

# We are proposing a change in your area

Kia ora,

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

## Proposal:

<b>Reference</b>	TR123-21 Garden Road, Northland – No Stopping At All Times
<b>What we'd like to do</b>	<ul style="list-style-type: none"><li>• Install 25 metres of broken yellow lines along the northern side of Garden Road.</li></ul>
<b>Why we are proposing the change</b>	<ul style="list-style-type: none"><li>• We have received safety and accessibility concerns from residents and local drivers travelling through the top section, no.41 - no.47, of Garden Road.</li><li>• The road width in this section measures approximately 5.5 metres. The current parking arrangement allows vehicles to park on both sides of the road which leaves a lane width of 1.5 metres for vehicles to travel through.</li><li>• This results in vehicles parking on the footpath to accommodate through traffic flow.</li><li>• To ensure there is adequate space for a vehicle to safely travel through and prevent vehicles from parking on the footpath while allowing unhindered access for emergency service vehicles, we propose the installation of broken yellow lines.</li></ul>
<b>Location – where we propose to make the change</b>	Garden Road, Northland – outside no.41 to no.47.
<b>Impact</b>	<ul style="list-style-type: none"><li>• Improves safety and accessibility for vehicles travelling on Garden Road.</li><li>• Net parking impact - removal of five unrestricted parking spaces.</li><li>• Pedestrian impact - positive as the footpath will no longer be obstructed by vehicles hindering pedestrian movement.</li></ul>
<b>How this relates to the parking policy</b>	<ul style="list-style-type: none"><li>• Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.</li></ul>
<b>Additional Information</b>	<ul style="list-style-type: none"><li>• Average daily traffic count – 1,811.</li><li>• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00 am Monday 27 September 2021 at <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or you can call (04) 499 4444 and we will send one out to you.</li></ul>
<b>Feedback</b>	<ul style="list-style-type: none"><li>• If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on <a href="http://www.wellington.govt.nz/haveyoursay">www.wellington.govt.nz/haveyoursay</a> or emailing us at <a href="mailto:trfeedback@wcc.govt.nz">trfeedback@wcc.govt.nz</a>.</li></ul> <p><b>Please note if you are giving feedback the consultation period opens at 9.00 am Monday 27 September 2021 and finishes at 5.00 pm Sunday 10 October 2021.</b></p>

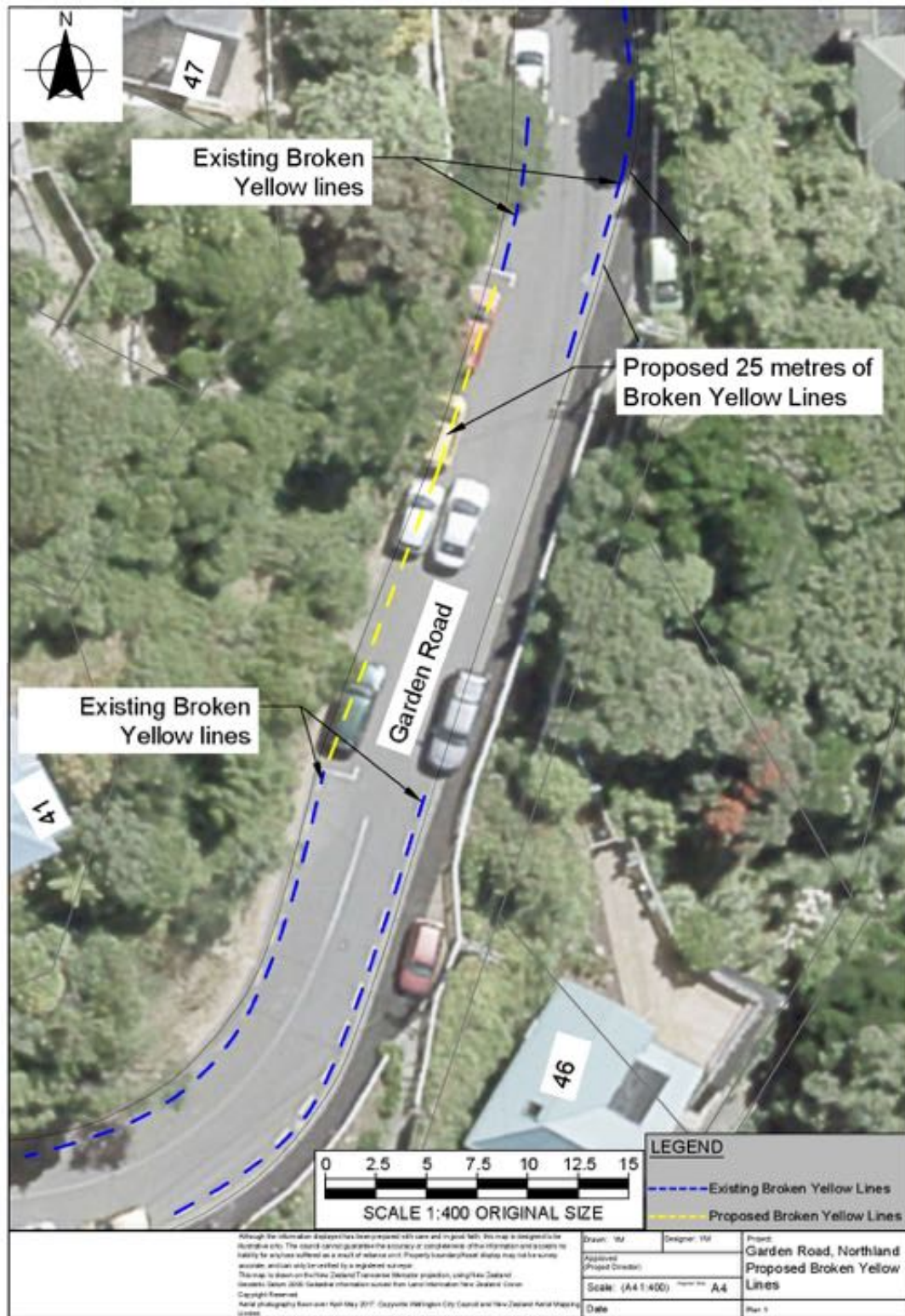
## We are proposing a change in your area

	<ul style="list-style-type: none"><li>• What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li></ul>
<b>Next Steps</b>	<ol style="list-style-type: none"><li>1. Feedback collated by Monday 11 October 2021.</li><li>2. The proposal will go to the Regulatory Processes Committee by Wednesday 10 November 2021.</li><li>3. If approved, the proposal will be installed within the following three months.</li></ol>

# We are proposing a change in your area

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

## Traffic Resolution Plan: TR 123 -21 Garden Road, Northland – No Stopping At All Times



# We are proposing a change in your area

## Legal Description:

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

Column One	Column Two	Column Three
<b>Garden Road</b>	<i>No Stopping At All Times</i>	<i>West side, commencing 373 metres north of its intersection with Northland Road (Grid coordinates X= 1,747,192,14m, Y= 5,428,300,30m) and extending in a northerly direction following the western kerb line for 25 metres.</i>

**Prepared By:** Yohannes Mesfun **(Graduate Transport Engineering)**

**Approved By:** Zackary Moodie **(Team Leader Transport Engineering)**

**Date:** 20/10/2021

# FEEDBACK RECEIVED

## Feedback Received:

**Name:** Anita Fijn  
**Suburb:** Wellington  
**Agree:** No

There is currently no residential parking on this section of road. It is impossible to get a park presently as people come in from outer suburbs, park their cars here and then uber or walk into work. If the northerly section of parks on Garden Road were extended by one or two parks and then made 'Residents Parking' it would mean losing the parks wouldn't be as bad as it is now. At present it is very difficult to find a park outside your own house, I can't imagine how much harder it is going to be with losing 5 parks, unless the parking is changed to 'Residential'.

## Officer's response:

Thank you for your feedback on Traffic Resolution Plan: TR 123 -21 Garden Road, Northland – No Stopping At All Times.

Council officers must consider any request for parking changes in-line with <https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/parking-policy>

The new Parking Policy requires any residents parking assessments be based on an area wide approach rather than a single street approach – in this case, it would be an assessment of the Northland suburb.

This assessment will involve, but not limited to:

- An area-wide parking survey
- Review of the survey and appropriate allocation of parking
- Consultation with key stakeholders
- Implementation of proposed restrictions

Council has formed a 'Working Group' to formulate a process to implement the Parking Policy across the Wellington Region. An implementation plan will be devised to roll out parking changes across Wellington in-line with the Parking Policy.

Northland will be looked at as part of the implementation plan, however a timeline for when the investigation will be completed is currently uncertain.

One of the objectives of the Parking Policy is to support the shift in type of transport used – this means less reliance on private vehicles and a shift to public transport and active travel. Any scheme devised will have this objective of shifting the transport choices as well as considering the parking hierarchy (as per the parking policy) on these streets, residents are considered a higher priority than commuters.

We appreciate you taking the time to provide us with feedback.

## FEEDBACK RECEIVED

**Name:** Kirsty Duff  
**Suburb:** Northland  
**Agree:** No

I'm not really sure if I agree with the change or not. I think something definitely needs to happen as I live on this street and hate driving due to the horrible street and the chance of not finding a park. People drive far too fast along this street and can be super aggressive. The issue I have with removing 5 car parks is often I have had to park on a different street way or up the top of Garden Road as there aren't any parks at all. Most of the people that park in this area are not residents as many people park here on the work week. This has been blatantly obvious in lockdowns as these parks are often free with maybe 3 cars in them. Would it be possible to keep a maybe 1 or 2 parks? or make some of this area resident parking on the weekday, as that would most likely reduce the number of vehicles parked.

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

Thank you for your feedback on Traffic Resolution Plan: TR 123 -21 Garden Road, Northland – No Stopping At All Times.

In regard to your concerns for speeds we found this location has been operating safely over the last five years with no reported crashes and 85% of all vehicles travelling along this road were doing so at or below 31km/hr which is below the posted speed limit of 50km/hr.

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We are unable to retain any additional parking spaces within this section of Garden Road. The road width measures less than 6.9 m resulting in insufficient space for vehicles to park on both sides of the road. Therefore, we are required to remove the parking in this section on the western side to allow room for emergency vehicles to travel through.

We appreciate you taking the time to provide us with feedback.

**Name:** Ian Armstrong; Maxwell Riddle; Duncan Armstrong  
**Suburb:** Northland  
**Agree:** No

We are opposed to the proposed changes (removing 5 parks) for a number of reasons:

- it is already extremely difficult to find a park on Garden Road, especially at night and early morning
- residents simply have no alternative places to park
- the Council have already removed 47 public car parks from Garden Road in recent years
- 2 of our family have mobility issues (have Mobility Cards) such that removal of car parks will cause hardship
- this change would advantage non-residents travelling through Garden Road at the expense of residents
- residents are reliant on their cars as local government has not provided reasonable alternatives (dedicated cycle lanes, effective bus services)

My family have lived in Garden Road for 31 years. In recent years it has become much harder to find a car park on Garden Road. I think this is because of housing intensification (family homes becoming rentals) and also because on weekday mornings many out of area people drive to Garden Road, park and then walk or bus to the city.

However, I think the main reason parking is now so difficult is because in recent years the council has removed 44 car parks from Garden Road:

- TR110-20 removed 7 car parks
- TR136-17 removed 20 car parks (area 1) and 8 car parks (area 2/3)
- TR87-16 removed 5 car parks
- construction of a garage (at intersection of Garden Road and Military Track) removed 2 car parks
- a private park opposite 54 Garden Road removed what was previously used as 2 public car parks

It is not fair on residents to remove any more car parks.

Removal of 5 car parks will quite simply leave Garden Road residents with nowhere to park. They cannot park on:

- Northland Road as this area is mainly short term (shopping) parks.
- Glenmore Street as this is a coupon parking area and exemptions are for Glenmore Street residents only.
- lower Garden Road as this area is Resident Parking only.
- their own garages or driveways as most Garden Roadhouses are accessible only by steps or paths

Removal of car parks to facilitate traffic flow may result in increased danger to pedestrians and cars, as cars will be able to travel faster. I find it odd that the council wants to encourage car driving in Garden Road, when its policy is supposed to encourage uptake of buses and cycling. Council could

better direct its efforts to providing a dedicated cycle way from Karori to the city, and to provide more bus services in the Karori and Northland area (Karori and Northland buses currently lack capacity, particularly in rush hour). This would help reduce vehicular traffic.

Although the photo shows a car parked on the footpath near 46 Garden Road, in my experience this is an extremely rare event, and does not in any way justify the removal of 5 car parks. As the Council knows, parking on footpaths is illegal and as the Council has signalled low tolerance of this offence, offenders can simply be promptly towed away.

### **Better Solutions**

I think there are better solutions to the Council's safety and accessibility concerns:

- introduce a 30kph speed limit
- Provide Resident Parking in middle and upper Garden Road
- limit parking by non-residents
- make Garden Road one way traffic

Thanks for the opportunity to provide feedback

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

Thank you for your feedback on Traffic Resolution Plan: TR 123 -21 Garden Road, Northland – No Stopping At All Times

In response to your solution to provide resident parking in middle and upper Garden Road, Council officers must consider any request for parking changes in-line with <https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/parking-policy>. The new Parking Policy requires any residents parking assessments be based on an area wide approach rather than a single street approach – in this case, it would be an assessment of the Northland suburb.

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Regarding your concerns for speed limit change, we are unable to make any speed limit change, as the Council is currently proposing changes to the posted speed limit in suburban shopping areas.

In June 2009, Council Committee approved a programme of lower speed limits through 21 of Wellington's suburban shopping areas. Each year centres on this list are progressively receiving the lower speed treatment.

We are unable to restrict the direction of traffic flows along this street to make Garden Road one-way as it would create significant accessibility constraints for Northland residents including the residents along Garden Road due to the extensive detour.

To register your concerns for mobility parking issues on Garden Road, please log the job for further investigation by emailing [info@wcc.govt.nz](mailto:info@wcc.govt.nz) or calling us on 04 499 4444.

**Name:** Saskia Whiston  
**Suburb:** Northland  
**Agree:** No

As a permanent resident of Garden Road, I am very concerned to hear of the traffic resolution plan proposed, namely the addition of 25 metres of broken yellow lines in place of current parking spaces.

The proposal is mistaken in its reasoning and ill-thought-out in its resolution for the following reasons:

- 1. Misunderstanding of current parking arrangement:** The current parking arrangement is that 5-6 vehicles usually occupy the north side of the road between the designated white markings. I have **never seen anyone park** on the south side of the road in my time as a resident or driver. Instead of the remaining 1.5 metres of road space alleged, in the full extent of my experience, there is rather 3 metres of road space to travel through at all times - adequate for all vehicles.
- 2. Reduction of available parking spaces:** The space in which yellow line installation is proposed offers up to 6 vehicles to park there, allowing accessibility and easing parking pressures elsewhere. Glenmore Street is not a reasonable alternative; it is already under parking pressure due to its proximity to the CBD. A lack of alternative parking spaces causes great stress to current residents.
- 3. It will exacerbate sidewalk parking:** Installing the proposed broken yellow lines on the north side will force residents to park on the sidewalk edge, putting pedestrians at greater risk.
- 4. Alternate routes available:** Safety and accessibility are incredibly important on our roads, and Garden Road is a street that requires some care due to its winding steep gradient. However, there are alternate routes available to drivers using Garden Road as a thoroughfare that do not greatly increase travel time and are less busy - for example, along Glenmore Street and Northland Road.

## FEEDBACK RECEIVED

While I acknowledge the validity of safety and accessibility concerns, the proposed resolution plan does not adequately address these concerns. Rather, it will exacerbate danger to pedestrians and not improve the width of usable road space for drivers. Further, it will cause great inconvenience to residents and locals who rely on these spaces for ease of access to work, study and necessities.

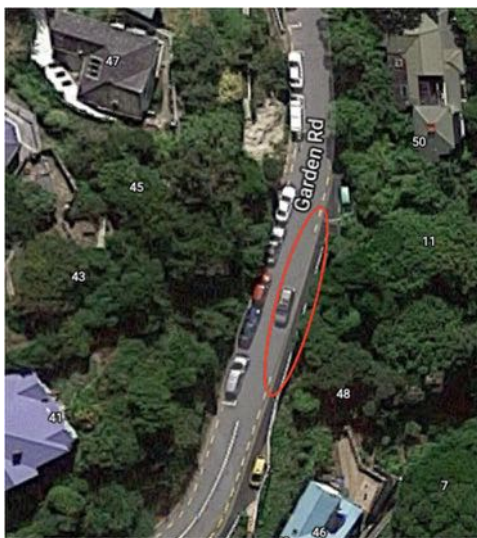
For the above reasons, I strongly propose that the **yellow lines should be installed on the south side of Garden Road** rather than the north side.

This would render anyone parking there illegal (even though nobody does anyway), leaving only the north side of the road occupied and ensuring at least 3 metres of usable road space for through traffic. It would only remove 3 spaces for parking (which nobody currently uses) rather than the 6 on the north side.

Adding broken yellow lines on the north side of the road will force residents to park on the south side of the road, so that drivers travelling through will have to zig-zag around cars parked on the north and south sides of the road, with poorer visibility of Garden Road's uphill gradient. With yellow lines installed on the south side, cars driving up the street have good visibility and simply need to keep left.

Please see the attached image and the circled red area on the south side of the road, where myself and other residents believe the broken yellow lines should instead be installed.

Thank you for considering my feedback; I strongly encourage that you take the suggested action.



### Officer's response:

Thank you for your feedback on Traffic Resolution Plan: TR 123 -21 Garden Road, Northland – No Stopping At All Times.

In response to your reasons:

1. Misunderstanding of current parking arrangement:

The road width measures 5.5 meters with the current parking arrangement allowing vehicles to park on both sides of the road leaving a lane width of 1.5 metres for vehicles to travel through. This is insufficient for emergency/ residents to safely drive through.

2. Reduction of available parking spaces:  
WCC parking policy highlights the Council's priorities of ensuring safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
3. It will exacerbate sidewalk parking:  
All drivers are expected to be aware of the Road Code and may be subject to enforcement action if they are parked illegally. Parking over the footpath is illegal in accordance with the new Wellington City Council parking policy. If you observe a vehicle parked on the footpath you can call 04 499 4444 with the details of the vehicle.
4. Alternate routes available:  
We acknowledge that there are other alternative routes to be used, however we need to ensure those who wish to travel along Garden Road also have safe access to do so.

We have decided to maintain the vehicles parking along the footpath side of the road yellow lines on the opposite side of Garden Road, to ensure pedestrians can safely enter and exit their vehicles adjacent to a formed footpath.

**Name:** Sara Clarke on behalf of Creswick Valley Residents Association  
**Suburb:** Northland  
**Agree:** No

This submission is on behalf of the members and supporters of Creswick Valley Residents Association.

The Council proposes installing no stopping lines (NSAAT) along the northern side of 41-47 Garden Road, which will result in cars at this location parking on the southern side.

On this stretch of the road, cars are required to use an existing NSAAT area as a pull-in area for passing, as the bend in the road means there is no clear sight line between the corners.

The change proposed has the potential to create a pinch point however this may be offset by extending the length over which both sides of the road have NSAAT.

We also note that there is a net reduction in the number of car parks for residents.

We think that the benefit of this change is marginal. We suggest that the Council review the changes, once implemented, to see if they are working as intended. We also would like to set up a dialogue with residents about the availability of residents parking. See further comment below.

CVRA has, since 2017, been requesting that no stopping markings be installed **along the whole length** of Garden Road (on one side or other and on both sides at corners), eliminating pinch points and stopping drivers from having to "slalom" down the road.

This is now the fourth traffic resolution that we have made related to parking on Garden Road since 2016. As we have stated on all previous occasions, we consider that Garden Road should be considered in an area-wide parking plan, that also encompasses the village and roads around the tunnels, which are increasingly used by commuters for parking. Looking at the whole road and the needs of residents would eliminate the need for these ad hoc changes. CVRA would welcome the opportunity to work with the Council on this.

Finally, as noted previously in submissions, we think that a considerable proportion of the uphill traffic at peak hours on Garden Road is Karori-bound traffic (via either the Northland tunnel or down Randwick Road) that is avoiding the tailback on Glenmore Street that is caused by having to give way to traffic at the Kelburn viaduct. We - and Karori commuters - would like to consider options to manage the traffic at this roundabout to ease the congestion on Glenmore Street. We would welcome a discussion on this too.

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

Thank you for your feedback on Traffic Resolution Plan: TR 123 -21 Garden Road, Northland – No Stopping At All Times.

In regard to your concerns for net reduction in the number of car parks for residents, Council officers must consider any request for parking changes in-line with <https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/parking-policy>

The new Parking Policy requires any residents parking assessments be based on an area wide approach rather than a single street approach – in this case, it would be an assessment of the Northland suburb.

This assessment will involve, but not limited to:

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- Review of the survey and appropriate allocation of parking
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Northland will be looked at as part of the implementation plan, however a timeline for when the investigation will be completed is currently uncertain.

One of the objectives of the Parking Policy is to support the shift in type of transport used – this means less reliance on private vehicles and a shift to public transport and active travel. Any scheme devised will have this objective of shifting the transport choices as well as considering the parking hierarchy (as per the parking policy) on these streets, residents are considered a higher priority than commuters.

We will keep monitoring the area after the broken yellow lines are implemented and will review any further safety concern enquiries.

Managing the traffic at this roundabout to ease the congestion on Glenmore Street is outside of the scope of this traffic resolution.

**Name:** Michael Turnbull  
**Suburb:** Northland  
**Agree:** No

I am a resident of Garden Road and have been so since the end of 2020. I am writing in response to the proposed installation of “25 metres of broken yellow lines along the northern side of Garden Road”, under proposal reference TR123-21 Garden Road, Northland – No Stopping At All Times.

**I strongly oppose the proposed installation of 25 metres of broken yellow lines in this location.** I am deeply concerned that this will neither solve the issues which are raised in the corresponding leaflet published by The Council, nor significantly benefit the lives of those residents living on the street, whom the Council should be centring in this proposal.

### **Council’s Explanation and Proposal**

The Council cites that the narrowness of the road, and its current parking arrangement, creates ‘safety and accessibility concerns’ for both residents and travellers on the street. This is because there is a parking section on the North side of the road, and no broken yellow lines on the South, allowing for cars to park within both the parking section, and on the pavement. Somehow, the Council’s solution to this dilemma is to remove the parking section, whilst not placing any broken yellow lines on the Southern side of the road.

### **Reality of Situation**

Firstly, it would be good to clarify why residents sometimes park on the Southern side of the road, on the footpath.

**There is currently not enough nearby, accessible parking available for residents of Garden Road to park their vehicles. Additionally, the current nearby public transport options are inadequate to serve the needs of students, and those with accessibility and mobility issues living on Garden Road, forcing them to rely on cars for transport in the first place.**

This forces some residents to park up on the footpath of Garden Road. It is deeply unfortunate that some residents are forced to take this measure to find a place where they can park their car, especially as this can make it hard for those with accessibility issues to traverse Garden Road footpath. However, it is the Council’s obligation to create a realistic solution to this problem which will allow residents an adequate space to park, and also keep the pavement clear for movement.

The current proposal is neither a realistic, nor beneficial, solution to residents or those transiting through Garden Road.

It must be noted that the current parking arrangement on Garden Road reflects the stresses placed on car parking capacity by underdeveloped parking infrastructure and an under-resourced and inaccessible public transport system. Removing the parking on the Northern side will only exacerbate the issue the Council is trying to solve.

### Proposal Impacts

Secondly, it is important to understand the impacts of the proposed changes, should they go ahead.

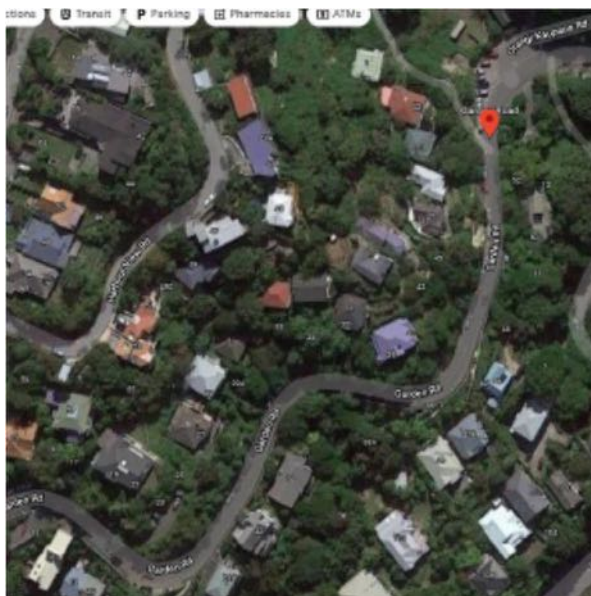
Should the changes proposed in the corresponding leaflet come into place, the issues raised of accessibility, particularly for residents with mobility or accessibility issues, while transiting through Garden Road, will only worsen.

By removing the already inadequate amount of parking made available to residents by Council on the Northern Side of Garden Road, and replacing it with a broken yellow line, it will force **more residents to park on the Southern side pavement of Garden Road, which will not have broken yellow lines and now be the only option for residents to park.**

Residents will now have no other option as to where to park their car, as the parking space on the Northern side has been removed. They will turn to parking on the Southern side pavement, increasing the inaccessibility of this walkway for those who need to use it.

In addition, it will create further congestion and parking issues on Garden Road, Glenmore Street, and the wider Northland and Kelburn area. Residents will be forced to compete further for the already meagre number of car parks available on Garden Road and the adjacent streets, leading to residents parking in potentially dangerous locations to secure a park.

This proposal will then, consequently, upset the current flow of foot and road traffic along Garden Road. At current, from the intersection with Orangi Kaupapa Road to approximately 12 Garden Road, all on street parking is located on the Northern side of the road (please see image below).



As seen in the above image, all parking within this stretch is located on the Northern side of Garden Road.



Whether coming up or down Garden Road, cars will now be forced to zig zag in between the cars parked within parking bays on the Northern side, and cars which are now forced to park on the sidewalk from 46 Garden Road down to 50 Garden Road. **This will firstly lead to a less streamlined transit along Garden Road, both for cars who must now be vigilant of hazards on both sides, and footpath users who will now have an increased number of cars parking on the Southern sidewalk.** It may also lead to further traffic accidents, as vehicles may not expect to have to switch from avoiding cars parked on the left, to cars now parked half on the pavement on the right.

Again, the proposal which Council have put forward has only worsened the issue at hand. It will not 'improve safety and accessibility for cars travelling on Garden Road' or create a positive pedestrian impact by ensuring the pavement '...will no longer be obstructed by vehicles hindering pedestrian movement'. In fact, it will realistically make both issues worse.

### **Groups Negatively Impacted**

There are many groups negatively impacted by this proposal.

#### Garden Road Residents (With and Without Cars)

The first and most obvious group negatively impacted is residents. Those with cars will have less parking space, or be forced to park on the pavement, placing their cars and those driving down Garden Road in a dangerous position. Those without will now have cars parked on the pavement, making the sidewalk now inaccessible for pedestrians with mobility issues (movement disabilities or the elderly), and generally less accessible for all.

#### Those Transiting Through Garden Road

Those vehicles transiting through Garden Road will now have to avoid hazards on either side of the road, creating potentially dangerous situations. Those walking through, as noted above, will now have a more inaccessible sidewalk.

#### Elderly and Disabled

By forcing those with cars to park on the sidewalk, the Council will have only further restricted the accessibility and clean movement of pedestrians through Garden Road. As noted above, this will particularly impact elderly and disabled people who will use the road as a thoroughfare. Not only that, but those residents who live nearby who need to park close by because of a disability or mobility issues, may be forced to park further away, making their daily commute considerably harder and their parking system far more tenuous.

### **Solutions**

However, despite the flawed proposal put forward, there is truth to some of these issues. The usage of the footpath for parking can and should be stopped, whilst allowing parking space for residents along Garden Road, and a safe and streamlined passage for pedestrians and vehicles using the road as a thorough fair.

**Suggestion One:** Add broken yellow lines to the Southern side of Garden Road and retain parking on the Northern Side (see image below).

By shifting the proposed broken yellow lines to the Southern side of Garden Road, you will prohibit cars from parking on the sidewalk, and still retain some parking space for residents. This will stop the blocking of the walkway, while still allowing residents a place to park.

**Suggestion Two:** Create more nearby parking for residents.

The core issue of residents parking on the sidewalk stems from a lack of nearby accessible parking. This could easily be solved by the Council developing further nearby parking.

**Suggestion Three:** Improve accessibility of public transport in the area.

This is a long-term solution, but a more accessible and affordable public transport system within Wellington City, and in the Northland suburb in particular, would gradually encourage residence that they do not need cars, helping to solve the congestion and parking issues. More frequent and affordable public transport, which are accessible for all of Wellington's population, would be a huge step in the right direction.



Southern Side of Garden Road, to stop cars parking on the pavement, whilst allowing parking spaces for residents.

### **Conclusion**

As a resident of Garden Road within the targeted area of 41 – 46 Garden Road, I strongly oppose the current proposal put forward by the Council for the reasons outlined above. Additionally, I believe a far better solution would be to move the broken yellow lines onto the Southern Side of the road, whilst retaining the parking on the Northern Side. If possible, I would like to orally submit further on this, and also invite current planners to come to Garden Road to discuss this issue further and work collaboratively with residents towards a solution.

Should the current proposal go ahead, I look forward to engaging in further strong dialogue with the Council on the matter.

**Officer's response:**

Thank you for your feedback on Traffic Resolution Plan: TR 123 -21 Garden Road, Northland – No Stopping At All Times.

In response to your suggestions:

1. We have decided to maintain the vehicles parking along the footpath side of the road yellow lines on the opposite side of Garden Road, to ensure pedestrians can safely enter and exit their vehicles adjacent to a formed footpath.
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Council has formed a 'Working Group' to formulate a process to implement the Parking Policy across the Wellington Region. An implementation plan will be devised to roll out parking changes across Wellington in-line with the Parking Policy.

Northland will be looked at as part of the implementation plan, however a timeline for when the investigation will be completed is currently uncertain.

One of the objectives of the Parking Policy is to support the shift in type of transport used – this means less reliance on private vehicles and a shift to public transport and active travel. Any scheme devised will have this objective of shifting the transport choices as well as considering the parking hierarchy (as per the parking policy) on these streets, residents are considered a higher priority than commuters. We will keep monitoring the area after the broken yellow lines implemented and will review further safety concern enquiries.

Managing traffic at this roundabout to ease the congestion on Glenmore Street is outside the scope of this traffic resolution.

3. The improvement in the accessibility of public transport in the area, outside of the scope of this traffic resolution.

Regarding your concerns for reduction of available parking spaces. WCC parking policy highlights the Council's priorities of ensuring safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.

All drivers are expected to be aware of the Road Code and may be subject to enforcement action if they are parked illegally. Parking over the footpath is illegal in accordance with the new Wellington City Council parking policy. If you observe a vehicle parked on the footpath you can call 04 499 4444 with the details of the vehicle.

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

There are often many traffic resolutions to increase or refine the area of no stopping zones through use of broken yellow lines. This helps vehicle traffic flow better but may perversely increase the amount of footpath parking, as vehicle users try to accommodate their fellows. With the new Parking Policy now in force, can we please specifically target these areas for enforcement to bed in any changes for a period of a month or so after the change has been made. For instance, TR 113-21 shows a car illegally parked on footpath and green berm on Duthie St. TR123-21 Garden Road, Northland identifies footpath parking as an issue. It is important that policy and regulation are only made when they are considered necessary and will be enforced.

The footpath on Garden Road is well used but very narrow and on one side of the road only. Any changes here need to ensure that pedestrian safety and access is well maintained. The TR identifies parking on footpaths as an issue in this area "This results in vehicles parking on the footpath to accommodate through traffic flow"

What steps will be taken to ensure that footpath parking does not occur on the footpath on this road?

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

Thank you for your feedback on Traffic Resolution Plan: TR 123 -21 Garden Road, Northland – No Stopping At All Times.

All drivers are expected to be aware of the Road Code and may be subject to enforcement action if they are parked illegally. Parking over the footpath is illegal in accordance with the new Wellington City Council parking policy. If you observe a vehicle parked on the footpath you can call 04 499 4444 with the details of the vehicle.