of the Wellington scene for many years. We want to know what our options are going forward as we cannot continue like this?

Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Lady Elizabeth Lane.

Wellington Waterfront met with the owner prior to purchase of the boat to advise there was no parking available in that area. Loading access is available further South of the berth which you can use. The owner chose to purchase the boat knowing this and we are unable to create any further parking spaces as pedestrian accessibility is our main priority in line with the recently adopted WCC parking policy.

Name: John Holloway on behalf of MOJO COFFEE CARTEL LIMITED ('Mojo')
Suburb: Wellington
Agree: No

In response to Resolutions TR46-21 and TR52-21, we wish to provide the following commentary and serious concerns regarding the proposed resolutions which would prevent Mojo from operating its business from its current premises at SHED13

BACKGROUND

- 1) Mojo has been operating its Head Office and core production coffee roasting business from Shed 13 (between Customhouse Quay and Lady Elizabeth Lane) since 2009. Mojo currently has a lease that will enable us to operate from Shed 13 until 2033
- 2) Shed 13 is a working production facility where Mojo roasts and dispatches all of its coffee to its customers across New Zealand.
- 3) approximately 150-180 tonnes of coffee is delivered, roasted and dispatched every year from this building
- 4) up to 15 trucks will stop on Lady Elizabeth Lane every week to deliver and pick up pallets of coffee and the products requiring a forklift to unload and load the trucks.
- 5) in addition, another 30 vans and smaller pick up vehicles will pick up goods for delivery in and around Wellington every week, also parking/stopping on Lady Elizabeth Lane

PROPOSED CHANGES

I am not sure whether I fully understand the proposed changes but if by my reading no vehicles are to stop on Lady Elizabeth Lane to service the local businesses in particular those that operate a working business using forklifts to unload and reload trucks, Mojo would not be able to operate its current business without creating a lot of potential hazards and dangers by operating a forklift on a public road.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

If the proposed changes are put through, and no vehicles are allowed to stop on Lady Elizabeth Lane and only park in the new designated Loading Zones, Mojo will not be able to operate its business as the service and business vehicles needing to service our day to day operations would not be able to offload or pick up our goods which require a forklift to upload and offload the trucks and larger vehicles.

In order for Mojo to continue to operate its business at Shed 13, we would require vehicles and trucks to stop on Lady Elizabeth Lane (directly in front of the Shed 13 as currently happens, or a dedicated Loading zone created on the western side of Lady Elizabeth Lane right in front of Shed 13. Requiring all vehicles to only use the proposed Loading Zones would require Mojo to ferry large amounts of goods across Lady Elizabeth Lane by forklift which would create a lot of dangers and hazards.

I trust these comments will assist in the proposed changes being contemplated and amendments made to ensure Mojo is able to operate, and operate safely

Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Lady Elizabeth Lane.

The width of Lady Elizabeth Lane is not sufficient to allow parking on both sides of the road. We are unable to install a dedicated loading zone on the western side. We would recommend using the loading zone across the road from Shed 13 and ensure all safety precautions are taken regarding pedestrian safety. We cannot allow for vehicles to park on the footpath as pedestrian safety and accessibility is our main priority in line with the WCC parking policy.

Name: Pauline Swann
Suburb: Wadestown
Agree: No

My principal concern is the likely increase in vehicular traffic on the waterfront.

Over many years I have walked in that area and always delighted to see how fully it is utilized by Wellingtonians of all ages for walking, cycling, rollerblading, pushing baby buggies and riding mobility scooters. There is great pleasure being able to enjoy the harbour and the views across to Mt Victoria and Roseneath from the Railway Station to Waitangi Park and Oriental Parade not to mention sitting in the Frank Kitts Park amphitheatre and the playground overlooking the Harbour.

Already there are too many vehicles entering this area and jeopardizing safety and undermining the fact that the waterfront is a public space.

The current underground car parks appear to be working so no need for spaces up top and just recently had lunch with a number of friends in Dockside and were either dropped off at the Queens

Wharf gates or came into the city by Bus! and we were delighted to see all the lunch time workers walking along the car free promenades.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Officer's response:

Thank you for your feedback regarding the Traffic Resolutions for Wellington Waterfront.

We appreciate your concern of vehicles entering this area and jeopardizing safety of public space. Vehicle movement is restricted within the waterfront and is mainly for vehicles servicing the businesses here.

Our intention is to ensure that we use the purpose of the Traffic Resolution to legalise the current parking restrictions in place to ensure that WCC Parking Services are able to enforce any illegal parking occurring as well better manage the safety of public utilising Wellington's Waterfront. The current underground carparks are managed by an external provider, this is not changing and no additional parking is being proposed.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Kia ora,

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

Proposal:

Reference	<ul style="list-style-type: none"> TR47-21 Queens Wharf, Wellington Waterfront - Confirmation of existing metered and restricted parking spaces
What we'd like to do	<ul style="list-style-type: none"> Confirm existing parking restrictions on Queens Wharf. Relocate a mobility parking space on Queens Wharf.
Why we are proposing the change	<ul style="list-style-type: none"> Wellington Waterfront Parking Operation will be managed by Wellington City Council (WCC) Parking Services from July 2021. Enforcement of the Waterfront was outsourced to Wilson's Parking in 2010. At the time, Wellington Waterfront Limited was a separate Council Controlled Organisation so WCC Parking Services was not considered as an option for parking management. WCC Parking Services will manage the parking operations as it will be beneficial, eliminating the need to pay an existing contractor as well as providing consistency with regards to management and enforcement of parking to align with current on-street enforcement practices and operations. WCC Parking Operations must follow national standards for enforcement and therefore require the confirmation of the existing parking restrictions in order to legally enforce. This Traffic Resolution is proposed to confirm the existing parking restrictions in place. This proposal is to be read in conjunction with TR52-21 which will provide a blanket "No Stopping, At All Times" zonal restriction except for authorised vehicles together with a "Shared Zone, At All Times" restriction across the entire Wellington Waterfront area. WCC Parking Services managing the Waterfront parking with the implementation of a "No Stopping At All Times" and "Shared Zone At All Times" restrictions will further improve safety for pedestrians, cyclists, and general public by addressing the escalating issue of unauthorised parking occurring within this area.
Location – where we propose to make the change	<ul style="list-style-type: none"> Queens Wharf, Wellington Waterfront
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for vehicles and pedestrians using the Wellington Waterfront. Net parking impact – No change, confirmation of existing parking arrangements. Pedestrian impact – positive by restricting the area of illegally and unmanaged parking and vehicles driving on the waterfront to the designated parking areas. Annual parking revenue impact - Part of an estimated \$642k per annum across the waterfront.

We are proposing a change in your area

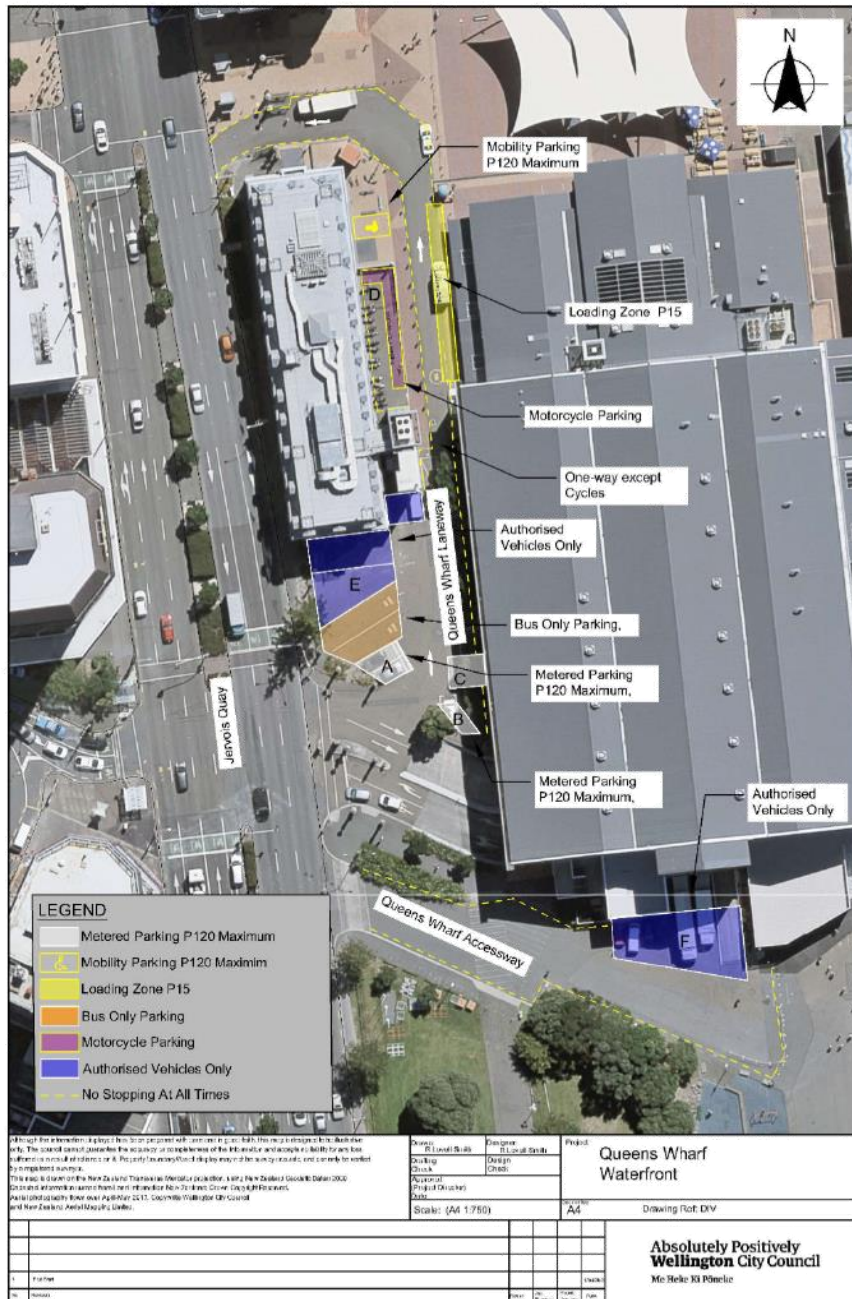
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

	<ul style="list-style-type: none"> Improved efficiency and enforcement – providing consistency to enforcement operations with current on-street practices whilst creating less confusion when customers are seeking answers to their parking and infringement queries.
How this relates to the parking policy	<ul style="list-style-type: none"> Supports a shift in the mode of transport used – facilitates a shift to active modes (e.g. walking and cycling) and public transport through parking management and pricing, to move more people while driving fewer vehicles. Supports safe movement – facilitates the safe and efficient movement of people and goods by focusing on people safely moving along the transport corridors rather than people parking in these corridors where active transport is to be encouraged.
Additional Information	<ul style="list-style-type: none"> Reduced expenditure within Wellington City Council – eliminating the need to pay existing external contractors. The Waterfront is to support people who visit, live and work in the CBD and Waterfront and is not intended for commuter parking. The WCC Parking Policy aligns with this proposal by prioritising the waterfront area for active modes of transport. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Tuesday 2 March 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 2 March and finishes 5.00pm Monday 22 March 2021</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by Tuesday 23 March 2021. The proposal will go to the Strategy and Policy Committee on Thursday 22 April 2021. If approved, the proposal will be installed within the following 3 months.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR47-21 Queens Wharf - Confirmation of existing metered and restricted parking spaces



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Queens Wharf laneway, Wellington Waterfront	<i>Loading Zone P15 Maximum, Goods and Authorised vehicles only, At All Times</i>	<i>Commencing 55.5 metres north of the south east corner of the lane (Grid coordinates X=1748920.05m, Y=5427985.33m) and extending for 20.5 metres in a northerly direction following eastern kerb line. (Refer to attached traffic resolution plan Yellow area)</i>
Queens Wharf laneway, Wellington Waterfront	<i>Mobility Park, At All Times, P120 Maximum, Monday to Sunday 8:00am - 8:00pm, Displaying an Operation Mobility Permit Only</i>	<i>Commencing 76 metres north of the south east corner of the lane (Grid coordinates X=1748920.05m, Y=5427985.33m) and extending for 7.5 metres in a northerly direction following eastern kerb line. (Refer to attached traffic resolution plan)</i>
Queens Wharf laneway, Wellington Waterfront	<i>Bus Parking, At All Times</i>	<i>Commencing 6 metres northwest of south west corner of the lane (Grid coordinates X=1748908.06m, Y=5427993.17m) and extending for 9 metres in a north westerly direction following the western kerb line. (Refer to attached traffic resolution plan Orange area)</i>
Queens Wharf laneway, Wellington Waterfront	<i>Motorcycle Parking, At All Times</i>	<i>North and east side of motorcycle parking area off Queens Wharf laneway. (Refer to attached traffic resolution plan Pink area)</i>
Queens Wharf laneway, Wellington Waterfront	<i>Authorised Vehicles Only, At All Times</i>	<i>(Refer to attached traffic resolution plan Blue area E)</i>
Queens Wharf accessway, Wellington Waterfront	<i>Authorised Vehicles Only, At All Times</i>	<i>(Refer to attached traffic resolution plan Blue area F)</i>

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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

Column One	Column Two	Column Three
Queens Wharf laneway, Wellington Waterfront	<i>Metered Parking, P120 Maximum, Sunday to Thursday 8:00am - 8:00pm, Friday and Saturday 8:00am - 10:00pm.</i>	Commencing 1.5 metres west of south east corner of the lane (Grid coordinates X=1748920.05m, Y=5427985.33m) and extending for 3 meters in a westerly direction following southern kerb line. (Refer to attached traffic resolution plan White section B)
Queens Wharf laneway, Wellington Waterfront	<i>Metered Parking, P120 Maximum, Sunday to Thursday 8:00am - 8:00pm, Friday and Saturday 8:00am - 10:00pm.</i>	Commencing 7.5 metres north of the south east corner of the lane (Grid coordinates X=1748920.05m, Y=5427985.33m) and extending for 5 metres in a northerly direction following eastern kerb line. (Refer to attached traffic resolution plan White section C)
Queens Wharf laneway, Wellington Waterfront	<i>Metered Parking, P120 Maximum, Sunday to Thursday 8:00am - 8:00pm, Friday and Saturday 8:00am - 10:00pm.</i>	Commencing at south west corner of the lane (Grid coordinates X=1748908.06m, Y=5427993.17m) and extending for 6 m in a north westerly direction following the western kerb line. (Refer to attached traffic resolution plan White section A)

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

Column One	Column Two	Column Three
Queens Wharf accessway, Wellington Waterfront	<i>No Stopping At All Times</i>	South Side commencing at the intersection with Jervois Quay (Grid coordinates X=1748905.76m, Y=5427954.67m) extending in a south easterly direction following the southern kerb line for 70 metres.
Queens Wharf accessway, Wellington Waterfront	<i>No Stopping At All Times</i>	South Side commencing 70 metres southeast of its intersection with Jervois Quay (Grid coordinates X=1748905.76m, Y=5427954.67m) extending in a northerly direction following the line of bollards for 17 metres.
Queens Wharf accessway, Wellington Waterfront	<i>No Stopping At All Times</i>	North Side commencing at the intersection with Jervois Quay (Grid coordinates X=1748904.44m, Y=5427964.40m) and extending in a northerly direction following the northern Kerb line for 40 metres.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Queens Wharf laneway, Wellington Waterfront	<i>No Stopping At All Times</i>	South and west side of motorcycle parking area off Queens Wharf laneway. (Refer to attached traffic resolution plan area D)
Queens Wharf laneway, Wellington Waterfront	<i>No Stopping At All Times</i>	Commencing 12.5 metres north of the south east corner of the lane (Grid coordinates X=1748920.05m, Y=5427985.33m) and extending for 43 metres in a northerly direction following eastern kerb line.
Queens Wharf laneway, Wellington Waterfront	<i>No Stopping At All Times</i>	Commencing 83.5 metres north of the south east corner of the lane (Grid coordinates X=1748920.05m, Y=5427985.33m) and extending for 50 metres in a northerly then westerly direction following eastern kerb line to its intersection with Jervois Quay
Queens Wharf laneway, Wellington Waterfront	<i>No Stopping At All Times</i>	West side commencing at the narrowing section of the lane (Grid coordinates X=1748914.15m, Y=5428023.97m) and extending for 85 metres in a northerly then westerly direction following the western kerb line to its intersection with Jervois Quay.

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

Column One	Column Two	Column Three
Queens Wharf laneway, Wellington Waterfront	<i>One-way Except Cycles, northbound</i>	<i>(Refer to attached traffic resolution plan)</i>

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

Approved By: Amin Shahin (T/L Transport Engineering)

Date: 06/04/2021

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Dai Daniel on behalf of Wellington Helicopters
Suburb: Wellington
Agree: Yes

The parking changes outlined in the submission would have minimal impact on our ability to conduct business. However, it is vital that continued access for our business vehicles, clients and suppliers 24/7 due to the nature of the business/work that we conduct does not follow "normal" operating hours. Police, FENZ and RCCNZ can and do call us to attend incidents at any time and even our regular commercial work within the city can require starts and finishes at unusual times.

Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Queens Wharf.

Access will not be removed with continued access for business vehicles, clients and suppliers as this would contravene the current lease agreements between Council and businesses operating on Queens Wharf.

Name: Nicholas Robilliard on behalf of Meridian Energy Limited
Suburb: Wellington
Agree: Yes

We strongly encourage retention and extension of mobility parking in the Queens wharf / kumutoto precinct - i.e. parking and charging for Mevo and other electric vehicles.

Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Queens Wharf.

Name: Rachael Spencer
Suburb: Wadestown
Agree: No

Don't take away parking! Stop making it harder to access our city!!!!!!

Officer's response:

Thank you for your feedback regarding the Traffic Resolutions for Wellington Waterfront

Wellington City Council's Parking Services team will take over the operation of Wellington Waterfront parking. There is no reduction in designated parking spaces on the waterfront, minor changes are being made to the existing parking spaces to better align with current on-street parking arrangements.

The purpose of the Traffic Resolution is to legalise the current parking restrictions in place to ensure that WCC Parking Services are able to enforce any illegal parking occurring as well better manage the safety of public utilising Wellington's Waterfront.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Linda Bryant
Suburb: Te Aro
Agree: No

You are increasing the barriers to people enjoying the waterfront and reducing the people who visit Wellington City.

Parking issues already discourage visitors, and especially those with a disability, aged people, and anyone who wants to shop (large / numerous parcels)

I actually have to drive out to Petone, Lyall Bay, other suburbs to meet friends and family because of the inhospitable environment in Wellington - now more than ever turning slum-like with the crime starting in central Wellington.

We need to improve access, not limit it.

Suggestion:

Turn one of the areas at the North End of the wharf by the railway station, into a very large (attractive, environmentally friendly) car park (yes, actual cars for visitors). Make free parking for 2 hours; \$9 parking for 4 hours, \$18 for 6 hours and \$50 for > 8 hours (discourage people who work in Wgtn).

Then provide a small (6 seater), continuous electric shuttle service going every 5 to 10 minutes around the main areas of Wellington - so those =who can, walk, and those who cannot can get an electric shuttle.

This will actually bring people into Wellington to visit and SHOP - spend money and generate a vibrant city centre rather than one in which the only thing moving is the tumble-weeds, and the criminals who thrive in desolation.

Having 2 hour parking and / or expensive stops friends and family visiting for dinner and shows.

Please think outside the square instead of the same old - charge more; get rid of cars; limit access; kill wellington

Officer's response:

Thank you for your feedback regarding the Traffic Resolutions for Wellington Waterfront.

Wellington City Council's Parking Services team will take over the operation of Wellington Waterfront parking, only minor changes are being made to the existing parking spaces to better align with current on-street parking arrangements.

The purpose of the Traffic Resolution is to legalise the current parking restrictions in place to ensure that WCC Parking Services are able to enforce any illegal parking occurring, as well as better manage the safety of public utilising Wellington's Waterfront.

The feedback you have presented for a waterfront car park and the electric shuttle are appreciated and we will ensure this is considered in any future changes, unfortunately this is outside of the scope of this current traffic resolution.

The WCC Parking Policy that was adopted by Council recently, references a need for demand and or incremental pricing. There is a request for technology improvements to support this as part of the Long Term Plan which you may wish to submit feedback on in the upcoming consultation, as it is very similar to your pricing suggestions.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Raewyn Hailes on behalf of CCS Disability Action Wellington
Suburb: Wellington
Agree: Yes

Introduction.

We appreciate the opportunity to submit on the Waterfront Traffic Resolutions. Councils play an important role in ensuring our communities include everyone. A key part of this is ensuring that council services and infrastructure are accessible to all. Improved access strengthens communities, by ensuring everyone can participate.

- The waterfront is an important public space and should be accessible and safe for all people to enjoy. CCS Disability Action supports consistent regulation across all city areas.
- We support the proposed changes to provision of mobility car parks and specifically meeting NZ4121 Standard as a minimum for:
TR47-21

Recommendations:

Number of Client permit issued by City or Cities

City Name	Client		Total
	Long Term Permit	Short Term Permit	
WELLINGTON	3,501	231	3,732
Total	3,501	231	3,732

Run by RHailes on 19 March 2021 9:10:25 a.m.

The number of permits in the Great Wellington Region brings this number up to around 10,000.

1. As traffic Resolutions to be considered in April 2021 propose time limits and restrictions, that Council concurrently ensure that mobility car parks and enforced from Monday to Sunday as restrictions propose.

Current experience would suggest that enforcement is limited on weekends. Enforcement through the full time of restriction would assist mobility parking permit holders in ensuring that parks are available for the people who need them the most.
2. That signage be installed that is clearly visible from the individual parking space. (Time limit example only)

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Parking reserved for different user types P4-6

To indicate that parking permitted for disabled road users only - displaying a valid permit



The assumption that where no time limit is displayed the default will be the restriction relates to standard hours and days of operation (8 am to 6 pm, Monday to Sunday other than public holidays) is not something that is generally understood by the public. Council should also convey that mobility car parks are for permit holders only after restricted hours end.

3. Council ensure that all mobility car parks meet current standard and where possible extend to current best practice. That the accessible Journey from the individual mobility car park to the destination of travel is safe and does not require travelling along a road space. That the surrounding surface is free from obstruction, such as broken tiles.
4. It is recommended blue marking of the space be used to help better identify the space is reserved for permit holders.



Officer's response:

Thank you for your feedback regarding the Traffic Resolutions for Wellington Waterfront.

With regards to the points you have made above:

1. WCC parking services do enforce on weekends, if you notice a vehicle parked illegally please contact our contact centre on 04 499 4444 with the vehicle details for our parking team to attend.
2. The signage will be in line with our current on street parking signage to ensure limited confusion.
3. With WCC parking officers patrolling this area from the 1st of July they will ensure maintenance issues are reported and actioned as soon as they are observed. We aim to ensure the area is as safe and accessible as possible and all current standards are met.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

4. The blue road markings are not in line with the current WCC practice for on street mobility parks.

Name: Pauline Swann
Suburb: Wadestown
Agree: No

My principal concern is the likely increase in vehicular traffic on the waterfront.

Over many years I have walked in that area and always delighted to see how fully it is utilized by Wellingtonians of all ages for walking, cycling, rollerblading, pushing baby buggies and riding mobility scooters. There is great pleasure being able to enjoy the harbour and the views across to Mt Victoria and Roseneath from the Railway Station to Waitangi Park and Oriental Parade not to mention sitting in the Frank Kitts Park amphitheatre and the playground overlooking the Harbour.

Already there are too many vehicles entering this area and jeopardizing safety and undermining the fact that the waterfront is a public space.

The current underground car parks appear to be working so no need for spaces up top and just recently had lunch with a number of friends in Dockside and were either dropped off at the Queens

Wharf gates or came into the city by Bus! and we were delighted to see all the lunch time workers walking along the car free promenades.

Officer's response:

Thank you for your feedback regarding the Traffic Resolutions for Wellington Waterfront.

We appreciate your concern of vehicles entering this area and jeopardizing safety of public space. Vehicle movement is restricted within the waterfront and is mainly for vehicles servicing the businesses here.

Our intention is to ensure that we use the purpose of the Traffic Resolution to legalise the current parking restrictions in place to ensure that WCC Parking Services are able to enforce any illegal parking occurring as well better manage the safety of public utilising Wellington's Waterfront. The current underground carparks are managed by an external provider, this is not changing and no additional parking is being proposed.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Kia ora,

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

Proposal:

Reference	<ul style="list-style-type: none"> TR48-21 Frank Kitts Underground Carpark – Confirmation of metered parking
What we'd like to do	<ul style="list-style-type: none"> Change the Parking at Frank Kitts Underground Carpark to P240 metered parking spaces. Install 2 new P240 metered mobility parking spaces. Confirm the authorised vehicles only parking area outside the Yacht club premises.
Why we are proposing the change	<ul style="list-style-type: none"> Wellington Waterfront Parking Operation will be managed by Wellington City Council (WCC) Parking Services from July 2021. Enforcement of the Waterfront was outsourced to Wilson's Parking in 2010. At the time, Wellington Waterfront Limited was a separate Council Controlled Organisation so WCC Parking Services was not considered as an option for parking management. WCC Parking Services will manage the parking operations as it will be beneficial, eliminating the need to pay an existing contractor as well as providing consistency with regards to management and enforcement of parking to align with current on-street enforcement practices and operations. WCC Parking Operations must follow national standards for enforcement and therefore require the confirmation of the existing parking restrictions in order to legally enforce. This Traffic Resolution is proposed to confirm the existing parking restrictions in place. This proposal is to be read in conjunction with TR52-21 which will provide a blanket "No Stopping, At All Times" zonal restriction except for authorised vehicles together with a "Shared Zone, At All Times" restriction across the entire Wellington Waterfront area. WCC Parking Services managing the Waterfront parking with the implementation of a "No Stopping At All Times" and "Shared Zone At All Times" restrictions will further improve safety for pedestrians, cyclists, and general public by addressing the escalating issue of unauthorised parking occurring within this area.
Location – where we propose to make the change	<ul style="list-style-type: none"> Frank Kitts Under Ground Car Park, Wellington Waterfront
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for vehicles and pedestrians using the Wellington Waterfront. Net parking impact – No change, confirmation of existing parking arrangements. Pedestrian impact – positive by restricting the area of illegally and unmanaged parking and vehicle driving on the waterfront to the designated parking areas.

We are proposing a change in your area

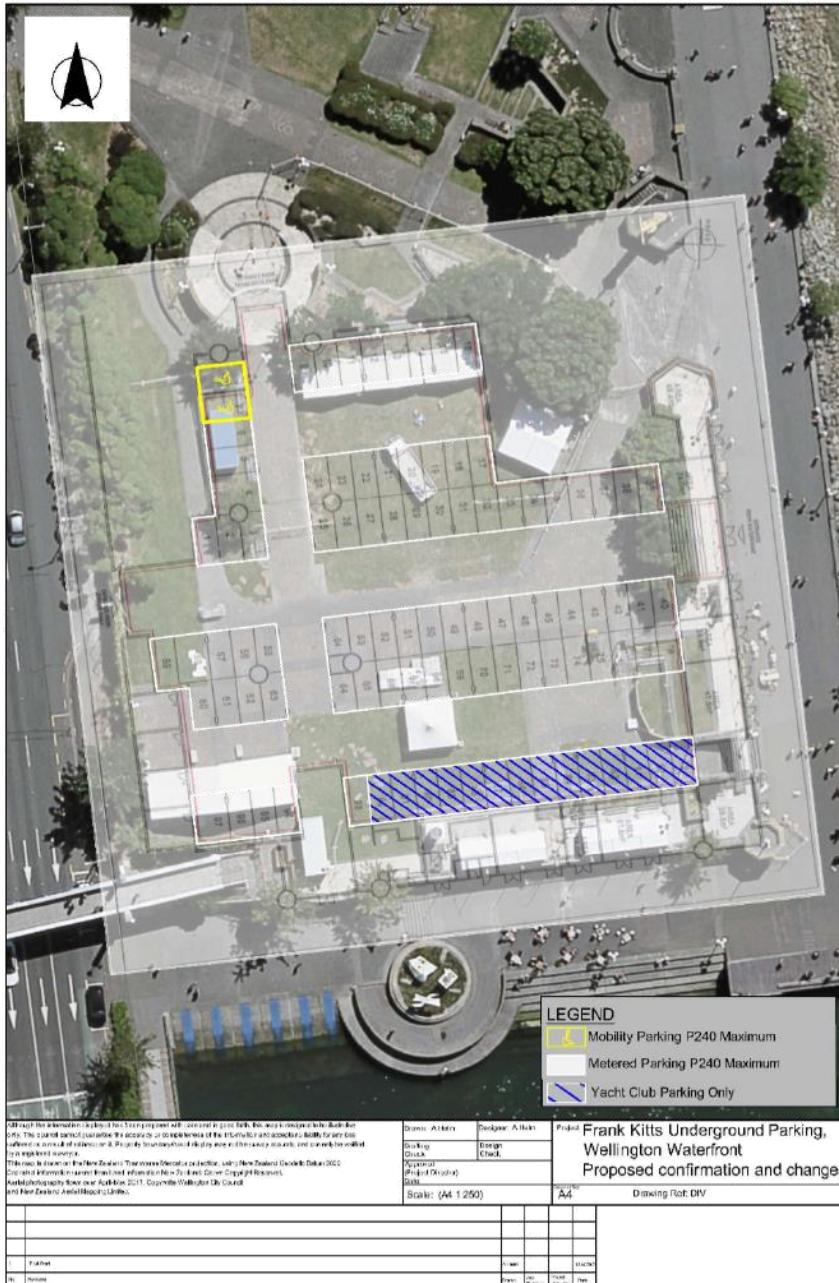
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

	<ul style="list-style-type: none"> Annual parking revenue impact - Part of an estimated \$642k per annum across the waterfront Improved efficiency and enforcement – providing consistency to enforcement operations with current on-street practices whilst creating less confusion when customers are seeking answers to their parking and infringement queries.
How this relates to the parking policy	<ul style="list-style-type: none"> Supports a shift in the mode of transport used – facilitates a shift to active modes (e.g. walking and cycling) and public transport through parking management and pricing, to move more people while driving fewer vehicles. Supports safe movement – facilitates the safe and efficient movement of people and goods by focusing on people safely moving along the transport corridors rather than people parking in these corridors where active transport is to be encouraged.
Additional Information	<ul style="list-style-type: none"> Reduced expenditure within Wellington City Council – eliminating the need to pay existing external contractors. The Waterfront is to support people who visit, live and work in the CBD and Waterfront and is not intended for commuter parking. The WCC Parking Policy aligns with this proposal by prioritising the waterfront area for active modes of transport. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Tuesday 2 March 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 2 March and finishes 5.00pm Monday 22 March 2021.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by Tuesday 23 March 2021. The proposal will go to the Strategy and Policy Committee on Thursday 22 April 2021. If approved, the proposal will be installed within the following 3 months.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR48-21 Frank Kitts Underground Carpark – Confirmation of Metered parking



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Frank Kitts Under Ground Carpark	Metered Parking, P240 Maximum, Metered parking Monday – Thursday 8am-8pm, Friday – Saturday 8am-10pm, Sunday 8am-8pm	See attached plan
Frank Kitts Under Ground Carpark	Metered Mobility Parking, P240 Maximum, Metered parking Monday – Thursday 8am-8pm, Friday – Saturday 8am-10pm, Sunday 8am-8pm	See attached plan (Area outlined in yellow)

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

Column One	Column Two	Column Three
Frank Kitts Under Ground Carpark	Authorised vehicles only, At All Times	Refer to attached map boundary of Yacht Club parking area. (Hatched blue Area)

Prepared By: Alastair Helm (Transport Engineer Assistant)
Approved By: Amin Shahin (T/L Transport Engineering)
Date: 6/04/2021

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Rachael Spencer
Suburb: Wadestown
Agree: No

Don't take away parking! Stop making it harder to access our city!!!!!!

Officer's response:

Thank you for your feedback regarding the Traffic Resolutions for Wellington Waterfront

Wellington City Council's Parking Services team will take over the operation of Wellington Waterfront parking. There is no reduction in designated parking spaces on the waterfront, minor changes are being made to the existing parking spaces to better align with current on-street parking arrangements.

The purpose of the Traffic Resolution is to legalise the current parking restrictions in place to ensure that WCC Parking Services are able to enforce any illegal parking occurring as well better manage the safety of public utilising Wellington's Waterfront.

Name: Linda Bryant
Suburb: Te Aro
Agree: No

You are increasing the barriers to people enjoying the waterfront and reducing the people who visit Wellington City.

Parking issues already discourage visitors, and especially those with a disability, aged people, and anyone who wants to shop (large / numerous parcels)

I actually have to drive out to Petone, Lyall Bay, other suburbs to meet friends and family because of the inhospitable environment in Wellington - now more than ever turning slum-like with the crime starting in central Wellington.

We need to improve access, not limit it.

Suggestion:

Turn one of the areas at the North End of the wharf by the railway station, into a very large (attractive, environmentally friendly) car park (yes, actual cars for visitors). Make free parking for 2 hours; \$9 parking for 4 hours, \$18 for 6 hours and \$50 for > 8 hours (discourage people who work in Wgtn).

Then provide a small (6 seater), continuous electric shuttle service going every 5 to 10 minutes around the main areas of Wellington - so those =who can, walk, and those who cannot can get an electric shuttle.

This will actually bring people into Wellington to visit and SHOP - spend money and generate a vibrant city centre rather than one in which the only thing moving is the tumble-weeds, and the criminals who thrive in desolation.

Having 2 hour parking and / or expensive stops friends and family visiting for dinner and shows.

Please think outside the square instead of the same old - charge more; get rid of cars; limit access; kill wellington

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Officer's response:

Thank you for your feedback regarding the Traffic Resolutions for Wellington Waterfront. Wellington City Council's Parking Services team will take over the operation of Wellington Waterfront parking, only minor changes are being made to the existing parking spaces to better align with current on-street parking arrangements.

The purpose of the Traffic Resolution is to legalise the current parking restrictions in place to ensure that WCC Parking Services are able to enforce any illegal parking occurring, as well as better manage the safety of public utilising Wellington's Waterfront.

The feedback you have presented for a waterfront car park and the electric shuttle are appreciated and we will ensure this is considered in any future changes, unfortunately this is outside of the scope of this current traffic resolution.

The WCC Parking Policy that was adopted by Council recently, references a need for demand and or incremental pricing. There is a request for technology improvements to support this as part of the Long-Term Plan which you may wish to submit feedback on in the upcoming consultation, as it is very similar to your pricing suggestions.

Name: Raewyn Hailes on behalf of CCS Disability Action Wellington
Suburb: Wellington
Agree: Yes

Introduction.

We appreciate the opportunity to submit on the Waterfront Traffic Resolutions. Councils play an important role in ensuring our communities include everyone. A key part of this is ensuring that council services and infrastructure are accessible to all. Improved access strengthens communities, by ensuring everyone can participate.

- The waterfront is an important public space and should be accessible and safe for all people to enjoy. CCS Disability Action supports consistent regulation across all city areas.
- We support the proposed changes to provision of mobility car parks and specifically meeting NZ4121 Standard as a minimum for:
TR48-21
- We support the high priority value attached to mobility car parking spaces throughout the Parking Policy and are delighted to see 2 new mobility car parks proposed in TR48-21

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Recommendations:

Number of Client permit issued by City or Cities

City Name	Client		Total
	Long Term Permit	Short Term Permit	
WELLINGTON	3,501	231	3,732
Total	3,501	231	3,732

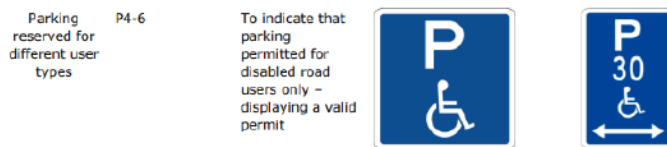
Run by RHalles on 19 March 2021 9:10:25 a.m.

The number of permits in the Great Wellington Region brings this number up to around 10,000.

- As traffic Resolutions to be considered in April 2021 propose time limits and restrictions, that Council concurrently ensure that mobility car parks and enforced from Monday to Sunday as restrictions propose.

Current experience would suggest that enforcement is limited on weekends. Enforcement through the full time of restriction would assist mobility parking permit holders in ensuring that parks are available for the people who need them the most.

- That signage be installed that is clearly visible from the individual parking space. (Time limit example only)



The assumption that where no time limit is displayed the default will be the restriction relates to standard hours and days of operation (8 am to 6 pm, Monday to Sunday other than public holidays) is not something that is generally understood by the public. Council should also convey that mobility car parks are for permit holders only after restricted hours end.

- Council ensure that all mobility car parks meet current standard and where possible extend to current best practice. That the accessible Journey from the individual mobility car park to the destination of travel is safe and does not require travelling along a road space. That the surrounding surface is free from obstruction, such as broken tiles.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

4. It is recommended blue marking of the space be used to help better identify the space is reserved for permit holders.



Officer's response:

Thank you for your feedback regarding the Traffic Resolutions for Wellington Waterfront. With regards to the points you have made above:

1. WCC parking services do enforce on weekends, if you notice a vehicle parked illegally please contact our contact centre on 04 499 4444 with the vehicle details for our parking team to attend.
2. The signage will be in line with our current on street parking signage to ensure limited confusion.
3. With WCC parking officers patrolling this area from the 1st of July they will ensure maintenance issues are reported and actioned as soon as they are observed. We aim to ensure the area is as safe and accessible as possible and all current standards are met.
4. The blue road markings are not in line with the current WCC practice for on street mobility parks.

Name: Pauline Swann
Suburb: Wadestown
Agree: No

My principal concern is the likely increase in vehicular traffic on the waterfront.

Over many years I have walked in that area and always delighted to see how fully it is utilized by Wellingtonians of all ages for walking, cycling, rollerblading, pushing baby buggies and riding mobility scooters. There is great pleasure being able to enjoy the harbour and the views across to Mt Victoria and Roseneath from the Railway Station to Waitangi Park and Oriental Parade not to mention sitting in the Frank Kitts Park amphitheatre and the playground overlooking the Harbour.

Already there are too many vehicles entering this area and jeopardizing safety and undermining the fact that the waterfront is a public space.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

The current underground car parks appear to be working so no need for spaces up top and just recently had lunch with a number of friends in Dockside and were either dropped off at the Queens

Wharf gates or came into the city by Bus! and we were delighted to see all the lunch time workers walking along the car free promenades.

Officer's response:

Thank you for your feedback regarding the Traffic Resolutions for Wellington Waterfront.

We appreciate your concern of vehicles entering this area and jeopardizing safety of public space. Vehicle movement is restricted within the waterfront and is mainly for vehicles servicing the businesses here.

Our intention is to ensure that we use the purpose of the Traffic Resolution to legalise the current parking restrictions in place to ensure that WCC Parking Services are able to enforce any illegal parking occurring as well better manage the safety of public utilising Wellington's Waterfront. The current underground carparks are managed by an external provider, this is not changing and no additional parking is being proposed.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Kia ora,

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

Proposal:

Reference	<ul style="list-style-type: none"> TR49-21 Taranaki Street Wharf area– Confirmation of loading zones and authorised vehicles only parking area
What we'd like to do	<ul style="list-style-type: none"> Confirm the P15 loading zone at the entrance to the Waterfront from the eastern end of Taranaki Street, outside Shed 22. Confirm the P240 loading zone on the eastern side of Te Wharewaka o Pōneke. Confirm the authorised vehicles only parking area outside the Rowing Club premises.
Why we are proposing the change	<ul style="list-style-type: none"> Wellington Waterfront Parking Operation will be managed by Wellington City Council (WCC) Parking Services from July 2021. Enforcement of the Waterfront was outsourced to Wilson's Parking in 2010. At the time, Wellington Waterfront Limited was a separate Council Controlled Organisation so WCC Parking Services was not considered as an option for parking management. WCC Parking Services will manage the parking operations as it will be beneficial, eliminating the need to pay an existing contractor as well as providing consistency with regards to management and enforcement of parking to align with current on-street enforcement practices and operations. WCC Parking Operations must follow national standards for enforcement and therefore require the confirmation of the existing parking restrictions in order to legally enforce. This Traffic Resolution is proposed to confirm the existing parking restrictions in place. This proposal is to be read in conjunction with TR52-21 which will provide a blanket "No Stopping, At All Times" zonal restriction except for authorised vehicles together with a "Shared Zone, At All Times" restriction across the entire Wellington Waterfront area. WCC Parking Services managing the Waterfront parking with the implementation of a "No Stopping At All Times" and "Shared Zone At All Times" restrictions will further improve safety for pedestrians, cyclists, and general public by addressing the escalating issue of unauthorised parking occurring within this area.
Location – where we propose to make the change	<ul style="list-style-type: none"> Taranaki Street wharf area, Wellington Waterfront
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for vehicles and pedestrians using Wellington Waterfront. Net parking impact – no change, confirmation of existing loading zones and authorised vehicles only parking area. Pedestrian impact – positive due to restricting the area in which vehicles are parking and driving on the waterfront to the designated loading zones and authorised vehicles only area.

We are proposing a change in your area

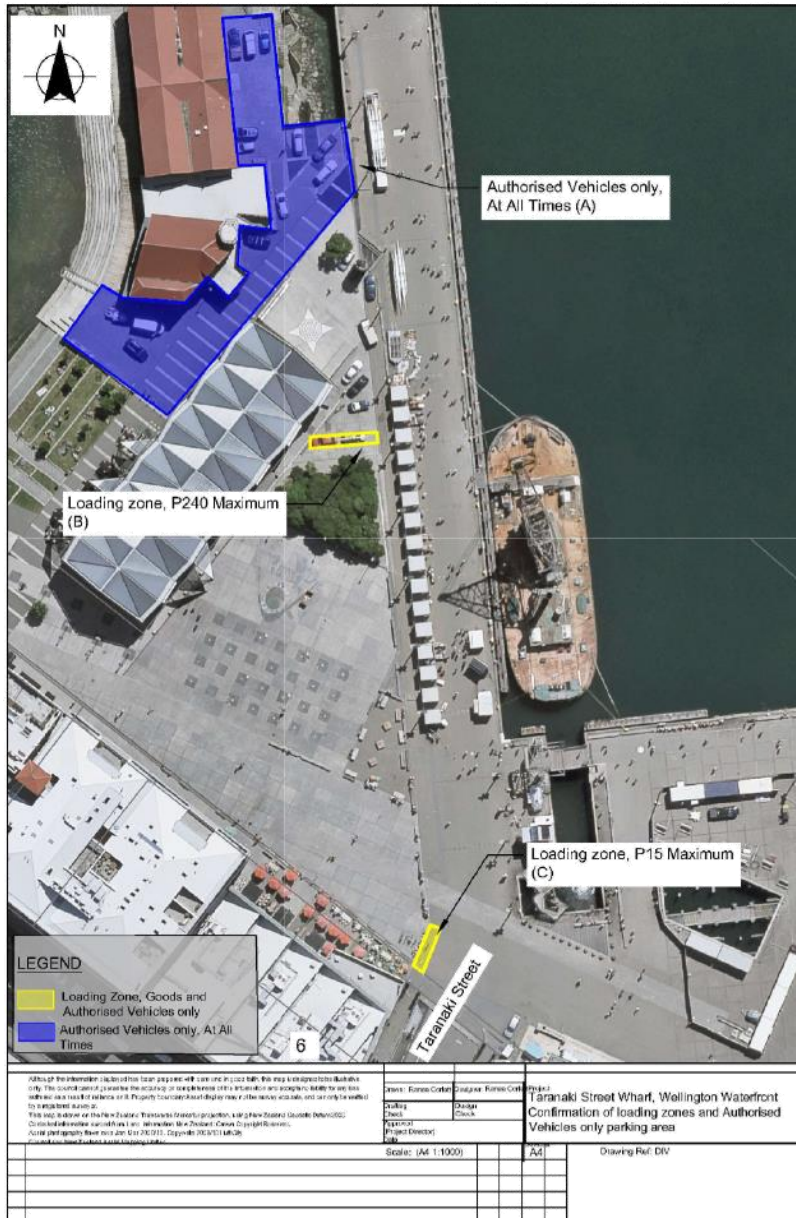
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

	<ul style="list-style-type: none"> Annual parking revenue impact - Part of an estimated \$642k per annum across the waterfront Improved efficiency and enforcement – providing consistency to enforcement operations with current on-street practices whilst creating less confusion when customers are seeking answers to their parking and infringement queries.
How this relates to the parking policy	<ul style="list-style-type: none"> Supports a shift in the mode of transport used – facilitates a shift to active modes (e.g. walking and cycling) and public transport through parking management and pricing, to move more people while driving fewer vehicles. Supports safe movement – facilitates the safe and efficient movement of people and goods by focusing on people safely moving along the transport corridors rather than people parking in these corridors where active transport is to be encouraged.
Additional Information	<ul style="list-style-type: none"> Reduced expenditure within Wellington City Council – eliminating the need to pay existing external contractors. The Waterfront is to support people who visit, live and work in the CBD and Waterfront and is not intended for commuter parking. The WCC Parking Policy aligns with this proposal by prioritising the waterfront area for active modes of transport. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Tuesday 2 March 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 2 March and finishes 5.00pm Monday 22 March 2021.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by Tuesday 23 March 2021. The proposal will go to the Strategy and Policy Committee on Thursday 22 April 2021. If approved, the proposal will be installed within the following 3 months.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Traffic Resolution Plan: TR49-21 Taranaki Street Wharf area– Confirmation of loading zones and authorised vehicles only parking area



We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Wellington Waterfront	<i>Loading Zone P240 Maximum, Goods and Authorised vehicles only, At All Times</i>	<i>Refer to map attached. (Area highlighted yellow - B)</i>
Wellington Waterfront	<i>Loading Zone P15 Maximum, Goods and Authorised vehicles only, At All Times</i>	<i>Refer to map attached. (Area highlighted yellow - C)</i>
Wellington Waterfront	<i>Authorised vehicles only, At All Times</i>	<i>Refer to attached map boundary of Rowing Club. (Area highlighted in Blue - A)</i>

Prepared By: Renee Corlett **(Transport Engineer)**
Approved By: Amin Shahin **(T/L Transport Engineering)**
Date: 06/04/2021

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Rachael Spencer
Suburb: Wadestown
Agree: No

Don't take away parking! Stop making it harder to access our city!!!!!!

Officer's response:

Thank you for your feedback regarding the Traffic Resolutions for Wellington Waterfront

Wellington City Council's Parking Services team will take over the operation of Wellington Waterfront parking. There is no reduction in designated parking spaces on the waterfront, minor changes are being made to the existing parking spaces to better align with current on-street parking arrangements.

The purpose of the Traffic Resolution is to legalise the current parking restrictions in place to ensure that WCC Parking Services are able to enforce any illegal parking occurring as well better manage the safety of public utilising Wellington's Waterfront.

Name: Linda Bryant
Suburb: Te Aro
Agree: No

You are increasing the barriers to people enjoying the waterfront and reducing the people who visit Wellington City.

Parking issues already discourage visitors, and especially those with a disability, aged people, and anyone who wants to shop (large / numerous parcels)

I actually have to drive out to Petone, Lyall Bay, other suburbs to meet friends and family because of the inhospitable environment in Wellington - now more than ever turning slum-like with the crime starting in central Wellington.

We need to improve access, not limit it.

Suggestion:

Turn one of the areas at the North End of the wharf by the railway station, into a very large (attractive, environmentally friendly) car park (yes, actual cars for visitors). Make free parking for 2 hours; \$9 parking for 4 hours, \$18 for 6 hours and \$50 for > 8 hours (discourage people who work in Wgtn).

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FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Officer's response:

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The WCC Parking Policy that was adopted by Council recently, references a need for demand and or incremental pricing. There is a request for technology improvements to support this as part of the Long-Term Plan which you may wish to submit feedback on in the upcoming consultation, as it is very similar to your pricing suggestions.

Name: Graham Joe on behalf of Gelissimo Gelato
Suburb: Te Aro
Agree: Yes

No comment.

Name: Pauline Swann
Suburb: Wadestown
Agree: No

My principal concern is the likely increase in vehicular traffic on the waterfront.

Over many years I have walked in that area and always delighted to see how fully it is utilized by Wellingtonians of all ages for walking, cycling, rollerblading, pushing baby buggies and riding mobility scooters. There is great pleasure being able to enjoy the harbour and the views across to Mt Victoria and Roseneath from the Railway Station to Waitangi Park and Oriental Parade not to mention sitting in the Frank Kitts Park amphitheatre and the playground overlooking the Harbour.

Already there are too many vehicles entering this area and jeopardizing safety and undermining the fact that the waterfront is a public space.

The current underground car parks appear to be working so no need for spaces up top and just recently had lunch with a number of friends in Dockside and were either dropped off at the Queens

Wharf gates or came into the city by Bus! and we were delighted to see all the lunch time workers walking along the car free promenades.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Officer's response:

Thank you for your feedback regarding the Traffic Resolutions for Wellington Waterfront.

We appreciate your concern of vehicles entering this area and jeopardizing safety of public space. Vehicle movement is restricted within the waterfront and is mainly for vehicles servicing the businesses here.

Our intention is to ensure that we use the purpose of the Traffic Resolution to legalise the current parking restrictions in place to ensure that WCC Parking Services are able to enforce any illegal parking occurring as well better manage the safety of public utilising Wellington's Waterfront. The current underground carparks are managed by an external provider, this is not changing and no additional parking is being proposed.

We are proposing a change in your area



Kia ora,

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

Proposal:

Reference	<ul style="list-style-type: none"> TR50-21 Barnett Street Carpark - Confirmation of existing metered and restricted parking spaces
What we'd like to do	<ul style="list-style-type: none"> Confirm existing parking restrictions in Barnett Street Carpark. Add 14 24hr maximum metered spaces for self-contained vehicles in Barnett Street Carpark.
Why we are proposing the change	<ul style="list-style-type: none"> Wellington Waterfront Parking Operation will be managed by Wellington City Council (WCC) Parking Services from July 2021. Enforcement of the Waterfront was outsourced to Wilson's Parking in 2010. At the time, Wellington Waterfront Limited was a separate Council Controlled Organisation so WCC Parking Services was not considered as an option for parking management. WCC Parking Services will manage the parking operations as it will be beneficial, eliminating the need to pay an existing contractor as well as providing consistency with regards to management and enforcement of parking to align with current on-street enforcement practices and operations. WCC Parking Operations must follow national standards for enforcement and therefore require the confirmation of the existing parking restrictions in order to legally enforce. This Traffic Resolution is proposed to confirm the existing parking restrictions in place. This proposal is to be read in conjunction with TR52-21 which will provide a blanket "No Stopping, At All Times" zonal restriction except for authorised vehicles together with a "Shared Zone, At All Times" restriction across the entire Wellington Waterfront area. WCC Parking Services managing the Waterfront parking with the implementation of a "No Stopping At All Times" and "Shared Zone At All Times" restrictions will further improve safety for pedestrians, cyclists, and general public by addressing the escalating issue of unauthorised parking occurring within this area.
Location – where we propose to make the change	<ul style="list-style-type: none"> Barnett Street Carpark, Wellington Waterfront
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for vehicles and pedestrians using the Wellington Waterfront. Net parking impact – No change, confirmation of existing parking arrangements. Pedestrian impact – positive by restricting the area of illegally and unmanaged parking and vehicle driving on the waterfront to the designated parking areas. Annual parking revenue impact - Part of an estimated \$642k per annum across the waterfront

We are proposing a change in your area

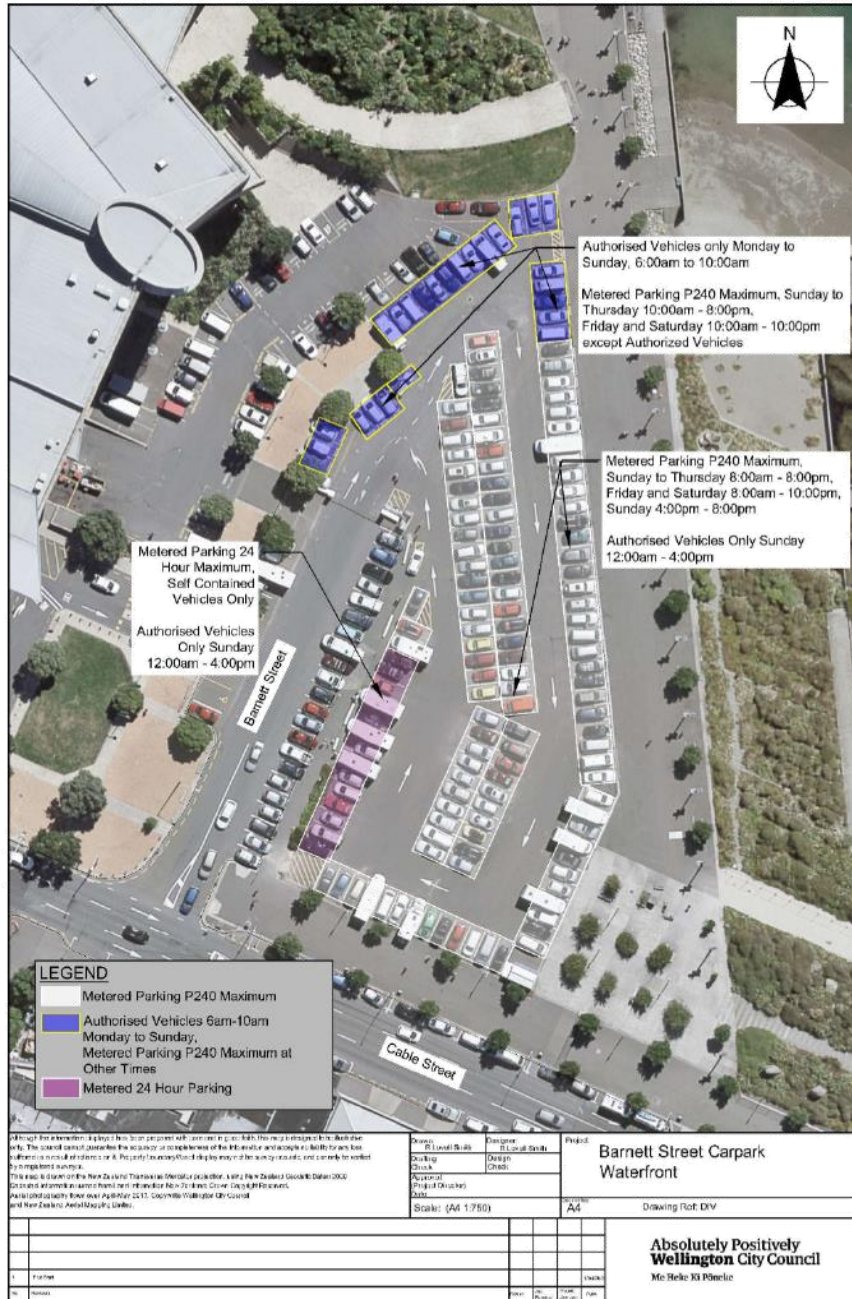
Absolutely Positively
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	<ul style="list-style-type: none"> Improved efficiency and enforcement – providing consistency to enforcement operations with current on-street practices whilst creating less confusion when customers are seeking answers to their parking and infringement queries.
How this relates to the parking policy	<ul style="list-style-type: none"> Supports a shift in the mode of transport used – facilitates a shift to active modes (e.g. walking and cycling) and public transport through parking management and pricing, to move more people while driving fewer vehicles. Supports safe movement – facilitates the safe and efficient movement of people and goods by focusing on people safely moving along the transport corridors rather than people parking in these corridors where active transport is to be encouraged.
Additional Information	<ul style="list-style-type: none"> Reduced expenditure within Wellington City Council – eliminating the need to pay existing external contractors. The Waterfront is to support people who visit, live and work in the CBD and Waterfront and is not intended for commuter parking. The WCC Parking Policy aligns with this proposal by prioritising the waterfront area for active modes of transport. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Tuesday 2 March 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 2 March and finishes 5.00pm Monday 22 March 2021.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by Tuesday 23 March 2021. The proposal will go to the Strategy and Policy Committee on Thursday 22 April 2021. If approved, the proposal will be installed within the following 3 months.

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Traffic Resolution Plan: TR50-21 Barnett Street Carpark - Confirmation of existing metered and restricted parking spaces



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Legal Description:

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

Column One	Column Two	Column Three
Barnett Street Carpark, Wellington Waterfront	Metered Parking, P240 Maximum, Sunday to Thursday 10:00am - 8:00pm, Friday and Saturday 10:00am - 10:00pm, except Authorised Vehicles	25 Parking Spaces, refer to attached traffic resolution plan (Blue)
Barnett Street Carpark, Wellington Waterfront	Metred Parking, P240 Maximum, Monday to Thursday 10:00am - 8:00pm, Friday and Saturday 8:00am - 10:00pm, Sunday 4:00pm - 8:00pm	119 Parking Spaces, refer to attached traffic resolution plan (White)
Barnett Street Carpark, Wellington Waterfront	Metred Parking, 24 Hour Maximum, Monday to Saturday, Sunday 4:00pm to 11:59pm, Self-Contained Vehicles Only	14 Parking Spaces, refer to attached traffic resolution plan (Pink)

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

Column One	Column Two	Column Three
Barnett Street Carpark, Wellington Waterfront	Authorised vehicles only, Sunday 12:00am to 4:00pm	25 Parking Spaces, refer to attached traffic resolution plan (Blue)
Barnett Street Carpark, Wellington Waterfront	Authorised vehicles only, Sunday 12:00am to 4:00pm	119 Parking Spaces, refer to attached traffic resolution plan (White)
Barnett Street Carpark, Wellington Waterfront	Authorised vehicles only, Sunday 12:00am to 4:00pm	14 Parking Spaces, refer to attached traffic resolution plan (Pink)

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

Approved By: Amin Shahin **(T/L Transport Engineering)**

Date: 06/04/2021

FEEDBACK RECEIVED

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Feedback Received:

Name: Rachael Spencer
Suburb: Wadestown
Agree: No

Don't take away parking! Stop making it harder to access our city!!!!!!

Officer's response:

Thank you for your feedback regarding the Traffic Resolutions for Wellington Waterfront

Wellington City Council's Parking Services team will take over the operation of Wellington Waterfront parking. There is no reduction in designated parking spaces on the waterfront, minor changes are being made to the existing parking spaces to better align with current on-street parking arrangements.

The purpose of the Traffic Resolution is to legalise the current parking restrictions in place to ensure that WCC Parking Services are able to enforce any illegal parking occurring as well better manage the safety of public utilising Wellington's Waterfront.

Name: Linda Bryant
Suburb: Te Aro
Agree: No

You are increasing the barriers to people enjoying the waterfront and reducing the people who visit Wellington City.

Parking issues already discourage visitors, and especially those with a disability, aged people, and anyone who wants to shop (large / numerous parcels)

I actually have to drive out to Petone, Lyall Bay, other suburbs to meet friends and family because of the inhospitable environment in Wellington - now more than ever turning slum-like with the crime starting in central Wellington.

We need to improve access, not limit it.

Suggestion:

Turn one of the areas at the North End of the wharf by the railway station, into a very large (attractive, environmentally friendly) car park (yes, actual cars for visitors). Make free parking for 2 hours; \$9 parking for 4 hours, \$18 for 6 hours and \$50 for > 8 hours (discourage people who work in Wgtn).

Then provide a small (6 seater), continuous electric shuttle service going every 5 to 10 minutes around the main areas of Wellington - so those =who can, walk, and those who cannot can get an electric shuttle.

This will actually bring people into Wellington to visit and SHOP - spend money and generate a vibrant city centre rather than one in which the only thing moving is the tumble-weeds, and the criminals who thrive in desolation.

Having 2 hour parking and / or expensive stops friends and family visiting for dinner and shows.

Please think outside the square instead of the same old - charge more; get rid of cars; limit access; kill wellington

FEEDBACK RECEIVED

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Officer's response:

Thank you for your feedback regarding the Traffic Resolutions for Wellington Waterfront

Wellington City Council's Parking Services team will take over the operation of Wellington Waterfront parking. There is no reduction in designated parking spaces on the waterfront, minor changes are being made to the existing parking spaces to better align with current on-street parking arrangements.

The purpose of the Traffic Resolution is to legalise the current parking restrictions in place to ensure that WCC Parking Services are able to enforce any illegal parking occurring as well better manage the safety of public utilising Wellington's Waterfront.

The feedback you have presented for a waterfront car park and the electric shuttle are appreciated and we will ensure this is considered in any future changes, unfortunately this is outside of the scope of this current traffic resolution.

The WCC Parking Policy that was adopted by Council recently, references a need for demand and or incremental pricing. There is a request for technology improvements to support this as part of the Long-Term Plan which you may wish to submit feedback on in the upcoming consultation, as it is very similar to your pricing suggestions.

Name: Raewyn Hailes on behalf of CCS Disability Action Wellington
Suburb: Wellington
Agree: Not stated

Introduction.

We appreciate the opportunity to submit on the Waterfront Traffic Resolutions. Councils play an important role in ensuring our communities include everyone. A key part of this is ensuring that council services and infrastructure are accessible to all. Improved access strengthens communities, by ensuring everyone can participate.

- The waterfront is an important public space and should be accessible and safe for all people to enjoy. CCS Disability Action supports consistent regulation across all city areas.
- We note there is no mobility park provided at Barnett St TR50-21. It would be a useful addition to this location.

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Recommendations:

Number of Client permit issued by City or Cities

City Name	Client		Total
	Long Term Permit	Short Term Permit	
WELLINGTON	3,501	231	3,732
Total	3,501	231	3,732

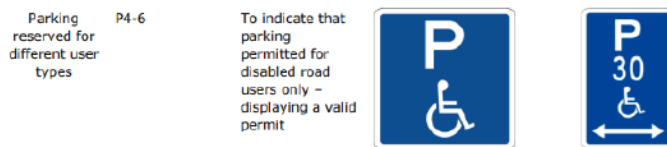
Run by RHalles on 19 March 2021 9:10:25 a.m.

The number of permits in the Great Wellington Region brings this number up to around 10,000.

- As traffic Resolutions to be considered in April 2021 propose time limits and restrictions, that Council concurrently ensure that mobility car parks and enforced from Monday to Sunday as restrictions propose.

Current experience would suggest that enforcement is limited on weekends. Enforcement through the full time of restriction would assist mobility parking permit holders in ensuring that parks are available for the people who need them the most.

- That signage be installed that is clearly visible from the individual parking space. (Time limit example only)



The assumption that where no time limit is displayed the default will be the restriction relates to standard hours and days of operation (8 am to 6 pm, Monday to Sunday other than public holidays) is not something that is generally understood by the public. Council should also convey that mobility car parks are for permit holders only after restricted hours end.

- Council ensure that all mobility car parks meet current standard and where possible extend to current best practice. That the accessible Journey from the individual mobility car park to the destination of travel is safe and does not require travelling along a road space. That the surrounding surface is free from obstruction, such as broken tiles.

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4. It is recommended blue marking of the space be used to help better identify the space is reserved for permit holders.



Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Barnett Street Carpark.

In regard to mobility parks in Barnett street carpark, although we don't have one within the carpark itself there is one adjacent to the carpark on Barnett street that we recommend using in this area.

With regards to point 1. WCC parking services do enforce on weekends, if you notice a vehicle parked illegally please contact our contact centre on 04 499 4444 with the vehicle details for our parking team to attend.

2. The signage will be inline with our current on street parking signage to ensure limited confusion.
3. With WCC parking officers now patrolling this area they will ensure maintenance issues are reported and actioned. We aim to ensure the area is as safe and accessible as possible and all current standards are met.
4. The blue road markings are not in line with the current WCC practice for mobility parks.

Name: Andrew Welsh on behalf of Chaffers Marina Ltd
Suburb: Wellington
Agree: No

I refer to the Traffic Resolution Plan TR50-21. The 25 car parks highlighted in yellow for Chaffers Marina Ltd should be labelled exclusive use by CML Car Park Permit holders 6am - 10am Monday to Sunday. Outside those hours CML has use of 25 car parks in Barnett St for CML Car Park Permit holders in which a CML Car Park Permit must be displayed (not pay/display).

Officer's response:

Thank you for your feedback.

The purpose of the Traffic Resolution is to legalise the current parking restrictions in place to ensure that WCC Parking Services are able to enforce any illegal parking occurring as well as alignment with our current on-street parking operation. This will not affect the current resource consent condition

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regarding permit holders of Chaffers Marina and their ability to use Barnett Street Carpark.

Name: Pauline Swann
Suburb: Wadestown
Agree: No

My principal concern is the likely increase in vehicular traffic on the waterfront.

Over many years I have walked in that area and always delighted to see how fully it is utilized by Wellingtonians of all ages for walking, cycling, rollerblading, pushing baby buggies and riding mobility scooters. There is great pleasure being able to enjoy the harbour and the views across to Mt Victoria and Roseneath from the Railway Station to Waitangi Park and Oriental Parade not to mention sitting in the Frank Kitts Park amphitheatre and the playground overlooking the Harbour.

Already there are too many vehicles entering this area and jeopardizing safety and undermining the fact that the waterfront is a public space.

The current underground car parks appear to be working so no need for spaces up top and just recently had lunch with a number of friends in Dockside and were either dropped off at the Queens Wharf gates or came into the city by Bus! and we were delighted to see all the lunch time workers walking along the car free promenades.

Officer's response:

Thank you for your feedback regarding the Traffic Resolutions for Wellington Waterfront.

We appreciate your concern of vehicles entering this area and jeopardizing safety of public space. Vehicle movement is restricted within the waterfront and is mainly for vehicles servicing the businesses here.

Our intention is to ensure that we use the purpose of the Traffic Resolution to legalise the current parking restrictions in place to ensure that WCC Parking Services are able to enforce any illegal parking occurring as well better manage the safety of public utilising Wellington's Waterfront. The current underground carparks are managed by an external provider, this is not changing and no additional parking is being proposed.

We are proposing a change in your area



Kia ora,

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

Proposal:

Reference	<ul style="list-style-type: none"> TR51-21 Clyde Quay carpark and Clyde Quay Wharf, Wellington Waterfront – Confirmation of various parking restrictions
What we'd like to do	<ul style="list-style-type: none"> Confirm the mobility park on the west side of Clyde Quay Carpark. Confirm 14 metered P120 parking spaces along the west side of Clyde Quay carpark. Confirm 11 P120 metered parking spaces along the east side of Clyde Quay carpark. Confirm the 3 car share parking spaces along the east side of Clyde Quay carpark. Confirm 1 EV charging spaces along the east side of Clyde Quay Carpark. Confirm 2 loading zones on Clyde Quay Wharf. Confirm 2 mobility parks on the west side of Clyde Quay Wharf. Confirm 5 authorised vehicles only parking spaces on the west side of Clyde Quay Wharf. Confirm 5 authorised vehicles only parking spaces on the east side of Clyde Quay Wharf. Confirm 12 P120 metered parking spaces on the east side of Clyde Quay Wharf. Confirm 7 metres of broken yellow lines along the north end of Clyde Quay Wharf. Confirm 72 metres of broken yellow lines in 6 sections along the east side of Clyde Quay Wharf.
Why we are proposing the change	<ul style="list-style-type: none"> Wellington Waterfront Parking Operation will be managed by Wellington City Council (WCC) Parking Services from July 2021. Enforcement of the Waterfront was outsourced to Wilson's Parking in 2010. At the time, Wellington Waterfront Limited was a separate Council Controlled Organisation so WCC Parking Services was not considered as an option for parking management. WCC Parking Services will manage the parking operations as it will be beneficial, eliminating the need to pay an existing contractor as well as providing consistency with regards to management and enforcement of parking to align with current on-street enforcement practices and operations. WCC Parking Operations must follow national standards for enforcement and therefore require the confirmation of the existing parking restrictions in order to legally enforce. This Traffic Resolution is proposed to confirm the existing parking restrictions in place.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

	<ul style="list-style-type: none"> This proposal is to be read in conjunction with TR52-21 which will provide a blanket “No Stopping, At All Times” zonal restriction except for authorised vehicles together with a “Shared Zone, At All Times” restriction across the entire Wellington Waterfront area. WCC Parking Services managing the Waterfront parking with the implementation of a “No Stopping At All Times” and “Shared Zone At All Times” restrictions will further improve safety for pedestrians, cyclists, and general public by addressing the escalating issue of unauthorised parking occurring within this area.
Location – where we propose to make the change	<ul style="list-style-type: none"> Wellington Waterfront, Wellington Central – Clyde Quay carpark and Clyde Quay wharf.
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for vehicles and pedestrians using Wellington Waterfront. Net parking impact – no change, confirmation of existing loading zones and authorised vehicles only parking area. Pedestrian impact – positive due to restricting the area in which vehicles are parking and driving on the waterfront to the designated loading zones and authorised vehicles only area. Annual parking revenue impact - Part of an estimated \$642k per annum across the waterfront Improved efficiency and enforcement – providing consistency to enforcement operations with current on-street practices whilst creating less confusion when customers are seeking answers to their parking and infringement queries.
How this relates to the parking policy	<ul style="list-style-type: none"> Supports a shift in the mode of transport used – facilitates a shift to active modes (e.g. walking and cycling) and public transport through parking management and pricing, to move more people while driving fewer vehicles. Supports safe movement – facilitates the safe and efficient movement of people and goods by focusing on people safely moving along the transport corridors rather than people parking in these corridors where active transport is to be encouraged.
Additional Information	<ul style="list-style-type: none"> Reduced expenditure within Wellington City Council – eliminating the need to pay existing external contractors. The Waterfront is to support people who visit, live and work in the CBD and Waterfront and is not intended for commuter parking. The WCC Parking Policy aligns with this proposal by prioritising the waterfront area for active modes of transport. To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Tuesday 2 March 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.

We are proposing a change in your area

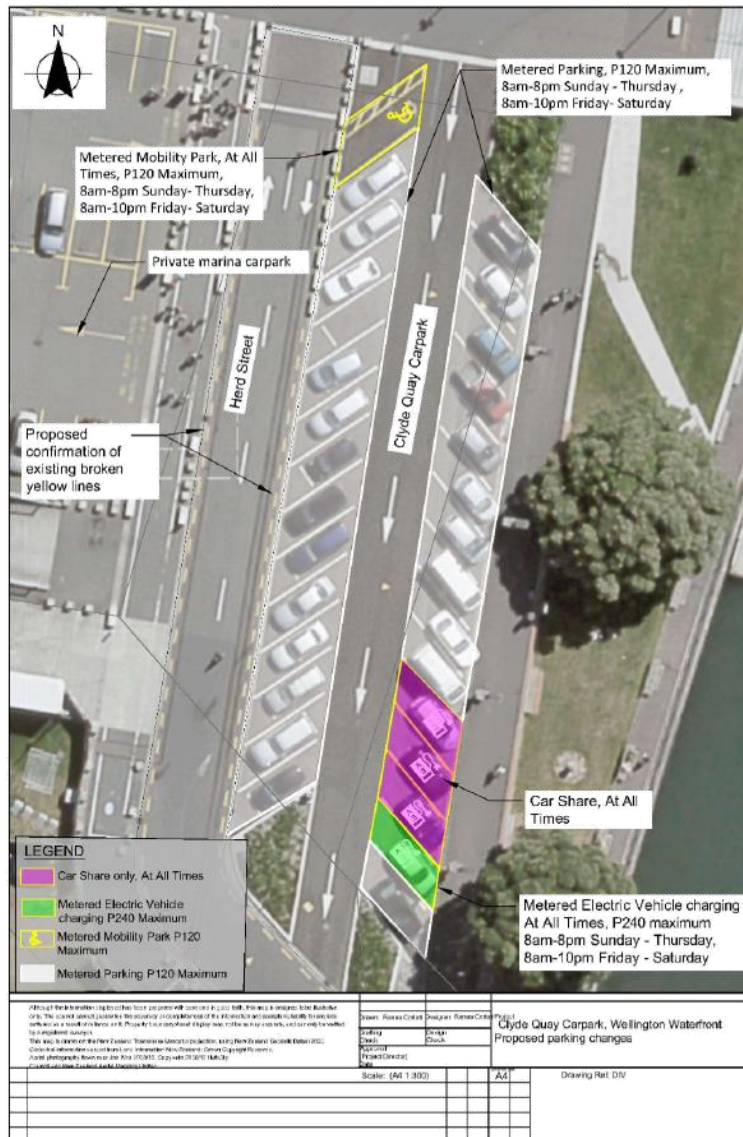
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 2 March and finishes 5.00pm Monday 22 March 2021.</p>
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Tuesday 23 March 2021.2. The proposal will go to the Strategy and Policy Committee on Thursday 22 April 2021.3. If approved, the proposal will be installed within the following 3 months.

We are proposing a change in your area

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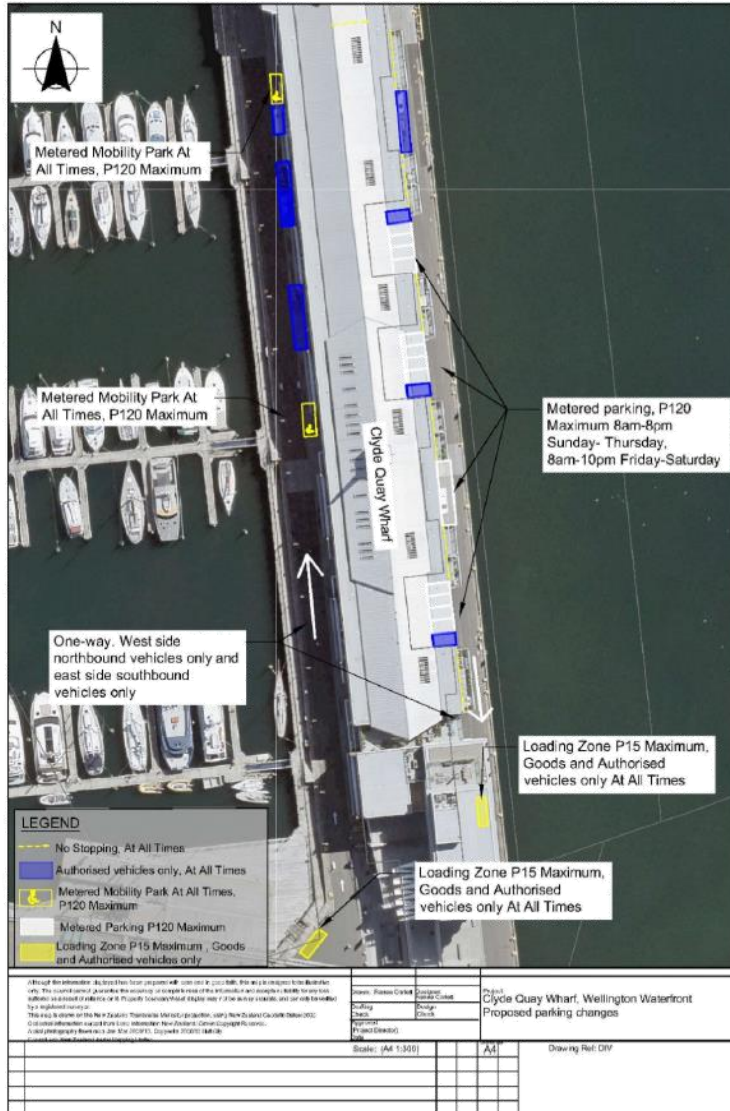
Traffic Resolution Plan 1: TR51-21 Clyde Quay Carpark proposed confirmation of parking



We are proposing a change in your area

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

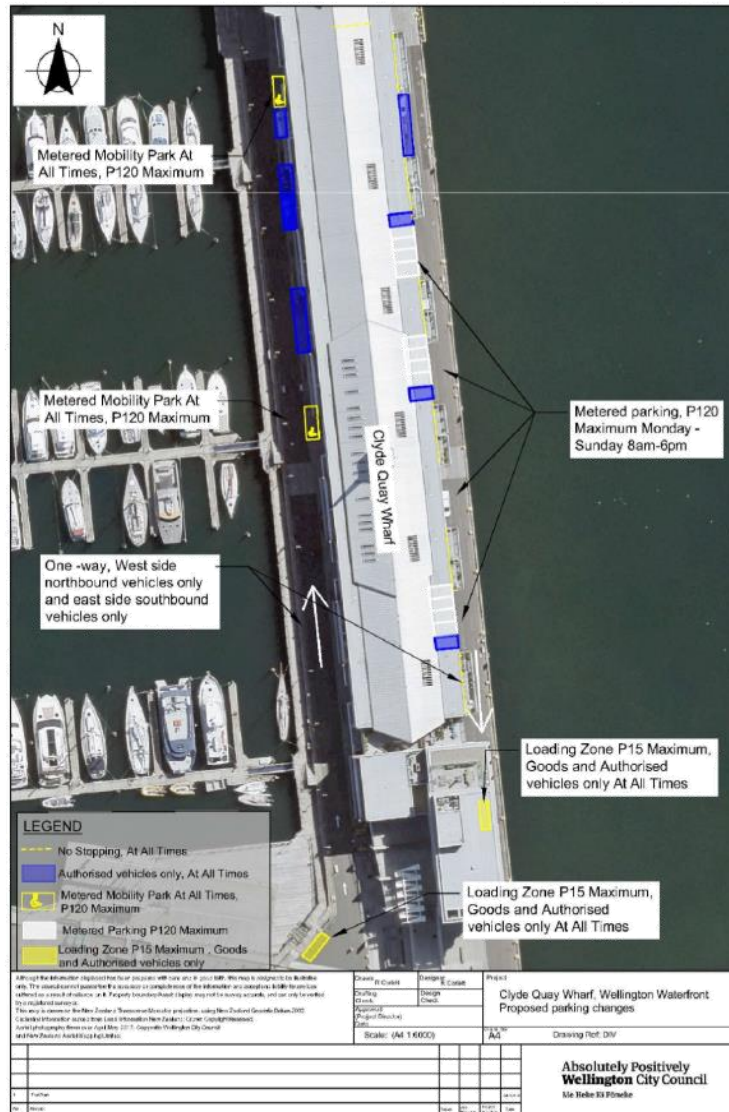
Traffic Resolution Plan 2: TR51-21 Clyde Quay wharf proposed confirmation of parking



We are proposing a change in your area

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Amended Traffic Resolution Plan 2: TR51-21 Clyde Quay wharf proposed confirmation of parking



We are proposing a change in your area

Absolutely Positively
Wellington City Council
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Legal Description:

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

Column One	Column Two	Column Three
Clyde Quay Wharf	Loading Zone P15 Maximum, Goods and Authorised Vehicles only At All Times	West side, commencing at its intersection with Herd street (Grid coordinates X= 1,749,523.01m Y= 5,427,448.55m) and extending in an northerly direction following the western kerb line for 15 metres.
Clyde Quay Wharf	Authorised vehicles only, At All Times	East side, commencing 123 metres north of its intersection with Herd street (Grid coordinates X= 1,749,537.92m Y= 5,427,446.21m) and extending in an northerly direction following the eastern kerb line for 12 metres.
Clyde Quay Wharf	Authorised vehicles only, At All Times	East side, commencing 165 metres north of its intersection with Herd street (Grid coordinates X= 1,749,537.92m Y= 5,427,446.21m) and extending in an northerly direction following the eastern kerb line for 6 metres.
Clyde Quay Wharf	Loading Zone P15 Maximum, Goods and Authorised Vehicles only At All Times	West side, commencing 32 metres north of its intersection with Herd street (Grid coordinates X= 1,749,562.22m Y= 5,427,442.40m) and extending in an northerly direction following the western kerb line for 15 metres.
Clyde Quay Wharf	Authorised vehicles only, At All Times	West side, commencing 68 metres north of its intersection with Herd street (Grid coordinates X= 1,749,562.22m Y= 5,427,442.40m) and extending in an northerly direction following the western kerb line for 2.5 metres.
Clyde Quay Wharf	Authorised vehicles only, At All Times	West side, commencing 117 metres north of its intersection with Herd street (Grid coordinates X= 1,749,562.22m Y= 5,427,442.40m) and extending in an northerly direction following the western kerb line for 2.5 metres.
Clyde Quay Wharf	Authorised vehicles only, At All Times	West side, commencing 152 metres north of its intersection with Herd street (Grid coordinates X= 1,749,562.22m Y= 5,427,442.40m) and extending in an northerly direction following the western kerb line for 2.5 metres.

We are proposing a change in your area

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Clyde Quay Wharf	<i>Authorised vehicles only, At All Times</i>	<i>West side, commencing 165 metres north of its intersection with Herd street (Grid coordinates X= 1,749,562.22m Y= 5,427,442.40m) and extending in an northerly direction following the western kerb line for 12 metres.</i>
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Add to Schedule F (Metered Parking) of the Traffic Resolutions Schedule

Column One	Column Two	Column Three
Clyde Quay Wharf	<i>P120, Metered parking Monday – Sunday 8am-6pm</i>	<i>West side, commencing 71 metres north of its intersection with Herd street (Grid coordinates X= 1,749,562.22m Y= 5,427,442.40m) and extending in an northerly direction following the western kerb line for 10 metres.</i>
Clyde Quay Wharf	<i>P120, Metered parking Monday – Sunday 8am-6pm</i>	<i>West side, commencing 92 metres north of its intersection with Herd street (Grid coordinates X= 1,749,562.22m Y= 5,427,442.40m) and extending in an northerly direction following the western kerb line for 12 metres.</i>
Clyde Quay Wharf	<i>P120, Metered parking Monday – Sunday 8am-6pm</i>	<i>West side, commencing 120 metres north of its intersection with Herd street (Grid coordinates X= 1,749,562.22m Y= 5,427,442.40m) and extending in an northerly direction following the western kerb line for 10 metres.</i>
Clyde Quay Wharf	<i>P120, Metered parking Monday – Sunday 8am-6pm</i>	<i>West side, commencing 142 metres north of its intersection with Herd street (Grid coordinates X= 1,749,562.22m Y= 5,427,442.40m) and extending in an northerly direction following the western kerb line for 10 metres.</i>
Clyde Quay Wharf	<i>Mobility Park, At All Times, Displaying an Operation Mobility Permit Only</i>	<i>East side, commencing 105 metres north of its intersection with Herd street (Grid coordinates X= 1,749,537.92m Y= 5,427,446.21m) and extending in an northerly direction following the eastern kerb line for 6.5metres.</i>

We are proposing a change in your area

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Clyde Quay Wharf	<i>Mobility Park, At All Times, P120 Maximum, Monday – Thursday 8am-8pm, Friday – Saturday 8am-10pm, Sunday 8am-8pm, Displaying an Operation Mobility Permit Only</i>	<i>East side, commencing 171 metres north of its intersection with Herd street (Grid coordinates X= 1,749,537.92m Y= 5,427,446.21m) and extending in an northerly direction following the eastern kerb line for 6.5 metres.</i>
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Add to Schedule D (No Stopping) of the Traffic Resolutions Schedule

Column One	Column Two	Column Three
Clyde Quay Wharf	<i>No Stopping, At All Times</i>	<i>South side, commencing 196 metres north of its intersection with Herd street (Grid coordinates X= 1,749,537.92m Y= 5,427,446.21m) and extending in an easterly direction following the southern kerb line for 7 metres.</i>
Clyde Quay Wharf	<i>No Stopping, At All Times</i>	<i>West side, commencing 55 metres north of its intersection with Herd street (Grid coordinates X= 1,749,562.22m Y= 5,427,442.40m) and extending in an northerly direction following the western kerb line for 12 metres.</i>
Clyde Quay Wharf	<i>No Stopping, At All Times</i>	<i>West side, commencing 81 metres north of its intersection with Herd street (Grid coordinates X= 1,749,562.22m Y= 5,427,442.40m) and extending in an northerly direction following the western kerb line for 12 metres.</i>
Clyde Quay Wharf	<i>No Stopping, At All Times</i>	<i>West side, commencing 105 metres north of its intersection with Herd street (Grid coordinates X= 1,749,562.22m Y= 5,427,442.40m) and extending in an northerly direction following the western kerb line for 12 metres.</i>
Clyde Quay Wharf	<i>No Stopping, At All Times</i>	<i>West side, commencing 130 metres north of its intersection with Herd street (Grid coordinates X= 1,749,562.22m Y= 5,427,442.40m) and extending in an northerly direction following the western kerb line for 12 metres.</i>

We are proposing a change in your area

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Me Heke Ki Pōneke

Clyde Quay Wharf	<i>No Stopping, At All Times</i>	<i>West side, commencing 154 metres north of its intersection with Herd street (Grid coordinates X= 1,749,562.22m Y= 5,427,442.40m) and extending in an northerly direction following the western kerb line for 12 metres.</i>
Clyde Quay Wharf	<i>No Stopping, At All Times</i>	<i>West side, commencing 178 metres north of its intersection with Herd street (Grid coordinates X= 1,749,562.22m Y= 5,427,442.40m) and extending in an northerly direction following the western kerb line for 12 metres.</i>

Clyde Quay Carpark

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

Column One	Column Two	Column Three
Clyde Quay Carpark	<i>Mobility Park, At All Times, P120 Maximum, Monday – Thursday 8am-8pm, Friday – Saturday 8am-10pm, Sunday 8am-8pm, Displaying an Operation Mobility Permit Only</i>	<i>West side, commencing at its intersection with Herd street (Grid coordinates X= 1,749,549.16m Y= 5,427,434.54m) and extending in an southerly direction following the western kerb line for 4.5 metres.</i>
Clyde Quay Carpark	<i>Car Share, At All Times</i>	<i>East side, commencing 43 metres south of its intersection with Herd street (Grid coordinates X= 1,749,554.33m Y= 5,427,433.72 and extending in an southerly direction following the eastern kerb line for 9.5 metres.</i>
Clyde Quay Carpark	<i>Metered Parking, Electric Vehicle charging At All Times, P240 Maximum, Monday – Thursday 8am-8pm, Friday – Saturday 8am-10pm, Sunday 8am-8pm</i>	<i>East side, commencing 52.5 metres south of its intersection with Herd street (Grid coordinates X= 1,749,554.33m Y= 5,427,433.72 and extending in an southerly direction following the eastern kerb line for 3.5 metres.</i>

We are proposing a change in your area



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

Column One	Column Two	Column Three
Clyde Quay Carpark	<i>P120, Metered parking Monday – Thursday 8am-8pm, Friday – Saturday 8am-10pm, Sunday 8am-8pm</i>	<i>West side, commencing 5.4 metres south of its intersection with Herd street (Grid coordinates X= 1,749,549.16m Y= 5,427,434.54m) and extending in an southerly direction following the western kerb line for 47 metres.</i>
Clyde Quay Carpark	<i>P120, Metered parking Monday – Thursday 8am-8pm, Friday – Saturday 8am-10pm, Sunday 8am-8pm</i>	<i>East side, commencing 8.2 metres south of its intersection with Herd street (Grid coordinates X= 1,749,554.33m Y= 5,427,433.72 and extending in an southerly direction following the eastern kerb line for 35 metres.</i>
Clyde Quay Carpark	<i>P120, Metered parking Monday – Thursday 8am-8pm, Friday – Saturday 8am-10pm, Sunday 8am-8pm</i>	<i>East side, commencing 56 metres south of its intersection with Herd street (Grid coordinates X= 1,749,554.33m Y= 5,427,433.72 and extending in an southerly direction following the eastern kerb line for 3.5 metres.</i>

Prepared By: Renee Corlett **(Transport Engineer)**
Approved By: Amin Shahin **(T/L Transport Engineering)**
Date: 06/04/2021

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
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Feedback Received:

Name: Rachael Spencer
Suburb: Wadestown
Agree: No

Don't take away parking! Stop making it harder to access our city!!!!!!

Officer's response:

Thank you for your feedback regarding the Traffic Resolutions for Wellington Waterfront

Wellington City Council's Parking Services team will take over the operation of Wellington Waterfront parking. There is no reduction in designated parking spaces on the waterfront, minor changes are being made to the existing parking spaces to better align with current on-street parking arrangements.

The purpose of the Traffic Resolution is to legalise the current parking restrictions in place to ensure that WCC Parking Services are able to enforce any illegal parking occurring as well better manage the safety of public utilising Wellington's Waterfront.

Name: Paul Grover
Suburb: Te Aro
Agree: No

There is an error in this document. On Page 1, under "What we would like to do" last sentence refers to the east side. On Pages 8 and 9, the No Stopping areas refer to the West Side - it should be correctly described as the western edge of the East Side. Furthermore, the yellow lines need to be repainted or marked again it has been nearly seven years since this was last done.

There are a number of areas or zones on the eastern edge of the west side of Clyde Quay where vehicles do frequently park either overnight or early in the morning. Areas and zones also include the southern side of the swinging barriers to allow access to the top end of Clyde Quay Wharf and outside of the offices west of the main entrance to the Apartments of 1 Clyde Quay Wharf.

For example, clients, contractors and/or employees of the Healthfit Collective Gym frequently park in these zones.

These areas were marked by small "No Stopping" signs clearly stuck to within the designated areas. Reference to these areas needs to be included in TR 51-21 and any removed signs replaced.

What is an authorised vehicle? No definition has been provided.

Officer's response:

Thank you for your feedback regarding the traffic resolution for Clyde Quay Wharf.

FEEDBACK RECEIVED

Absolutely Positively
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Thank you for pointing out inconsistency in our descriptions we will make corrections to ensure locations of parking restrictions are clear.

We will ensure all older yellow lines and marking are repainted as well as adding any additional markings that may also be required.

We propose a wider reach with Parking Services and therefore increased enforcement should resolve the issues with stopping in non-designated areas or overstaying in time restricted parks.

Any "no stopping" signs that are removed will be replaced by enforceable signage.

The definition of an "Authorised Vehicle" is an authority to a registered vehicle who has sought prior arrangement with Wellington City Council to park their vehicle in this designated parking area. As an example, Resident Parking areas are an example of an Authorised Parking area, whereby residents are required to apply for a Residents Permit authorising them to park in this area.

Name: Linda Bryant
Suburb: Te Aro
Agree: No

You are increasing the barriers to people enjoying the waterfront and reducing the people who visit Wellington City.

Parking issues already discourage visitors, and especially those with a disability, aged people, and anyone who wants to shop (large / numerous parcels)

I actually have to drive out to Petone, Lyall Bay, other suburbs to meet friends and family because of the inhospitable environment in Wellington - now more than ever turning slum-like with the crime starting in central Wellington.

We need to improve access, not limit it.

Suggestion:

Turn one of the areas at the North End of the wharf by the railway station, into a very large (attractive, environmentally friendly) car park (yes, actual cars for visitors). Make free parking for 2 hours; \$9 parking for 4 hours, \$18 for 6 hours and \$50 for > 8 hours (discourage people who work in Wgtn).

Then provide a small (6 seater), continuous electric shuttle service going every 5 to 10 minutes around the main areas of Wellington - so those who can, walk, and those who cannot can get an electric shuttle.

This will actually bring people into Wellington to visit and SHOP - spend money and generate a vibrant city centre rather than one in which the only thing moving is the tumble-weeds, and the criminals who thrive in desolation.

Having 2 hour parking and / or expensive stops friends and family visiting for dinner and shows.

Please think outside the square instead of the same old - charge more; get rid of cars; limit access; kill wellington

Officer's response:

Thank you for your feedback regarding the Traffic Resolutions for Wellington Waterfront

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Wellington City Council's Parking Services team will take over the operation of Wellington Waterfront parking. There is no reduction in designated parking spaces on the waterfront, minor changes are being made to the existing parking spaces to better align with current on-street parking arrangements.

The purpose of the Traffic Resolution is to legalise the current parking restrictions in place to ensure that WCC Parking Services are able to enforce any illegal parking occurring as well better manage the safety of public utilising Wellington's Waterfront.

The feedback you have presented for a waterfront car park and the electric shuttle are appreciated and we will ensure this is considered in any future changes, unfortunately this is outside of the scope of this current traffic resolution.

The WCC Parking Policy that was adopted by Council recently, references a need for demand and or incremental pricing. There is a request for technology improvements to support this as part of the Long-Term Plan which you may wish to submit feedback on in the upcoming consultation, as it is very similar to your pricing suggestions.

Name: Raewyn Hailes on behalf of CCS Disability Action Wellington
Suburb: Wellington
Agree: Yes

Introduction.

We appreciate the opportunity to submit on the Waterfront Traffic Resolutions. Councils play an important role in ensuring our communities include everyone. A key part of this is ensuring that council services and infrastructure are accessible to all. Improved access strengthens communities, by ensuring everyone can participate.

- The waterfront is an important public space and should be accessible and safe for all people to enjoy. CCS Disability Action supports consistent regulation across all city areas.
- We support the proposed changes to provision of mobility car parks and specifically meeting NZ4121 Standard as a minimum for:
TR51-21

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Recommendations:

Number of Client permit issued by City or Cities

City Name	Client		Total
	Long Term Permit	Short Term Permit	
WELLINGTON	3,501	231	3,732
Total	3,501	231	3,732

Run by RHailes on 19 March 2021 9:10:25 a.m.

The number of permits in the Great Wellington Region brings this number up to around 10,000.

- As traffic Resolutions to be considered in April 2021 propose time limits and restrictions, that Council concurrently ensure that mobility car parks and enforced from Monday to Sunday as restrictions propose.

Current experience would suggest that enforcement is limited on weekends. Enforcement through the full time of restriction would assist mobility parking permit holders in ensuring that parks are available for the people who need them the most.

- That signage be installed that is clearly visible from the individual parking space. (Time limit example only)

Parking reserved for different user types

P4-6

To indicate that parking permitted for disabled road users only - displaying a valid permit



The assumption that where no time limit is displayed the default will be the restriction relates to standard hours and days of operation (8 am to 6 pm, Monday to Sunday other than public holidays) is not something that is generally understood by the public. Council should also convey that mobility car parks are for permit holders only after restricted hours end.

- Council ensure that all mobility car parks meet current standard and where possible extend to current best practice. That the accessible Journey from the individual mobility car park to the destination of travel is safe and does not require travelling along a road space. That the surrounding surface is free from obstruction, such as broken tiles.

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4. It is recommended blue marking of the space be used to help better identify the space is reserved for permit holders.



Officer's response:

Thank you for your feedback regarding the Traffic Resolutions for Wellington Waterfront.

With regards to the points you have made above:

1. WCC parking services do enforce on weekends, if you notice a vehicle parked illegally please contact our contact centre on 04 499 4444 with the vehicle details for our parking team to attend.
2. The signage will be in line with our current on street parking signage to ensure limited confusion.
3. With WCC parking officers patrolling this area from the 1st of July they will ensure maintenance issues are reported and actioned as soon as they are observed. We aim to ensure the area is as safe and accessible as possible and all current standards are met.
4. The blue road markings are not in line with the current WCC practice for on street mobility parks.

Name: Chris Gordon on behalf of Clyde Quay Wharf Body Corporate 461811 (CQW)
Suburb: Wellington
Agree: No

This submission is made on behalf of Clyde Quay Wharf Body Corporate 461811 (CQW). CQW comprises 76 apartment owners and 8 commercial tenants.

Whilst we support the intended impact of the proposed changes, notably, improved safety, particularly for pedestrians and consistency of enforcement as far as the public is concerned, CQW cannot support the proposed changes unless specific provision is made for the many residents living at Clyde Quay Wharf.

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The proposed resolution does not recognise that Clyde Quay Wharf is home to 76 apartment residents and makes no allowance for the arrangement agreed between Council and CQW in 2015 that parking restrictions would not be enforced between 6pm and 8am, allowing residents and their

guests to park on the wharf between those times. From 8am to 6pm the normal parking rules apply. (A copy of the relevant meeting minutes recording this agreement is included in Schedule 1 to this submission).

In the minutes, the Council acknowledged the need for flexibility in respect of waterfront parking arrangements in general and Clyde Quay Wharf in particular. This arrangement was not publicised. The concern was, and remains, that the 24-hour enforcement of the CQW Wharf carpark act as a deterrent for overnight parking and camping and prolonged partying in the area, being directly under residents' homes. As awareness of the lack of enforcement has grown, we have noticed an increase in these activities over the years.

CQW therefore submits that 24-hour enforcement of the 2-hour limit for parking on Clyde Quay Wharf parking spaces continue but with provision made for parking for residents as per the existing agreement. We would expect the new meters would have the technology to accommodate this.

We note also that the proposal as explained to us treats Herd Street and Clyde Quay Wharf as part of the CBD. However, this is at odds with its use. There are 76 apartments at Clyde Quay Wharf and more than 50 at Chaffers Apartments and minimal business and retail activity. Clyde Quay Wharf should be treated and categorised in the same way as Oriental Parade and other residential streets in the vicinity. See the Residents Permit zone map included in Schedule 2 to this Submission. We believe the Clyde Quay Wharf/Herd Street car park should be treated the same way but we accept that perhaps the Herd St car park might be treated the same way as other public carparks in the area (for example, Freyburg Pool) given its proximity to Waitangi Park and other public facilities.

We also draw your attention to the Resource Consent that was granted prior to the redevelopment of the then Overseas Passenger Terminal (OPT) to what is now CQW. In granting the resource consent, the consenting commissioners, amongst other things, noted the concern to ensure pedestrian safety and amenity of the wharf and that "the reduction in the availability of casual parking around the perimeter of the OPT will be beneficial in improving the pedestrian environment in this area." The proposal to treat CQW in exactly the same way as other CBD parking seems to us to be at odds with this objective.

In an ideal world, we would like the current arrangement to be retained at least as far as the spaces on Clyde Quay Wharf itself are concerned. We acknowledge that we do not live in an ideal world and, as an alternative, if practical steps can be put in place to give continued effect to that arrangement, CQW would likely not object to the changes. It seems to us that the proposed changes could be implemented along with a resident parking permit system (it could be administered by CQW) for CQW residents and their visitors from 6pm-8am daily which would effectively mirror the current arrangement.

If retaining 24 hour parking is not possible, then we submit that Clyde Quay Wharf be closed to public parking except for residents and Marina carpark users between the hours of 6pm to 8am.

We welcome the opportunity to further discuss this submission with you.

FEEDBACK RECEIVED

Absolutely Positively
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Schedule 1

Clyde Quay Wharf Body Corporate and Wellington Waterfront Management of Public Spaces

Extract from Minutes 12 March 2015

Present: Michael Faherty, Allan Brown, Stu Jameson, Megan Bibby, Phil Keliher

Car Parks – Parking charge rate. The \$1.50 rate on Oriental Parade and in Freyberg Park is to encourage swimmers at Freyberg pool. An analysis of users of CQW for restaurant/café/visitors to businesses and apartments shows that the \$4 rate is not going to change behaviour. The \$4 is consistent with other waterfront parking.

The 2 hours free policy within the city has been found by the WCC not to encourage turn-over of parkers, and thus does not benefit the city. WCC met with CS (City Shaper) in regard to WCC including the water front parking within the citywide parking regime. Decision was to leave it do have the ability /flexibility that is not available elsewhere in the city. CS has more discretion.

CS will not enforce beyond 6 pm and 8am generally (unless advised of a regular situation of vehicles taking advantage of this). The other open space areas around the building will continue to be patrolled through this time. How the BC disseminates this information is up to the BC.

The machines do not have text-a- park as those machine types cannot stand up to a maritime environment. Currently there are 2 machines for 13 parks (\$10,000 plus each)

AB also noted these machines have technology to print offers for businesses i.e. Mojo Whitebait may be interested. AB to let them know and see if this is of interest.

Hospitality Deliveries have asked that they are permitted to stop on the east outside White Baits service entry, as currently enforcement are not permitting this. AB will review this from a traffic hazard perspective, and suggests the solution is that the business vendors have permission passes displayed in the vehicle that allow stopping for less than 10 minutes. The wording “no stopping” could be changed to “loading zone with pass only”

Note around signage, is that the policy is to be sensitive to aesthetics, and start with a less is more approach, but build up if and when required.

Wheel stops – SJ felt some were put in backwards. On post-meeting walk around, WWL advised that they had been installed as planned. Southern car park – Containers to go 7/4/15, PC on the marina fit out this week and this will free up Portacom, services to be disconnected, and Portacom to be sold and moved ASAP thereafter. The landscaping works then start in April post containers going and it is an 11-12 week contract.

Signage – Arrow on road has broken up a bit, AB has a replacement. The stick on arrows will be replaced in the interim, and prefer this temporary form rather than permanent, until it is established that the signage regime is working.

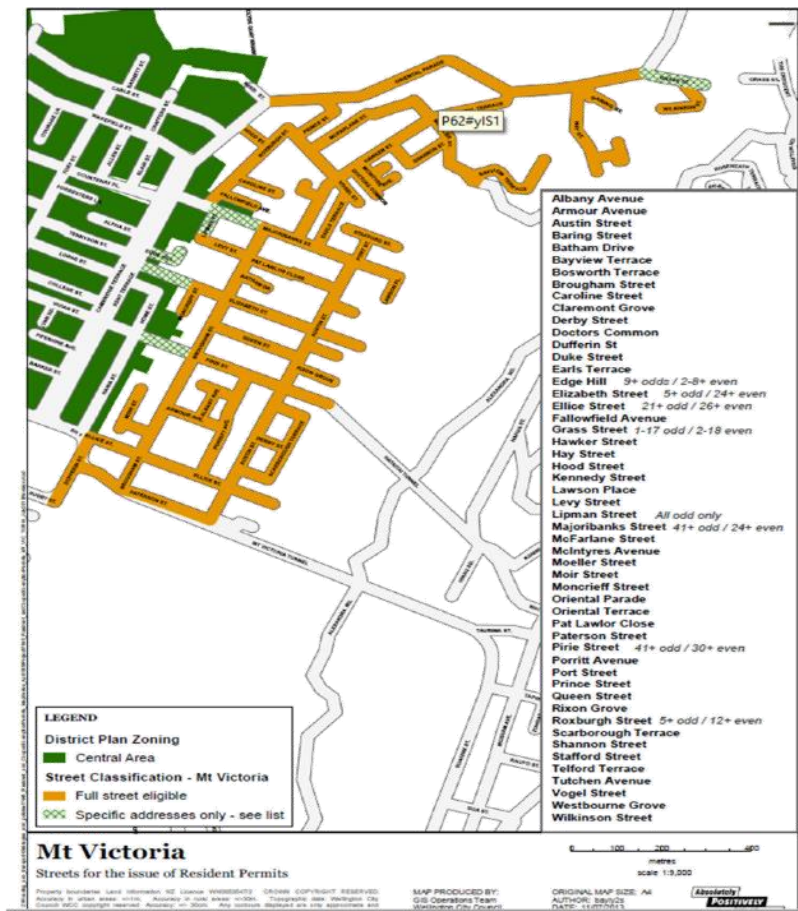
Rubbish – Discussed Waste Watch – they separate rubbish into 4 streams and accumulate in stations on the water front. Potentially the tenants could use this system for more

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[Subsequent pages of minutes not included]

Schedule 2 – Resident Parking Permit Map



Officer’s response:

Thank you for your feedback regarding the Traffic Resolutions for Clyde Quay Wharf.

WCC will continue to honour the agreement stated in the minutes below. We will look to formalise this with a licence prior to 1 July 2021.

Parking will not be enforced 24-hours, however, with the concerns about anti-social behaviour we would escalate this with our local host team and encourage you to dial 04 499 4444 for any complaints outside of these hours. If there are aggressive or concerning behaviours, we would strongly encourage contacting Police.

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Wellington City Council's Parking Services team will take over the operation of Wellington Waterfront parking, only minor changes are being made to the existing parking spaces to better align with current on-street parking arrangements. We are not adding any additional parking spaces, we are however encouraging turn over with more efficient resourcing and consistent approach to

enforcement ensuring people are not abusing a prime parking location and enabling the public to be able to all enjoy the waterfront's amenities fairly.

We will not be treating this area in exactly the same way as on street. This is a pay by plate zoned parking which means you are able to move your car within the zone under your paid parking time. We will be consistent around on-street hours of operation for less confusion to the public. The current machines will be replaced and are an upgrade on the current model. Txt a park ceased operation in 2020, we do have additional payment methods such as the pay my park app.

We will be amending our proposal to have metered parking on Clyde Quay Wharf only apply 8am – 6pm Monday to Sunday. A residents parking scheme for Clyde Quay Wharf is currently out of the scope of this proposal but could be considered in future.

Name: Fahim Gul
Suburb: Wellington
Agree: No

We are a business located at G16, 1 Clyde Quay Wharf and are seriously concerned about the proposed changes to parking and travel movement in the designated areas provided in TR51 - 21. We proposed that business owner in the Clyde Quay Wharf must be offered token parking so they can park during week days for at least 8 hrs. If the token parking is not possible then at least we must be allowed to park our cars for eight hours during the uninterrupted. We live outside town and use of public transport is not an option.

We hope our concerns will be addressed in the proposed changes.

Officer's response:

Thank you for your feedback regarding the Traffic Resolutions for Clyde Quay Wharf.

Wellington City Council's Parking Services team will take over the operation of Wellington Waterfront parking, only minor changes are being made to the existing parking spaces to better align with current on-street parking arrangements. We cannot create dedicated parking for every business in Wellington.

Name: Pauline Swann
Suburb: Wadestown
Agree: No

My principal concern is the likely increase in vehicular traffic on the waterfront.

Over many years I have walked in that area and always delighted to see how fully it is utilized by Wellingtonians of all ages for walking, cycling, rollerblading, pushing baby buggies and riding

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mobility scooters. There is great pleasure being able to enjoy the harbour and the views across to Mt Victoria and Roseneath from the Railway Station to Waitangi Park and Oriental Parade not to mention sitting in the Frank Kitts Park amphitheatre and the playground overlooking the Harbour. Already there are too many vehicles entering this area and jeopardizing safety and undermining the fact that the waterfront is a public space.

The current underground car parks appear to be working so no need for spaces up top and just recently had lunch with a number of friends in Dockside and were either dropped off at the Queens Wharf gates or came into the city by Bus! and we were delighted to see all the lunch time workers walking along the car free promenades.

Officer's response:

Thank you for your feedback regarding the Traffic Resolutions for Wellington Waterfront.

We appreciate your concern of vehicles entering this area and jeopardizing safety of public space. Vehicle movement is restricted within the waterfront and is mainly for vehicles servicing the businesses here.

Our intention is to ensure that we use the purpose of the Traffic Resolution to legalise the current parking restrictions in place to ensure that WCC Parking Services are able to enforce any illegal parking occurring as well better manage the safety of public utilising Wellington's Waterfront. The current underground carparks are managed by an external provider, this is not changing and no additional parking is being proposed.

We are proposing a change in your area

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Kia ora,

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

Proposal:

Reference	<ul style="list-style-type: none"> TR52-21 Wellington Waterfront, Wellington Central – No Stopping At All Times zonal restriction, except for authorised vehicles; Shared zone at all times
What we'd like to do	<ul style="list-style-type: none"> Implement a blanket restriction of No Stopping At All Times, except for authorised vehicles, within the entire Wellington Waterfront boundary. Implement a blanket restriction of "Shared Zone At All Times", within the entire Wellington Waterfront boundary. Designated parking is proposed within the "No Stopping, At All Times" zone. These restrictions are covered under TR 46-51 inclusive.
Why we are proposing the change	<ul style="list-style-type: none"> Wellington Waterfront Parking Operation will be managed by Wellington City Council (WCC) Parking Services from July 2021. Enforcement of the Waterfront was outsourced to Wilson's Parking in 2010. At the time, Wellington Waterfront Limited was a separate Council Controlled Organisation so WCC Parking Services was not considered as an option for parking management. WCC Parking Services will manage the parking operations as it will be beneficial, eliminating the need to pay an existing contractor as well as providing consistency with regards to management and enforcement of parking to align with current on-street enforcement practices and operations. WCC Parking Operations must follow national standards for enforcement and therefore require the confirmation of the existing parking restrictions in order to legally enforce. WCC Parking Services managing the Waterfront parking with the implementation of a "No Stopping At All Times" and "Shared Zone At All Times" restrictions will further improve safety for pedestrians, cyclists, and general public by addressing the escalating issue of unauthorised parking occurring within this area.
Location – where we propose to make the change	<ul style="list-style-type: none"> Wellington Waterfront, Wellington Central – Within entire Wellington Waterfront boundary
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for vehicles and pedestrians using the Wellington Waterfront. Net parking impact – No change, confirmation of existing parking arrangements. Pedestrian impact – positive by restricting the area of illegally and unmanaged parking and vehicles driving on the waterfront to the designated parking areas. Shared zone also gives priority to pedestrians within the Wellington Waterfront boundary, over other modes of transport. Annual parking revenue impact - Part of an estimated \$642k per annum across the waterfront.

We are proposing a change in your area

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	<ul style="list-style-type: none"> Improved efficiency and enforcement – providing consistency of enforcement operations with current on-street practices whilst creating less confusion when customers are seeking answers to their parking and infringement queries.
How this relates to the parking policy	<ul style="list-style-type: none"> Supports a shift in the mode of transport used – facilitates a shift to active modes (e.g. walking and cycling) and public transport through parking management and pricing, to move more people while driving fewer vehicles. Supports safe movement – facilitates the safe and efficient movement of people and goods by focusing on people safely moving along the transport corridors rather than people parking in these corridors where active transport is to be encouraged.
Additional Information	<ul style="list-style-type: none"> Reduced expenditure within Wellington City Council – eliminating the need to pay existing external contractors. The Waterfront is to support people who visit, live and work in the CBD and Waterfront and is not intended for commuter parking. The WCC Parking Policy aligns with this proposal by prioritising the waterfront area for active modes of transport. Repeater zonal signs will be added when required in accordance with the Traffic control devices manual part 7 – Parking control To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Tuesday 2 March 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
Feedback	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 2 March and finishes 5.00pm Monday 22 March 2021.</p>
Next Steps	<ol style="list-style-type: none"> Feedback collated by Tuesday 23 March 2021. The proposal will go to the Strategy and Policy Committee on Thursday 22 April 2021. If approved, the proposal will be installed within the following 3 months.

We are proposing a change in your area

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Consultation Traffic Resolution Plan: TR52-21 Wellington Waterfront, Wellington Central – No Stopping At All Times, unless in authorised vehicle or designated parking areas; Shared Zone At All Times



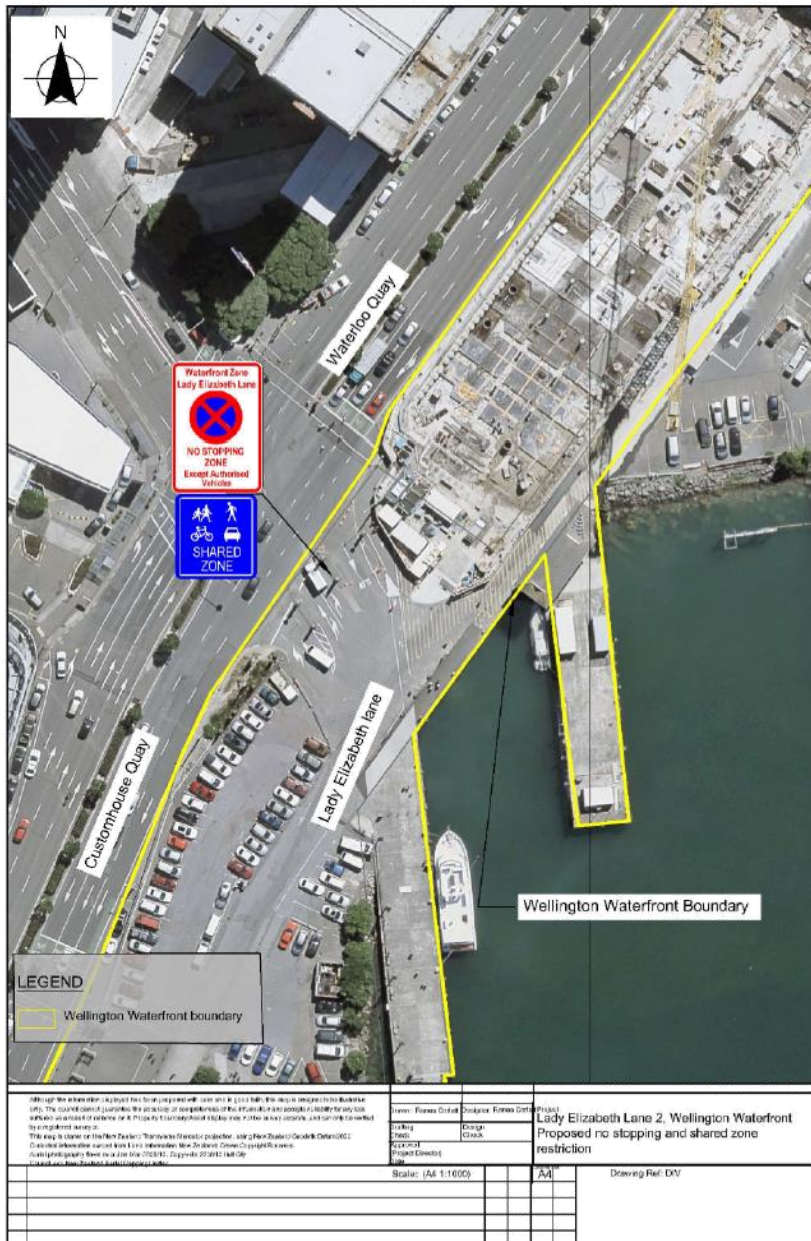
We are proposing a change in your area

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We are proposing a change in your area

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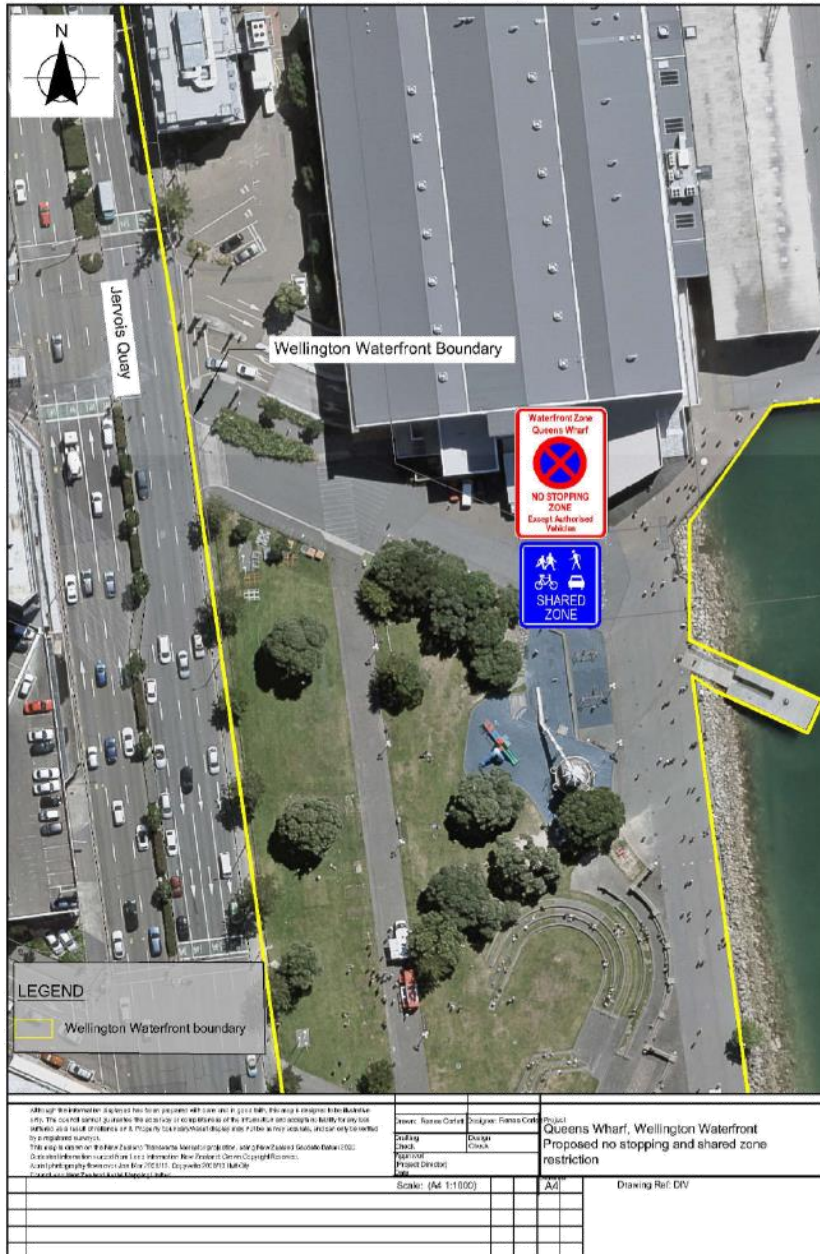
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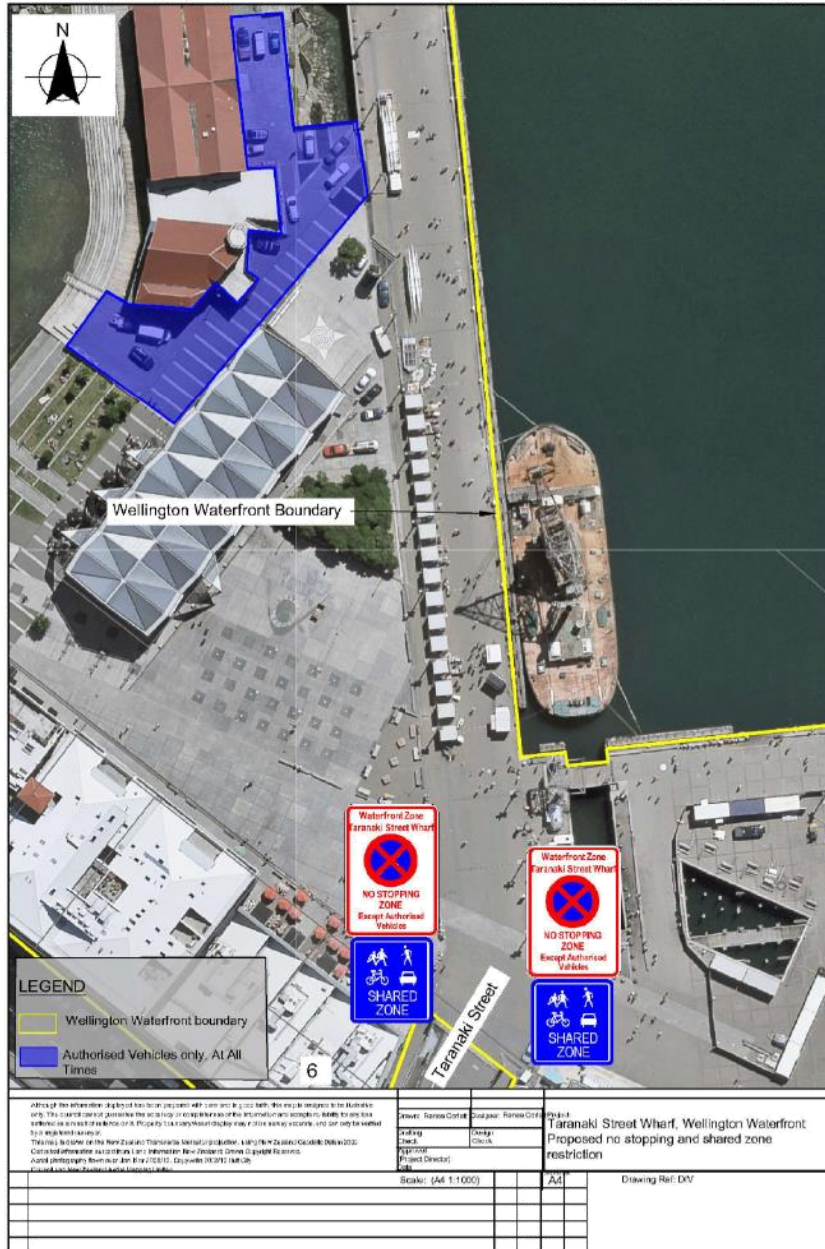
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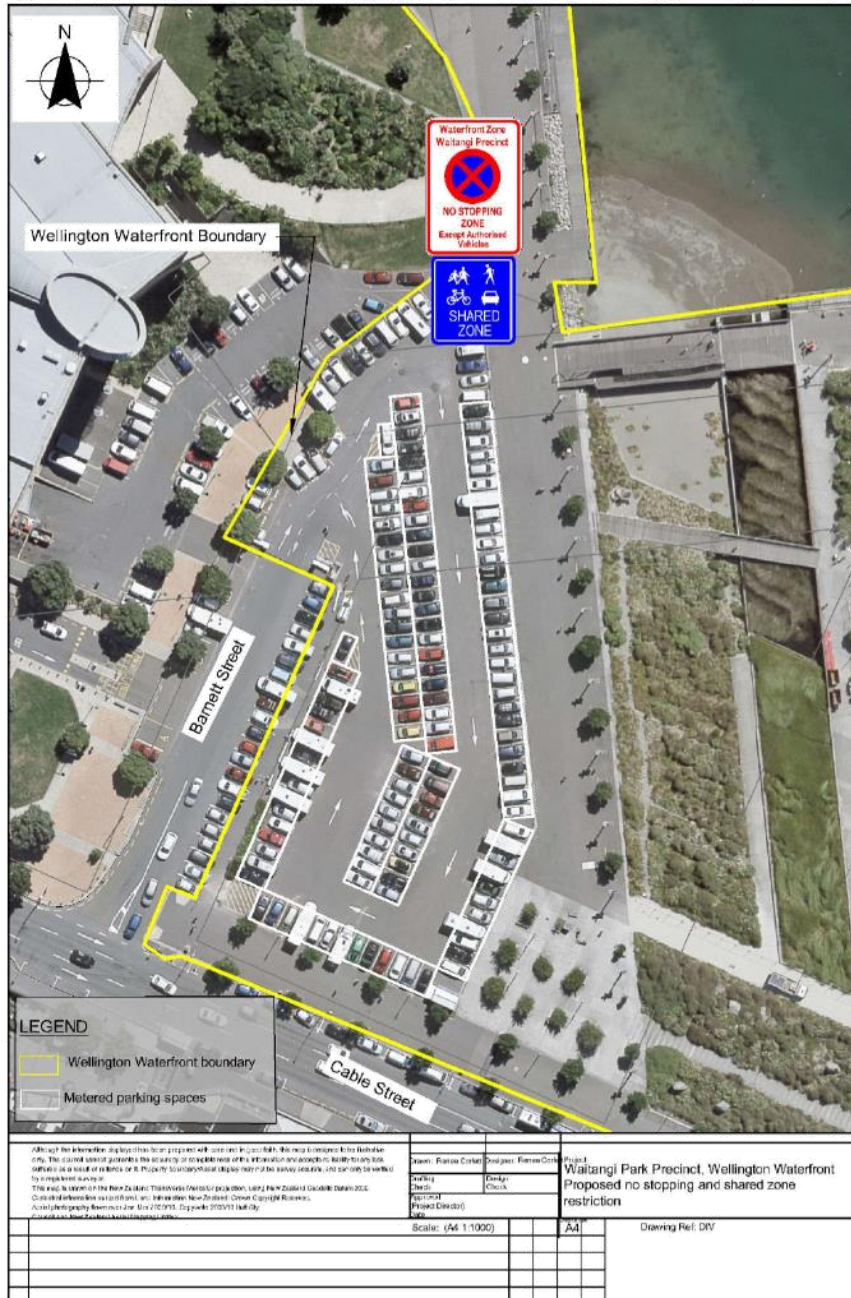
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We are proposing a change in your area

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We are proposing a change in your area

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We are proposing a change in your area

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Post consultation Amended Traffic Resolution Plan: TR52-21 Wellington Waterfront, Wellington Central – No Stopping At All Times, unless in authorised vehicle or designated parking areas; Shared Zone At All Times



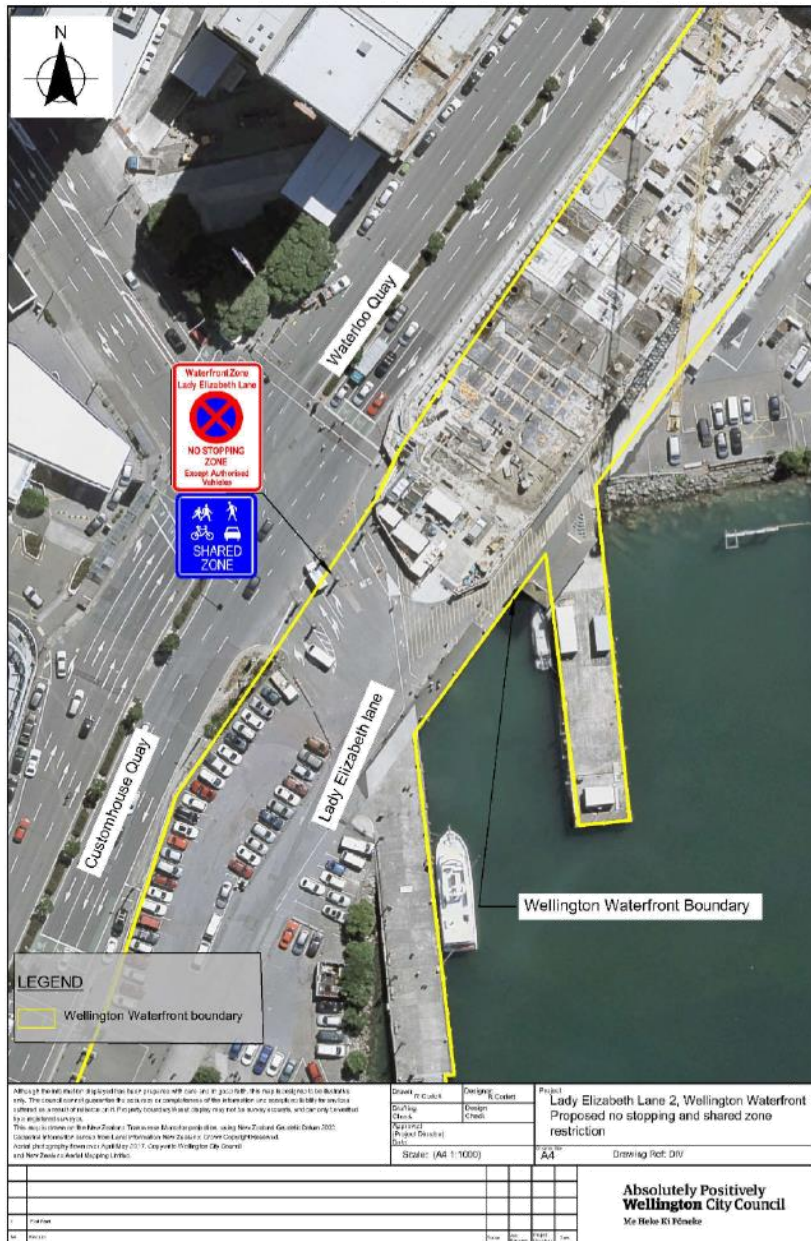
We are proposing a change in your area

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We are proposing a change in your area

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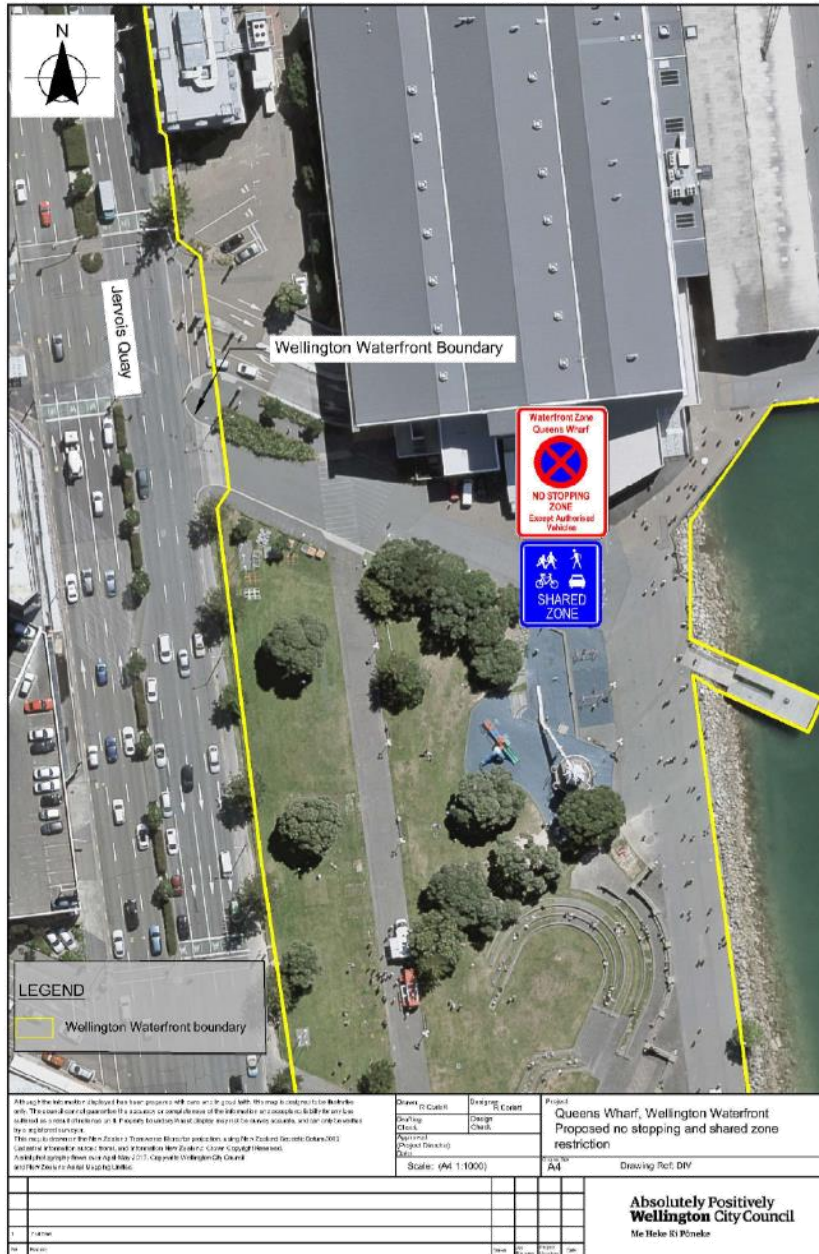
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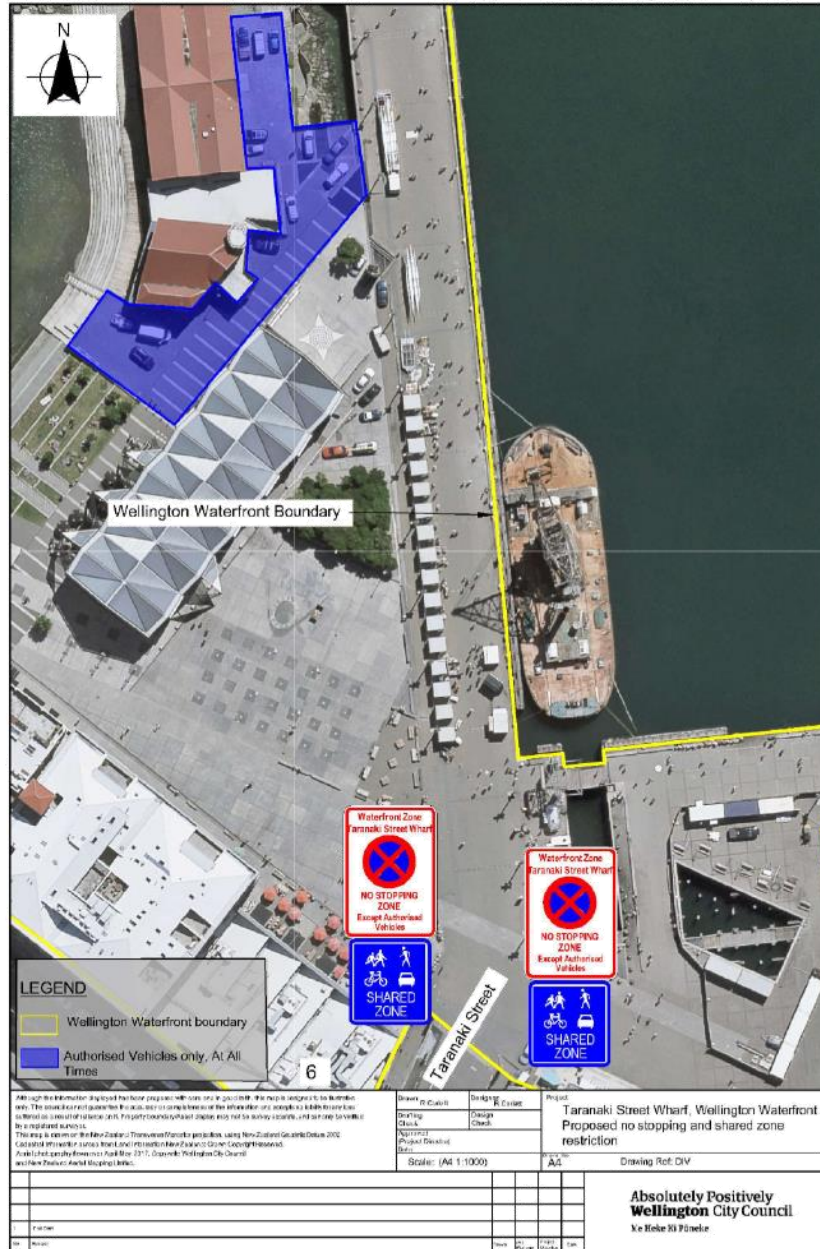
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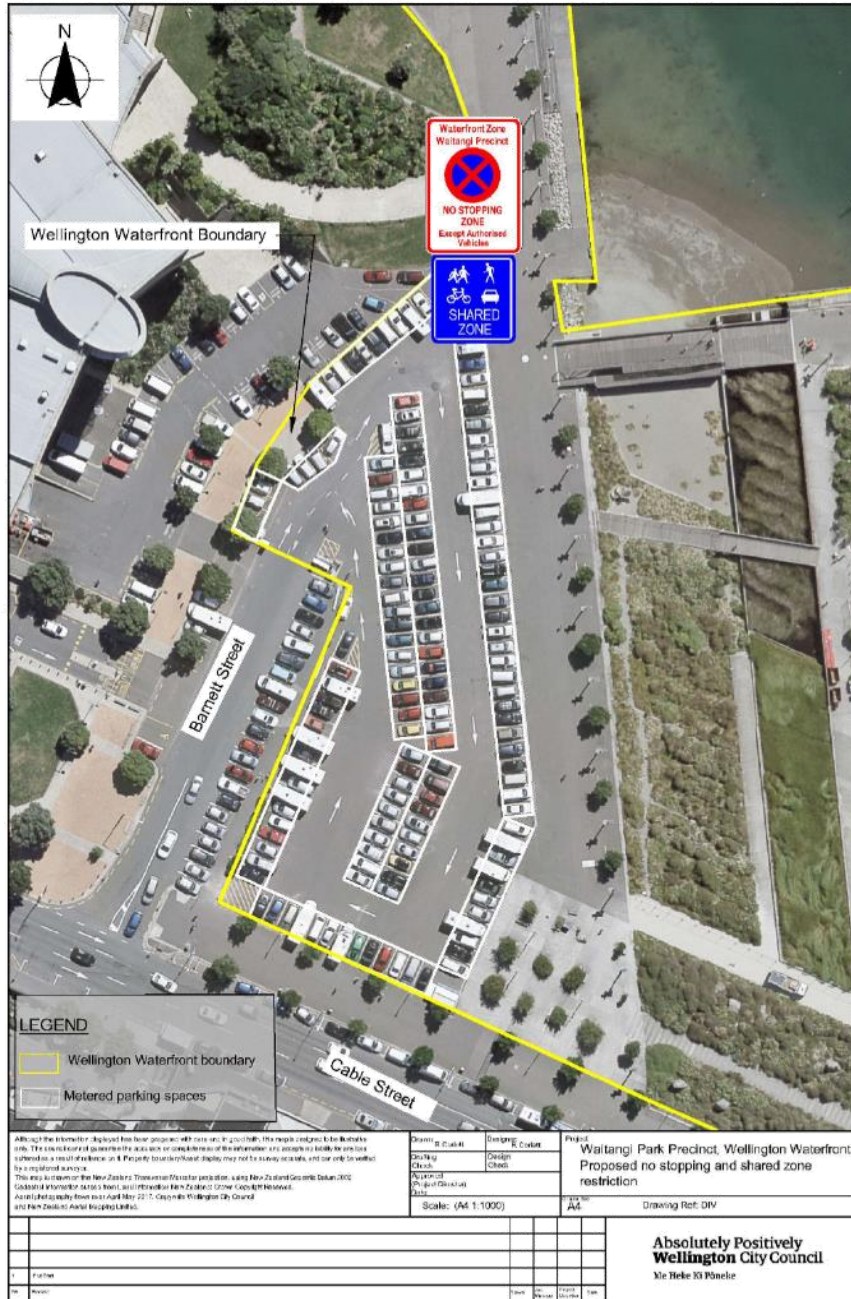
We are proposing a change in your area

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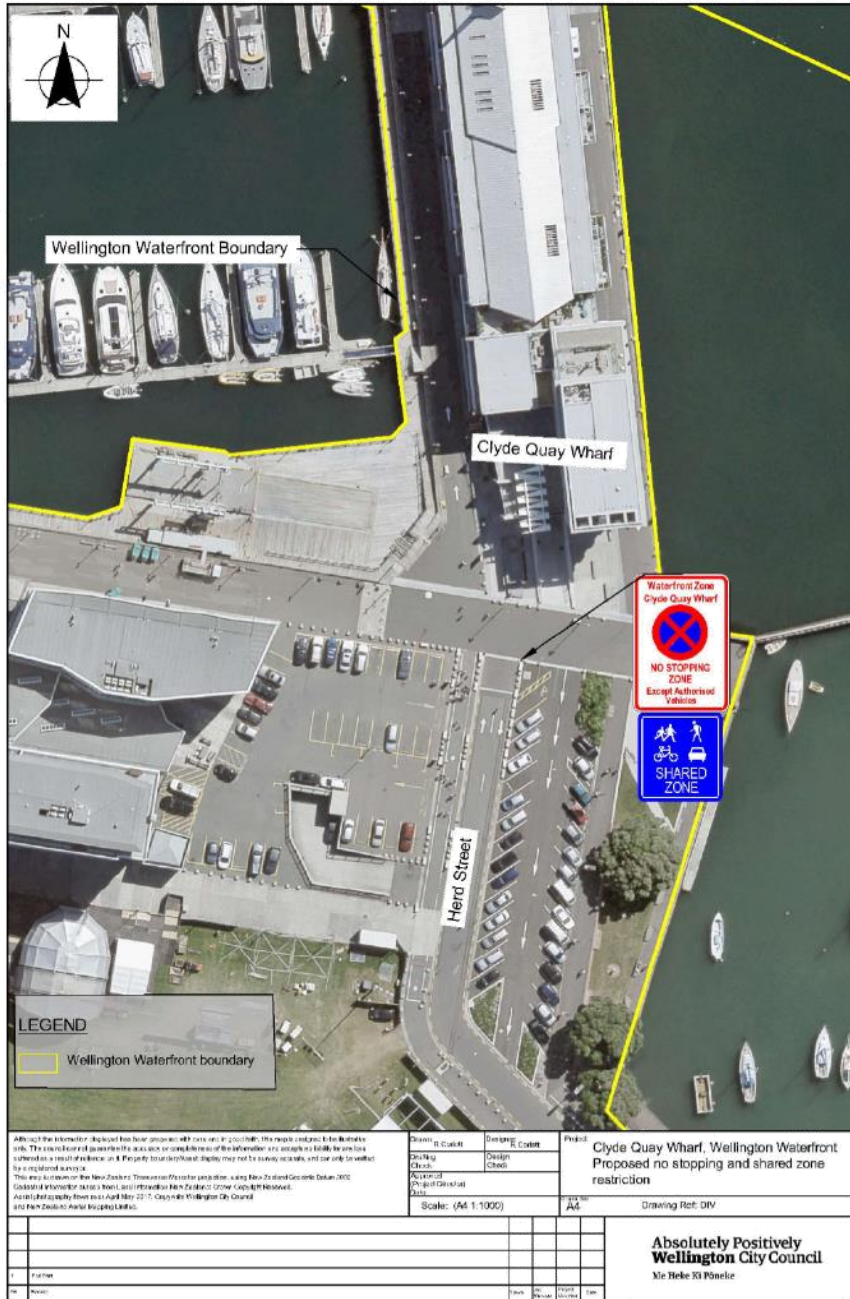
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Legal Description:

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

Column One	Column Two	Column Three
Wellington Waterfront	<i>No Stopping, At All Times unless in authorised vehicle or designated parking area</i>	<i>Within entire Wellington Waterfront boundary. Refer to map.</i>

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

Column One	Column Two	Column Three
Wellington Waterfront	<i>Shared Zone, At All times</i>	<i>Within entire Wellington Waterfront boundary. Refer to map.</i>

Prepared By: Renee Corlett (Transport Engineer)
Approved By: Amin Shahin (T/L Transport Engineering)
Date: 06/04/2021

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Feedback Received:

Name: Dai Daniel on behalf of Wellington Helicopters
Suburb: Wellington
Agree: Yes

As per my previous submission.

We would like to ensure our commercial access levels are retained at their current level.

Access is required 24/7 for business, client and supplier vehicles.

I do support the pedestrian priority statement and I feel that more education is required for other wheeled vehicle users (bikes, scooters etc) as the speed many are travelling at is not appropriate.

Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Wellington Waterfront.

Access will not be removed with continued access for business vehicles, clients and suppliers as this would contravene the current lease agreements between Council and businesses operating on Wellington Waterfront.

Name: Rachael Spencer
Suburb: Wadestown
Agree: No

Don't take away parking! Stop making it harder to access our city!!!!!!

Officer's response:

Thank you for your feedback regarding the Traffic Resolutions for Wellington Waterfront

Wellington City Council's Parking Services team will take over the operation of Wellington Waterfront parking. There is no reduction in designated parking spaces on the waterfront, minor changes are being made to the existing parking spaces to better align with current on-street parking arrangements.

The purpose of the Traffic Resolution is to legalise the current parking restrictions in place to ensure that WCC Parking Services are able to enforce any illegal parking occurring as well better manage the safety of public utilising Wellington's Waterfront.

Name: Paul Grover
Suburb: Te Aro
Agree: No

No definition has been provided. For example, if an event is being held in Waitangi Park, how would vehicles needed for the event be authorised?

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Officer's response:

Thank you for your feedback regarding the Traffic Resolutions for Wellington Waterfront

An Authorised Vehicle owner/operator has prior arrangement with Wellington City Council to park their vehicle in an Authorised Parking area. Usually this is in the form of permits issued by Parking Services.

For events on the Waterfront event organisers will need a traffic management plan for vehicles needed for the event.

Name: Linda Bryant
Suburb: Te Aro
Agree: No

You are increasing the barriers to people enjoying the waterfront and reducing the people who visit Wellington City.

Parking issues already discourage visitors, and especially those with a disability, aged people, and anyone who wants to shop (large / numerous parcels)

I actually have to drive out to Petone, Lyall Bay, other suburbs to meet friends and family because of the inhospitable environment in Wellington - now more than ever turning slum-like with the crime starting in central Wellington.

We need to improve access, not limit it.

Suggestion:

Turn one of the areas at the North End of the wharf by the railway station, into a very large (attractive, environmentally friendly) car park (yes, actual cars for visitors). Make free parking for 2 hours; \$9 parking for 4 hours, \$18 for 6 hours and \$50 for > 8 hours (discourage people who work in Wgtn).

Then provide a small (6 seater), continuous electric shuttle service going every 5 to 10 minutes around the main areas of Wellington - so those =who can, walk, and those who cannot can get an electric shuttle.

This will actually bring people into Wellington to visit and SHOP - spend money and generate a vibrant city centre rather than one in which the only thing moving is the tumble-weeds, and the criminals who thrive in desolation.

Having 2 hour parking and / or expensive stops friends and family visiting for dinner and shows.

Please think outside the square instead of the same old - charge more; get rid of cars; limit access; kill wellington

Officer's response:

Thank you for your feedback regarding the Traffic Resolutions for Wellington Waterfront.

Wellington City Council's Parking Services team will take over the operation of Wellington Waterfront parking, only minor changes are being made to the existing parking spaces to better align with current on-street parking arrangements.

The purpose of the Traffic Resolution is to legalise the current parking restrictions in place to ensure that WCC Parking Services are able to enforce any illegal parking occurring, as well as better manage the safety of public utilising Wellington's Waterfront.

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The feedback you have presented for a waterfront car park and the electric shuttle are appreciated and we will ensure this is considered in any future changes, unfortunately this is outside of the scope of this current traffic resolution.

The WCC Parking Policy that was adopted by Council recently, references a need for demand and or incremental pricing. There is a request for technology improvements to support this as part of the Long-Term Plan which you may wish to submit feedback on in the upcoming consultation, as it is very similar to your pricing suggestions.

Name: Emily Wright
Suburb: Mount Victoria
Agree: Yes

I support all moves towards making Wellington better for pedestrians and cyclists.

Name: Phil Royal
Suburb: Clyde Quay Wharf
Agree: Maybe

We are residents in the Clyde quay wharf apartments.

While we agree with the majority of the changes, however parking changes with regard to the wharf area we object to in regard to timing changes.

Currently the car parks are unmetered from 6.00 pm through to 8.00 am which we support due to the ability to provide limited extra guest parking for apartment visitors, many of whom are older citizens.

The proposal is to change that from 6.00 pm to 8pm weekdays and 10pm -8am weekends which we would like to register our objection.

The main reasons for objecting to this change is that 1.your impact assessment states that there is no change to the net parking impact in fact the change is significant for residents and guests as alternative parking is difficult for apartment guests to find between 6pm and 10 pm 2.the waterfront is to support people who visit ,live and work in the CBD , this change in times discourages and inconveniences people who visit ,especially in the Clyde quay wharf apartment area.

In conclusion a small change we would respectfully request that the metered car parks remain at 8am - 6pm 7days for the Clyde quay wharf apartment area.

Therefore, allowing resident or guest parking from 6pm to 8am as unmetered.

Otherwise we support all other proposed changes.

Officer's response:

Thank you for your feedback regarding the Traffic Resolutions for Wellington Waterfront.

Wellington City Council's Parking Services team will take over the operation of Wellington Waterfront parking, only minor changes are being made to the existing parking spaces to better align with current on-street parking arrangements. We will be amending our proposal to have metered parking on Clyde Quay Wharf only apply 8am – 6pm Monday to Sunday.

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Name: Andrew Welsh on behalf of Chaffers Marina Ltd
Suburb: Wellington
Agree: Yes

Chaffers Marina Ltd would like to see greater enforcement of the disabled car park spaces. Chaffers Marina would like to see all pay/display along Clyde Quay being 24/7 with appropriate enforcement (and perhaps a residents permit available to visitors for Clyde Quay residents).

Officer's response:

Thank you for your feedback regarding the Traffic Resolutions for Wellington Waterfront. Wellington City Council's Parking Services team will take over the operation of Wellington Waterfront parking, only minor changes are being made to the existing parking spaces to better align with current on-street parking arrangements. Parking Services is not able to enforce a 24/7 metered parking restriction on Clyde Quay Wharf and a resident permit scheme is outside of the scope of this proposal. The purpose of these traffic resolutions is to confirm existing parking restrictions to allow for WCC parking services to operate.

Name: Gavin and Jill Knight
Suburb: Wellington
Agree: No

I write as a resident of Shed 21 on the waterfront. My wife Jill and I moved here just over a year ago. I have also worked on the waterfront, in the Meridian building, for three years.

I am also writing with the authority of the Shed 21 Body Corporate Committee of which I am Chair. The Shed 21 Body Corporate comprises 43 residential units and 5 commercial units.

1. Nothing in your consultation documents reflects that the P120 zones outside Shed 21 are currently reserved for visitors to Shed 21 under a License to the Body Corporate alongside the Shed 21 ground lease from the Council - and, have Council signs indicating this. Further, one of them (on the south end) is reserved as a 'mobility parkingspace' and two (on the north end) are reserved for service vehicles. While we submit it would be reasonable for the current arrangements to continue for all of the car parks outside Shed 21, at a minimum the mobility parkingspace and the service vehicle car parks should be retained on the current conditions. This would honour the current License, while also fairly reflecting the following sentence in your consultation documents - *«The Waterfront is to support people who visit, live and work in the CBD and Waterfront and is not intended for commuter parking»*. That, of course, has special significance for Shed 21. The same vision is specifically referred to in the lease from the Wellington City Council to Shed 21 signed on 28 September 2000. The Body Corporate is entitled to rely on the provision and not have it diminished in any way.
2. Given 1. above, we object to the car parks outside Shed 21 becoming subject to the proposed metered car parking charges - particularly the mobility parking space and the service vehicle car parks.

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3. The proposed P120 zones outside Shed 21 are described in your consultation documents as "P120 At All Times" which we interpret as "24/7". This does not align with the current rules for the car parks outside Shed 21 where the P120 does not apply in the evenings or overnight. If you are proposing a change to P120 "24/7" then we object to this change. It is not necessary because demand for these parks does not require a P120 limit in the evenings or overnight.
4. We have no issue with WCC Parking Services taking over enforcement of car parking on the waterfront. In fact, we hope the Council can be more effective than Wilson's Parking have been - for example:
 - a. Occupants of Shed 21 regularly observe workers from nearby buildings (e.g. the PwC building) parking in the car parks outside Shed 21 all day but moving their vehicle between car parks from time to time to avoid being ticketed. Shed 21 occupants have been placed in the awkward, and potentially unsafe, position of challenging those parking like this so as to preserve our car parks.
I understand even the Wilson's parking wardens say they can't do anything about it as those parking also simply rub off the chalk marks the wardens place on tyres to track who has been parked there for more than two hours. I understand those parking brazenly respond they have done the calculation that an occasional ticket is cheaper than paying for a carpark elsewhere. This is not good enough. As they are not visitors to Shed 21 (see above) they should not be parking there at all; but, even if you ignore that, enforcing the P120 limit would stop them from doing so in the first place as it would become too expensive to do so all day.
 - b. Cars and camper vans regularly "set up camp" in the car parks outside Shed 21 while waiting to travel on a Bluebridge ferry - particularly on evenings and weekends; sometimes all night. And, not just parking but sometimes fully camping - cooking outside, setting up chairs, sleeping in their vehicles, etc. I have no idea what they do for toilets. This is not good enough. Again, as they are not visitors to Shed 21, they should not be parking there at all.
5. Apart from signage, how do you propose to enforce the waterfront as a shared zone? Cars already regularly travel at more than the posted 10 km/h speed limit. Cycles and electric scooters even more frequently and more egregiously. Therefore, it is not a safe zone for pedestrians. It is only a matter of time before someone is injured, or worse. We do not believe that simply putting up more signage will mitigate this risk to those walking along the waterfront.

Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Lady Elizabeth Lane.

Regarding the points you have made above:

1. The licence agreement will continue with no changes to these parks at this time.

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2. This proposal does not result in additional metered parking on Lady Elizabeth Lane.
3. We will alter the proposal for the time limited parks to be Monday to Sunday 8am-6pm in line with our current on street practices.
4.
 - a. With WCC parking services monitoring the area from 1st July this area will be better enforced to ensure that these parks are used for their intended purpose.
 - b. The Shed 21 licence is for business hours only and the public may freely park in those bays after hours. If you are concerned about freedom camping in the area, you will need to call the Council Contact Centre on 04 499 4444 and report it so a ranger can investigate. There is overnight campervan parking available at Barnett St carpark a very short drive away-that can be used by those needing to park up until their ferry sailing.
5. We are unfortunately unable to enforce a shared zone at this stage. We hope additional signage will ensure that pedestrians are given priority. We will be looking into legalising a 10km/hr speed limit under a different process.

Name: Gavin Knight on behalf of Shed 21 Body Corporate Committee
Suburb: Wellington
Agree: No

Please see submission directly above.

Name: Michael Mellor on behalf of Living Streets Aotearoa
Suburb: Wellington
Agree: No

As specified in the resolution, the entire Waterfront area will become a shared space. Unfortunately, that area is not defined clearly, and it appears that this could include the footpaths on adjacent streets, such as Cable St. From email correspondence with Renee Corlett we understand that that is not intended to be the case, and the proposal will be revised before the relevant committee meeting to make that clear.

We agree with that approach, but since the TR being consulted on could be interpreted as including those footpaths, our submission is that we oppose the footpaths on any of the streets adjacent to the Waterfront area being a shared zone, whether or not those streets or footpaths are within the Waterfront boundary.

Officer's response:

Thank you for your feedback regarding the Traffic Resolutions for Wellington Waterfront. We have amended or plans to better define the boundaries of the Shared Zones on the Waterfront. The amended proposal will not include shared zones on the footpaths of streets adjacent to the waterfront area.

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Name: John Holloway on behalf of MOJO COFFEE CARTEL LIMITED ('Mojo')
Suburb: Wellington
Agree: No

In response to Resolutions TR46-21 and TR52-21, we wish to provide the following commentary and serious concerns regarding the proposed resolutions which would prevent Mojo from operating its business from its current premises at SHED13

BACKGROUND

- 1) Mojo has been operating its Head Office and core production coffee roasting business from Shed 13 (between Customhouse Quay and Lady Elizabeth Lane) since 2009. Mojo currently has a lease that will enable us to operate from Shed 13 until 2033
- 2) Shed 13 is a working production facility where Mojo roasts and dispatches all of its coffee to its customers across New Zealand.
- 3) approximately 150-180 tonnes of coffee is delivered, roasted and dispatched every year from this building
- 4) up to 15 trucks will stop on Lady Elizabeth Lane every week to deliver and pick up pallets of coffee and the products requiring a forklift to unload and load the trucks.
- 5) in addition, another 30 vans and smaller pick up vehicles will pick up goods for delivery in and around Wellington every week, also parking/stopping on Lady Elizabeth Lane

PROPOSED CHANGES

I am not sure whether I fully understand the proposed changes but if by my reading no vehicles are to stop on Lady Elizabeth Lane to service the local businesses in particular those that operate a working business using forklifts to unload and reload trucks, Mojo would not be able to operate its current business without creating a lot of potential hazards and dangers by operating a forklift on a public road.

If the proposed changes are put through, and no vehicles are allowed to stop on Lady Elizabeth Lane and only park in the new designated Loading Zones, Mojo will not be able to operate its business as the service and business vehicles needing to service our day to day operations would not be able to offload or pick up our goods which require a forklift to upload and offload the trucks and larger vehicles.

In order for Mojo to continue to operate its business at Shed 13, we would require vehicles and trucks to stop on Lady Elizabeth Lane (directly in front of the Shed 13 as currently happens, or a dedicated Loading zone created on the western side of Lady Elizabeth Lane right in front of Shed 13. Requiring all vehicles to only use the proposed Loading Zones would require Mojo to ferry large amounts of goods across Lady Elizabeth Lane by forklift which would create a lot of dangers and hazards.

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I trust these comments will assist in the proposed changes being contemplated and amendments made to ensure Mojo is able to operate, and operate safely

Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Lady Elizabeth Lane.

The width of Lady Elizabeth Lane is not sufficient to allow parking on both sides of the road. We are unable to install a dedicated loading zone on the western side. We would recommend using the loading zone across the road from Shed 13 and ensure all safety precautions are taken regarding pedestrian safety. We cannot allow for vehicles to park on the footpath as pedestrian safety and accessibility is our main priority in line with the WCC parking policy.

Name: Chris Gordon on behalf of Clyde Quay Wharf Body Corporate 461811 (CQW)
Suburb: Wellington
Agree: No

This submission is made on behalf of Clyde Quay Wharf Body Corporate 461811 (CQW). CQW comprises 76 apartment owners and 8 commercial tenants.

Whilst we support the intended impact of the proposed changes, notably, improved safety, particularly for pedestrians and consistency of enforcement as far as the public is concerned, CQW cannot support the proposed changes unless specific provision is made for the many residents living at Clyde Quay Wharf.

The proposed resolution does not recognise that Clyde Quay Wharf is home to 76 apartment residents and makes no allowance for the arrangement agreed between Council and CQW in 2015 that parking restrictions would not be enforced between 6pm and 8am, allowing residents and their guests to park on the wharf between those times. From 8am to 6pm the normal parking rules apply. (A copy of the relevant meeting minutes recording this agreement is included in Schedule 1 to this submission).

In the minutes, the Council acknowledged the need for flexibility in respect of waterfront parking arrangements in general and Clyde Quay Wharf in particular. This arrangement was not publicised. The concern was, and remains, that the 24-hour enforcement of the CQW Wharf carpark act as a deterrent for overnight parking and camping and prolonged partying in the area, being directly under residents' homes. As awareness of the lack of enforcement has grown, we have noticed an increase in these activities over the years.

CQW therefore submits that 24-hour enforcement of the 2-hour limit for parking on Clyde Quay Wharf parking spaces continue but with provision made for parking for residents as per the existing agreement. We would expect the new meters would have the technology to accommodate this.

We note also that the proposal as explained to us treats Herd Street and Clyde Quay Wharf as part of the CBD. However, this is at odds with its use. There are 76 apartments at Clyde Quay Wharf and more than 50 at Chaffers Apartments and minimal business and retail activity. Clyde Quay Wharf should be treated and categorised in the same way as Oriental Parade and other residential streets

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in the vicinity. See the Residents Permit zone map included in Schedule 2 to this Submission. We believe the Clyde Quay Wharf/Herd Street car park should be treated the same way but we accept

that perhaps the Herd St car park might be treated the same way as other public carparks in the area (for example, Freyburg Pool) given its proximity to Waitangi Park and other public facilities.

We also draw your attention to the Resource Consent that was granted prior to the redevelopment of the then Overseas Passenger Terminal (OPT) to what is now CQW. In granting the resource consent, the consenting commissioners, amongst other things, noted the concern to ensure pedestrian safety and amenity of the wharf and that “the reduction in the availability of casual parking around the perimeter of the OPT will be beneficial in improving the pedestrian environment in this area.” The proposal to treat CQW in exactly the same way as other CBD parking seems to us to be at odds with this objective.

In an ideal world, we would like the current arrangement to be retained at least as far as the spaces on Clyde Quay Wharf itself are concerned. We acknowledge that we do not live in an ideal world and, as an alternative, if practical steps can be put in place to give continued effect to that arrangement, CQW would likely not object to the changes. It seems to us that the proposed changes could be implemented along with a resident parking permit system (it could be administered by CQW) for CQW residents and their visitors from 6pm-8am daily which would effectively mirror the current arrangement.

If retaining 24 hour parking is not possible, then we submit that Clyde Quay Wharf be closed to public parking except for residents and Marina carpark users between the hours of 6pm to 8am.

We welcome the opportunity to further discuss this submission with you.

Schedule 1

Clyde Quay Wharf Body Corporate and Wellington Waterfront

Management of Public Spaces

Extract from Minutes 12 March 2015

Present: Michael Faherty, Allan Brown, Stu Jameson, Megan Bibby, Phil Keliher

Car Parks – Parking charge rate. The \$1.50 rate on Oriental Parade and in Freyberg Park is to encourage swimmers at Freyberg pool. An analysis of users of CQW for restaurant/café/visitors to businesses and apartments shows that the \$4 rate is not going to change behaviour. The \$4 is consistent with other waterfront parking.

The 2 hours free policy within the city has been found by the WCC not to encourage turn-over of parkers, and thus does not benefit the city. WCC met with CS (City Shaper) in regard to WCC including the water front parking within the citywide parking regime. Decision was to leave it do have the ability /flexibility that is not available elsewhere in the city. CS has more discretion.

CS will not enforce beyond 6 pm and 8am generally (unless advised of a regular situation of vehicles taking advantage of this). The other open space areas around the building will continue to be patrolled through this time. How the BC disseminates this information is up to the BC.

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The machines do not have text-a- park as those machine types cannot stand up to a maritime environment. Currently there are 2 machines for 13 parks (\$10,000 plus each)

AB also noted these machines have technology to print offers for businesses i.e. Mojo Whitebait may be interested. AB to let them know and see if this is of interest.

Hospitality Deliveries have asked that they are permitted to stop on the east outside White Baits service entry, as currently enforcement are not permitting this. AB will review this from a traffic hazard perspective, and suggests the solution is that the business vendors have permission passes displayed in the vehicle that allow stopping for less than 10 minutes. The wording “no stopping” could be changed to “loading zone with pass only”

Note around signage, is that the policy is to be sensitive to aesthetics, and start with a less is more approach, but build up if and when required.

Wheel stops – SJ felt some were put in backwards. On post-meeting walk around, WWL advised that they had been installed as planned. Southern car park – Containers to go 7/4/15, PC on the marina fit out this week and this will free up Portacom, services to be disconnected, and Portacom to be sold and moved ASAP thereafter. The landscaping works then start in April post containers going and it is an 11-12 week contract.

Signage – Arrow on road has broken up a bit, AB has a replacement. The stick on arrows will be replaced in the interim, and prefer this temporary form rather than permanent, until it is established that the signage regime is working.

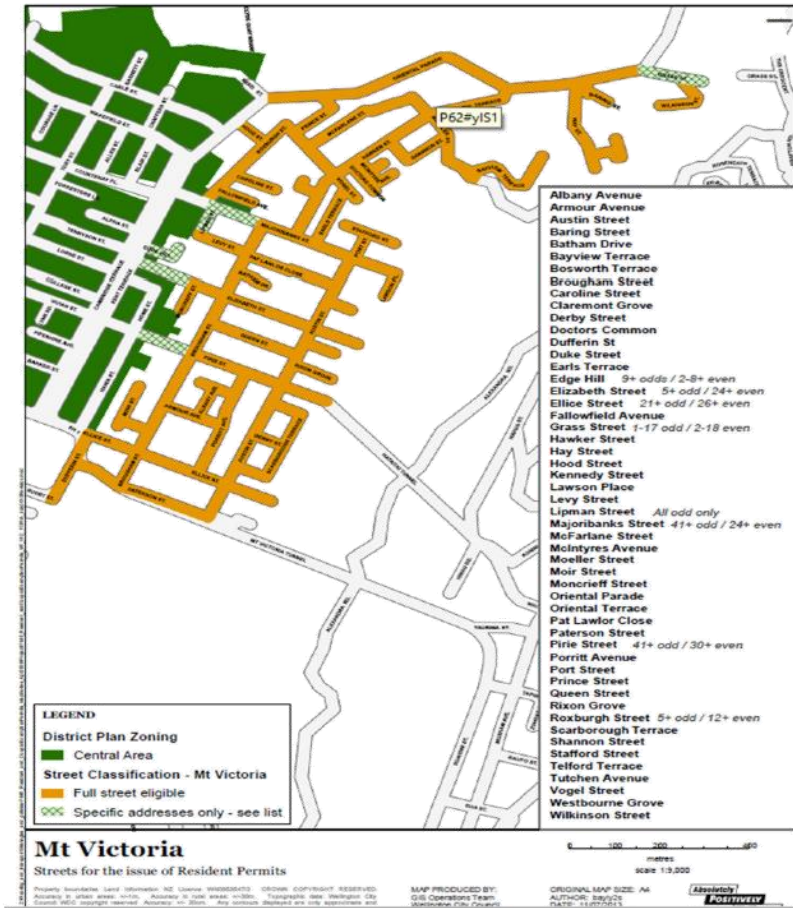
Rubbish – Discussed Waste Watch – they separate rubbish into 4 streams and accumulate in stations on the water front. Potentially the tenants could use this system for more

[Subsequent pages of minutes not included]

Schedule 2 – Resident Parking Permit Map

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Officer's response:

Thank you for your feedback regarding the Traffic Resolutions for Clyde Quay Wharf.

WCC will continue to honour the agreement stated in the minutes below. We will look to formalise this with a licence prior to 1 July 2021.

Parking will not be enforced 24-hours, however, with the concerns about anti-social behaviour we would escalate this with our local host team and encourage you to dial 04 499 4444 for any complaints outside of these hours. If there are aggressive or concerning behaviours, we would strongly encourage contacting Police.

Wellington City Council's Parking Services team will take over the operation of Wellington Waterfront parking, only minor changes are being made to the existing parking spaces to better align with current on-street parking arrangements. We are not adding any additional parking spaces, we are however encouraging turn over with more efficient resourcing and consistent approach to

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enforcement ensuring people are not abusing a prime parking location and enabling the public to be able to all enjoy the waterfronts amenities fairly.

We will not be treating this area in exactly the same way as on street. This is a pay by plate zoned parking which means you are able to move your car within the zone under your paid parking time. We will be consistent around on-street hours of operation for less confusion to the public. The current machines will be replaced and are an upgrade on the current model. Txt a park ceased operation in 2020, we do have additional payment methods such as the pay my park app.

We will be amending our proposal to have metered parking on Clyde Quay Wharf only apply 8am – 6pm Monday to Sunday. A residents parking scheme for Clyde Quay Wharf is currently out of the scope of this proposal but could be considered in future.

Name: Pauline Swann
Suburb: Wadestown
Agree: No

My principal concern is the likely increase in vehicular traffic on the waterfront.

Over many years I have walked in that area and always delighted to see how fully it is utilized by Wellingtonians of all ages for walking, cycling, rollerblading, pushing baby buggies and riding mobility scooters. There is great pleasure being able to enjoy the harbour and the views across to Mt Victoria and Roseneath from the Railway Station to Waitangi Park and Oriental Parade not to mention sitting in the Frank Kitts Park amphitheatre and the playground overlooking the Harbour.

Already there are too many vehicles entering this area and jeopardizing safety and undermining the fact that the waterfront is a public space.

The current underground car parks appear to be working so no need for spaces up top and just recently had lunch with a number of friends in Dockside and were either dropped off at the Queens Wharf gates or came into the city by Bus! and we were delighted to see all the lunch time workers walking along the car free promenades.

Officer's response:

Thank you for your feedback regarding the Traffic Resolutions for Wellington Waterfront.

We appreciate your concern of vehicles entering this area and jeopardizing safety of public space. Vehicle movement is restricted within the waterfront and is mainly for vehicles servicing the businesses here.

Our intention is to ensure that we use the purpose of the Traffic Resolution to legalise the current parking restrictions in place to ensure that WCC Parking Services are able to enforce any illegal parking occurring as well better manage the safety of public utilising Wellington's Waterfront. The current underground carparks are managed by an external provider, this is not changing and no additional parking is being proposed.

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Kia ora,

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

Proposal:

Reference	<ul style="list-style-type: none"> TR54-21 Wellington Waterfront - Metered parking charges
What we'd like to do	<ul style="list-style-type: none"> Implement metered parking charges to reflect the current pricing regime for Wellington City on street metered parking - subject to LTP public consultation and approval of new proposed rate - 8am to 8pm Sunday to Thursday (\$5.00ph) and 8am to 10pm Fri/Sat (\$4.50ph).
Why we are proposing the change	<ul style="list-style-type: none"> Wellington Waterfront Parking Operation will be managed by Wellington City Council (WCC) Parking Services from July 2021. Enforcement of the Waterfront was outsourced to Wilson's Parking in 2010. At the time, Wellington Waterfront Limited was a separate Council Controlled Organisation so WCC Parking Services was not considered as an option for parking management. WCC Parking Services will manage the parking operations as it will be beneficial, eliminating the need to pay an existing contractor as well as providing consistency with regards to management and enforcement to align with current on-street enforcement practices and operations. This proposal is to be read in conjunction with TR52-21 which will provide a blanket "No Stopping, At All Times" zonal restriction except for authorised vehicles together with a "Shared Zone, At All Times" restriction across the entire Wellington Waterfront area. WCC Parking Services managing the Waterfront parking with the implementation of a "No Stopping At All Times" and "Shared Zone At All Times" restrictions will further improve safety for pedestrians, cyclists, and general public by addressing the escalating issue of unauthorised parking occurring within this area.
Location – where we propose to make the change	<ul style="list-style-type: none"> Wellington Waterfront, various locations
Impact	<ul style="list-style-type: none"> Improves safety and accessibility for vehicles and pedestrians using the Wellington Waterfront. Net parking impact – No change, confirmation of existing parking arrangements. Pedestrian impact – positive by restricting the area of illegally and unmanaged parking and vehicles driving on the waterfront to the designated parking areas. Annual parking revenue impact – Estimated to be 642k per annum Improved efficiency and enforcement – providing consistency to enforcement operations with current on-street practices whilst creating less confusion when customers are seeking answers to their parking and infringement queries.

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<p>How this relates to the parking policy</p>	<ul style="list-style-type: none"> • Supports a shift in the mode of transport used – facilitate a shift to active modes (e.g. walking and cycling) and public transport through parking management and pricing, to move more people while driving fewer vehicles. • Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people safely moving along the transport corridors rather than people parking in these corridors where active transport is to be encouraged.
<p>Additional Information</p>	<ul style="list-style-type: none"> • Reduced expenditure within Wellington City Council – eliminating the need to pay existing external contractors. • The Waterfront is to support people who visit, live and work in the CBD and Waterfront and is not intended for commuter parking. The WCC Parking Policy aligns with this proposal by prioritising the waterfront area for active modes of transport. • To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Tuesday 2 March 2021 at www.wellington.govt.nz/haveyoursay or you can call (04) 499 4444 and we will send one out to you.
<p>Feedback</p>	<p>If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on www.wellington.govt.nz/haveyoursay or emailing us at trfeedback@wcc.govt.nz.</p> <p>Please note if you are giving feedback the consultation period opens 9.00am Tuesday 2 March and finishes 5.00pm Monday 22 March 2021.</p>
<p>Next Steps</p>	<ol style="list-style-type: none"> 1. Feedback collated by Tuesday 23 March 2021. 2. The proposal will go to the Strategy and Policy Committee on Thursday 22 April 2021. 3. If approved, the proposal will be installed within the following 3 months.

We are proposing a change in your area

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Consulted Traffic Resolution Plan: TR54-21 Wellington Waterfront – Metered parking charges



We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Amended Traffic Resolution Plan: TR54-21 Wellington Waterfront– Metered parking charges



We are proposing a change in your area

Absolutely Positively
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Me Heke Ki Pōneke

Legal Description:

Implement metered parking charges within the Wellington Waterfront boundary detailed by Amended Traffic Resolution Plan TR54-21. Charges to be \$4.50 or \$5.00 per hour subject to Long Term Plan decision.

Prepared By:	Renee Corlett	(Transport Engineer)
Approved By:	Amin Shahin	(T/L Transport Engineering)
Date:	06/04/2021	

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Feedback Received:

Name: Rachael Spencer
Suburb: Wadestown
Agree: No

Don't take away parking! Stop making it harder to access our city!!!!!!

Officer's response:

Thank you for your feedback regarding the Traffic Resolutions for Wellington Waterfront

Wellington City Council's Parking Services team will take over the operation of Wellington Waterfront parking. There is no reduction in designated parking spaces on the waterfront, minor changes are being made to the existing parking spaces to better align with current on-street parking arrangements.

The purpose of the Traffic Resolution is to legalise the current parking restrictions in place to ensure that WCC Parking Services are able to enforce any illegal parking occurring as well better manage the safety of public utilising Wellington's Waterfront.

Name: Paul Grover
Suburb: Te Aro
Agree: No

What is an authorised vehicle?

Officer's response:

Thank you for your question regarding the Traffic Resolution for Wellington Waterfront.

An Authorised Vehicle is someone who has sought prior arrangement with Wellington City Council to park their vehicle in an Authorised Parking area.

Resident Parking areas are an example of an Authorised Parking area, whereby residents are required to apply for a Residents Permit authorising them to park in this area.

Name: Linda Bryant
Suburb: Te Aro
Agree: No

You are increasing the barriers to people enjoying the waterfront and reducing the people who visit Wellington City.

Parking issues already discourage visitors, and especially those with a disability, aged people, and anyone who wants to shop (large / numerous parcels)

I actually have to drive out to Petone, Lyall Bay, other suburbs to meet friends and family because of the inhospitable environment in Wellington - now more than ever turning slum-like with the crime starting in central Wellington.

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We need to improve access, not limit it.

Suggestion:

Turn one of the areas at the North End of the wharf by the railway station, into a very large (attractive, environmentally friendly) car park (yes, actual cars for visitors). Make free parking for 2 hours; \$9 parking for 4 hours, \$18 for 6 hours and \$50 for > 8 hours (discourage people who work in Wgtn).

Then provide a small (6 seater), continuous electric shuttle service going every 5 to 10 minutes around the main areas of Wellington - so those =who can, walk, and those who cannot can get an electric shuttle.

This will actually bring people into Wellington to visit and SHOP - spend money and generate a vibrant city centre rather than one in which the only thing moving is the tumble-weeds, and the criminals who thrive in desolation.

Having 2 hour parking and / or expensive stops friends and family visiting for dinner and shows.

Please think outside the square instead of the same old - charge more; get rid of cars; limit access; kill wellington

Officer's response:

Thank you for your feedback regarding the Traffic Resolutions for Wellington Waterfront.

Wellington City Council's Parking Services team will take over the operation of Wellington Waterfront parking, only minor changes are being made to the existing parking spaces to better align with current on-street parking arrangements.

The purpose of the Traffic Resolution is to legalise the current parking restrictions in place to ensure that WCC Parking Services are able to enforce any illegal parking occurring, as well as better manage the safety of public utilising Wellington's Waterfront.

The feedback you have presented for a waterfront car park and the electric shuttle are appreciated and we will ensure this is considered in any future changes, unfortunately this is outside of the scope of this current traffic resolution.

The WCC Parking Policy that was adopted by Council recently, references a need for demand and or incremental pricing. There is a request for technology improvements to support this as part of the Long-Term Plan which you may wish to submit feedback on in the upcoming consultation, as it is very similar to your pricing suggestions.

Name: Emily Wright
Suburb: Mount Victoria
Agree: Yes

I support all moves towards making Wellington better for pedestrians and cyclists. I think it's ridiculous that it is so cheap and easy to drive in and park in this city. Wellington is already ok for walking, cycling, public transport – except all of these could be made so much easier and better by reducing cars in the city, which hopefully an increased cost might start to do.

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Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Wellington Waterfront.

We believe Council is taking the right step in the direction by taking over the operation of the waterfront whilst ensuring alignment with our current on-street operations and with the newly adopted Parking Policy.

Name: Gavin and Jill Knight
Suburb: Wellington
Agree: No

I write as a resident of Shed 21 on the waterfront. My wife Jill and I moved here just over a year ago. I have also worked on the waterfront, in the Meridian building, for three years.

I am also writing with the authority of the Shed 21 Body Corporate Committee of which I am Chair. The Shed 21 Body Corporate comprises 43 residential units and 5 commercial units.

1. Nothing in your consultation documents reflects that the P120 zones outside Shed 21 are currently reserved for visitors to Shed 21 under a License to the Body Corporate alongside the Shed 21 ground lease from the Council - and, have Council signs indicating this. Further, one of them (on the south end) is reserved as a 'mobility parkingspace' and two (on the north end) are reserved for service vehicles. While we submit it would be reasonable for the current arrangements to continue for all of the car parks outside Shed 21, at a minimum the mobility parkingspace and the service vehicle car parks should be retained on the current conditions. This would honour the current License, while also fairly reflecting the following sentence in your consultation documents - *«The Waterfront is to support people who visit, live and work in the CBD and Waterfront and is not intended for commuter parking»*. That, of course, has special significance for Shed 21. The same vision is specifically referred to in the lease from the Wellington City Council to Shed 21 signed on 28 September 2000. The Body Corporate is entitled to rely on the provision and not have it diminished in any way.
2. Given 1. above, we object to the car parks outside Shed 21 becoming subject to the proposed metered car parking charges - particularly the mobility parking space and the service vehicle car parks.
3. The proposed P120 zones outside Shed 21 are described in your consultation documents as "P120 At All Times" which we interpret as "24/7". This does not align with the current rules for the car parks outside Shed 21 where the P120 does not apply in the evenings or overnight. If you are proposing a change to P120 "24/7" then we object to this change. It is not necessary because demand for these parks does not require a P120 limit in the evenings or overnight.
4. We have no issue with WCC Parking Services taking over enforcement of car parking on the waterfront. In fact, we hope the Council can be more effective than Wilson's Parking have been - for example:

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a. Occupants of Shed 21 regularly observe workers from nearby buildings (e.g. the PwC building) parking in the car parks outside Shed 21 all day but moving their vehicle between car parks from time to time to avoid being ticketed. Shed 21 occupants have been placed in the awkward, and potentially unsafe, position of challenging those parking like this so as to preserve our car parks.

I understand even the Wilson's parking wardens say they can't do anything about it as those parking also simply rub off the chalk marks the wardens place on tyres to track who has been parked there for more than two hours. I understand those parking brazenly respond they have done the calculation that an occasional ticket is cheaper than paying for a carpark elsewhere. This is not good enough. As they are not visitors to Shed 21 (see above) they should not be parking there at all; but, even if you ignore that, enforcing the P120 limit would stop them from doing so in the first place as it would become too expensive to do so all day.

b. Cars and camper vans regularly "set up camp" in the car parks outside Shed 21 while waiting to travel on a Bluebridge ferry - particularly on evenings and weekends, sometimes all night. And, not just parking but sometimes fully camping - cooking outside, setting up chairs, sleeping in their vehicles, etc. I have no idea what they do for toilets. This is not good enough. Again, as they are not visitors to Shed 21, they should not be parking there at all.

5. Apart from signage, how do you propose to enforce the waterfront as a shared zone? Cars already regularly travel at more than the posted 10 km/h speed limit. Cycles and electric scooters even more frequently and more egregiously. Therefore, it is not a safe zone for pedestrians. It is only a matter of time before someone is injured, or worse. We do not believe that simply putting up more signage will mitigate this risk to those walking along the waterfront.

Officer's response:

Thank you for your feedback regarding the Traffic Resolution for Lady Elizabeth Lane.

Regarding the points you have made above:

1. The licence agreement will continue with no changes to these parks at this time.
2. This proposal does not result in additional metered parking on Lady Elizabeth Lane.
3. We will alter the proposal for the time limited parks to be Monday to Sunday 8am-6pm in line with our current on street practices.
4. a. With WCC parking services monitoring the area from 1st July this area will be better enforced to ensure that these parks are used for their intended purpose.

b. The Shed 21 licence is for business hours only and the public may freely park in those bays after hours. If you are concerned about freedom camping in the area, you will need to call the Council Contact Centre on 04 499 4444 and report it so a ranger can investigate. There is overnight campervan parking available at Barnett St carpark a very short drive away - that can be used by those needing to park up until their ferry sailing.

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5. We are unfortunately unable to enforce a shared zone at this stage. We hope additional signage will ensure that pedestrians are given priority. We will be looking into legalising the 10km/hr speed limit under a different process.

Name: Gavin Knight on behalf of Shed 21 Body Corporate Committee
Suburb: Wellington
Agree: No

Please see submission directly above.