

**Traffic Resolution implementing an
Authorisation System for the
Golden Mile Special Vehicle Lanes**

*Section 22AB of the Land Transport Act 1998
Clauses 7 and 11 of the Traffic and Parking Bylaw 2021*

Reference	<p>TR28-23 – Golden Mile Revitalisation, implementation of an Authorisation System to manage access to the proposed Special Vehicle Lanes for the Golden Mile.</p> <p>This Traffic Resolution should be read and considered in conjunction with the Traffic Resolutions which establish Special Vehicle Lanes and make other changes for the following roads on the Golden Mile:</p> <ul style="list-style-type: none"> • (TR22-23-GM1) Lambton Quay corridor from Bowen Street to Willis Street (including side streets) • (TR23-23-GM1) Willis Street corridor - from Lambton Quay to Manners Street (including side streets) • (TR24-23-GM1) Manners Street corridor - from Taranaki Street to Willis Street (including side streets) • (TR25-23-GM1) Courtenay Place corridor from Taranaki Street to Cambridge Terrace (including side streets)
Context	<p>The Golden Mile is the main retail and commercial strip from the Parliament end of Lambton Quay, along Willis and Manners Streets, to the entertainment hub of Courtenay Place.</p> <p>A Special Vehicle Lane (SVL) is proposed to be established in at least one direction on the roads listed above on the Golden Mile. Each SVL will restrict motor vehicle use except for the following classes of motor vehicles:</p> <ol style="list-style-type: none"> 1. Buses 2. Vehicles used for specified purposes that are authorised by Wellington City Council (the Council) <p>This Traffic Resolution establishes an Authorisation System for the second class of motor vehicles.</p>
What we'd like to do	<p>We would like to manage access to the Golden Mile to deliver</p> <ul style="list-style-type: none"> • Improved, faster, more reliable bus system • Improved pedestrian safety • Improved pedestrian convenience • Improved street environment <p>To achieve this, we need to limit access to the Special Vehicle Lanes on the Golden Mile to buses and vehicles being used for certain specified purposes. This Traffic Resolution sets out the system to authorise such vehicles to drive on the Golden Mile SVLs for one of those purposes.</p> <p>The Council may in its discretion authorise motor vehicles being driven for one of the purposes specified in the table below as a class of motor vehicle that may be driven on a Golden Mile SVL.</p> <p>Authorisations are specific to a vehicle's registration number (number plates).</p>

A driver on the Golden Mile SVLs will commit an offence if they are driving an unauthorised vehicle, or driving an authorised vehicle not in accordance with its authorisation.

A driver may drive an authorised vehicle on the Golden Mile’s Special Vehicle Lanes only in accordance with the authorisation’s conditions – they will not have a general right to drive on the Golden Mile Special Vehicle Lanes at any time. Authorised vehicles able to access the Special Vehicle Lane must continue to comply with all applicable Road User Rules and Bylaws.

A person who requires vehicle access to a SVL on the Golden Mile for one of the specified purposes below, and considers that they meet the relevant criteria, may apply to the Council for an authorisation. There is no application fee. This fee setting may be reviewed in the future.

The fact a vehicle has or has in the past obtained an authorisation does not give rise to any expectation of further authorisations.

Authorisation applications will be considered and determined by the Council’s Authorised Officer. The application must contain all necessary information for it to be determined, and additional information may be requested.

The Authorised Officer may include additional conditions (including as to the authorisation’s duration) to the relevant standard authorisation conditions below, if it is deemed necessary by the Authorised Officer.

An Authorised Officer may review any authorisation and revoke that authorisation if justified, for example if incorrect information was provided, or if the vehicle is driven contrary to an authorisation’s conditions.

Authorisations will be limited in duration to reflect their purpose. For example, if a specific equipment delivery to a Golden Mile business would be impracticable if undertaken from the side streets, an authorisation may be obtained to access the Golden Mile. This authorisation will only be for as long as the delivery is expected to take.

All authorisations will be for off-peak times (before 7am, between 9am and 4pm, after 6pm), other than authorisations granted for access to a private car park, or authorisations to local government enforcement vehicles. If on-peak time authorisation is required, this will have to be obtained through a special circumstance authorisation as set out in the final row of the table below.

Authorisation type – specified vehicle purpose	Criteria to apply for authorisation	Standard Authorisation conditions
Goods or service vehicles	<ul style="list-style-type: none"> • Goods or service vehicles over six meters in length • Contracted to service property, or undertake public works, on or 	<ul style="list-style-type: none"> • Off-peak only • For purpose of authorisation only • The authorisation does not

		<p>adjacent to the Golden Mile</p> <ul style="list-style-type: none"> • Where not having direct access to the Golden Mile would make providing the service, or undertaking the works, impracticable 	<p>guarantee access to a loading zone.</p>
	Trades Vehicles	<ul style="list-style-type: none"> • Trades Vehicles • Contracted to provide trade services to property, or undertake public works on or adjacent to, the Golden Mile • Where not having direct access to the Golden Mile would make providing the service, or undertaking the works, impracticable 	<ul style="list-style-type: none"> • Off-peak only • For purpose of authorisation only • The authorisation does not guarantee access to a loading zone.
	Access to a private car park	<ul style="list-style-type: none"> • Owner or leaseholder of privately owned car park • Vehicle access to car park only possible by driving on a Special Vehicle Lane in the Golden Mile • One authorisation per car park 	<ul style="list-style-type: none"> • Granted on annual or biannual basis • Access only for the purpose of accessing a car park
	Cash collection vehicles	<ul style="list-style-type: none"> • Cash collection vehicles • Contracted to provide cash in transit services to businesses on or adjacent to the Golden Mile • Where not having direct access to the Golden Mile would make providing the service impracticable 	<ul style="list-style-type: none"> • Off-peak only • For purpose of authorisation only • Granted on annual or biannual basis • The authorisation does not guarantee access to a loading zone.
	Specialist motor vehicles undertaking waste collection, street cleaning	<ul style="list-style-type: none"> • Specialist motor vehicle • Contracted to undertake waste collection and street cleaning activities on the Golden Mile 	<ul style="list-style-type: none"> • Granted on an annual or biannual basis • Off-peak only • For purpose of authorisation only

	<ul style="list-style-type: none"> Where not having direct access to the Golden Mile would make providing the service impracticable 	
Local government enforcement vehicles undertaking compliance activities	<ul style="list-style-type: none"> Local government enforcement vehicle Undertaking compliance activity, including towing 	<ul style="list-style-type: none"> For purpose of authorisation only
Special Circumstances	<ul style="list-style-type: none"> This authorisation may be granted at the absolute discretion of the Council to enable motor vehicles to have direct access to the Golden Mile for specific tasks, including loading and unloading where alternative access is impracticable. Any of the specified vehicle purposes in the table above if peak time access is required 	<ul style="list-style-type: none"> Defined period as approved by the Council for purpose of authorisation only The authorisation does not guarantee access to a loading zone.

Timeframes for processing applications for authorisations:

- Standard authorisation applications will be processed within 5 working days of application
- Urgent authorisation applications may be applied for, and staff will make best efforts to process these authorisations within 1 working day of application.

Unforeseeable and/or exceptional circumstances and enforcement discretion:

- The Council appreciates that there will occasionally be circumstances when a person requires access to the Golden Mile Special Vehicle Lanes using a motor vehicle for unforeseeable and/or exceptional reasons.
- In these circumstances it might not always be possible for that person to apply for, and be granted, an authorisation in time.
- Anyone who receives an infringement notice in such circumstances may appeal the infringement notice to Council in the first instance, who will consider whether the unforeseen and/or exceptional circumstances justify waiving the notice.
- Unresolved or contested disputes can be referred to the District Court for determination.

Standard Operating Procedure

- The following Standard Operating Procedure has been developed by the Council to administer this Traffic Resolution's authorisation system.

	<ul style="list-style-type: none"> • The Chief Executive, or delegate, is authorised as Road Controlling Authority to make changes to the Standard Operating Procedures from time to time. <p>Offence (not a substitute for legislation)</p> <ul style="list-style-type: none"> • A driver who drives, an unauthorised vehicle in a Special Vehicle Lane or, contrary to the conditions of their vehicle’s authorisation on a Special Vehicle Lane will contravene rule 2.3(1)(f) of the Land Transport (Road User) Rule 2004. • The Land Transport (Offences and Penalties) Regulations 1999 prescribe the contravention of rule 2.3(1)(f) as an offence and provides penalties. • Under s 40 of the Land Transport Act 1998, a driver contravening rule 2.3(1)(f) commits an offence. The driver would then be subject to an infringement fee of \$150; or alternatively, if convicted the driver is liable to a maximum fine of \$1,000. • It is also an offence to park in a Special Vehicle Lane under rule 6.6, with an infringement fee of \$60.
Impact	<p>Analysis of the impacts of the project and a comparison of alternatives is presented in the Golden Mile Business Case. A summary of the main impacts is provided below.</p> <ul style="list-style-type: none"> • An improved faster, more reliable bus system • Improved pedestrian safety • Improved pedestrian convenience • Improved street environment <p>Changes to the Golden Mile are expected to:</p> <ul style="list-style-type: none"> • result in between 1 to 2 minutes bus travel time savings for each passenger. This creates opportunities to improve the efficiency and quality of bus services across the city • improve travel time reliability by: <ul style="list-style-type: none"> ○ reducing the time buses need to wait (through improving traffic signal timings and consolidating bus stops), ○ removing private motor vehicles (and associated side friction problems) ○ reducing bus queuing (for example a one-minute reduction in variability on Courtenay Place and Manners Street) • reduce the number of pedestrian crashes on the Golden Mile by 70% over the coming 10 years • reduced access for motorists, who may need to change where they park and the routes they use to access the central city • result in slower peak hour travel times for motor vehicles on Ghuznee Street and Featherston Street • result in net positive economic benefits for retail resulting from the increased footfall within the Golden Mile • requirement for those who wish to access the Golden Mile using motor vehicles to apply for an authorisation <p>Further information about the impacts of the project can be accessed at www.lgwm.nz/goldenmile</p>

Feedback	<p>If you'd like to provide us with specific feedback, fill out an online submission form at FORM LINK which can also be accessed through the www.lgwm.nz/home/have-your-say page.</p> <p>Please note if you're giving feedback, the consultation period opens at 9am 26 April 2023 and finishes at 12am 23 May 2023</p>
Next Steps	<ol style="list-style-type: none">1. There will be a four-week process for public consultation2. The proposal will go to the Council Committee on 29th June 2023.3. If approved, the changes will be implemented TBC.

APPROVED BY: Bradley Singh



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