

We are proposing a change in your area

Kia ora,

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

Proposal:

Reference	TR81-24 Punjab Street, Khandallah - Formalise Bus Stop (#4412 & 5412)
Location – where we propose to make the change	Punjab Street, Khandallah outside no. 10 to 14
What we'd like to do	Formalise Bus Stop #4412 & 5412 by installing adequate road markings.
Why we are proposing the change	<ul style="list-style-type: none"> • Council have received request from a member of the public to install No Stopping At All Times Road markings to indicate bus stops #4412 and #5412. • After discussion with Greater Wellington Regional Council, engineers have agreed that the best option is to install No Stopping At All Times Road markings as per NZTA guidelines to create the bus stop bay as well as entry and exit tapers for each bus stop to improve accessibility. • To improve safety and accessibility, we are proposing to install No Stopping At All Times (broken yellow lines) along the road between properties 10 to 14, as per the attached plans.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> • Improves bus service <p>Net Parking Impact</p> <ul style="list-style-type: none"> • Removal of five unrestricted parking spaces <p>Pedestrian impact</p> <ul style="list-style-type: none"> • No Change
How this relates to the parking policy	<ul style="list-style-type: none"> • Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none"> • Average monthly passenger number – 4412 Boarding 410, Alighting 9. 5412 Boarding Boarding 2, Alighting 434. • Average daily traffic count – 1,207 (2013 Data) • To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Friday 21 June 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> • Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) • What we do with your personal information: All submissions (including your first name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.

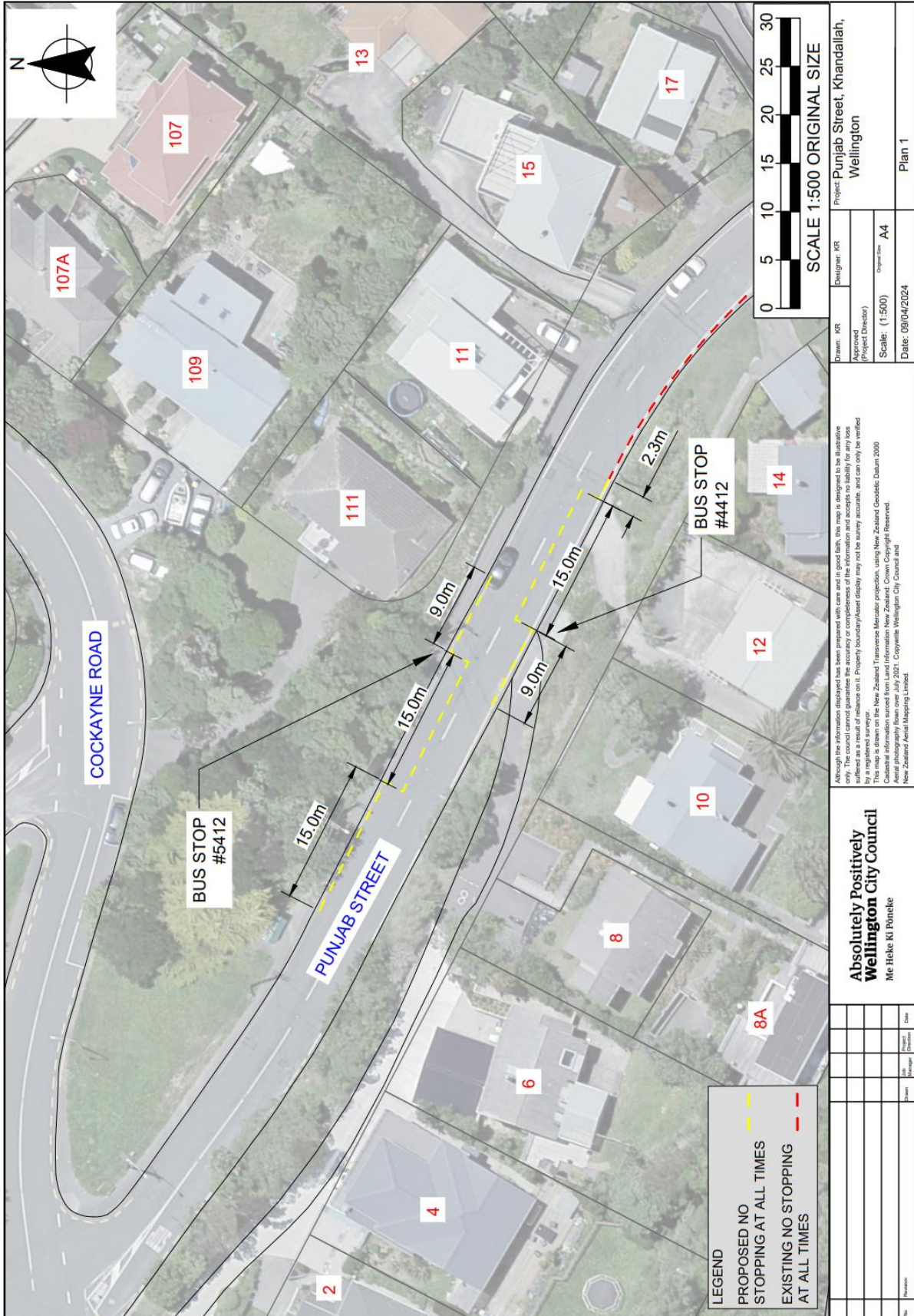
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	<ul style="list-style-type: none">For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.
Feedback	<ul style="list-style-type: none">If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Friday 21 June 2024 and finishes at 5.00 pm Friday 5 July 2024.
Next Steps	<ol style="list-style-type: none">Feedback collated by Monday 8 July 2024.The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 08 August 2024.If approved, the proposal will be installed within the following three months.

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Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan: TR81-24 Punjab Street, Khandallah - Formalise Bus Stop (#4412 & 5412)



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Legal Description

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

Column One	Column Two	Column Three
Punjab Street	<i>Bus Stop, At All Times</i>	<i>North side, commencing 72.0 metres east of its intersection with Cockayne Road (Grid coordinates X=1,749,530.42 Y=5,431,756.64) and extending in a westerly direction for 15.0 meters.</i>
Punjab Street	<i>Bus Stop, At All Times</i>	<i>South side, commencing 70.0 metres east of its intersection with Cockayne Road (Grid coordinates X=1,749,530.42 Y=5,431,756.64) and extending in an easterly direction for 15.0 meters.</i>

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

Column One	Column Two	Column Three
Punjab Street	<i>No Stopping At All Times</i>	<i>North side, commencing 42.0 metres east of its intersection with Cockayne Road (Grid coordinates X=1,749,530.42 Y=5,431,756.64) and extending in an easterly direction following the northern kerb line for 15.0 metres.</i>
Punjab Street	<i>No Stopping At All Times</i>	<i>North side, commencing 57.0 metres east of its intersection with Cockayne Road (Grid coordinates X=1,749,530.42 Y=5,431,756.64) and extending in an easterly direction following the northern kerb line for 15.0 metres.</i>
Punjab Street	<i>No Stopping At All Times</i>	<i>North side, commencing 72.0 metres east of its intersection with Cockayne Road (Grid coordinates X=1,749,530.42 Y=5,431,756.64) and extending in an easterly direction following the northern kerb line for 9.0 metres.</i>
Punjab Street	<i>No Stopping At All Times</i>	<i>South side, commencing 70.0 metres east of its intersection with Cockayne Road (Grid coordinates X=1,749,530.42 Y=5,431,756.64) and extending in an easterly direction following the southern kerb line for 9.0 metres.</i>

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<i>Punjab Street</i>	<i>No Stopping At All Times</i>	<i>South side, commencing 79.0 metres east of its intersection with Cockayne Road (Grid coordinates X=1,749,530.42 Y=5,431,756.64) and extending in an easterly direction following the southern kerb line for 15.0 metres.</i>
<i>Punjab Street</i>	<i>No Stopping At All Times</i>	<i>South side, commencing 94.0 metres east of its intersection with Cockayne Road (Grid coordinates X=1,749,530.42 Y=5,431,756.64) and extending in an easterly direction following the southern kerb line for 15.0 metres.</i>

Prepared By: Karl Rudge **(Transport Engineer)**
Approved By: Kate Gourdie **(Team Leader Traffic & Resolutions)**
Approved Date: 29/05/2024

Feedback

Name: Karen
Suburb: Khandallah
Agree: No

Thank you for advising of the proposed changes in this area and for the chance to provide feedback on the proposal.

I am a regular bus commuter and catch the 25 from Punjab Street to Victoria Street (and back) four or five times a week.

I am a strong advocate for public transport and for ensuring / enabling the smooth passage of buses.

I have been party to numerous incidents on Cockayne Road where two 25 buses have met head on and one has had to reverse, or where there is insufficient room for two buses to pass due to the presence of parked and moving cars.

However, I have never been party to an incident like this on Punjab Street (at the stops above). The road is relatively wide here (comparatively speaking for Wellington) and even when cars are parked on one side, traffic usually flows quite smoothly.

Problems arise when there are cars parked on both sides of the road (usually at the weekend when there is sport on at Nairnville Park).

My suggestion is that the proposed changes are made to the Southern side of the road i.e. Stop #4412 only. This will mean a continuation of the no stopping at all times heading east on Punjab Street, will allow the passage of traffic, will not result in the loss of so many parking spaces and will be cheaper.

Also, I believe more urgent attention is needed on the blind and narrow bends on sections of Cockayne Road (though these may already being addressed.)

Thank you for your consideration.

Officer Response:

Thank you for your feedback for TR81-24 Punjab Street, Khandallah - Formalise Bus Stop (#4412 & 5412).

This traffic resolution aimed to install No Stopping At All Times road markings as per NZTA standards at these two bus stops to allow for unimpeded entry and exit for buses at each bus stop. This change is not due to road width but it is to clearly mark where private vehicles can park so they are parked in a manner that is too close to the bus stop restricting bus access. Overall this will improve

Feedback Received

safety for patrons, ensuring they can safely board and disembark onto the kerbside footpath and ensure buses have full unimpeded access to the stop. We suggest that you contact Council to discuss the other observations you described above so that engineers can discuss your concerns in detail and work on the solutions.