
ORDINARY MEETING

OF

TRANSPORT AND URBAN DEVELOPMENT COMMITTEE

AGENDA

Time: 9:15 am
Date: Wednesday, 9 September 2015
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

MEMBERSHIP

Mayor Wade-Brown

Councillor Ahipene-Mercer
Councillor Coughlan
Councillor Eagle
Councillor Foster (Chair)
Councillor Free
Councillor Lee
Councillor Lester
Councillor Marsh

Councillor Pannett
Councillor Peck
Councillor Ritchie
Councillor Sparrow
Councillor Swain (External)
Councillor Woolf
Councillor Young

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 803-8334, emailing public.participation@wcc.govt.nz or writing to Democratic Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number and the issue you would like to talk about.

AREA OF FOCUS

The focus of the Committee is to direct growth to where the benefits are greatest and where adverse effects are minimised, and to deliver a quality compact urban environment.

The Committee will also lead and monitor a safe, efficient and sustainable transport system that supports Wellington's economy and adds to residents' quality of life with a strong focus on improving cycling and public transport and enhancing Wellington's walkability.

Quorum: 4 members

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1 Meeting Conduct

1.1 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.

1.2 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.

1.3 Confirmation of Minutes

The minutes of the meeting held on 5 August 2015 will be put to the Transport and Urban Development Committee for confirmation.

1.4 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 3.23.3 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.

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 Transport and Urban Development Committee.

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.

Minor Matters relating to the General Business of the Transport and Urban Development Committee.

No resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the Transport and Urban Development Committee for further discussion.

2. General Business

PROPOSED SUBCOMMITTEE - SPEED LIMITS SUBCOMMITTEE

Purpose

1. It is proposed that the Transport and Urban Development Committee form a sub-committee to hear public submissions regarding suburban speed limits.

Summary

2. Public consultation is about to commence on proposed lower speed limits within specified suburban shopping centres.
3. It is proposed to form a sub-committee (*Speed Limits Subcommittee*), of the Transport and Urban Development Committee, to conduct the oral hearings and report back to the Transport and Urban Development Committee.

Recommendations

That the Transport and Urban Development Committee:

1. Receive the information.
2. Agree the Terms of Reference contained in Attachment 1.
3. Agree the appointment of the Subcommittee's membership which will consist of the Chair and three Councillors from the Transport and Urban Development Committee. The Mayor is an ex officio member.
4. Note the Subcommittee will report to the Transport and Urban Development Committee early December 2015.

Background

Supporting information for 30 km/h suburban speed limits

4. In June 2009 the Council's Strategy & Policy Committee approved a programme of lower speed limits within 21 suburban shopping centres. To date, 10 shopping centres have had speed limits of 30km/h introduced.
5. Officers are about to commence consultation on the next set of suburban shopping centre speed limits. It is intended that information will go out 31 August – 4 September 2015 via a range of media including letter box drop, website, media, and emails to key stakeholders.
6. Public consultation will occur from 8 September to 11 October 2015, with hearings proposed to be held on 29 October 2015.

7. It is recommended that the oral hearings scheduled for 29 October 2015 (and possibly 30 October 2015) should be heard by a subcommittee that will report to Transport and Urban Development Committee in December 2015.
8. This paper seeks to create that sub-committee. Draft Terms of Reference for the proposed sub-committee are attached.
9. If the proposal to create the sub-committee is approved, the Transport and Urban Development Committee will be required to appoint the Chair and three members of the Transport and Urban Development Committee. Note that the Mayor is an ex officio member.

Attachments

Attachment 1. Terms of Reference - Speed Limits Subcommittee

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Author	Darren Reddiex, Sustainable Trans Proj Co-ord
Authoriser	Anusha Guler, Acting Director Governance

**TRANSPORT AND URBAN DEVELOPMENT
COMMITTEE
9 SEPTEMBER 2015**

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Subcommittee Terms of Reference	Authorising Body	Transport and Urban Development Committee
	Title	Speed Limits Subcommittee
	Approval Date	9 September 2015

Purpose

The Subcommittee has responsibility to hear submissions on **30 KM/H suburban speed limits in five suburban shopping centres; and an extension of the 50KM/H speed limit on Happy Valley Road** and report the results of oral hearings and final recommendations to the Transport and Urban Development Committee.

Parent Body

The Subcommittee reports to the Transport and Urban Development Committee.

Chairperson

The Chair will be determined by the Transport and Urban Development Committee.

Membership

The membership of the Speed Limits Subcommittee shall be determined by the Transport and Urban Development Committee and comprise of:

- a. Chair
- b. Three members of the Transport and Urban Development Committee
- c. The Mayor is an ex officio member.

Quorum

The Quorum shall be a majority of the members.

Terms of Reference

The Subcommittee will have responsibility and authority to:

1. Accept and hear submissions on the review of the Speed Limits: traffic provisions in the Consolidated Bylaw 2008.
2. Report the results of oral hearings and final recommendations to the Transport and Urban Development Committee.

The Subcommittee will have delegated authority to carry out activities within the terms of reference above.

Frequency of Meetings

The Subcommittee shall meet on an as required basis.

Conduct of Affairs

The Subcommittee shall conduct its affairs in accordance with the *Local Government Act 2002*, the *Local Government Official Information and Meetings Act 1987*, the *Local Authorities (Members' Interests) Act 1968*, Council's Standing Orders and Code of Conduct.

Item 2.1 Attachment 1

TRAFFIC RESOLUTIONS

Purpose

1. This report outlines the recommended amendments to the Wellington City Council Traffic Restrictions. These recommendations support the achievement of the Council's Transport Strategy Outcomes of safety, accessibility, efficiency and sustainability.

Summary

2. The proposed resolutions were advertised on 7 July 2015, giving the public 18 days to provide feedback.
3. All feedback received during the Consultation period has been included in the attachments of this report and, where appropriate, officers' responses have been included.

Recommendations

That the Transport and Urban Development Committee:

1. Receive the information.
2. Approves the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.

a) No stopping, at all times – Lower Watt Street, Wadestown (TR47-15)

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

Column One	Column Two	Column Three
Lower Watt Street	<i>No stopping, at all times</i>	<i>West side, commencing 93 metres north of its intersection with Grosvenor Terrace (Grid coordinates x= 1,749,084.5 m y= 5,430,217.7 m), and extending in a northerly direction following the Western kerbline for 6.5 metres.</i>

b) No stopping, at all times – Cecil Road, Wadestown (TR48-15)

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

Column One	Column Two	Column Three
Cecil Road	<i>No stopping, at all times</i>	<i>North side, commencing at its intersection with Rangimarie Way (Grid coordinates x= 1,748,154.3 m y=5,430,329.3 m), and extending in a westerly direction following the</i>

northern kerbline for 6 metres.

Cecil Road	<i>No stopping, at all times</i>	<i>West side, commencing 51.5 metres south of its intersection with Rangimarie Way (Grid coordinates x= 1,748,154.3 m y=5,430,329.3 m), and extending in a southerly direction following the western kerbline for 6 metres.</i>
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c) New cycle lanes – Tirangi Road, Kilbirnie (TR49-15)

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

Column One	Column Two	Column Three
<i>Tirangi Road</i>	<i>No Stopping – At All Times</i>	<i>West side, commencing at its intersection with Coutts Street (Grid coordinates x= 1750959.5078m, y=5423769.1494m), extending in a southerly direction following the western kerbline for 25.0 metres.</i>
<i>Tirangi Road</i>	<i>No Stopping – At All Times</i>	<i>West side, commencing 60.0 metres south of its intersection with Coutts Street (Grid coordinates x= 1750959.5078m, y=5423769.1494m), extending in a southerly direction following the western kerbline for 9.5 metres.</i>
<i>Tirangi Road</i>	<i>No Stopping – At All Times</i>	<i>West side, commencing 83.0 metres north of its intersection with Kingsford Smith Street (Grid coordinates x=1750871.3927, y= 5423597.0662m), extending in a northerly direction following the western kerbline for 11.5 metres.</i>
<i>Tirangi Road</i>	<i>No Stopping – At All Times</i>	<i>East side, commencing at its intersection with Coutts Street (Grid coordinates x=1750972.3778 m, y= 5423760.4908m), extending in a southerly direction following the western kerbline for 48.5 metres.</i>
<i>Tirangi Road</i>	<i>No Stopping – At All Times</i>	<i>East side, commencing 59.0 metres south of its intersection with Coutts Street (Grid coordinates x=1750972.3778 m, y= 5423760.4908m), extending in a</i>

		southerly direction following the western kerbline for 11.0 metres.
<i>Tirangi Road</i>	<i>No Stopping – At All Times</i>	West side, commencing 86.0 metre south of its intersection with Coutts Street (Grid coordinates x=1750972.3778 m, y=5423760.4908m), extending in a southerly direction following the western kerbline for 12.0 metres.

Add to Schedule I (Cycle Lanes) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<i>Tirangi Road</i>	<i>Cycle lane</i>	West side, commencing 72.5 metres north of its intersection with Kingsford Smith Street (Grid coordinates x=1750871.3927, y=5423597.0662m), extending in a northerly direction following the western kerbline for 73.3 metres.
<i>Tirangi Road</i>	<i>Cycle lane</i>	East side, commencing 12.5 metres south of its intersection with Coutts Street (Grid coordinates x=1750972.3778 m, y=5423760.4908m), extending in a southerly direction following the eastern kerbline for 102.0 metres.

d) Bike Parking Corrals – Ghuznee Street, Cuba Street and Wigan Street, Te Aro (TR50-15)

Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<i>Cuba Street</i>	<i>Loading Zone - goods vehicles and authorised vehicles only. P5, Monday to Saturday 8:00am - 6:00pm.</i>	East side, commencing 14.5 metres north of its intersection with Vivian Street (Grid Coordinates X=2658631.306786 m, Y=5988716.060766 m) and extending in a northerly direction following the kerbline for 6 metres.
<i>Wigan Street</i>	<i>Mobility parking - displaying an operation mobility permit only. P120 Maximum, Monday to Thursday</i>	South side, commencing 109.5 metres west of its intersection with Taranaki Street (Grid coordinates x= 1748735.0 m, y= 5426809.9 m), and extending in a westerly

8:00am - 6:00pm,
Friday 8:00am -
8:00pm, Saturday
8:00am - 6:00pm

*direction following the southern
kerbline for 6 metres. (1 parallel
mobility parking space)*

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

Column One	Column Two	Column Three
<i>Ghuznee Street</i>	<i>No Stopping - At All Times</i>	<i>North side, commencing 132.5 metres east of its intersection with Victoria Street (Grid Coordinates X=2658566.736679 m, Y=5988944.463751 m) and extending in an easterly direction following the kerbline for 10.5 metres.</i>

Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<i>Cuba Street</i>	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>East side, commencing 20.5 metres north of its intersection with Vivian Street (Grid coordinates x= 1748609.1 m, y= 5426993.9 m), and extending in a northerly direction following the kerbline for 41 metres (7 parallel carparks).</i>
<i>Wigan Street</i>	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>South side, commencing 103.5 metres west of its intersection with Taranaki Street (Grid coordinates x= 1748735.0 m, y= 5426809.9 m), and extending in a westerly direction following the southern kerbline for 6 metres. (1 parallel parking space)</i>

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

Column One	Column Two	Column Three
<i>Ghuznee Street</i>	<i>Parking place in the form of bicycles only parking – at all times</i>	<i>North side, commencing 132.5 metres east of its intersection with Victoria Street (Grid Coordinates X=2658566.736679 m, Y=5988944.463751 m) and extending in an easterly direction following the kerbline for 6.8 metres.</i>

Cuba Street	<i>Parking place in the form of bicycles only parking – at all times</i>	<i>East side, commencing 14.5 metres north of its intersection with Vivian Street (Grid Coordinates X=2658631.306786 m, Y=5988716.060766 m) and extending in a northerly direction following the kerbline for 10 metres.</i>
Wigan Street	<i>Parking place in the form of bicycles only parking – at all times</i>	<i>South side, commencing 108.5 metres west of its intersection with Taranaki Street (Grid coordinates x= 1748735.0 m, y= 5426809.9 m), and extending in a westerly direction following the southern kerbline for 3.6 metres.</i>
Wigan Street	<i>Mobility parking - displaying an operation mobility permit only. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm</i>	<i>South side, commencing 112.1 metres west of its intersection with Taranaki Street (Grid coordinates x= 1748735.0 m, y= 5426809.9 m), and extending in a westerly direction following the southern kerbline for 5 metres. (1 parallel mobility parking space)</i>

Add to Schedule F (Metered parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Cuba Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>East side, commencing 24.5 metres north of its intersection with Vivian Street (Grid coordinates x= 1748609.1 m, y= 5426993.9 m), and extending in a northerly direction following the kerbline for 37 metres (6 parallel carparks).</i>
Wigan Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>South side, commencing 103.5 metres west of its intersection with Taranaki Street (Grid coordinates x= 1748735.0 m, y= 5426809.9 m), and extending in a westerly direction following the southern kerbline for 5.0 metres. (1 parallel parking space)</i>

e) Time Limited Parking – Brooklyn Road, Brooklyn (TR51-15)

Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
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Brooklyn Road	<i>P30, Monday to Friday, 8:00am-6:00pm</i>	<i>West side, commencing 1188 metres north of its intersection with Ohiro Road (Grid coordinates x=1,747,703.9 m, y=5,426,140.2 m), and extending in a northerly direction following the northern kerbline for 7.5metres</i>
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f) No Stopping, at all times – Dixon Street, Te Aro (TR52-15)

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

Column One	Column Two	Column Three
Dixon Street	<i>No stopping, at all times</i>	<i>South side, commencing 14 metres from its intersection with The Terrace (Grid coordinates x=1,748,333.3 m, y=5,427,519.1 m), and extending in an easterly direction following the southern kerbline for 8.5 metres.</i>
Dixon Street	<i>No stopping, at all times</i>	<i>South side, commencing 32.5 metres from its intersection with The Terrace (Grid coordinates x=1,748,333.3 m, y=5,427,519.1 m), and extending in an easterly direction following the southern kerbline for 11.5 metres.</i>
Dixon Street	<i>No stopping, at all times</i>	<i>South side, commencing 64 metres from its intersection with The Terrace (Grid coordinates x=1,748,333.3 m, y=5,427,519.1 m), and extending in an easterly direction following the southern kerbline for 6 metres.</i>

g) Removal of mobility park – Adelaide Road, Newtown (TR54-15)

Delete from Schedule D (Restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Adelaide Road	<i>No stopping except for vehicles displaying an operation mobility card, at all times</i>	<i>East side, commencing 28 metres south of its intersection with Colombo Street and extending in a southerly direction following the eastern kerbline for 8 metres</i>

h) No Stopping, at all times – Melbourne Road, Island Bay (TR55-15)

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

Column One	Column Two	Column Three
Melbourne Road	<i>No stopping, at all times</i>	<i>West side, commencing 12 metres south of its intersection with Avon street(Grid coordinates x= 1,748636.95 m, y= 5,422669.76 m), and extending in a southerly direction following the western kerb line for 5.5 metres.</i>

i) Reconfirmation – No Stopping, at all times and Bus Stop relocation – Strathmore Avenue, Strathmore Park (TR56-15)

Delete from Schedule B (Restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Strathmore Avenue	<i>Bus Stop, at all time</i>	<i>East side, commencing 139 metres east of its intersection with Kinghorne Street and extending in a southerly direction following the eastern kerblines for 12 metres</i>

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

Column One	Column Two	Column Three
Strathmore Avenue	<i>Bus Stop, at all time</i>	<i>East side, commencing 83 metres south of its intersection with Kinghorne Street (grid coordinates x= 1,752359.4 , y= 5, 423199.8),and extending in a southerly direction following the eastern kerblines for 14 metres</i>

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

Column One	Column Two	Column Three
Strathmore Avenue	<i>No stopping, At all times</i>	<i>East side, commencing 50 metres south of its intersection with Kinghorne street (grid coordinates x= 1,752358.3m , y= 5, 423255.5m), and extending in a southerly direction following the western kerblines for 11 metres.</i>

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

Column One	Column Two	Column Three
<i>Strathmore Avenue</i>	<i>No stopping, At all times</i>	<i>East side, commencing 66 metres south of its intersection with Kinghorne street (grid coordinates x= 1,752359.2m , y= 5, 423237.1m), and extending in a southerly direction following the western kerbline for 6 metres.</i>

j) No Stopping, at all times – Martin Square, Te Aro (TR58-15)

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

Column One	Column Two	Column Three
<i>Martin Square</i>	<i>No stopping, at all times</i>	<i>Outer side, commencing 64 metres east of its northern intersection with Taranaki Street (Grid coordinates x= 1,748,797.5 m y= 5,426,747.3 m), and extending in an easterly and northerly direction for 13 metres.</i>
<i>Martin Square (northern cul-de-sac)</i>	<i>No stopping, at all times</i>	<i>Outer side, commencing 88 meters east and north of its northern intersection with Taranaki Street (Grid coordinates x= 1,748,812.9 m, y= 5,426,755.1 m), and extending in a northerly, easterly and southerly direction for 21 metres.</i>

k) No Stopping, at all times – Bidwill Street, Mt. Cook (TR59-15)

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

Column One	Column Two	Column Three
<i>Bidwill Street</i>	<i>No stopping, at all times</i>	<i>South side, commencing 161 metres west of its intersection with Taranaki Street and extending in a westerly direction following the southern kerbline for 106.5 metres.</i>
<i>Bidwill Street</i>	<i>No stopping, at all times</i>	<i>East side, commencing 301 metres west of its intersection with</i>

Taranaki Street and extending in a southerly direction following the southern kerbline for 98.5 metres.

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

Column One	Column Two	Column Three
<i>Bidwill Street</i>	<i>No stopping, at all times</i>	<i>South side, 143 metres west of its intersection with Wallace Street (Grid coordinates x= 1,748,360.6 m y= 5,426,168.1 m), and extending in a westerly direction following the southern kerbline for 257 metres.</i>

l) No Stopping, at all times – Broderick Road, Johnsonville (TR64-15)

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

Column One	Column Two	Column Three
<i>Broderick Road</i>	<i>No stopping, at all times</i>	<i>East side, commencing 90 metres south of its intersection with Old Coach Road (Grid coordinates x= 1,750,505.7 m, y= 5,435,001.99), and extending in a southerly direction following the eastern kerb line for 8 metres.</i>

m) No Stopping, at all times – Main Road, Tawa (TR65-15)

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

Column One	Column Two	Column Three
<i>Main Road</i>	<i>No stopping, at all times</i>	<i>South side, commencing 83.5 metres south of its intersection with Elena Place and extending in a westerly direction following the southern kerbline to its intersection with Lyndhurst Road.</i>

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

Column One	Column Two	Column Three
<i>Main Road</i>	<i>No stopping, at all times</i>	<i>West side, commencing 65 metres north of its intersection with Elena Place (Grid coordinates</i>

*x= 1,753,055.04 m,
y= 5,440,485.3 m), and extending
in a northerly direction following the
western kerb line for 42.5 metres to
its intersection with Lyndhurst
Road.*

n) Time Limited Parking – Colombo Street, Newtown (TR66-15)

Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Colombo Street	<i>P10, Monday to Friday 9:00am-9:30am 3:00pm-3:30pm</i>	<i>North side, commencing 91 metres east of its intersection with Adelaide Road (Grid coordinates x= 1,748790.8 m, y= 5,425062.0 m), and extending in a easterly direction following the western kerbline for 6 metres</i>

o) No Stopping, at all times – Washington Avenue, Brooklyn (TR67-15)

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

Column One	Column Two	Column Three
Washington Avenue	<i>No stopping, at all times</i>	<i>East side, commencing 9.5 metres north of its intersection with Heaton Terrace (Grid coordinates x= 1,747910 m, y= 5, 425939.9 m), and extending in a northerly direction following the eastern kerb line for 4 metres.</i>

p) No Stopping, at all times – Carlton Gore Road, Roseneath (TR68-15)

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

Column One	Column Two	Column Three
Carlton Gore Road	<i>No stopping, at all times</i>	<i>South side, commencing 250 metres east of its intersection with Oriental Parade(Grid coordinates x=1,750909.2 m, y=5,427811.1 m), and extending in an easterly direction following the kerbline for 9 metres</i>

q) Changes to Traffic & Parking – Victoria Street, Te Aro (TR69-15)

Delete from Schedule A (Time Limited) Schedule B (Class Restricted) Schedule C

(Direction) Schedule D (No Stopping) Schedule E (Resident Parking) Schedule F (Metered Parking) Schedule G (Give Way & Stop) Schedule H (Pedestrian Crossings) Schedule I (Cycle Lanes) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Victoria Street	<i>Loading zone - goods vehicles and authorised vehicles only, P10, Monday to Saturday 8:00am - 6:00pm.</i>	<i>East side, commencing 21.5 metres south of its intersection with Vivian Street (Grid Coordinates X=2658467.634245 m, Y=5988781.08477 m) and extending in a southerly direction following the kerbline for 16 metres.</i>
	<i>Motorcycle Parking, At All Times.</i>	<i>East side, commencing 56 metres south of its intersection with Dixon Street (Grid Coordinates X=2658667.791134 m, Y=5989089.565859 m) and extending in a southerly direction following the kerbline for 10 metres.</i>
	<i>Bus Stop, At All Times.</i>	<i>East side, commencing 86 metres south of its intersection with Ghuznee Street (Grid Coordinates X=2658558.787882 m, Y=5988934.47928 m) and extending in a southerly direction following the kerbline for 27 metres.</i>
	<i>Bus Stop, At All Times.</i>	<i>East side, commencing 98.5 metres south of its intersection with Vivian Street (Grid Coordinates X=2658467.634245 m, Y=5988781.08477 m) and extending in a southerly direction following the kerbline for 19.5 metres.</i>
	<i>Loading zone - goods vehicles and authorised vehicles only, P10, Monday to Saturday 8:00am - 6:00pm.</i>	<i>West side, commencing 82.5 metres north of its intersection with Ghuznee Street (Grid Coordinates X=2658551.486111 m, Y=5988949.740355 m) and extending in a northerly direction following the kerbline for 11 metres.</i>
	<i>No Right Turn, At All Times.</i>	<i>Southbound traffic, no right turn to Vivian Street.</i>
	<i>One Way Restriction.</i>	<i>Southbound, from Vivian Street to Webb Street.</i>

<i>No Stopping, At All Times.</i>	<i>East side, commencing 10.5 metres south of its intersection with Dixon Street (Grid Coordinates X=2658667.791134 m, Y=5989089.565859 m) and extending in a north-easterly direction following the kerbline for 13 metres to Dixon Street.</i>
<i>No Stopping, At All Times.</i>	<i>East side, commencing 113 metres south of its intersection with Ghuznee Street (Grid Coordinates X=2658558.787882 m, Y=5988934.47928 m) and extending in a southerly direction following the kerbline for 54 metres.</i>
<i>No Stopping, At All Times.</i>	<i>East side, commencing 118 metres south of its intersection with Vivian Street (Grid Coordinates X=2658467.634245 m, Y=5988781.08477 m) and extending in a southerly direction following the kerbline for 43.5 metres.</i>
<i>No Stopping, At All Times.</i>	<i>East side, commencing 137.5 metres south of its intersection with Dixon Street (Grid Coordinates X=2658667.791134 m, Y=5989089.565859 m) and extending in a southerly direction following the kerbline for 33.5 metres.</i>
<i>No Stopping, At All Times.</i>	<i>East side, commencing 32.5 metres south of its intersection with Dixon Street (Grid Coordinates X=2658667.791134 m, Y=5989089.565859 m) and extending in a southerly direction following the kerbline for 8 metres.</i>
<i>No Stopping, At All Times.</i>	<i>East side, commencing 37.5 metres south of its intersection with Vivian Street (Grid Coordinates X=2658467.634245 m, Y=5988781.08477 m) and extending in a southerly direction following the kerbline for 21 metres.</i>

*No Stopping, At All
Times.*

*East side, commencing 42 metres
south of its intersection with
Ghuznee Street (Grid Coordinates
X=2658558.787882 m,
Y=5988934.47928 m) and
extending in a southerly direction
following the kerbline for 20 metres.*

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*No Stopping, At All
Times.*

*East side, commencing 45 metres
south of its intersection with Dixon
Street (Grid Coordinates
X=2658667.791134 m,
Y=5989089.565859 m) and
extending in a southerly direction
following the kerbline for 11 metres.*

*No Stopping, At All
Times.*

*East side, commencing 5 metres
south of its intersection with
Ghuznee Street (Grid Coordinates
X=2658558.787882 m,
Y=5988934.47928 m) and
extending in a southerly direction
following the kerbline for 27 metres.*

*No Stopping, At All
Times.*

*East side, commencing 5.5 metres
south of its intersection with Vivian
Street (Grid Coordinates
X=2658467.634245 m,
Y=5988781.08477 m) and
extending in a southerly direction
following the kerbline for 16 metres.*

*No Stopping, At All
Times.*

*East side, commencing 66 metres
south of its intersection with Dixon
Street (Grid Coordinates
X=2658667.791134 m,
Y=5989089.565859 m) and
extending in a southerly direction
following the kerbline for 23.5
metres.*

*No Stopping, At All
Times.*

*East side, commencing 74.5
metres south of its intersection with
Vivian Street (Grid Coordinates
X=2658467.634245 m,
Y=5988781.08477 m) and
extending in a southerly direction
following the kerbline for 8.5
metres.*

*No Stopping, At All
Times.*

*West side, commencing 131.5
metres north of its intersection with*

	<p><i>Vivian Street (Grid Coordinates X=2658459.493651 m, Y=5988800.682863 m) and extending in a northerly direction following the kerbline for 27.5 metres.</i></p>
<p><i>No Stopping, At All Times.</i></p>	<p><i>West side, commencing 134 metres north of its intersection with Ghuznee Street (Grid Coordinates X=2658551.486111 m, Y=5988949.740355 m) and extending in a northerly direction following the kerbline to its intersection with Feltex Lane for 9.5 metres.</i></p>
<p><i>No Stopping, At All Times.</i></p>	<p><i>West side, commencing 4 metres south of its intersection with Vivian Street (Grid Coordinates X=2658456.695068 m, Y=5988784.10051 m) and extending in a southerly direction following the kerbline for 157.5 metres.</i></p>
<p><i>No Stopping, At All Times.</i></p>	<p><i>West side, commencing 50.5 metres north of its intersection with Ghuznee Street (Grid Coordinates X=2658551.486111 m, Y=5988949.740355 m) and extending in a northerly direction following the kerbline for 11 metres.</i></p>
<p><i>No Stopping, At All Times.</i></p>	<p><i>West side, commencing 62.5 metres north of its intersection with Vivian Street (Grid Coordinates X=2658459.493651 m, Y=5988800.682863 m) and extending in a northerly direction following the kerbline for 13.5 metres.</i></p>
<p><i>No Stopping, At All Times.</i></p>	<p><i>West side, commencing 8 metres south of its intersection with Dixon Street (Grid Coordinates X=2658652.583053 m, Y=5989095.409452 m) and extending in a southerly direction following the kerbline to its intersection with Feltex Lane for 19.5 metres.</i></p>

No Stopping, At All Times.

West side, commencing 8.5 metres north of its intersection with Ghuznee Street (Grid Coordinates X=2658551.486111 m, Y=5988949.740355 m) and extending in a northerly direction following the kerbline for 7 metres.

No Stopping, At All Times.

West side, commencing 90.5 metres north of its intersection with Vivian Street (Grid Coordinates X=2658459.493651 m, Y=5988800.682863 m) and extending in a northerly direction following the kerbline for 30 metres.

No Stopping, At All Times.

West side, commencing from its intersection with Vivian Street (Grid Coordinates X=2658459.493651 m, Y=5988800.682863 m) and extending in a northerly direction following the kerbline for 35 metres.

Pedestrian Crossing.

East side, 163 metres south of its intersection with Vivian Street (Grid Coordinates X=2658467.634245 m, Y=5988781.08477 m).

Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.

East side, commencing 10.5 metres south of its intersection with Dixon Street (Grid coordinates x= 1748645.9 m, y= 5427377.5 m), and extending in a southerly direction following the kerbline for 22 metres. (4 parallel carparks)

Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.

East side, commencing 32 metres south of its intersection with Ghuznee Street (Grid coordinates x= 1748536.9 m, y= 5427222.4 m), and extending in a southerly direction following the kerbline for 10 metres. (2 parallel carparks)

Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.

East side, commencing 40.5 metres south of its intersection with Dixon Street (Grid coordinates x= 1748645.9 m, y= 5427377.5 m), and extending in a southerly direction following the kerbline for 5 metres. (1 parallel carpark)

<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>East side, commencing 58.5 metres south of its intersection with Vivian Street (Grid coordinates x= 1748445.7 m, y= 5427069.1 m). and extending in a southerly direction following the kerbline for 16 metres. (3 parallel carparks)</i>
<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>East side, commencing 62 metres south of its intersection with Ghuznee Street (Grid coordinates x= 1748536.9 m, y= 5427222.4 m), and extending in a southerly direction following the kerbline for 24 metres. (4 parallel carparks)</i>
<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>East side, commencing 83 metres south of its intersection with Vivian Street (Grid coordinates x= 1748445.7 m, y= 5427069.1 m). and extending in a southerly direction following the kerbline for 15.5 metres. (3 parallel carparks)</i>
<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>East side, commencing 89.5 metres south of its intersection with Dixon Street (Grid coordinates x= 1748645.9 m, y= 5427377.5 m), and extending in a southerly direction following the kerbline for 47.5 metres. (8 parallel carparks)</i>
<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>West side, commencing 120.5 metres north of its intersection with Vivian Street (Grid coordinates x= 1748437.6 m, y= 5427088.7 m), and extending in a northerly direction following the kerbline for 11 metres (2 parallel carparks).</i>
<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>West side, commencing 15.5 metres north of its intersection with Ghuznee Street (Grid coordinates x= 1748529.6 m, y= 5427237.6 m), and extending in a northerly direction following the kerbline for 35 metres. (6 parallel carparks)</i>
<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am -</i>	<i>West side, commencing 35 metres north of its intersection with Vivian Street (Grid coordinates x=</i>

	6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	1748437.6 m, y= 5427088.7 m), and extending in a northerly direction following the kerbline for 27.5 metres (5 parallel carparks).
	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 61.5 metres north of its intersection with Ghuznee Street (Grid coordinates x= 1748529.6 m, y= 5427237.6 m), and extending in a northerly direction following the kerbline for 21 metres. (4 parallel carparks)
	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 76 metres north of its intersection with Vivian Street (Grid coordinates x= 1748437.6 m, y= 5427088.7 m), and extending in a northerly direction following the kerbline for 14.5 metres (3 parallel carparks).
	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 93.5 metres north of its intersection with Ghuznee Street (Grid coordinates x= 1748529.6 m, y= 5427237.6 m), and extending in a northerly direction following the kerbline for 40.5 metres. (7 parallel carparks)
Victoria Street (Slip Lane 1)	Motorcycle Parking, At All Times.	East side, commencing 82 metres north of its intersection with Ghuznee Street (Grid Coordinates X=2658587.617528 m, Y=5988935.085098 m) and extending in a northerly direction following the kerbline for 6 metres.
	Loading zone, P5, Monday to Saturday 8:00am - 6:00pm.	West side, following the kerbline 11 metres north of its intersection with Ghuznee Street (Grid Coordinates X=2658583.256431 m, Y=5988936.85635 m) and extending in a northerly direction for 8.5 metres.
	No Stopping, At All Times.	East side, commencing 101 metres north of its intersection with Ghuznee Street (Grid Coordinates X=2658587.617528 m, Y=5988935.085098 m) and extending in a northerly direction following the kerbline for 8 metres.

*No Stopping, At All
Times.*

East side, commencing 66 metres north of its intersection with Ghuznee Street (Grid Coordinates X=2658587.617528 m, Y=5988935.085098 m) and extending in a northerly direction following the kerbline for 7.5 metres.

*No Stopping, At All
Times.*

East side, commencing from its intersection with Ghuznee Street (Grid Coordinates X=2658587.617528 m, Y=5988935.085098 m) and extending in a northerly direction following the kerbline for 17.5 metres.

*No Stopping, At All
Times.*

West side, following the kerbline 63.5 metres north of its intersection with Ghuznee Street (Grid Coordinates X=2658583.256431 m, Y=5988936.85635 m) and extending in a northerly direction to its intersection with Victoria Street for 32 metres.

*Motorcycle Parking, P120
Maximum, Monday to
Thursday 8:00am -
6:00pm, Friday 8:00am -
8:00pm, Saturday 8:00am
- 6:00pm.*

East side, commencing 15.5 metres north of its intersection with Ghuznee Street (Grid Coordinates x= 1748554.2 m, y= 5427227.7 m), and extending in a northerly direction following the western kerbline for 5 metres.

*No Stopping, At All
Times.*

West side, following the kerbline from its intersection with Ghuznee Street (Grid Coordinates X=2658583.256431 m, Y=5988936.85635 m) and extending in a northerly direction for 11 metres.

*Metered parking, P120
Maximum, Monday to
Thursday 8:00am -
6:00pm, Friday 8:00am -
8:00pm, Saturday and
Sunday 8:00 - 6:00pm.*

West side, following the kerbline 24 metres north of its intersection with Ghuznee Street (Grid coordinates x= 1748561.4 m, y= 5427224.8 m), and extending in a northerly direction for 33.5 metres. (11 angle carparks)

	<p><i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i></p>	<p><i>East side, commencing 20.5 metres north of its intersection with Ghuznee Street (Grid coordinates x= 1748554.2 m, y= 5427227.7 m) and extending in a northerly direction following the western kerbline for 33 metres. (11 angle carparks)</i></p>
	<p><i>Metered mobility parking - displaying an operation mobility permit only, at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i></p>	<p><i>East side, commencing 73.5 metres north of its intersection with Ghuznee Street (Grid coordinates x= 1748565.7 m, y= 5427223.0 m), and extending in a northerly direction following the kerbline for 8.5 metres. (2 angle carparks)</i></p>
<p>Victoria Street (Slip Lane 2)</p>	<p><i>Motorcycle Parking, At All Times.</i></p>	<p><i>East side of slip lane, commencing 98 metres north of its intersection with Vivian Street (Grid Coordinates X=2658488.073197 m, Y=5988780.717617 m) and extending in a northerly direction following the kerbline for 11 metres.</i></p>
	<p><i>No Right Turn, At All Times.</i></p>	<p><i>Southbound traffic, no right turn to Vivian Street.</i></p>
	<p><i>No Stopping, At All Times.</i></p>	<p><i>East side of slip lane, commencing 115 metres north of its intersection with Vivian Street (Grid Coordinates X=2658488.073197 m, Y=5988780.717617 m) and extending in a northerly direction following the kerbline for 11 metres.</i></p>
	<p><i>No Stopping, At All Times.</i></p>	<p><i>East side of slip lane, commencing from its intersection with Vivian Street (Grid Coordinates X=2658488.073197 m, Y=5988780.717617 m) and extending in a northerly direction following the kerbline for 6.5 metres.</i></p>
	<p><i>No Stopping, At All Times.</i></p>	<p><i>West side, following the kerbline 85.5 metres north of its intersection with Vivian Street (Grid Coordinates X=2658482.759844 m, Y=5988783.171194 m) and</i></p>

	<i>extending in a northerly direction to its intersection with Victoria Street for 35 metres.</i>
<i>No Stopping, At All Times.</i>	<i>West side, following the kerbline from its intersection with Vivian Street (Grid Coordinates X=2658482.759844 m, Y=5988783.171194 m) and extending in a northerly direction for 18 metres.</i>
<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>East side of slip lane, commencing 6.5 metres north of its intersection with Vivian Street (Grid coordinates x= 1748466.2 m, y= 5427068.7 m), and extending in a northerly direction following the kerbline for 52.5 metres. (9 angle carparks)</i>
<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>East side of slip lane, commencing 68 metres north of its intersection with Vivian Street (Grid coordinates x= 1748466.2 m, y= 5427068.7 m), and extending in a northerly direction following the kerbline for 10 metres. (2 angle carparks)</i>
<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>East side of slip lane, commencing 86 metres north of its intersection with Vivian Street (Grid coordinates x= 1748466.2 m, y= 5427068.7 m), and extending in a northerly direction following the kerbline for 5.5 metres. (1 angle carpark)</i>
<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>West side, following the kerbline 23 metres north of its intersection with Vivian Street (Grid coordinates x= 1748460.9 m, y= 5427071.2 m) and extending in a northerly direction for 56 metres. (19 angle carparks)</i>

Add to Schedule A (Time Limited) Schedule B (Class Restricted) Schedule C (Direction) Schedule D (No Stopping) Schedule E (Resident Parking) Schedule F (Metered Parking) Schedule G (Give Way & Stop) Schedule H (Pedestrian Crossings) Schedule I (Cycle Lanes) of the Traffic Restrictions Schedule

Column One

Column Two

Column Three

Victoria Street, East side	<i>No stopping, at all times</i>	<i>East side, commencing 4.8 metres south of its intersection with Dixon Street (Grid Coordinates X= 2658668.1 m, Y=5989090.5 m) and extending in a southerly direction following the kerb line for 8.0 metres</i>
	<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>East side, commencing 12.8 metres south of its intersection with Dixon Street (Grid Coordinates X= 2658668.1 m, Y=5989090.5 m) and extending in a southerly direction following the kerb line for 16.5 metres</i>
	<i>No stopping, at all times</i>	<i>East side, commencing 29.3 metres south of its intersection with Dixon Street (Grid Coordinates X= 2658668.1 m, Y=5989090.5 m) and extending in a southerly direction following the kerb line for 11.5 metres</i>
	<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>East side, commencing 40.8 metres south of its intersection with Dixon Street (Grid Coordinates X= 2658668.1 m, Y=5989090.5 m) and extending in a southerly direction following the kerb line for 5.2 metres</i>
	<i>No stopping, at all times</i>	<i>East side, commencing 46.0 metres south of its intersection with Dixon Street (Grid Coordinates X= 2658668.1 m, Y=5989090.5 m) and extending in a southerly direction following the kerb line for 10.9 metres</i>
	<i>Motorcycle parking, Monday to Sunday 8.00am - 6.00pm.</i>	<i>East side, commencing 56.9 metres south of its intersection with Dixon Street (Grid Coordinates X= 2658668.1 m, Y=5989090.5 m) and extending in a southerly direction following the kerb line for 12.0 metres</i>
	<i>No stopping, at all times</i>	<i>East side, commencing 66.9 metres south of its intersection with Dixon Street (Grid Coordinates X= 2658668.1 m, Y=5989090.5 m)</i>

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		<i>and extending in a southerly direction following the kerb line for 9.4 metres</i>
	<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>East side, commencing 76.3 metres south of its intersection with Dixon Street (Grid Coordinates X= 2658668.1 m, Y=5989090.5 m) and extending in a southerly direction following the kerb line for 22.6 metres</i>
	<i>No stopping, at all times</i>	<i>East side, commencing 98.9 metres south of its intersection with Dixon Street (Grid Coordinates X= 2658668.1 m, Y=5989090.5 m) and extending in a southerly direction following the kerb line for 10.4 metres</i>
	<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>East side, commencing 109.3 metres south of its intersection with Dixon Street (Grid Coordinates X= 2658668.1 m, Y=5989090.5 m) and extending in a southerly direction following the kerb line for 34.8 metres</i>
	<i>No stopping, at all times</i>	<i>East side, commencing 144.1 metres south of its intersection with Dixon Street (Grid Coordinates X= 2658668.1 m, Y=5989090.5 m) and extending in a southerly direction following the kerb line for 27.7 metres</i>
	<i>Cycle lane, at all times</i>	<i>East side, commencing 4.8 metres south of its intersection with Dixon Street (Grid Coordinates X= 2658668.1 m, Y=5989090.5 m) and extending in a southerly direction following the kerb line for 169.0 metres</i>
Victoria Street, West side	<i>No stopping, at all times</i>	<i>West side, commencing 5.4 metres north of its intersection with Ghuznee Street (Grid Coordinates X= 2658552.4 m, Y=5988949.8 m) and extending in a northerly direction following the kerb line for 16.1 metres</i>

<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>West side, commencing 21.5 metres north of its intersection with Ghuznee Street (Grid Coordinates X= 2658552.4 m, Y=5988949.8 m) and extending in a northerly direction following the kerb line for 12.2 metres</i>
<i>No stopping, at all times</i>	<i>West side, commencing 33.7 metres north of its intersection with Ghuznee Street (Grid Coordinates X= 2658552.4 m, Y=5988949.8 m) and extending in a northerly direction following the kerb line for 3.0 metres</i>
<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>West side, commencing 36.7 metres north of its intersection with Ghuznee Street (Grid Coordinates X= 2658552.4 m, Y=5988949.8 m) and extending in a northerly direction following the kerb line for 12.2 metres</i>
<i>No stopping, at all times</i>	<i>West side, commencing 48.9 metres north of its intersection with Ghuznee Street (Grid Coordinates X= 2658552.4 m, Y=5988949.8 m) and extending in a northerly direction following the kerb line for 11.3 metres</i>
<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>West side, commencing 60.2 metres north of its intersection with Ghuznee Street (Grid Coordinates X= 2658552.4 m, Y=5988949.8 m) and extending in a northerly direction following the kerb line for 6.1 metres</i>
<i>No stopping, at all times</i>	<i>West side, commencing 66.3 metres north of its intersection with Ghuznee Street (Grid Coordinates X= 2658552.4 m, Y=5988949.8 m) and extending in a northerly direction following the kerb line for 3.0 metres</i>
<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>West side, commencing 69.3 metres north of its intersection with Ghuznee Street (Grid Coordinates X= 2658552.4 m, Y=5988949.8 m)</i>

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	<i>and extending in a northerly direction following the kerb line for 13.0 metres</i>
<i>No stopping, at all times</i>	<i>West side, commencing 72.3 metres north of its intersection with Ghuznee Street (Grid Coordinates X= 2658552.4 m, Y=5988949.8 m) and extending in a northerly direction following the kerb line for 3.0 metres</i>
<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>West side, commencing 75.3 metres north of its intersection with Ghuznee Street (Grid Coordinates X= 2658552.4 m, Y=5988949.8 m) and extending in a northerly direction following the kerb line for 13.0 metres</i>
<i>No stopping, at all times</i>	<i>West side, commencing 88.3 metres north of its intersection with Ghuznee Street (Grid Coordinates X= 2658552.4 m, Y=5988949.8 m) and extending in a northerly direction following the kerb line for 3.0 metres</i>
<i>Loading Zone, Goods Vehicles and Authorised Vehicles Only, P10, Monday to Sunday 8.00am - 6.00pm</i>	<i>West side, commencing 91.3 metres north of its intersection with Ghuznee Street (Grid Coordinates X= 2658552.4 m, Y=5988949.8 m) and extending in a northerly direction following the kerb line for 13.0 metres</i>
<i>No stopping, at all times</i>	<i>West side, commencing 104.3 metres north of its intersection with Ghuznee Street (Grid Coordinates X= 2658552.4 m, Y=5988949.8 m) and extending in a northerly direction following the kerb line for 3.0 metres</i>
<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>West side, commencing 107.3 metres north of its intersection with Ghuznee Street (Grid Coordinates X= 2658552.4 m, Y=5988949.8 m) and extending in a northerly direction following the kerb line for 13.0 metres</i>

	<i>No stopping, at all times</i>	<i>West side, commencing 120.3 metres north of its intersection with Ghuznee Street (Grid Coordinates X= 2658552.4 m, Y=5988949.8 m) and extending in a northerly direction following the kerb line for 26.8 metres</i>
Victoria Street, Slip lane, East Side	<i>No stopping, at all times</i>	<i>East side slip lane, commencing 0.0 metres south of the slip lane inception (Grid Coordinates X= 2658614.8 m, Y=5988995.4 m) and extending in a southerly direction following the kerb line for 5.1 metres</i>
	<i>Disabled Parking, at all times</i>	<i>East side slip lane, commencing 5.1 metres south of the slip lane inception (Grid Coordinates X= 2658614.8 m, Y=5988995.4 m) and extending in a southerly direction following the kerb line for 10.0 metres</i>
	<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>East side slip lane, commencing 15.1 metres south of the slip lane inception (Grid Coordinates X= 2658614.8 m, Y=5988995.4 m) and extending in a southerly direction following the kerb line for 34.5 metres</i>
	<i>No stopping, at all times</i>	<i>East side slip lane, commencing 49.6 metres south of the slip lane inception (Grid Coordinates X= 2658614.8 m, Y=5988995.4 m) and extending in a southerly direction following the kerb line for 16.2 metres</i>
Victoria Street, Slip lane, North Side	<i>No stopping, at all times</i>	<i>North side slip lane, commencing 0.0 metres east of the slip lane inception (Grid Coordinates X= 2658607.0 m, Y=5988998.9 m) and extending in a easterly direction following the kerb line for 8.7 metres</i>
Victoria Street, Slip lane, West Side	<i>No stopping, at all times</i>	<i>West side slip lane, commencing 0.0 metres south of the slip lane inception (Grid Coordinates X= 2658607.0 m, Y=5988998.9 m)</i>

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		<i>and extending in a southerly direction following the kerb line for 8.4 metres</i>
	<i>Motorcycle parking, Monday to Sunday 8.00am - 6.00pm.</i>	<i>West side slip lane, commencing 8.4 metres south of the slip lane inception (Grid Coordinates X= 2658607.0 m, Y=5988998.9 m) and extending in a southerly direction following the kerb line for 17.4 metres</i>
	<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>West side slip lane, commencing 25.8 metres south of the slip lane inception (Grid Coordinates X= 2658607.0 m, Y=5988998.9 m) and extending in a southerly direction following the kerb line for 22.2 metres</i>
	<i>Loading Zone, Goods Vehicles and Authorised Vehicles Only, P10, Monday to Sunday 8.00am - 6.00pm</i>	<i>West side slip lane, commencing 48.0 metres south of the slip lane inception (Grid Coordinates X= 2658607.0 m, Y=5988998.9 m) and extending in a southerly direction following the kerb line for 8.5 metres</i>
	<i>No stopping, at all times</i>	<i>West side slip lane, commencing 56.5 metres south of the slip lane inception (Grid Coordinates X= 2658607.0 m, Y=5988998.9 m) and extending in a southerly direction following the kerb line for 10.2 metres</i>
Victoria Street, East side	<i>No stopping, at all times</i>	<i>East side, commencing 4.4 metres south of its intersection with Ghuznee Street (Grid Coordinates X= 2658558.5 m, Y=5988935.1 m) and extending in a southerly direction following the kerb line for 9.9 metres</i>
	<i>Bus stop, at all times</i>	<i>East side, commencing 14.3 metres south of its intersection with Ghuznee Street (Grid Coordinates X= 2658558.5 m, Y=5988935.1 m) and extending in a southerly direction following the kerb line for 30.0 metres</i>

<i>No stopping, at all times</i>	<i>East side, commencing 44.3 metres south of its intersection with Ghuznee Street (Grid Coordinates X= 2658558.5 m, Y=5988935.1 m) and extending in a southerly direction following the kerb line for 5.0 metres</i>
<i>Loading Zone, P10, Monday to Sunday 8.00am - 6.00pm</i>	<i>East side, commencing 49.3 metres south of its intersection with Ghuznee Street (Grid Coordinates X= 2658558.5 m, Y=5988935.1 m) and extending in a southerly direction following the kerb line for 5.2 metres</i>
<i>No stopping, at all times</i>	<i>East side, commencing 54.5 metres south of its intersection with Ghuznee Street (Grid Coordinates X= 2658558.5 m, Y=5988935.1 m) and extending in a southerly direction following the kerb line for 7.0 metres</i>
<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>East side, commencing 61.5 metres south of its intersection with Ghuznee Street (Grid Coordinates X= 2658558.5 m, Y=5988935.1 m) and extending in a southerly direction following the kerb line for 10.4 metres</i>
<i>No stopping, at all times</i>	<i>East side, commencing 71.9 metres south of its intersection with Ghuznee Street (Grid Coordinates X= 2658558.5 m, Y=5988935.1 m) and extending in a southerly direction following the kerb line for 6.6 metres</i>
<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>East side, commencing 78.5 metres south of its intersection with Ghuznee Street (Grid Coordinates X= 2658558.5 m, Y=5988935.1 m) and extending in a southerly direction following the kerb line for 5.2 metres</i>
<i>No stopping, at all times</i>	<i>East side, commencing 83.7 metres south of its intersection with Ghuznee Street (Grid Coordinates X= 2658558.5 m, Y=5988935.1 m)</i>

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		<i>and extending in a southerly direction following the kerb line for 8.5 metres</i>
	<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>East side, commencing 92.2 metres south of its intersection with Ghuznee Street (Grid Coordinates X= 2658558.5 m, Y=5988935.1 m) and extending in a southerly direction following the kerb line for 10.4 metres</i>
	<i>No stopping, at all times</i>	<i>East side, commencing 102.6 metres south of its intersection with Ghuznee Street (Grid Coordinates X= 2658558.5 m, Y=5988935.1 m) and extending in a southerly direction following the kerb line for 62.1 metres</i>
	<i>Cycle lane, at all times</i>	<i>East side, commencing 4.4 metres south of its intersection with Ghuznee Street (Grid Coordinates X= 2658558.5 m, Y=5988935.1 m) and extending in a southerly direction following the kerb line for 173.2 metres</i>
Victoria Street, West side	<i>No stopping, at all times</i>	<i>West side, commencing 0 metres north of its intersection with Vivian Street (Grid Coordinates X= 2658458.5 m, Y=5988796.8 m) and extending in a northerly direction following the kerb line for 81.1 metres</i>
	<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>West side, commencing 81.1 metres north of its intersection with Vivian Street (Grid Coordinates X= 2658458.5 m, Y=5988796.8 m) and extending in a northerly direction following the kerb line for 6.1 metres</i>
	<i>No stopping, at all times</i>	<i>West side, commencing 87.2 metres north of its intersection with Vivian Street (Grid Coordinates X= 2658458.5 m, Y=5988796.8 m) and extending in a northerly direction following the kerb line for 3.0 metres</i>

<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>West side, commencing 90.2 metres north of its intersection with Vivian Street (Grid Coordinates X=2658458.5 m, Y=5988796.8 m) and extending in a northerly direction following the kerb line for 6.1 metres</i>
<i>No stopping, at all times</i>	<i>West side, commencing 96.3 metres north of its intersection with Vivian Street (Grid Coordinates X=2658458.5 m, Y=5988796.8 m) and extending in a northerly direction following the kerb line for 10.1 metres</i>
<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>West side, commencing 106.4 metres north of its intersection with Vivian Street (Grid Coordinates X=2658458.5 m, Y=5988796.8 m) and extending in a northerly direction following the kerb line for 6.1 metres</i>
<i>No stopping, at all times</i>	<i>West side, commencing 112.5 metres north of its intersection with Vivian Street (Grid Coordinates X=2658458.5 m, Y=5988796.8 m) and extending in a northerly direction following the kerb line for 12.3 metres</i>
<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>West side, commencing 125.8 metres north of its intersection with Vivian Street (Grid Coordinates X=2658458.5 m, Y=5988796.8 m) and extending in a northerly direction following the kerb line for 12.2 metres</i>
<i>No stopping, at all times</i>	<i>West side, commencing 138.0 metres north of its intersection with Vivian Street (Grid Coordinates X=2658458.5 m, Y=5988796.8 m) and extending in a northerly direction following the kerb line for 26.8 metres</i>
Vivian Street, North side	<i>No stopping, at all times</i> <i>North side, commencing 3.5 metres east of its intersection with Victoria Street (Grid Coordinates X= 2658474.4 m, Y=5988789.1 m)</i>

		<i>and extending in a easterly direction following the kerb line for 5.5 metres</i>
	<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>North side, commencing 9.0 metres east of its intersection with Victoria Street (Grid Coordinates X= 2658474.4 m, Y=5988789.1 m) and extending in a easterly direction following the kerb line for 34.8 metres</i>
Victoria Street, East side	<i>No stopping, at all times</i>	<i>East side, commencing 5.6 metres south of its intersection with Vivian Street (Grid Coordinates X= 2658467.2m, Y=5988781.4 m) and extending in a southerly direction following the kerb line for 13.0 metres</i>
	<i>Loading Zone, Goods Vehicles and Authorised Vehicles Only, P10, Monday to Sunday 8.00am - 4.00pm</i>	<i>East side, commencing 18.6 metres south of its intersection with Vivian Street (Grid Coordinates X= 2658467.2m, Y=5988781.4 m) and extending in a southerly direction following the kerb line for 17.4 metres</i>
	<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 4.00pm</i>	<i>East side, commencing 36.0 metres south of its intersection with Vivian Street (Grid Coordinates X= 2658467.2m, Y=5988781.4 m) and extending in a southerly direction following the kerb line for 5.2 metres</i>
	<i>No stopping, at all times</i>	<i>East side, commencing 41.2 metres south of its intersection with Vivian Street (Grid Coordinates X= 2658467.2m, Y=5988781.4 m) and extending in a southerly direction following the kerb line for 17.0 metres</i>
	<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 4.00pm</i>	<i>East side, commencing 58.2 metres south of its intersection with Vivian Street (Grid Coordinates X= 2658467.2m, Y=5988781.4 m) and extending in a southerly direction following the kerb line for 16.5 metres</i>

<i>No stopping, at all times</i>	<i>East side, commencing 74.7 metres south of its intersection with Vivian Street (Grid Coordinates X=2658467.2m, Y=5988781.4 m) and extending in a southerly direction following the kerb line for 8.6 metres</i>
<i>Bus stop, at all times</i>	<i>East side, commencing 83.3 metres south of its intersection with Vivian Street (Grid Coordinates X=2658467.2m, Y=5988781.4 m) and extending in a southerly direction following the kerb line for 30.0 metres</i>
<i>No stopping, at all times</i>	<i>East side, commencing 113.3 metres south of its intersection with Vivian Street (Grid Coordinates X=2658467.2m, Y=5988781.4 m) and extending in a southerly direction following the kerb line for 50.8 metres</i>
<i>Clearway, Monday to Friday 4.00pm - 6.00pm</i>	<i>East side, commencing 18.6 metres south of its intersection with Vivian Street (Grid Coordinates X=2658467.2m, Y=5988781.4 m) and extending in a southerly direction following the kerb line for 56.1 metres</i>
<i>Cycle lane, at all times</i>	<i>East side, commencing 5.6 metres south of its intersection with Vivian Street (Grid Coordinates X=2658467.2m, Y=5988781.4 m) and extending in a southerly direction following the kerb line for 77.7 metres</i>
<i>Shared Path, at all times</i>	<i>East side, commencing 83.3 metres south of its intersection with Vivian Street (Grid Coordinates X=2658467.2m, Y=5988781.4 m) and extending in a southerly direction following the kerb line for 30.0 metres</i>
<i>Cycle lane, at all times</i>	<i>East side, commencing 113.3 metres south of its intersection with Vivian Street (Grid Coordinates X=2658467.2m, Y=5988781.4 m) and</i>

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		<i>extending in a southerly direction following the kerb line for 50.8 metres</i>
Victoria Street, East side	<i>Cycle lane, at all times</i>	<i>East side, commencing 6.2 metres south of its intersection with Abel Smith Street (Grid Coordinates X= 2658393.2m, Y=5988619.3 m) and extending in a southerly direction following the kerb line for 35.0 metres</i>
Victoria Street, West side	<i>No stopping, at all times</i>	<i>West side, commencing 3.7 metres south of its intersection with Vivian Street (Grid Coordinates X= 2658456.6m, Y=5988784.0 m) and extending in a southerly direction following the kerb line for 39.6 metres</i>
	<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>West side, commencing 43.3 metres south of its intersection with Vivian Street (Grid Coordinates X= 2658456.6m, Y=5988784.0 m) and extending in a southerly direction following the kerb line for 36.0 metres</i>
	<i>No stopping, at all times</i>	<i>West side, commencing 79.3 metres south of its intersection with Vivian Street (Grid Coordinates X= 2658456.6m, Y=5988784.0 m) and extending in a southerly direction following the kerb line for 82.9 metres</i>
	<i>Clearway, Monday to Friday 4.00pm - 6.00pm</i>	<i>West side, commencing 43.3 metres south of its intersection with Vivian Street (Grid Coordinates X= 2658456.6m, Y=5988784.0 m) and extending in a southerly direction following the kerb line for 36.0 metres</i>
Victoria Street, Slip lane, East Side	<i>No stopping, at all times</i>	<i>East side slip lane, commencing 0.0 metres south of the slip lane inception (Grid Coordinates X= 2658439.1 m, Y=5988761.8 m) and extending in a southerly direction following the kerb line for 8.3 metres</i>

<i>Disabled Parking, at all times</i>	<i>East side slip lane, commencing 8.3 metres south of the slip lane inception (Grid Coordinates X= 2658439.1 m, Y=5988761.8 m) and extending in a southerly direction following the kerb line for 7.0 metres</i>
<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>East side slip lane, commencing 15.3 metres south of the slip lane inception (Grid Coordinates X= 2658439.1 m, Y=5988761.8 m) and extending in a southerly direction following the kerb line for 6.1 metres</i>
<i>No stopping, at all times</i>	<i>East side slip lane, commencing 21.4 metres south of the slip lane inception (Grid Coordinates X= 2658439.1 m, Y=5988761.8 m) and extending in a southerly direction following the kerb line for 3.0 metres</i>
<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>East side slip lane, commencing 24.4 metres south of the slip lane inception (Grid Coordinates X= 2658439.1 m, Y=5988761.8 m) and extending in a southerly direction following the kerb line for 14.2 metres</i>
<i>No stopping, at all times</i>	<i>East side slip lane, commencing 38.6 metres south of the slip lane inception (Grid Coordinates X= 2658439.1 m, Y=5988761.8 m) and extending in a southerly direction following the kerb line for 3.0 metres</i>
<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>East side slip lane, commencing 41.6 metres south of the slip lane inception (Grid Coordinates X= 2658439.1 m, Y=5988761.8 m) and extending in a southerly direction following the kerb line for 12.6 metres</i>
<i>No stopping, at all times</i>	<i>East side slip lane, commencing 54.2 metres south of the slip lane inception (Grid Coordinates X= 2658439.1 m, Y=5988761.8 m)</i>

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		<i>and extending in a southerly direction following the kerb line for 18.6 metres</i>
	<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>East side slip lane, commencing 72.8 metres south of the slip lane inception (Grid Coordinates X= 2658439.1 m, Y=5988761.8 m) and extending in a southerly direction following the kerb line for 12.6 metres</i>
	<i>No stopping, at all times</i>	<i>East side slip lane, commencing 85.4 metres south of the slip lane inception (Grid Coordinates X= 2658439.1 m, Y=5988761.8 m) and extending in a southerly direction following the kerb line for 3 metres</i>
	<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>East side slip lane, commencing 88.4 metres south of the slip lane inception (Grid Coordinates X= 2658439.1 m, Y=5988761.8 m) and extending in a southerly direction following the kerb line for 11.3 metres</i>
	<i>No stopping, at all times</i>	<i>East side slip lane, commencing 99.7 metres south of the slip lane inception (Grid Coordinates X= 2658439.1 m, Y=5988761.8 m) and extending in a southerly direction following the kerb line for 8.4 metres</i>
Victoria Street, Slip lane, North Side	<i>No stopping, at all times</i>	<i>North side slip lane, commencing 0.0 metres west of the slip lane inception (Grid Coordinates X= 2658439.1 m, Y=5988761.8 m) and extending in a westerly direction following the kerb line for 4.5 metres</i>
Victoria Street, Slip lane, West Side	<i>No stopping, at all times</i>	<i>West side slip lane, commencing 0.0 metres north of the slip lane inception (Grid Coordinates X= 2658390.6 m, Y=5988665.1 m) and extending in a northerly direction following the kerb line for 107.7 metres</i>

Victoria Street, Slip lane, South Side	<i>No stopping, at all times</i>	<i>South side slip lane, commencing 0.0 metres east of the slip lane inception (Grid Coordinates X= 2658390.6 m, Y=5988665.1 m) and extending in a easterly direction following the kerb line for 4.5 metres</i>
Victoria Street	<i>No entry, at all times</i>	<i>No entry to Victoria Street north from Abel Smith Street</i>
Abel Smith Street	<i>No right turn, at all times</i>	<i>Westbound traffic, no right turn to Victoria Street</i>
Abel Smith Street	<i>No left turn, at all times</i>	<i>Eastbound traffic, no left turn to Victoria Street</i>
Vivian Street	<i>No entry, at all times</i>	<i>No entry to Vivian Street west from Victoria Street</i>
Victoria Street	<i>No entry, at all times</i>	<i>No entry to Victoria Street north from Vivian Street</i>
Victoria Street	<i>No right turn, at all times</i>	<i>Southbound traffic, no right turn to Vivian Street</i>
Off Street Parking, corner of Ghuznee Street and Victoria Street	<i>No right turn, at all times</i>	<i>Southbound traffic, no right turn to Ghuznee Street</i>
Dixon Street	<i>No entry, at all times</i>	<i>No entry to Dixon Street East from Victoria Street</i>
Victoria Street	<i>No left turn, at all times</i>	<i>Southbound traffic, no left turn to Dixon Street</i>
Dixon Street	<i>No right turn, except for vehicles accessing Edward Street, at all times</i>	<i>Westbound traffic, no right turn to Victoria Street</i>

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Background

21 proposed traffic resolutions were publicly advertised in The Dominion Post on Tuesday 7 July 2015. Copies were hand delivered 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.

After reviewing the feedback received, 13 proposals are being recommended for approval as advertised, 4 have been modified with an amended version being recommended for approval, and 4 have been withdrawn.

A summary report for each traffic resolution can be found in the attachments. Each summary contains:

- the proposed traffic resolution report including map(s) as advertised for public feedback, or subsequently modified as a result of public feedback
- any feedback received
- where appropriate, Council Officers responses to the feedback

Attachments

Attachment 1.	TR47-15 - Lower Watt Street, Wadestown	Page 48
Attachment 2.	TR48-15 - Cecil Road, Wadestown	Page 52
Attachment 3.	TR49-15 - Tirangi Road, Kilbirnie	Page 57
Attachment 4.	TR50-15 - Ghuznee Street, Cuba Street & Wigan Street, Te Aro	Page 76
Attachment 5.	TR51-15 - Brooklyn Road, Brooklyn	Page 91
Attachment 6.	TR52-15 - Dixon Street, Te Aro	Page 96
Attachment 7.	TR54-15 - Adelaide Road, Newtown	Page 100
Attachment 8.	TR55-15 - Melbourne Road, Island Bay	Page 104
Attachment 9.	TR56-15 - Strathmore Avenue, Srathmore Park	Page 108
Attachment 10.	TR58-15 - Martin Square, Te Aro	Page 114
Attachment 11.	TR59-15 - Bidwill Street, Mt. Cook	Page 118
Attachment 12.	TR64-15 - Broderick Road, Johnsonville	Page 123
Attachment 13.	TR65-15 - Main Road, Tawa	Page 128
Attachment 14.	TR66-15 - Colombo Street, Newtown	Page 133
Attachment 15.	TR67-15 - Washington Avenue, Brooklyn	Page 139
Attachment 16.	TR68-15 - Carlton Gore Road, Roseneath Road	Page 143
Attachment 17.	TR69-15 - Victoria Street, Te Aro	Page 147

Author	Darren Reddiex, Sustainable Trans Proj Co-ord
Authoriser	Anthony Wilson, Chief Asset Officer

SUPPORTING INFORMATION

Consultation and Engagement

Recommendations have been publically 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.

Risks / legal

Not applicable.

Climate Change impact and considerations

Not applicable.

Communications Plan

Not required.

PROPOSED TRAFFIC RESOLUTION

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

Reference: TR 47 – 15

Location: Lower Watt Street - Wadestown

Proposal: No stopping, at all times

Information: Council Officers have received a petition from a group of residents to solve a road access issue on a short section of Lower Watt Street. The street is narrow, is a short cul-de-sac and is located close to the city. The current on-street parking is unrestricted and attracts commuters, who park all day and use public transport to and from the city. The petitioners fully understand the necessity of parking on this street, however, they are requesting to restrict one car parking space between no.s15 and 15A. At this location a bottleneck is created when cars park on opposite sides of the road. Residents and visitors to the area have experienced the road being blocked on several occasions. Council officers are aware of this ongoing issue and have noted that if a driver does not park their vehicle close to the kerb (either unintentionally or without consideration to road users), the road is blocked and prevents vehicles from accessing the rest of the road. To avoid inconvenience and frustration, officers propose removing one car parking space in front of no.15.

Net parking loss: 1 parking space

Key Dates:

- | | |
|---------------------------------------------------------------------------------------------------------------|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 7 July 2015 |
| 2) Feedback period closes. | 24 July 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 10 September 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

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

Legal Description:

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

Column One	Column Two	Column Three
<i>Lower Watt Street</i>	<i>No stopping, at all times</i>	<i>West side, commencing 93 metres north of its intersection with Grosvenor Terrace (Grid coordinates x= 1,749,084.5 m y= 5,430,217.7 m), and extending in a northerly direction following the Western kerbline for 6.5 metres.</i>

Prepared By: **Lubna Abdullah**

(Northern Area Traffic Engineer)

Approved By: **Steve Spence**

(Chief Transport Planner)

Date:

WCC Contact:

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PROPOSED TRAFFIC RESOLUTION

Feedback Received:

Submitter: Murray Woo
Address: Lower Watt Street, Wadestown
Agrees with proposal: yes

Comments: The footpath is quite wide and it would be feasible to take 200-300 mm off the footpath to make the road wider without inconveniencing pedestrians. However, this would be more expensive than painting lines.

Council Officer response: n/a

Submitter: Warwick Marriott
Address: Lower Watt Street, Wadestown
Agrees with proposal: yes

Comments: This change is very necessary. At the moment emergency vehicles sometimes cannot get access to the top part of the street when cars are parked on each side. Delivery trucks also cannot deliver gas cylinders and other items to the top of the street when cars are parked there.

Council Officer response: n/a

PROPOSED TRAFFIC RESOLUTION

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

Reference: TR 48 – 15

Location: Cecil Road - Wadestown

Proposal: No stopping, at all times

Information: It has been brought to our attention that a head on crash occurred on a blind corner in front of no.119, Cecil Rd, and this was due to parked vehicles blocking the forward visibility to oncoming vehicles.

Although we acknowledge that residents use these parking spaces on a regular basis road safety is paramount. There is available off street car parking for most residents.

Officers propose to remove one car parking space on the blind corner outside no. 122 and a car parking space on the second corner outside no.114 to improve visibility of vehicles travelling along this section of road and to allow vehicles to slow and manoeuvre alongside the kerb to avoid oncoming vehicles on these corners.

The affected residents are aware of these proposals as officers have already completed an informal consultation. There were no objections from local residents.

Net parking loss: 2 spaces

Key Dates:

- | | |
|---------------------------------------------------------------------------------------------------------------|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 7 July 2015 |
| 2) Feedback period closes. | 24 July 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 10 September 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
<i>Cecil Road</i>	<i>No stopping, at all times</i>	<i>North side, commencing at its intersection with Rangimarie Way (Grid coordinates x= 1,748,154.3 m y=5,430,329.3 m), and extending in a westerly direction following the northern kerbline for 6 metres.</i>
<i>Cecil Road</i>	<i>No stopping, at all times</i>	<i>West side, commencing 51.5 metres south of its intersection with Rangimarie Way (Grid coordinates x= 1,748,154.3 m y=5,430,329.3 m), and extending in a southerly direction following the western kerbline for 6 metres.</i>

PROPOSED TRAFFIC RESOLUTION

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

Prepared By: **Lubna Abdullah**

(Northern Area Traffic Engineer)

Approved By: **Steve Spence**

(Chief Transport Planner)

Date:

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PROPOSED TRAFFIC RESOLUTION

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

Feedback Received:

Submitter: Charles Daugherty
Address: Cecil Road, Wadestown
Agrees with proposal: yes

Comments: We strongly support the proposed changes. They are urgently required for safe passage on a blind and narrow corner. Additionally, we urge you to consider increasing the area that is restricted. In particular, a wide trailer is often parked in front of 108 Cecil Road, which creates another narrow passage that is approached through a blind corner. I have nearly had head on collisions there several times because drivers coming from the north tend to speed on the short straight stretch.

Council Officer response: n/a

PROPOSED TRAFFIC RESOLUTION

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

Reference: TR 49– 15

Location: Tirangi Road - Kilbirnie

Proposal: New cycle lanes on Tirangi Road

Information: Wellington City Council (WCC) is working to make walking and cycling safer and more convenient for people travelling on foot or bikes.

With the recent opening of the Leonie Gill shared pathway, a safer, alternative route to Coutts St has been provided to pedestrians and people on bikes who wish to get across Kilbirnie. Cycle and pedestrian activity in the area is expected to increase.

The section of Tirangi Road between Kingsford Smith Street and Coutts Street carries an average daily traffic of approximately 6,300 vehicles and it is 15 metres wide. There is no crossing facility provided for pedestrians and cyclists to safely cross the road near the Leonie Gill shared pathway. Cycle facility is also lacking while this section of road is an important link connecting Kilbirnie, Lyall Bay and other eastern suburbs through the airport tunnel.

It is proposed to create a safe crossing point on Tirangi Road at the eastern end of Leonie Gill Pathway. Protected cycle lanes will also be installed between the crossing and Coutts Street.

The main construction work involved with this safety upgrade includes the installation of a pair of central traffic islands and a side island on Tirangi Road. A new road marking scheme will be implemented with a cycleway being installed between the footpath and the on-street parking on both sides of Tirangi Road between Coutts Street and the new crossing.

There will be a minor reduction in available parking space:

- Parking loss as the result of the new pedestrian crossing: 3
- Parking loss as the result of the new cycle way: 3
- Remaining on-street parking in the new design: 12
- Available off-street public parking: 25 (no change)

Parking surveys were undertaken four times in the months of May and June 2015. The results showed that there was little parking demand on this section of Tirangi Road.

One weekday morning – no car,
Two weekday afternoons – 2 cars and 3 cars,
and one weekend morning – 2 cars.

PROPOSED TRAFFIC RESOLUTION

Key Dates:

- | | |
|---------------------------------------------------------------------------------------------------------------|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 7 July 2015 |
| 2) Feedback period closes. | 24 July 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 10 September 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
Tirangi Road	<i>No Stopping – At All Times</i>	<i>West side, commencing at its intersection with Coutts Street (Grid coordinates x= 1750959.5078m, y=5423769.1494m), extending in a southerly direction following the western kerbline for 25.0 metres.</i>
Tirangi Road	<i>No Stopping – At All Times</i>	<i>West side, commencing 60.0 metres south of its intersection with Coutts Street (Grid coordinates x= 1750959.5078m, y=5423769.1494m), extending in a southerly direction following the western kerbline for 9.5 metres.</i>
Tirangi Road	<i>No Stopping – At All Times</i>	<i>West side, commencing 83.0 metres north of its intersection with Kingsford Smith Street (Grid coordinates x=1750871.3927, y= 5423597.0662m), extending in a northerly direction following the western kerbline for 11.5 metres.</i>
Tirangi Road	<i>No Stopping – At All Times</i>	<i>East side, commencing at its intersection with Coutts Street (Grid coordinates x=1750972.3778 m, y= 5423760.4908m), extending in a southerly direction following the western kerbline for 48.5 metres.</i>

PROPOSED TRAFFIC RESOLUTION

<i>Tirangi Road</i>	<i>No Stopping – At All Times</i>	<i>East side, commencing 59.0 metres south of its intersection with Coutts Street (Grid coordinates x=1750972.3778 m, y= 5423760.4908m), extending in a southerly direction following the western kerbline for 11.0 metres.</i>
<i>Tirangi Road</i>	<i>No Stopping – At All Times</i>	<i>West side, commencing 86.0 metres south of its intersection with Coutts Street (Grid coordinates x=1750972.3778 m, y= 5423760.4908m), extending in a southerly direction following the western kerbline for 12.0 metres.</i>

Add to Schedule I (Cycle Lanes) of the Traffic Restrictions Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Tirangi Road</i>	<i>Cycle lane</i>	<i>West side, commencing 72.5 metres north of its intersection with Kingsford Smith Street (Grid coordinates x=1750871.3927, y= 5423597.0662m), extending in a northerly direction following the western kerbline for 73.3 metres.</i>
<i>Tirangi Road</i>	<i>Cycle lane</i>	<i>East side, commencing 12.5 metres south of its intersection with Coutts Street (Grid coordinates x=1750972.3778 m, y= 5423760.4908m), extending in a southerly direction following the eastern kerbline for 102.0 metres.</i>

PROPOSED TRAFFIC RESOLUTION

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

Prepared By: David Huang
Approved By: Steve Spence
Date:

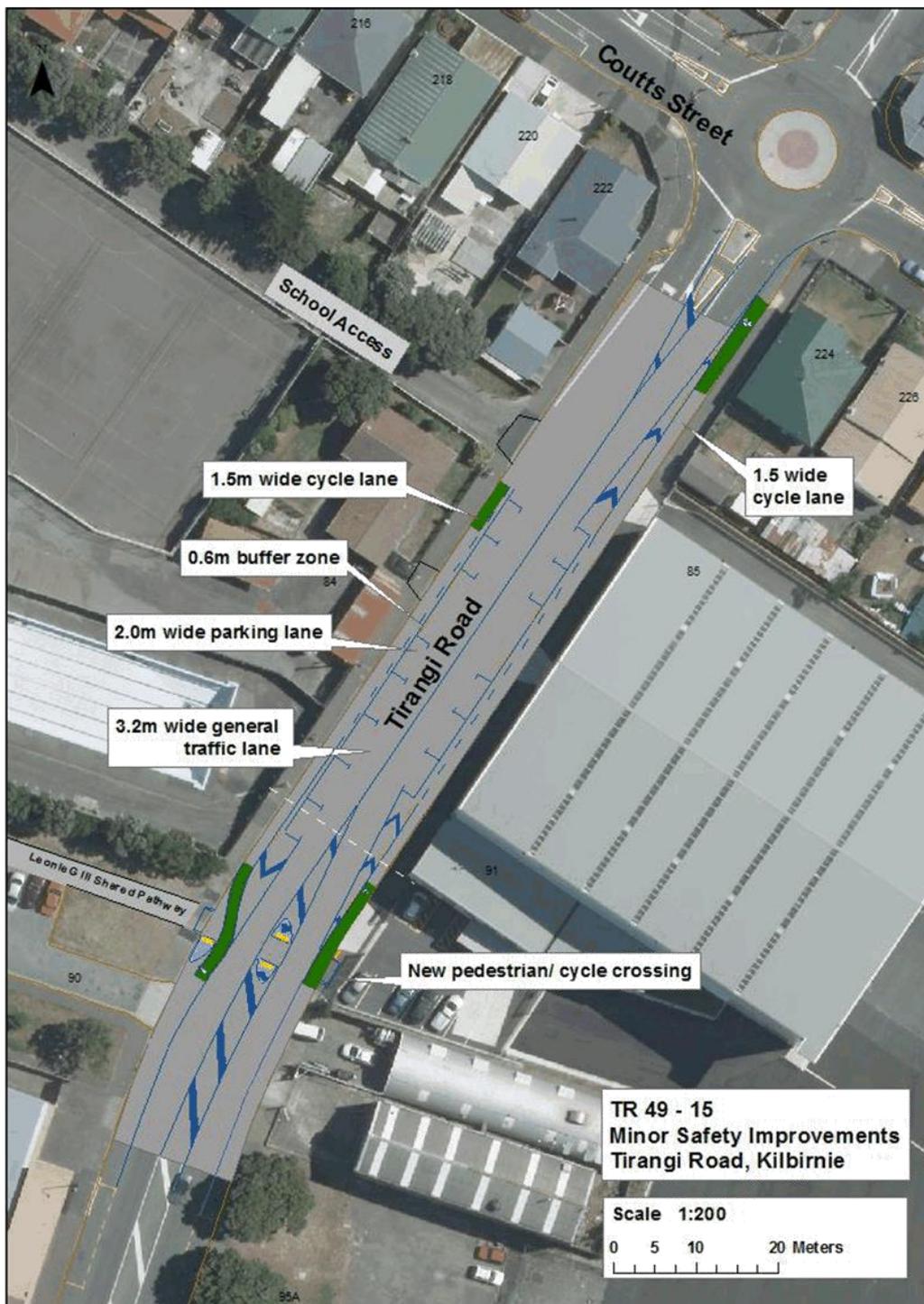
(Cycling Projects Engineer)
(Chief Transport Planner)

WCC Contact:

David Huang
Cycling Projects Engineer
Safe & Sustainable Transport Team
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone: +64 4 830 1248
Email: david.huang@wcc.govt.nz

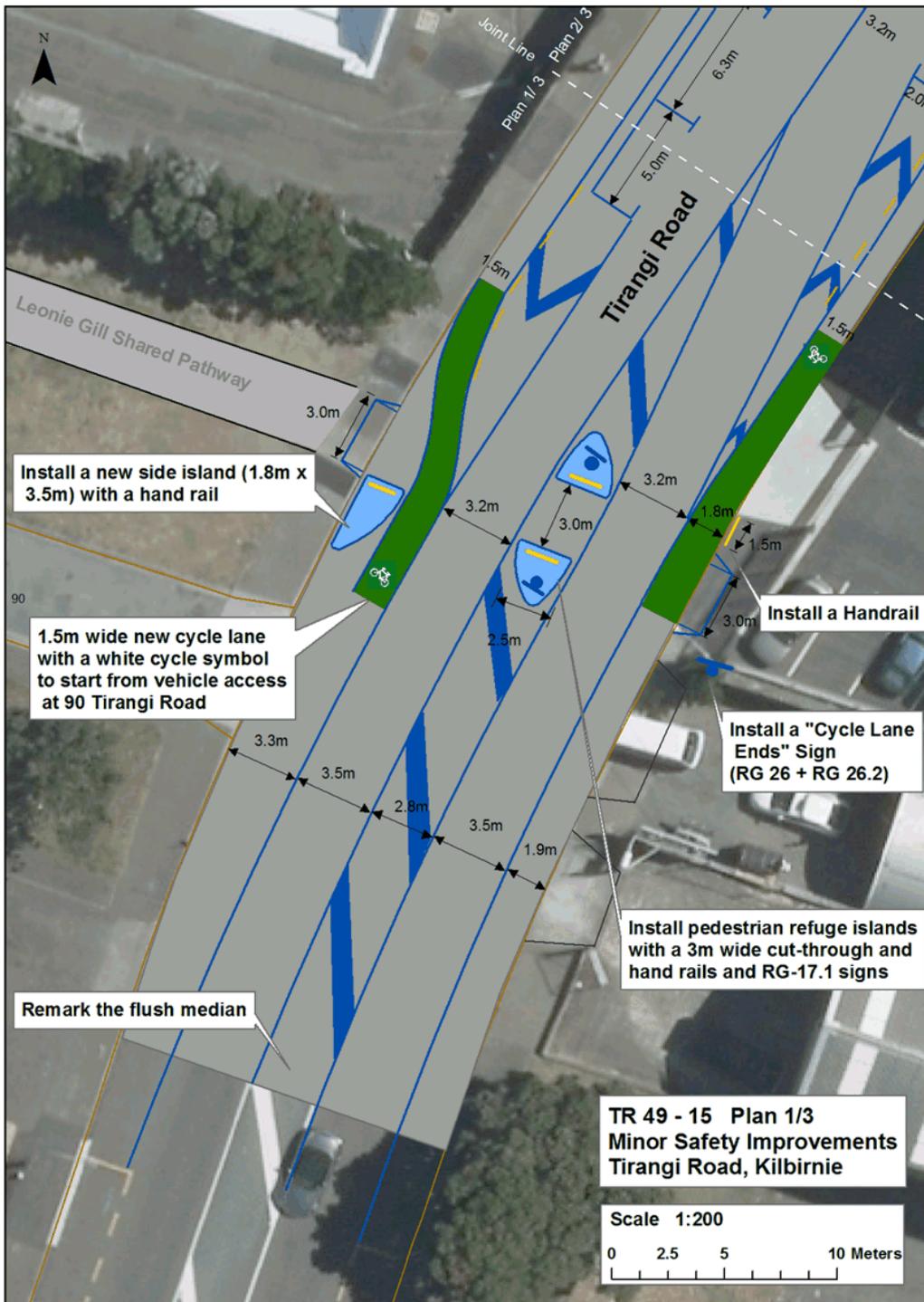
PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



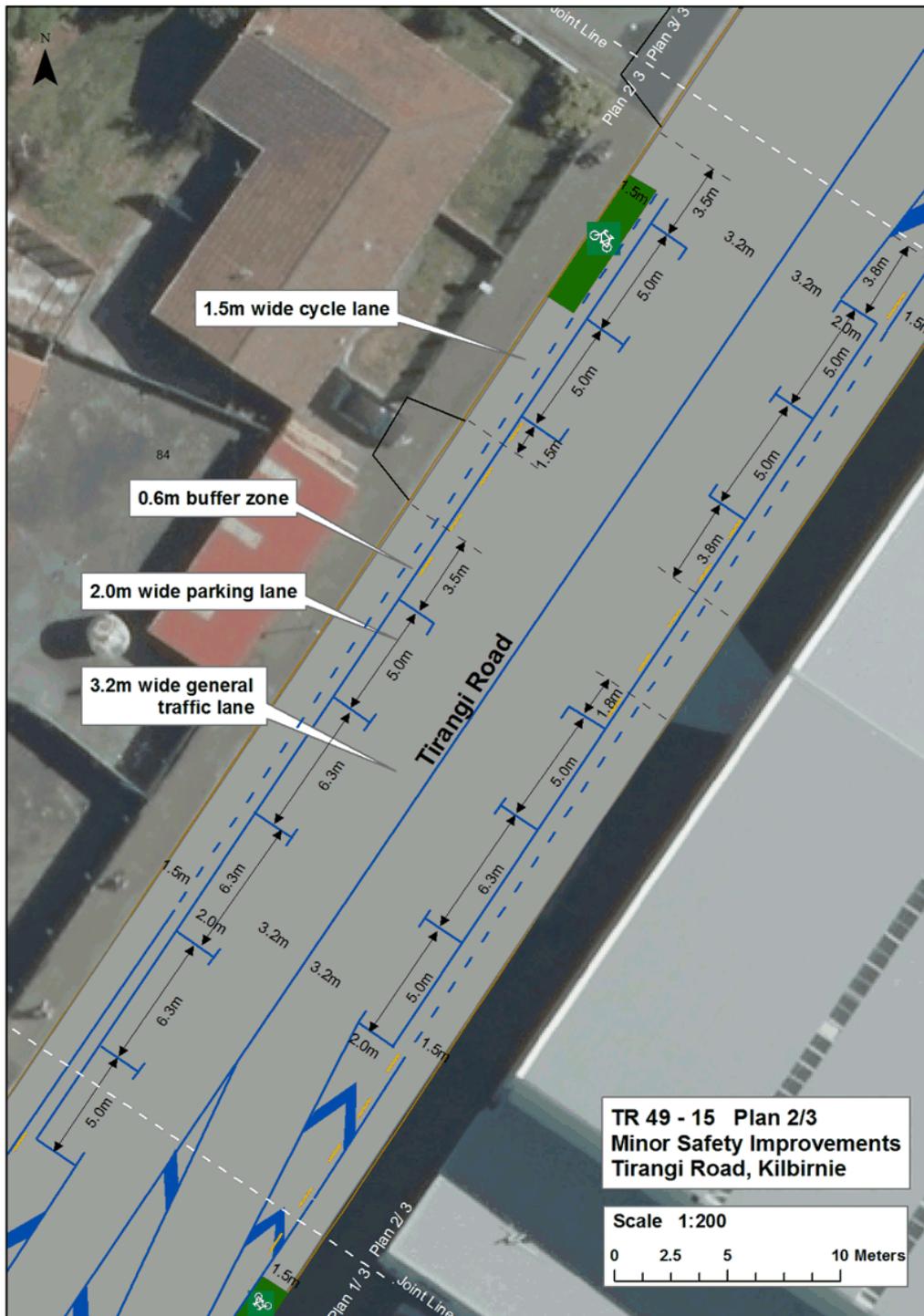
PROPOSED TRAFFIC RESOLUTION

Item 2.2 Attachment 3

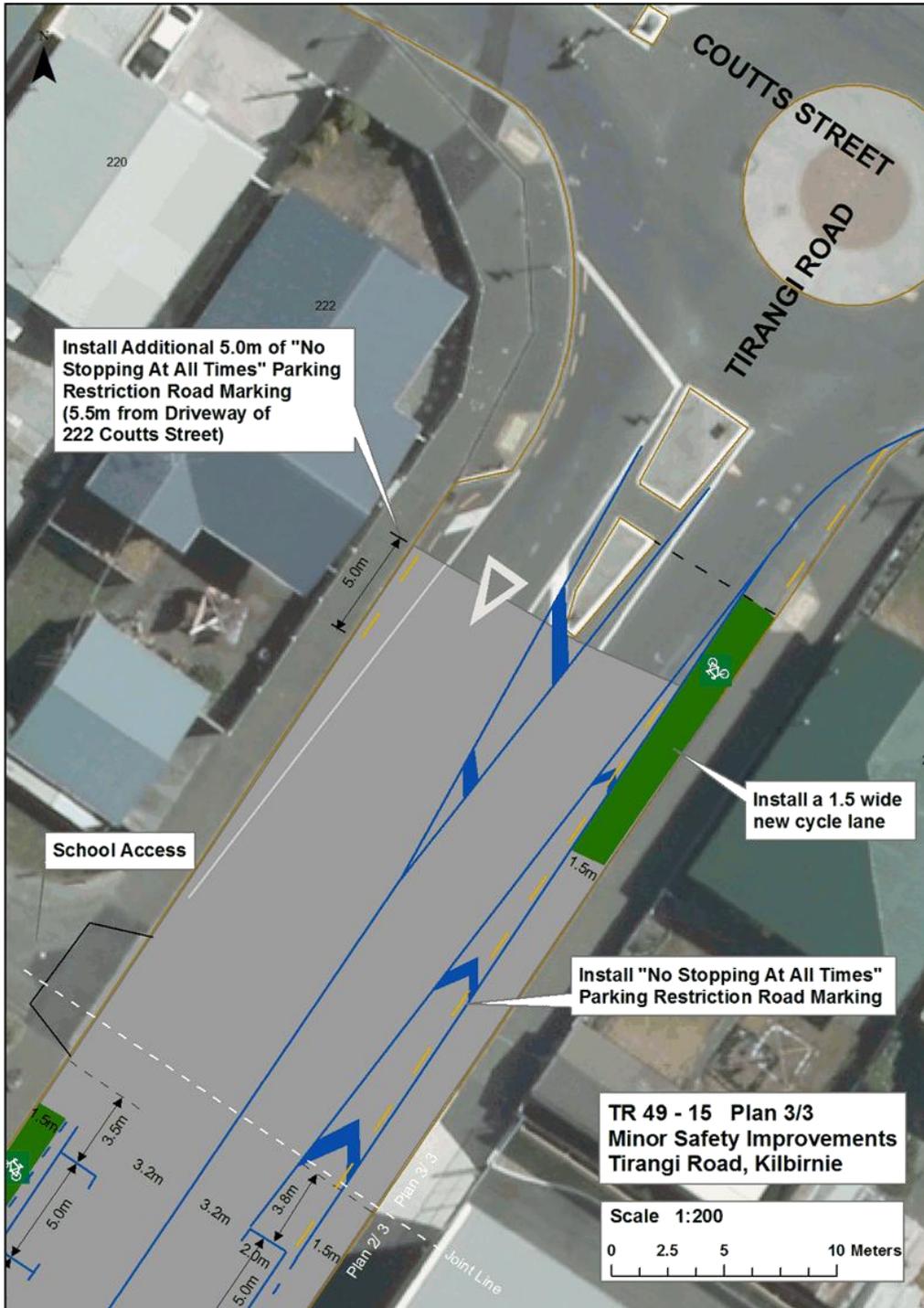


PROPOSED TRAFFIC RESOLUTION

**Absolutely Positively
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Me Heke Ki Pōneke



PROPOSED TRAFFIC RESOLUTION



PROPOSED TRAFFIC RESOLUTION

Feedback Received:

Submitter: Richard Zhang
Address: Crofton Downs
Agrees with proposal: yes

Comments: I agree with the main objectives however I do have a few small issues with the proposal: 1) The northbound cyclelane stops well short of the roundabout. This makes it confusing for both cyclists and drivers. My proposed solution: extend cyclelane past roundabout. This may mean the roundabout could have cyclelanes that allow people on bikes to straight. However, cyclists turning right at the roundabout will have to do a 'hook turn', obey the rules of the road, and give way to traffic on the right, before riding 'straight' towards their intended path. However, this might be outside the scope of this project. 2) Parking is too narrow. The width of a car plus its exterior mirrors is likely to be between 2.1m and 2.2m. This will mean there is a high likelihood that the parked cars will encroach into the traffic lane. The real width of the traffic lane for drivers is likely to be far less than the 3.2m stated. This is likely to cause issues for heavy vehicles and buses which travel along this route 3) WCC should add a hook turn sign (and a give way to traffic sign), at the end of the southbound Tirangi Road cyclelane. This should clearly show how to turn right onto the Leonie Gill pathway. This would hopefully encourage more people on bikes to use the shared pathway. 4) The design of the cyclelanes might make it difficult for people who are significantly mobility impaired. I believe there should be no kerb, so there is level access i.e. no step/kerb between the cyclelane and the current footpath

Council Officer response: 1). We have considered using the treatment at the merge area similar to what we have proposed at Island Bay. However NZTA has not officially approved the "sharrow" marking and we cannot legally use it at the sites that are not part of the national trial (e.g. Featherston St). We have decided to terminate the cycle lane at the school access and re-visit the site once the "sharrow" road markings have been officially approved which is likely to be 6-12 months away.

2). The proposed car park width of 2.0m is consistent with the current parking design throughout the city. We believe a narrower traffic lane would contribute to lower speed through this section of Tirangi Road.

3). A "hook turn" is what we expect the cyclists who are turning into Leonie Gill Pathway would perform. We have modified the design and added a hand rail next to the driveway of 91 Tirangi Road to assist the cyclists who are required to wait at the kerb ramp.

4). All adjacent properties are easily accessible by vehicles through existing driveways. We have ensured our design does not make these manoeuvres unsafe.

PROPOSED TRAFFIC RESOLUTION

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

Submitter: Peter Bellam
Address: Volga Street, Island Bay
Agrees with proposal: yes

Comments: This would help to connect the Leonie Gill walking and cycling path to the airport walking and cycling underpass, linking to Strathmore. Please build this as soon as possible.

Council Officer response: n/a

Submitter: M.H. Williams (All Bumper Repairs Ltd.)
Address: Tirangi Road
Agrees with proposal: no

Comments: WARD WRIGHT LTD.
93 Tirangi Road
Rongotai

ALL BUMPER REPAIRS LTD
93A Tirangi Road
Rongotai

The above Company's are jointly affected by your Traffic Resolution and must most strongly protest against such measures.

We understand from your letter dated 2/7/2015 that you intend introducing "No Stopping - At all times." restrictions on the East side of Tirangi Road in the vicinity of our business premises at numbers 93 and 93A.

We would contend that such limitations adversely affect our operations and request that; The East side of Tirangi Road, from the ExecuJet Building footpath accessing their enclosed parking area, south past our frontages as far down as the bus stop, be exempt from your "No Stopping at all times" Proposals.

This district was designated as "Industrial C" property and with the consequent activity, kerbside parking was always essential, and much used accordingly. Off street parking primarily for staff (and this was the basis for the calculation of the area of off street parking required was a necessity under Town Planning Regulations, but street frontage parking was always recognised as concurrent for incidental visitors requiring temporary and occasional parking such as commercial travellers and various persons briefly having business with the adjacent firms. In our case Building permits were issued by W.C.C. for both the structures subsequently erected are in compliance with Town Planning requirements.

PROPOSED TRAFFIC RESOLUTION

Rates have always been paid, the buildings kept in good repair and thus no cause for complaint as to appearance could have been justified. Therefore to be faced with what appears to be unmerited hardship and worse, consequent upon the measures involved by "No stopping At all times" restrictions gives us cause for considerable concern to the extent of seeking legal opinion as we deem your proposed restrictions as running counter to Industrial "C" original parking provisions actual or implied as appropriate to this location, and damaging business operations with immediate effect following installation of your proposed notices.

Customers pull into the kerb north of the access way over the footpath crossing for 93A and park for the purpose of getting a damage inspection and a quotation for repairs. Some will necessarily park longer than others. Service delivery vans also come and go from time to time. These erratic arrivals and departures of vehicles is further exacerbated by weather variation in so far as spells of poor weather inevitably influence the number of cars requiring attention but still in need of examination and quotes and therefore parking space, and where else but on the road. The months leading up to public holidays, especially Xmas when everybody wants their cars to pass W.O.F. checks and therefore frequently bodywork attention, all adds to the parking problems.

Your survey staff could not be expected to know that the paucity of observed cars, resulted from business acumen because of opposition firms and the necessity to run a business profitably. The nearest opposition firm in nearby Kingsford smith street suffer no harmful restriction as regards parking but enjoy virtually unlimited angle parking. So they have a business advantage of no mean value.

W.C.C. proposed parking restrictions outside our premises constitute unfair interference in the conduct of our business with inescapable monetary loss. Of necessity therefore we believe that court action must be involved to correct W.C.C. restrictions and compensation awarded for loss of business and damage to reputation.

Much of present business is based on reputation, good public relationship with clients is extremely valuable and has been built up over many years, but let those clients be driven elsewhere, they are gone and cannot be regained. People go where they get the best service and value and verbal reputation either good or bad spreads and thus the volume of work will immediately decrease but will continue to decrease possibly even to the degree of insolvency.

WCC. survey team would not, could not appreciate how sensitive an issue the matter of street parking is for business at 93 and 93A Tirangi Road Rongotai.

In terms of your own letter your survey periods obviously excluded Xmas and other rush periods and so are null and void.

We trust that you can devise other ways and positions for your cycle crossing without constricting in any way our business activities.

PROPOSED TRAFFIC RESOLUTION

Council Officer response: WCC officer has met with the business owner of 93A Tirangi Road on site to understand his concerns.

A letter has been sent to the business owners at 93 & 93A Tirangi Road explaining that:

With the proposed new road layout, there will be 5 on-road car parks available within 20 metres of the driveways of 93 and 93A Tirangi Road. This is about 15 seconds of walking time. Furthermore, the off-street public parking area located directly opposite 93 and 93A Tirangi Road has a capacity for up to 25 cars.

Our parking surveys undertaken in the area during the months of May to July 2015 have confirmed that there was only limited parking demand at this location, during both the weekdays and the weekends. Wellington City Council appreciates the value and importance of on-street parking to the operations of the adjacent business. We are in the opinion that the parking provision in the proposed road layout is adequate and there will not be any negative impact to the business as the result of this project.

The customer was informed that there would be an opportunity for him to raise his concerns in front of the Councillors at the September TUD meeting if he wished to.

Submitter: Hilleke Townsend
Address: NZ
Agrees with proposal: n/a

Comments: Just wondering what's going on with the pedestrian crossing on Ross St which was a zebra/painted crossing, but has now had the stripes scraped off? It seems the diamonds and other road signs are still there, but a bit confusing if this is still a pedestrian crossing or not. Any clarification on what's happening? The crossing on Yule St still has painted zebra stripes.

Also, just saw the traffic resolution for Tirangi Road. This looks great. Will there be a feeder lane to the roundabout like the one that was planned for Island Bay or will the cycleway just end before it reaches the roundabout? I use this intersection daily and cars coming from Coutts St often don't see traffic turning right (from Tirangi towards the airport tunnel). Be great to get some kind of bike markings on the roundabout?

Keep up the good/hard work!

Council Officer response: Regarding the Leonie Gill pathway:
The crossings on Yule and Ross street were proposed as raised courtesy crossings due to the low volume of traffic on these streets. The contractor was instructed to paint hatchings to highlight the raised crossing area however they mistakenly marked them as zebra crossings. If marked as a zebra crossing only pedestrians would have right of way, so this doesn't really match well with the shared pathway design. Currently we have instructed the

PROPOSED TRAFFIC RESOLUTION

contractor to remove the pavement messages they mistakenly put down associated with zebra crossings at these two locations.

That being said we have commissioned a safety auditor to review the project entire project and have asked them to comment on both the Yule and Ross street crossings. There are a couple of options to change things slightly if the auditors feel it would improve safety. I'm expecting we will have something back from them in about a month at which time we can make some further changes if need be.

Regarding the Tirangi Road/ Coutts St roundabout,

We have considered using the treatment at the merge area similar to what we have proposed at Island Bay. However NZTA has not officially approved the "sharrow" marking and we cannot legally use it at the sites that are not part of the national trial (e.g. Featherston St). We have decided to terminate the cycle lane at the school access and re-visit the site once the "sharrow" road markings have been officially approved.

Submitter: Hilda Brooker
Address: Coutts Street, Rongotai
Agrees with proposal: n/a

Comments: Discussed with Hilda over the phone:

She had some concerns over our proposal. Her main concern was that she would not be able to park directly outside her house (222 Coutts St) as we had proposed to install some "No parking at all times" parking restrictions on Tirangi Road. She explained that she was in her 70s' and sometimes needed to park her car on the road even she had a double garage. She said had elderly friends and a young family member who required special care visiting her regularly so a car park directly outside her house was really needed.

I explained to her that I understood her concerns and would discuss it with the team. I said I would give her another phone call in about two weeks' time and assured her that nothing would be built before we resolved all the issues.

Council Officer response: No written response is needed. A meeting has been held between WCC officer (David) and the customer. An agreement has been reached and the customer was satisfied with the outcome.

Council officers have reviewed the extent of the "No Parking At All Times" parking restriction in the original proposal. It has been found that the sight distance required at the crossing point at the Tirangi Road/Coutts Street intersection could still be achieved if one car park was retained outside 222 Coutts St (on Tirangi Road side). The design has been amended accordingly. The proposed additional "No Parking At All Times" parking restriction will only be 5.2m long from the existing "broken yellow lines" marked on the western kerb side of Tirangi Road.

PROPOSED TRAFFIC RESOLUTION

The revised design has been shown to the customer at 222 Coutts St and the acting School Principal at Rongotai College. They were both satisfied with the change.

Submitter: James Mogden
Address: NZ
Agrees with proposal: n/a

Comments: Discussed with James over the phone:

1. You were concerned that with the introduction of the protected cycle lanes, the car parks were being pushed closer to the general traffic lane. This route is frequently used by buses and heavy commercial vehicles. You were in the opinion that the proposal would make parking/stopping on side of the road unsafe.
2. You were also concerned about the way the proposed cycle lane terminated right in front of the school access. The school access on Tirangi Road is used by school buses entering the campus. Some kids with special needs get dropped off near the access.
3. You would also like to see additional zebra crossing being installed as currently the only zebra crossing near the school is outside 163 Coutts St.

Please feel free to let me know if I have recorded anything incorrectly here or you would like to add some points. Once confirmed by you, my colleague Darren who has been copied in this email will document these issues in the system and record it as a formal submission to the proposed traffic resolution.

I am happy to come and meet you on site to talk through the issues in details.

Council Officer response: WCC officer has met with the customer on site to understand the issues the customer has raised. The customer reiterated his concerns as described above (from his previous verbal submission).

The Council officer explained to the customer that:

WCC is aware that there are a number of trucks travelling along Tirangi Road each day. The proposed 3.2 metre wide lane width is likely to result in a reduction of traffic speed. We also expect the narrower road will discourage trucks from parking/ stopping at this section of Tirangi Road which will restrict the visibility from the school access.

During the design stage, WCC considered introducing a zebra crossing at the eastern end of the Leonie Gill Pathway but there was not enough pedestrian demand to justify installing a zebra crossing at this point of time. The justification for any pedestrian crossing must be that it makes crossing the road safer for all road users. However, zebra crossings do not automatically make crossing the road safer. Underused pedestrian crossings can detract from road safety, as can an inappropriate choice of crossing facility.

PROPOSED TRAFFIC RESOLUTION

WCC is aware that the pedestrian and cycle activity is likely to increase with more people starting to use the new Leonie Gill shared pathway. We will come back to this site in a year's time and re-assess the crossing to determine if an upgrade to a zebra crossing is warranted.

Similarly, we investigated the crossing point near the Tirangi Road/Coutts Street roundabout and found that we were not able to convert it to a zebra crossing.

WCC also considered introducing a new crossing point closer to the school access on Tirangi Road but the adjacent driveways made it not feasible. The site observations confirmed that most students use the crossing at the Tirangi Road/ Coutts Street.

The customer remained unconvinced that the proposed changes would serve any traffic calming purposes. He was still concerned that the traffic lane would be too narrow and the new floated car parks would make it less safe to park on the street. Some boy racers use this stretch of Tirangi Road as a race track in the middle of the night.

The customer also suggested that the current cycle volume through this section of Tirangi Road was not enough to justify the spending. The Council officer explained that with the newly built Leonie Gill pathway becoming more popular and more people choosing to use it as an alternative route to get across Kilbirnie, we would see increasing demand for a better link between Leonie Gill Pathway and Coutts St which connects the eastern suburbs through the airport subway.

The Council officer acknowledged that the proposed change was something new to Wellington and could be unsettling as it was different from the traditional design especially in regards to the parking arrangement. The officer reassured that the traffic lane width would be 3.2m and wide enough for heavy commercial vehicles and buses to travel through.

The customer was informed that there would be an opportunity for him to formally raise his concerns at the Council meeting if he wished to.

Submitter: Alastair Smith
Address: Durham Crescent, Aro Valley
Agrees with proposal: yes

Comments: Excellent that protected cycle lanes are being provided here. Some issues to resolve: - Will there be barriers (e.g. safe hit posts) protecting the cycle lanes from the traffic lane. If there is no barrier, and not many parked cars, motor traffic may stray into the cycle lane. - the north bound cycle lane through the pedestrian/cycle crossing creates an ambiguous situation. The motor vehicle lane narrows

PROPOSED TRAFFIC RESOLUTION

suddenly from 4.3m to 3.2m and motor vehicles may be tempted to use all the width at the crossing, intruding into the cycle lane. On the other hand cyclists are likely to already be in the vehicle lane, since there is parking on the west side of Tirangi Road south of the crossing. Confident cyclists will take the lane through the crossing, then join the protected lane. Less confident cyclists will probably follow the cycle lane through the crossing, but will feel at risk from motor vehicles attempting to use the full width through the crossing. A better solution may be to have the cycle lane to the west of the western side island. (see attached TirangiCrossing.jpg) - It's not clear what is being proposed for the eastern side of the cycle/pedestrian crossing. There appears to be a pull-out area on the pavement. Presumably southbound cyclists joining the Leonie Gill Pathway will pull into this area, wait for any other southbound traffic to clear, then cross to the central island. This should work OK, but there will need to be marking etc to ensure that there isn't conflict with pedestrians and other southbound cyclists. - The protected cycle lanes do not continue through the Coutts St roundabout. Intersections are where most accidents occur, so it's disappointing that there is no cycle provision at the roundabout.

Council Officer response: 1. Safe hit posts

There will be safe hit posts installed between the proposed parking lanes and the protected cycle lanes. The design is similar to the arrangement at the Island Bay Cycleway.

2. Eastern side of the pedestrian/cycle crossing

The clearance between the proposed central and side islands is 4.7m which is more than the recommended safety clearance in most standards (3.8m – 4.2m). We are also painting the 1.5m cycle lane space at the crossing to discourage the motorists from encroaching onto the cycle space.

We considered the design suggested by the customer but found the location of the driveways at 93 and 93A Tirangi Road made it impossible to have the gap between the central and side islands narrower than 4.5m. We need to ensure the access to and from the driveway of 93A Tirangi Road (a spray painting and panel beating business) remains easy and safe. The other concern with this design was that a bicycle waiting at the floated side island may obstruct a through cyclist travelling between the footpath and the traffic island.

3. Western side of the pedestrian/cycle crossing

A "hook turn" is what we expect the cyclists who are turning into Leonie Gill Pathway would perform. We have modified the design and added a hand rail next to the driveway of 91 Tirangi Road to assist the cyclists who are required to wait on the kerb ramp.

4. Merge area near Tirangi Road/ Coutts Street roundabout

We have considered using the treatment at the merge area similar to what we have proposed at Island Bay. However NZTA has not officially approved the "sharrow" marking and we cannot legally use it at the sites that are not part of the national trial (e.g. Featherston St). We have decided to terminate the cycle lane at the school access and re-

PROPOSED TRAFFIC RESOLUTION

visit the site once the “sharrow” road markings have been officially approved which is likely to be 6-12 months away.

Submitter: Bruce Murray (Acting Principal Rongotai College)
Address: Rongotai
Agrees with proposal: yes

Comments: Thank you for the opportunity to comment on the proposal for new cycle lanes on Tirangi Road. The following are matters which we feel both need to be said, and which may be helpful to you in your deliberations.

- We have undertaken a student survey of all of our 624 students (as at 21 July 2015) to discover how many of our students use the Tirangi Road entrance I exit of Rongotai College every day, and how many use the airport tunnel. The results of this survey are:
 - o Number using the Tirangi Road entrance I exit: 135
 - o Number using the airport tunnel: 126

Thus, 21 % of our students use the exit I entrance on Tirangi Road and 20% use the airport tunnel.

- Our experience is that the car parks on Tirangi Road are at their fullest at two times:
 - o After school, when parents come to pick up students after school;
 - o During the hours of weekend sport at the college.

The loss of car parks on Tirangi Road (6 in total) will have an effect at those times when car parks are most heavily used.

- We are aware of the number of trucks which use Tirangi Road each day. We are also aware that since the development of the Airport Retail Park complex at the southern end of Tirangi Road, truck usage has increased considerably.

We also are aware that truck drivers from time to time, use the parking areas on both sides of Tirangi Road when they stop to purchase food and other items at the dairy near the roundabout on Coutts Street I Tirangi Road. If two trucks park opposite each other on Tirangi Road if and when the proposal is completed, with its narrower 3.2m traffic lanes, a dangerous situation could develop for other traffic and for those crossing the road.

We support the proposal to have a safe crossing point at the eastern end of the Leonie Gill Pathway, with handrails and with pedestrian refuge islands.

- We are concerned that students, who want to exit our grounds from the school access I exit at the northern end of Tirangi Road, and who want to cross the road to proceed on to the airport tunnel, will face some dangers.

- o they are exiting at a time when parking spaces will be full, and when vision to their right down Tirangi Road could well be impaired or even blocked - especially if an SUV vehicle occupies a parking space.

PROPOSED TRAFFIC RESOLUTION

o they may well have to venture across not only the cycle path (1.5m), and the buffer zone (0.6m), but also a further 2 metres out onto the roadway to get a clear view of on-coming traffic from their right. That situation is, we suggest, fraught with some danger. Therefore, we would suggest that consideration be given to the construction of a zebra crossing at this point, and probably to the north of the school access way where students proceeding to the airport tunnel would be most likely to use it.

We note also that while, at the moment, we understand that only one of our special needs unit students uses the college's Tirangi Road entrance I exit, we will continue to cater for special needs children for many years to come, and the numbers of those children using that facility might well increase.

Having made these points, we want to make it clear that we support, in general terms, the notion of the cycleway being developed on Tirangi Road. The purpose of this response is to draw to your attention the concerns we have if and when the cycleway is built.

We would be happy to discuss these matters further with a Wellington City Council representative.

Council Officer response: WCC officer has met with the school principal on site to understand the issues Rongotai College has raised. A follow up email has been sent to the school after the meeting.

WCC is aware that there are a number of trucks travelling along Tirangi Road each day. The proposed 3.2 metre wide lane width is likely to result in a reduction of traffic speed. We also expect the narrower road will discourage trucks from parking/ stopping at this section of Tirangi Road which will restrict the visibility from the school access.

During the design stage, WCC considered introducing a zebra crossing at the eastern end of the Leonie Gill Pathway but there was not enough pedestrian demand to justify installing a zebra crossing at this point of time. The justification for any pedestrian crossing must be that it makes crossing the road safer for all road users. However, zebra crossings do not automatically make crossing the road safer. Underused pedestrian crossings can detract from road safety, as can an inappropriate choice of crossing facility.

We are aware that the pedestrian and cycle activity is likely to increase with more people starting to use the new Leonie Gill shared pathway. We will come back to this site in a year's time and re-assess the crossing to determine if an upgrade to a zebra crossing is warranted.

Similarly, we investigated the crossing point near the Tirangi Road/Coutts Street roundabout and found that we were not able to convert it to a zebra crossing.

We also considered introducing a new crossing point closer to the school access on Tirangi Road but the adjacent driveways made it not feasible. Our site observations confirmed that most students use the crossing at the Tirangi Road/ Coutts Street.

PROPOSED TRAFFIC RESOLUTION

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

With regard to the concern over the visibility from the school access, it was agreed on site that pedestrians/drivers exiting this access should be able to observe the oncoming vehicles from south of the access as the road due to the road geometry.

Special needs unit student – after meeting with the resident from 222 Coutts St, WCC agreed to shorten the proposed No Stopping At All Times parking restriction and retain one car park outside 222 Coutts St (on Tirangi Road) which is near the school access on Tirangi Road. This will cater for special needs children pick-up/drop-off activities if needed. WCC understands that vehicles are currently able to drive into the campus and pick up or drop off students. WCC's proposal will not affect this existing operation.

I hope this help address your concerns. Please let me know if you need any clarification or further information. Again, we appreciate your valuable input in the consultation process and your support in us providing better cycle facility on Tirangi Road. Please be assured that Wellington City Council understands that the safety of the students is paramount and our project seeks to improve that.

PROPOSED TRAFFIC RESOLUTION

Reference: TR 50 – 15

Location:

1. Ghuznee Street, near Cuba Street intersection
2. Cuba Street, near Vivian Street - Te Aro intersection
3. Wigan Street, outside #31

Proposal: Bike Parking Corrals

Information: Wellington City Council (WCC) is working to make walking and cycling safer and more convenient.

The demand for bike parking in the central city area has become higher with cycling becoming an increasingly popular way to get around places in Wellington.

Bike parking has been provided in various locations in the central city. However, there are certain locations where the provisions have failed to cope with the growing demand. As a result, people with bikes have been required to lock up their bikes against other street furniture and posts on the footpath, sometimes obstructing the pedestrian thoroughfare. Many people with bikes may not shop in certain areas where they are unable to find a suitable bike parking facility.

Three particular locations have come to the Council's attention:

1. Ghuznee Street, at its intersection with Cuba Street

There are currently two 2-Hour Maximum Pay & Display car parks located outside 52-54 Ghuznee Street. A 6.8 metre long "No Stopping At All Times" road marking has been marked between the Pay & Display car parks and the signalised pedestrian crossing. There have been reports that some drivers often fail to comply with the parking restriction and park or stop on top of these road markings. As a result, pedestrian safety is compromised due to restricted visibility.

Increased parking enforcement at this location is unlikely to be an effective solution as it will require constant attendance by a parking officer. It has been suggested to extend the footpath into this space with a kerb extension, however converting this space into a bike parking facility will not only bring additional bike parking capacity to the area, but also physically stop illegal stopping/parking at this spot.

PROPOSED TRAFFIC RESOLUTION

2. Cuba Street, at its intersection with Vivian Street

Currently, there is no bike parking formally provided within 100m of this intersection. The demand for such facility is high and can be observed throughout the day. Bikes chained up against sign poles along the narrow footpath have caused inconvenience to pedestrians walking along Cuba Street and the shoppers going into and out of adjacent shops.

Business owners in the area have requested Wellington City Council investigate the provision of bike parking at this location. They have suggested that the 5 metre long loading zone is not well utilised and can be converted into an area for bike parking. Note that a 10m long loading zone has been provided direct opposite the road.

3. Wigan Street

There has been constant and increasing bike parking demand generated by Light House Cinema, Havana Bar, university and apartment buildings located on this street. A number of requests for bike parking facility on Wigan Street have been received from the members of the public. There is no bike parking facility provided on the footpath due to its narrow width.

There is an opportunity to adjust the size of the mobility and Pay & Display car parks at the frontage of Light House Cinema and create a 3.6m long and 2.0m deep area for bike parking.

Officers have undertaken investigations at all three sites and confirmed that bike parking corrals would provide the most sufficient, secure, convenient and cost-effective bike parking solution at these sites.

Bike parking corrals would be new for Wellington, however they have been widely implemented in many cycle-friendly cities in the world. They provide an opportunity to promote local business with bike accessibility to enhance street and neighbourhood identity. It also provides an opportunity to promote cycling as a sustainable transport mode.

PROPOSED TRAFFIC RESOLUTION

In New Zealand, there has been a bike parking corral trial undertaken in Auckland in 2013. Some key findings from the post-implementation report are:

- There are overall more people cycling to the area now than there were prior to the infrastructure being installed.
- Over time, there is a case for the bike parking corral to generate even more cycling trips from the immediate area.
- Expenditure generation estimates show that the bike parking corral frequently generates greater expenditure than its use as a car park.
- It is expected that as greater take-up of cycling occurs and the bike parking corral becomes more fully occupied the expenditure it is able to generate will more consistently exceed that which was generated by the use of the space for car parking.
- The community are generally behind the bike corral project, supporting the notion that the Road Controlling Authority should be pursuing this type of infrastructure to inspire greater bike use.

Based on the above analysis, Officers propose to re-arrange some existing road space to create a bike parking corral at all three sites.

There will be no parking loss at the Ghuznee Street and Wigan Street sites. The proposed bike parking corral on Cuba Street will result in the loss of a short loading zone and a P120 Maximum Pay & Display car park.

The main construction work involved with the proposed facility includes the installation of bike racks on the road surface.

Key Dates:

- | | |
|---------------------------------------------------------------------------------------------------------------|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 7 July 2015 |
| 2) Feedback period closes. | 24 July 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 10 September 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Cuba Street	Loading Zone - goods vehicles and authorised vehicles only. P5, Monday to Saturday 8:00am - 6:00pm.	East side, commencing 14.5 metres north of its intersection with Vivian Street (Grid Coordinates X=2658631.306786 m, Y=5988716.060766 m) and extending in a northerly direction following the kerbline for 6 metres.
Wigan Street	Mobility parking - displaying an operation mobility permit only. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm	South side, commencing 109.5 metres west of its intersection with Taranaki Street (Grid coordinates x= 1748735.0 m, y= 5426809.9 m), and extending in a westerly direction following the southern kerbline for 6 metres. (1 parallel mobility parking space)

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

Column One	Column Two	Column Three
Ghuznee Street	No Stopping - At All Times	North side, commencing 132.5 metres east of its intersection with Victoria Street (Grid Coordinates X=2658566.736679 m, Y=5988944.463751 m) and extending in an easterly direction following the kerbline for 10.5 metres.

PROPOSED TRAFFIC RESOLUTION

Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Cuba Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>East side, commencing 20.5 metres north of its intersection with Vivian Street (Grid coordinates x= 1748609.1 m, y= 5426993.9 m), and extending in a northerly direction following the kerbline for 41 metres (7 parallel carparks).</i>
Wigan Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>South side, commencing 103.5 metres west of its intersection with Taranaki Street (Grid coordinates x= 1748735.0 m, y= 5426809.9 m), and extending in a westerly direction following the southern kerbline for 6 metres. (1 parallel parking space)</i>

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

Column One	Column Two	Column Three
Ghuznee Street	<i>Parking place in the form of bicycles only parking – at all times</i>	<i>North side, commencing 132.5 metres east of its intersection with Victoria Street (Grid Coordinates X=2658566.736679 m, Y=5988944.463751 m) and extending in an easterly direction following the kerbline for 6.8 metres.</i>
Cuba Street	<i>Parking place in the form of bicycles only parking – at all times</i>	<i>East side, commencing 14.5 metres north of its intersection with Vivian Street (Grid Coordinates X=2658631.306786 m, Y=5988716.060766 m) and extending in a northerly direction following the kerbline for 10 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Wigan Street	<i>Parking place in the form of bicycles only parking – at all times</i>	<i>South side, commencing 108.5 metres west of its intersection with Taranaki Street (Grid coordinates x= 1748735.0 m, y= 5426809.9 m), and extending in a westerly direction following the southern kerbline for 3.6 metres.</i>
Wigan Street	<i>Mobility parking - displaying an operation mobility permit only. P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm</i>	<i>South side, commencing 112.1 metres west of its intersection with Taranaki Street (Grid coordinates x= 1748735.0 m, y= 5426809.9 m), and extending in a westerly direction following the southern kerbline for 5 metres. (1 parallel mobility parking space)</i>

Add to Schedule F (Metered parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Cuba Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>East side, commencing 24.5 metres north of its intersection with Vivian Street (Grid coordinates x= 1748609.1 m, y= 5426993.9 m), and extending in a northerly direction following the kerbline for 37 metres (6 parallel carparks).</i>
Wigan Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>South side, commencing 103.5 metres west of its intersection with Taranaki Street (Grid coordinates x= 1748735.0 m, y= 5426809.9 m), and extending in a westerly direction following the southern kerbline for 5.0 metres. (1 parallel parking space)</i>

PROPOSED TRAFFIC RESOLUTION

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

Prepared By: David Huang
Approved By: Steve Spence
Date:

(Cycling Projects Engineer)
(Chief Transport Planner)

WCC Contact:

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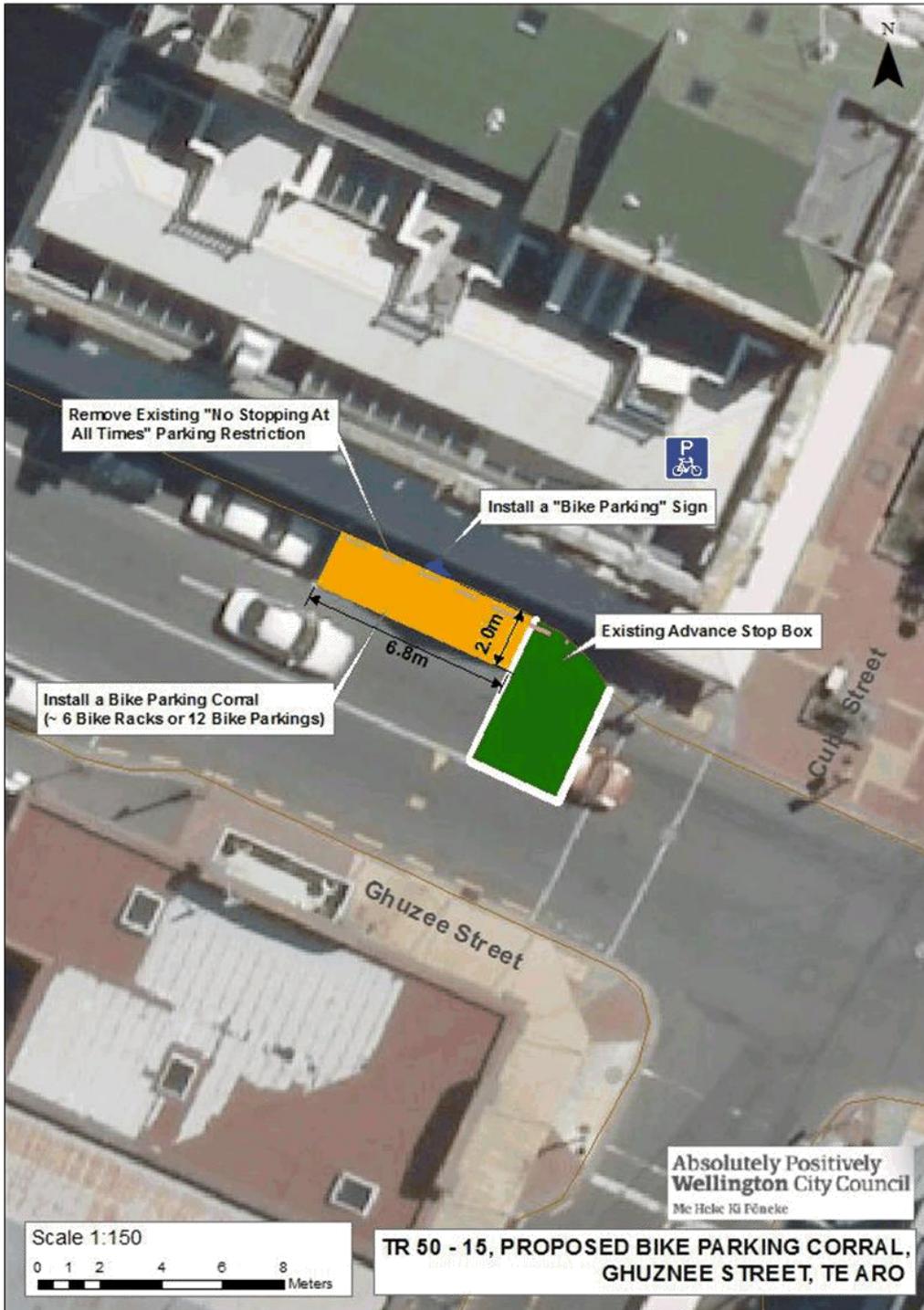
PROPOSED TRAFFIC RESOLUTION



PROPOSED TRAFFIC RESOLUTION

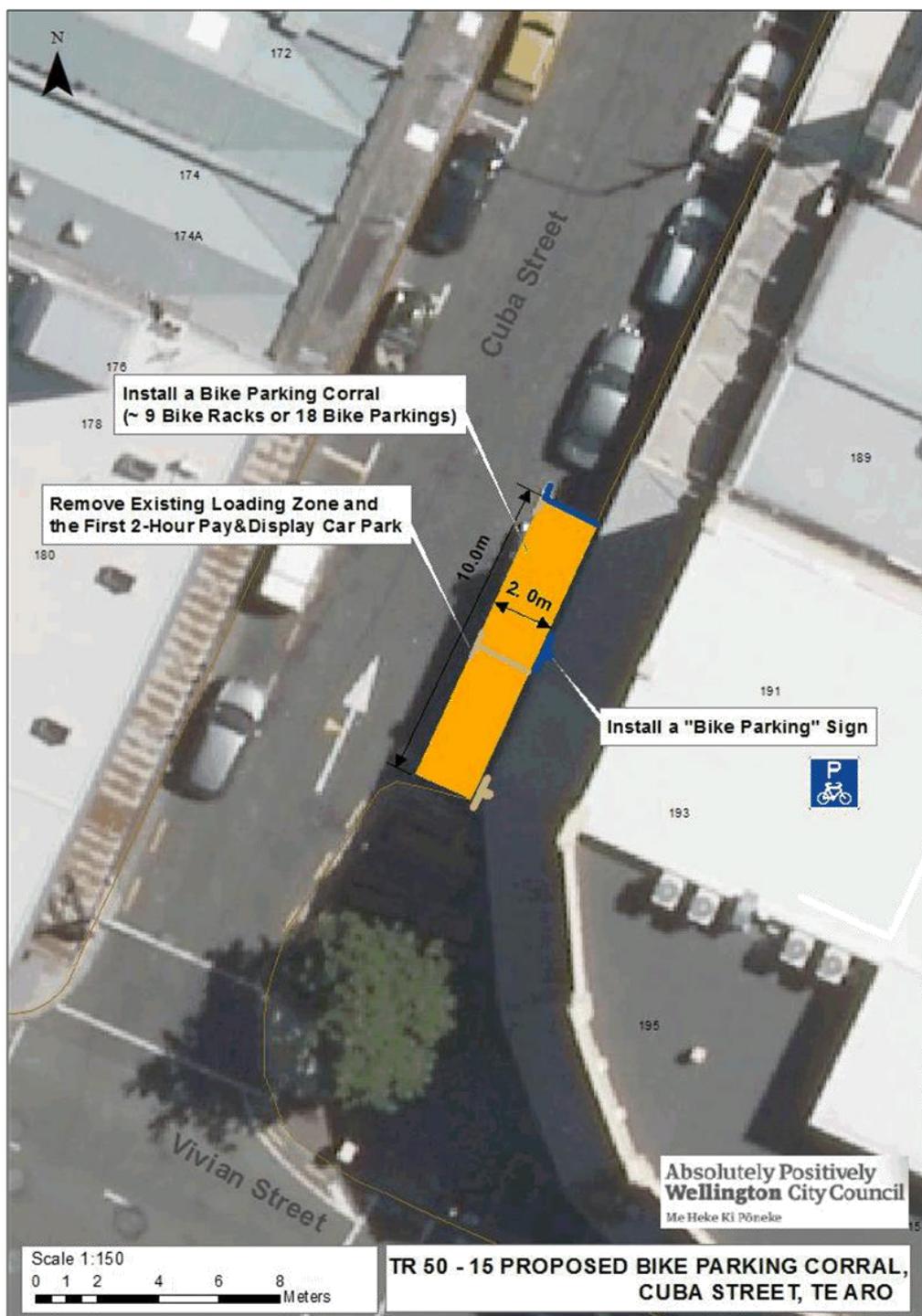
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Item 2.2 Attachment 4



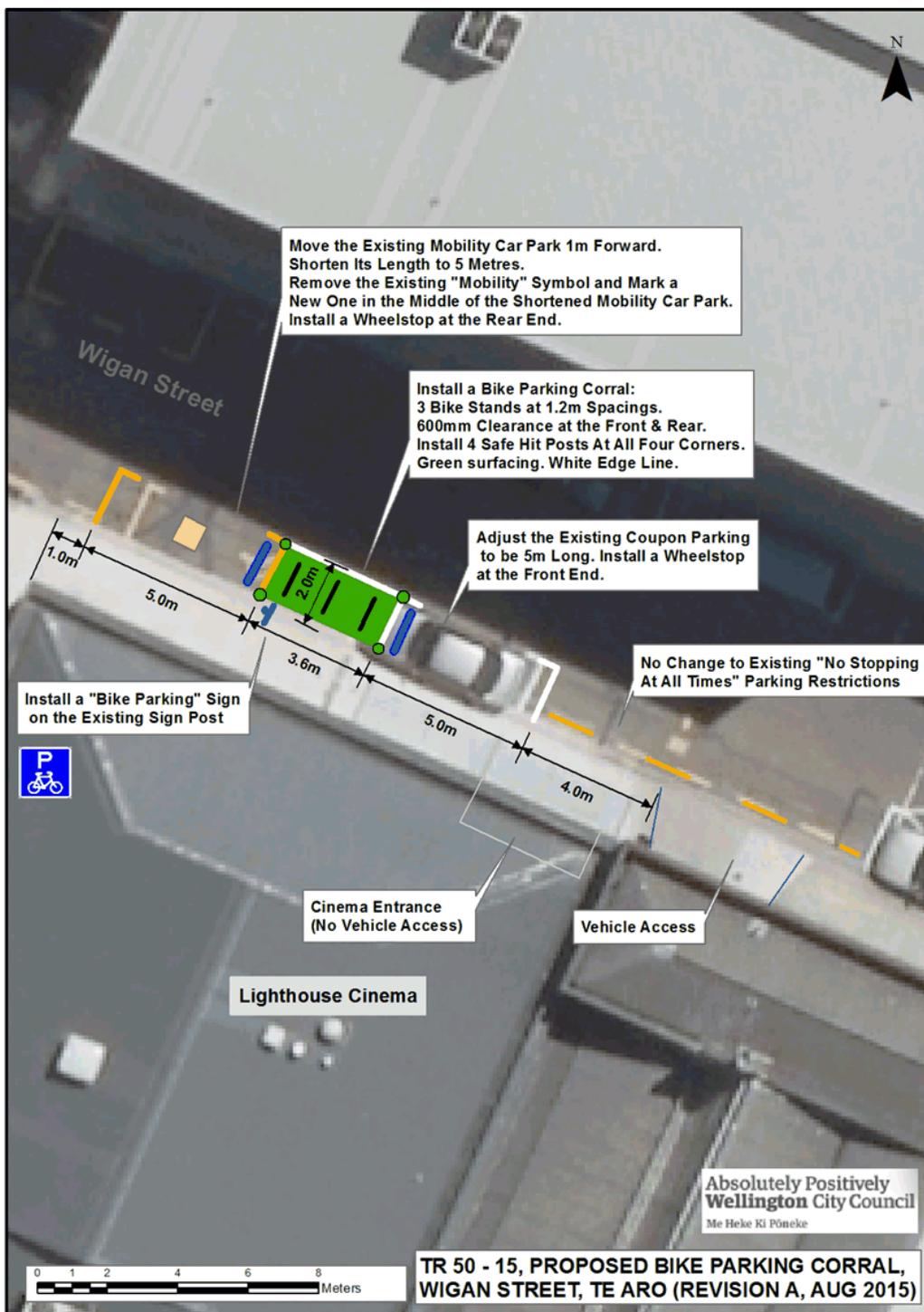
PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
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PROPOSED TRAFFIC RESOLUTION

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



PROPOSED TRAFFIC RESOLUTION

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

Feedback Received:

Submitter: Andrew Wilks
Address: Kelburn Parade, Kelburn
Agrees with proposal: yes

Comments: We support the installation of the additional bike parking. We have recently installed additional bike parking at our Te Aro campus. We support the efforts of WCC to encourage cycling. induced

Council Officer response: n/a

Submitter: Peter Bellam
Address: Volga Street, Island Bay
Agrees with proposal: yes

Comments: Cycling is growing in Wellington. More cycle parking would be welcome.

Council Officer response: n/a

Submitter: Alastair Smith
Address: Durham Crescent, Aro Valley
Agrees with proposal: yes

Comments: The proposed cycle corrals are an excellent initiative. They provide off pavement parking for bikes, reducing potential space loss for pedestrians. It's important to have ongoing evaluation of the use of the bike corrals and their impact on businesses, hopefully confirming other research that indicates that removing car parking and replacing it with bike facilities does not have a negative effect. In installing the Wigan Street Corral, the mobility park could be moved closer to the Lighthouse Cinema entrance.

Council Officer response: Wellington City Council is planning to monitor the usage of the bike parking corrals. We hope this type of facility will prove to be a good solution to bike parking in the central city area and even potentially suburban centres.

PROPOSED TRAFFIC RESOLUTION

Submitter: Sue Gould
Address: Wigan Street, Wellington
Agrees with proposal: no

Comments: We are the owner of a property at 23-25 Wigan St and have recently been advised of the proposed cycle corral by the tenants of our premises (we received no notification of the proposed change from Council).

The proposed location of the corral is within 2 metres of the loading bay for our property and in an area that we believe is currently a no-parking zone. This no-parking zone was presumably implemented due to the existence of the loading bay and to protect visibility when the bay is in use.

Although we applaud the Council's plan to encourage cycling within Wellington and the general provision of cycle corrals, we oppose the proposed location of the Wigan Street installation on the following basis:

1. The street is reasonable narrow with parking in a variety of locations along each side making traffic movements of larger vehicles difficult in places. This situation also means that both vehicular and pedestrian traffic can be impeded when the loading bay is in use.
2. There is a potential danger to cyclist riding/parking their bikes close to the loading bay when it is in use. The proposed location of the cycle corral means another hazard that drivers need to be aware of. The site lines of both traffic traversing the street and reversing into the loading bay will be impeded when the bay is in use.
3. While the current tenant of the building uses the loading bay area on a daily basis (at least once or twice a day) future tenants may have a greater number of vehicle movements, e.g. a distribution company may have 10-15 vehicle movements in and out of the loading bay per day. Siting the bike corral close to/within the probable turning area may compromise the future use of the building and limit the potential to lease the site.

While we acknowledge that the nature of the buildings within the street is changing towards those of an office or residential nature, we ask that the Council considers a revised location and/or a revised design for the corral that does not impede access to, or visibility for, the functioning of the loading bay.

Council Officer response: Thank you very much for your submission on Wellington City Council's proposal TR 50-15. Please accept my sincere apologies for the oversight of not including you in the original consultation mailing list.

I have received a letter from the representative of one of your tenants, Flight Lieutenant Simon Brew of Royal New Zealand Air Force Band, expressing similar concerns.

I have since met with Simon and his colleagues on site. They demonstrated the difficulties they were already facing when reversing their large vehicles into the loading bay.

Wellington City Council have reviewed the original design and made adjustments based on the feedbacks received. I have attached a copy of the revised design for your information. With the new proposal, the extent of the current "No Parking At All Times"

PROPOSED TRAFFIC RESOLUTION

parking restriction (broken yellow lines) will not be changed. A four metre clearance from the entry to the loading bay will be retained.

I hope this help address your concerns. Please let me know if you need any clarification or further information. Again, we appreciate your valuable input in the consultation process and your acknowledgement of our effort in building better cycle facilities in Wellington.

Submitter: Simon Brew
Address: Wigan Street, Wellington
Agrees with proposal: no

Comments: Thank you for your letter dated 02 July 2015 regarding the proposed Traffic Resolution on Wigan Street. I write on behalf of the Royal New Zealand Air Force Band situated at number 23 to 25 Wigan Street, a building we have occupied for approximately 20 years.
We have some serious concerns regarding the proposed bicycle corral to be installed outside the Lighthouse Cinema. Being a 65 strong unit, we have a large amount of equipment to move in and out of the band rooms on a daily basis. We typically do this using a 5 tonne truck and 2 tonne furniture trailer both of which need to be reversed into the dock way so as not to block traffic or the foot path while we are loading equipment. The proposed bicycle corral outside Lighthouse Cinema places fixed objects on the street directly in the path or our current approach path for vehicle access into our building. When reversing into the dockway we have to use the western side of the driveway because the eastern side always has cars parked too close. Currently the manoeuvre is extremely difficult and the addition of the bicycle corral would make our dockway unusable and hence our building not fit for our purpose (a shame as it is currently being earthquake strengthened for us to remain).
While we appreciate the need for bicycle parking in Wigan Street, we request that you reconsider the proposal. Our key concern is that we either a) cannot back into our dockway, b) risk causing damage to the corral and/or our vehicles, or c) block traffic for up to an hour at a time when loading.
The RNZAF Band is very busy and we perform over 200 concerts, parades and services per year in service to both the New Zealand Government, Wellington City Council and the general public. This bicycle corral would cause a major problem for our operations.
Thank you for the opportunity for response.

Council Officer response: Thank you very much for meeting with me on Wigan St last week. I really appreciate that you and your colleagues took the time to demonstrate the difficulties you face when reversing the vehicles into the dockway.

We have reviewed our design and made some changes. I have attached a copy of the new design for your information. With the new proposal, the extent of the current "No Parking At All Times" parking restriction (broken yellow lines) will not be changed. A 4 metre clearance from the dockway will be retained.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
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I hope this help address your initial concerns. Please let me know if you need any clarification or further information.

Submitter response:
your help. Many thanks.

Thank you for the update and we are very pleased with

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 51 – 15
- Location:** Brooklyn Road - Brooklyn
- Proposal:** P30 Monday to Friday 8am-6pm
- Information:** Council officers received a request from the management of the Central Vet Hospital at 8 Brooklyn Road to allocate short term parking for their clientele.

Customers are currently finding it difficult to find available parks near the hospital to allow for short stay drop off or pick-up.

The time limited park will allow regular turnover of parking throughout the day. It also aims to reduce the occasional unsafe parking practices in the area.

Council proposes to install a P30 park during weekdays only.

Net parking loss: 0 – conversion from coupon park to P30 park

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 7 July 2015
- 2) Feedback period closes. 24 July 2015
- 3) If no objections received report sent to Transport & Urban Development Committee for approval. 10 September 2015
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Brooklyn Road	<i>P30, Monday to Friday, 8:00am-6:00pm</i>	<i>West side, commencing 1188 metres north of its intersection with Ohiro Road (Grid coordinates x=1,747,703.9 m, y=5,426,140.2 m), and extending in a northerly direction following the northern kerbline for 7.5metres</i>

Prepared By: **Orencio Gueco**

(Area Traffic Engineer)

Approved By: **Steve Spence**

(Chief Transport Planner)

Date:

WCC Contact:

Orencio Gueco
Area Traffic Engineer
Networks - Transport and Waste Operations
Wellington City Council
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PROPOSED TRAFFIC RESOLUTION

Feedback Received:

Submitter: Susan Wilson
Address: The Ridgeway, Mornington
Agrees with proposal: yes

Comments: I fully support this change. The last thing you need when your pet needs medical attention is trying to find a car park near the vets or worrying you will incur a ticket because you don't have a coupon.

Council Officer response: n/a

Submitter: Carl Savage
Address: Brooklyn Residents Association Inc.
Agrees with proposal: yes

Comments: Firstly, on behalf of the BRAI executive, thank you for asking us for our input on TR (Traffic Resolution) 51 - 15 Brooklyn Road.

Secondly, I have consulted with other members of the BRAI Executive and while we do not want to reduce parking in and around the area close to the Brooklyn village area, this seems a sensible idea when looking at the potential obstruction of this residents garage.

So we agree and support this small change to road designation here.

Council Officer response: n/a

Submitter: Lauree Rickard
Address: NZ
Agrees with proposal: yes

Comments: I write in support of the proposed request to provide additional short term parking for clients of Central Vet Hospital. I am a long term client of this vet and in recent years it has become increasingly difficult to find parking when required.

Council Officer response: n/a

PROPOSED TRAFFIC RESOLUTION

Feedback Received:

Submitter: Daphne Carvalho
Address: NZ
Agrees with proposal: yes

Comments: I noticed that there was a notice in the Aro Valley Voice that a request has been made by the Central Vet Hospital at 8 Brooklyn Road for two P30 parking spaces.

Please consider my email as feedback. I think this is a great idea. We have been using the Central Vets since the 80s. The vets provide an excellent service. Having extra parking spaces available outside will make it easier to visit and bring my pets in. We've had to double park while I bring in one of our ill or injured fur kids, ditto to get picked up. It would be so much better if more parks were available for our vet visits.

Thanks.

Council Officer response: n/a

PROPOSED TRAFFIC RESOLUTION

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

Reference: TR 52 – 15

Location: Dixon Street - Te Aro

Proposal: No Stopping At All Times

Information: Council officers have reviewed the existing parking restrictions along the south side of Dixon Street near its intersection with The Terrace.

It is proposed to update the resolutions database to match the actual on street measurements.

Current parking restrictions along this section of Dixon Street will remain the same.

Net parking loss: 0.

Key Dates:

- | | |
|---------------------------------------------------------------------------------------------------------------|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 7 July 2015 |
| 2) Feedback period closes. | 24 July 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 10 September 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
Dixon Street	<i>No stopping, at all times</i>	<i>South side, commencing 14 metres from its intersection with The Terrace (Grid coordinates x=1,748,333.3 m, y=5,427,519.1 m), and extending in an easterly direction following the southern kerbline for 8.5 metres.</i>
Dixon Street	<i>No stopping, at all times</i>	<i>South side, commencing 32.5 metres from its intersection with The Terrace (Grid coordinates x=1,748,333.3 m, y=5,427,519.1 m), and extending in an easterly direction following the southern kerbline for 11.5 metres.</i>
Dixon Street	<i>No stopping, at all times</i>	<i>South side, commencing 64 metres from its intersection with The Terrace (Grid coordinates x=1,748,333.3 m, y=5,427,519.1 m), and extending in an easterly direction following the southern kerbline for 6 metres.</i>

Prepared By: **Orencio Gueco**

(Area Traffic Engineer)

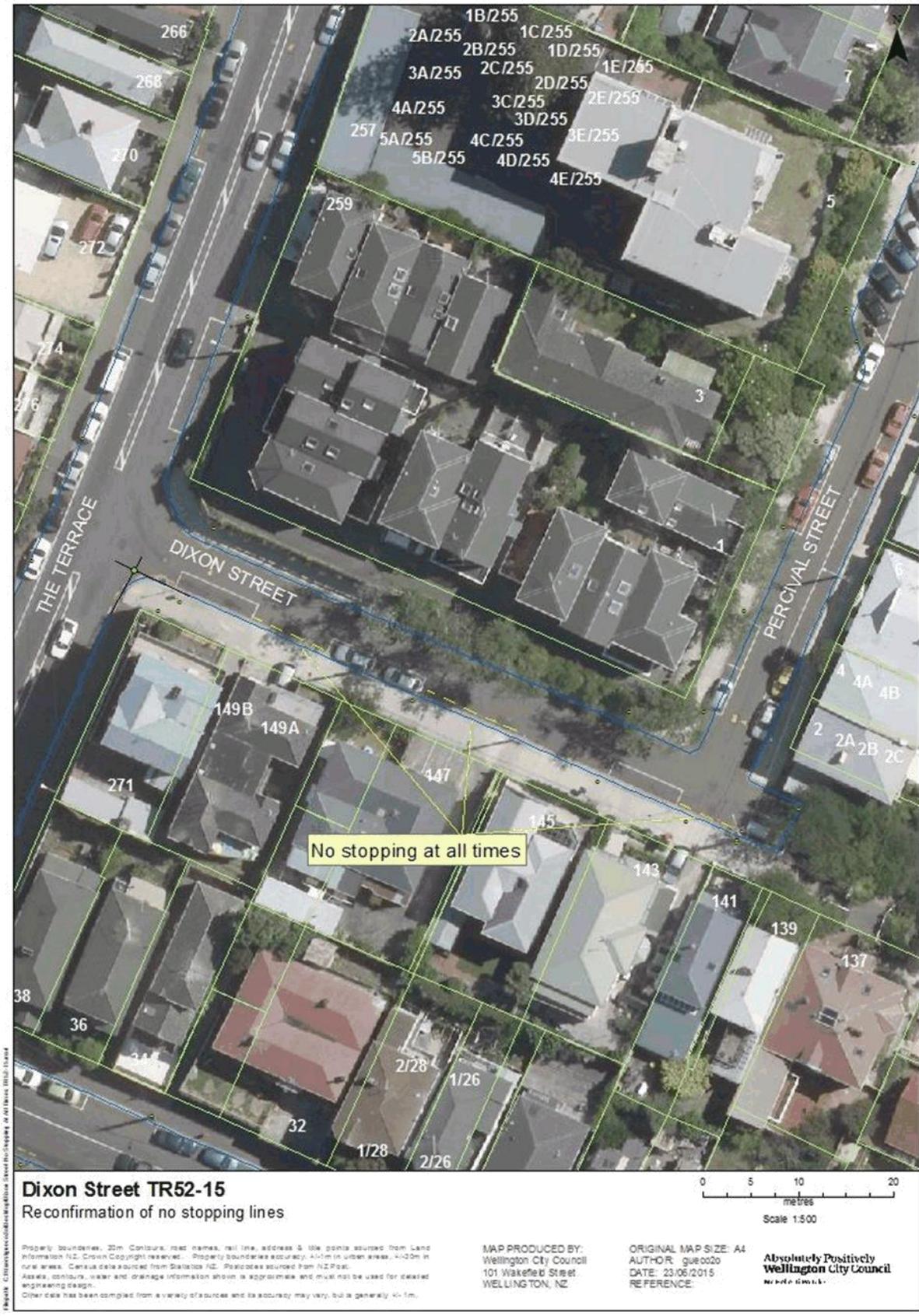
Approved By: **Steve Spence**

(Chief Transport Planner)

Date:

WCC Contact:

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Area Traffic Engineer
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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

No feedback

PROPOSED TRAFFIC RESOLUTION

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

Reference: TR 54 – 15

Location: Adelaide Road - Newtown

Proposal: Removal of mobility park

Information: Council officers received a request from the previous owner of 303 Adelaide Road to remove the mobility park outside the property. It is no longer needed.

Initial consultation in the area showed no objection to this proposal.

Council proposes to convert this to an unrestricted park similar to the adjacent parks along this section of road.

Net parking loss: 0 – conversion from mobility park to unrestricted park

Key Dates:

- | | |
|---------------------------------------------------------------------------------------------------------------|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 7 July 2015 |
| 2) Feedback period closes. | 24 July 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 10 September 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

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

Legal Description:

Delete from Schedule D (Restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Adelaide Road	<i>No stopping except for vehicles displaying an operation mobility card, at all times</i>	<i>East side, commencing 28 metres south of its intersection with Colombo Street and extending in a southerly direction following the eastern kerbline for 8 metres</i>

Prepared By: **Orencio Gueco**

(Area Traffic Engineer)

Approved By: **Steve Spence**

(Chief Transport Planner)

Date:

WCC Contact:

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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

No feedback

PROPOSED TRAFFIC RESOLUTION

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

Reference: TR 55 – 15

Location: Melbourne Road - Island Bay

Proposal: No Stopping Line, At All Times

Information: Council officers, on the request of a member of the public, investigated the corner of Avon and Melbourne Road for the installation of pedestrian ramps to facilitate ease of crossing and improve safety.

Investigations revealed that the most appropriate location would be on Melbourne Road near the intersection with Avon Street. Due to the proximity of the intersection, the two road sumps, the adjacent bank which would require a cutback to provide a return footpath on Melbourne Road.

In regards to the restricted visibility sightline along the western side of Melbourne Road due to parked vehicles, Council officers advised the resident that to ensure a safer passage of pedestrians when crossing the road, a No Stopping Restriction for six metres would be required.

Loss of parking: 1 space

Key Dates:

- | | |
|---------------------------------------------------------------------------------------------------------------|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 7 July 2015 |
| 2) Feedback period closes. | 24 July 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 10 Sep 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
Melbourne Road	<i>No stopping, at all times</i>	<i>West side, commencing 12 metres south of its intersection with Avon street(Grid coordinates x= 1,748636.95 m, y= 5,422669.76 m), and extending in a southerly direction following the western kerb line for 5.5 metres.</i>

Prepared By: **Frank Fan**

(Southern Area Traffic Engineer)

Approved By: **Steve Spence**

(Chief Transport Planner)

Date:

WCC Contact:

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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

No feedback

PROPOSED TRAFFIC RESOLUTION

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

Reference: TR 56 – 15

Location: Strathmore Avenue - Strathmore Park

Proposal: Reconfirmation – No Stopping at all times and Bus Stop relocation

Information: This is a Confirmation Traffic Resolution order for no stopping and the relocation of the bus stop that took place in the past when relocating the pedestrian crossing on Strathmore Avenue outside Kahurangi School; and the six metres no stopping recently added. There will be no changes to what is currently seen on the road.

Key Dates:

- | | |
|---------------------------------------------------------------------------------------------------------------|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 7 July 2015 |
| 2) Feedback period closes. | 24 July 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 10 Sept 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

Delete from Schedule B (Restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Strathmore Avenue	<i>Bus Stop, at all time</i>	<i>East side, commencing 139 metres east of its intersection with Kinghorne Street and extending in a southerly direction following the eastern kerbline for 12 metres</i>

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

Column One	Column Two	Column Three
Strathmore Avenue	<i>Bus Stop, at all time</i>	<i>East side, commencing 83 metres south of its intersection with Kinghorne Street (grid coordinates $x= 1,752359.4$, $y= 5, 423199.8$), and extending in a southerly direction following the eastern kerbline for 14 metres</i>

PROPOSED TRAFFIC RESOLUTION

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

Column One	Column Two	Column Three
Strathmore Avenue	<i>No stopping, At all times</i>	<i>East side, commencing 50 metres south of its intersection with Kinghorne street (grid coordinates x= 1,752358.3m , y= 5, 423255.5m), and extending in a southerly direction following the western kerbline for 11 metres.</i>

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

Column One	Column Two	Column Three
Strathmore Avenue	<i>No stopping, At all times</i>	<i>East side, commencing 66 metres south of its intersection with Kinghorne street (grid coordinates x= 1,752359.2m , y= 5, 423237.1m), and extending in a southerly direction following the western kerbline for 6 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: **Frank Fan** (Southern Area Traffic Engineer)

Approved By: **Steve Spence** (Chief Transport Planner)

Date:

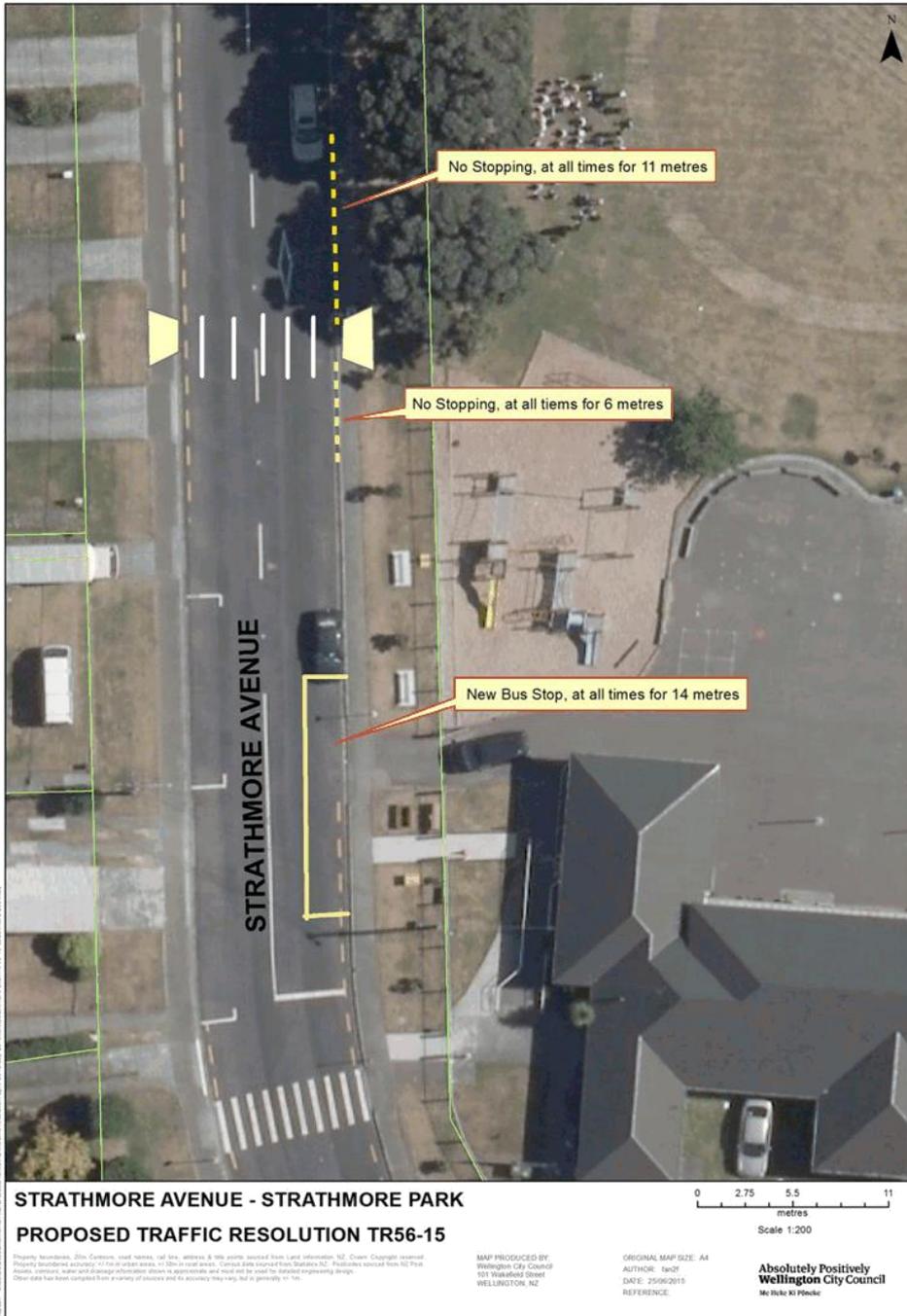
WCC Contact:

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101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone: +64 4 830 1202
Email: frank.fan@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

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

Item 2.2 Attachment 9



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

No feedback

PROPOSED TRAFFIC RESOLUTION

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

Reference: TR 58 – 15

Location: Martin Square - Te Aro

Proposal: No Stopping At All Times

Information: Council Officers have received a request to address a parking problem at the northern cul-de-sac of Martin Square.

Within the northern cul-de-sac of Martin Square is a business with dedicated parking space. However, one of these parking spaces frequently gets impeded by vehicles that park along a non-designated parking area with no current parking restrictions.

The purpose of this resolution is to implement a no-stopping restriction in order to prevent vehicles from blocking the designated parking spaces within this area.

In addition to the above, it is proposed to update the resolutions database to match the actual on street measurements.

Net parking loss: 0 spaces

Key Dates:

- | | |
|---------------------------------------------------------------------------------------------------------------|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 7 July 2015 |
| 2) Feedback period closes. | 24 July 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 10 Sept 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
Martin Square	<i>No stopping, at all times</i>	<i>Outer side, commencing 64 metres east of its northern intersection with Taranaki Street (Grid coordinates $x= 1,748,797.5$ m $y= 5,426,747.3$ m), and extending in an easterly and northerly direction for 13 metres.</i>
Martin Square (northern cul-de-sac)	<i>No stopping, at all times</i>	<i>Outer side, commencing 88 meters east and north of its northern intersection with Taranaki Street (Grid coordinates $x= 1,748,812.9$ m, $y= 5,426,755.1$ m), and extending in a northerly, easterly and southerly direction for 21 metres.</i>

Prepared By: **Patrick Padilla**

(Area Traffic Engineer)

Approved By: **Steve Spence**

(Chief Transport Planner)

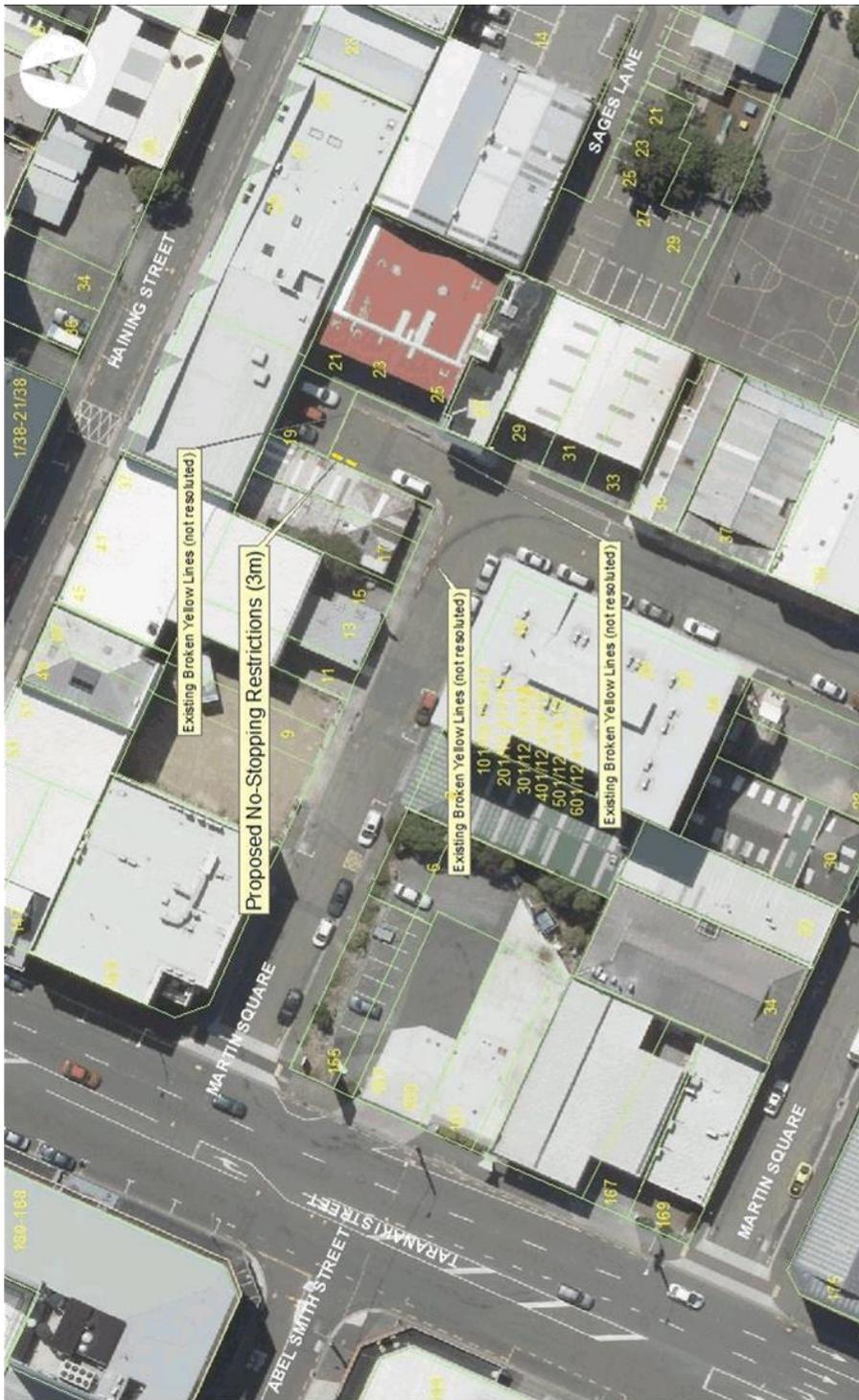
Date:

WCC Contact:

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PROPOSED TRAFFIC RESOLUTION

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



1:579 METERS
0 10 20 40
ABSOLUTELY POSITIVELY
THE OFFICE OF PLANNING WELLINGTON
WELLINGTON CITY COUNCIL

MAP PRODUCED BY:
WELLINGTON CITY COUNCIL
101 WILKINSON STREET
WELLINGTON, NZ

**Martin Square, Te Aro TR58-15
Proposed No-Stopping Restrictions**

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

No feedback

PROPOSED TRAFFIC RESOLUTION

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

Reference: TR 59 – 15

Location: Bidwill Street - Mt Cook

Proposal: No Stopping At All Times

Information: Council Officers have noted a fire hydrant situated in the middle of a parking space which is often obstructed by vehicles parking over it.

Making adjustments to the parking space dimensions are not feasible due to physical limiting factors such as a nearby driveway, narrowing road width and no stopping restrictions. Instead, it is best to increase emphasis on the presence of a fire hydrant and no stopping restriction.

The recommended solution is to remove the parking space exit L-bar and extend the current no stopping restriction to align with the fire hydrant. With these changes, a vehicle driver attempting to park will realise the absence of an exit L-bar and instead notice the presence of the fire hydrant and no stopping restriction. This allows the driver to make a sound decision on how to best position the vehicle.

In addition to the above, it is proposed to update the resolutions database to match the actual on street measurements.

Net parking loss: 0 spaces

Key Dates:

- | | |
|---------------------------------------------------------------------------------------------------------------|--------------|
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| 2) Feedback period closes. | 24 July 2015 |
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| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
Bidwill Street	No stopping, at all times	South side, commencing 161 metres west of its intersection with Taranaki Street and extending in a westerly direction following the southern kerbline for 106.5 metres.
Bidwill Street	No stopping, at all times	East side, commencing 301 metres west of its intersection with Taranaki Street and extending in a southerly direction following the southern kerbline for 98.5 metres.

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

Column One	Column Two	Column Three
Bidwill Street	No stopping, at all times	South side, 143 metres west of its intersection with Wallace Street (Grid coordinates $x= 1,748,360.6$ m $y= 5,426,168.1$ m), and extending in a westerly direction following the southern kerbline for 257 metres.

PROPOSED TRAFFIC RESOLUTION

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

Prepared By: **Patrick Padilla**

(Area Traffic Engineer)

Approved By: **Steve Spence**

(Chief Transport Planner)

Date:

WCC Contact:

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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



**Bidwill St, Mt Cook TR59-15
Proposed No-Stopping Restrictions**

PROPOSED TRAFFIC RESOLUTION

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

Feedback Received:

Submitter:	Susan Wilson
Address:	The Ridgeway, Mornington
Agrees with proposal:	yes
Comments:	n/a
Council Officer response:	n/a

PROPOSED TRAFFIC RESOLUTION

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

Reference: TR 64 – 15
Amendment

Location: Broderick Road - Johnsonville

Proposal: No stopping, at all times

Information: Council officers have met concerned residents of Broderick Road regarding the safety of travelling through a narrowed section of Broderick road adjacent to 134-138 incl. where forward visibility is restricted due to parked cars. Councillors Lester and Foster have also been involved in promoting these restrictions.
Together with the cutting back and reducing the height of planting, the recommendation is for two short lengths of no stopping restrictions to provide safe two way traffic on this curve with limited forward visibility.

Parking loss: 1 parking spaces

Key Dates:

- | | |
|---------------------------------------------------------------------------------------------------------------|-------------------|
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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
<i>Broderick Road</i>	<i>No stopping, at all times</i>	<i>East side, commencing 90 metres south of its intersection with Old Coach Road (Grid coordinates $x= 1,750,505.7$ m, $y= 5,435,001.99$), and extending in a southerly direction following the eastern kerb line for 8 metres.</i>

Prepared By: **Charles Kingsford** (Principal Traffic Engineer/Team Lead)

Approved By: **Steve Spence** (Chief Transport Planner)

Date:

WCC Contact:

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PROPOSED TRAFFIC RESOLUTION

Feedback Received:

Submitter: Adrian Jarvis
Address: Broderick Road, Johnsonville
Agrees with proposal: no

Comments: In the ten years that I have owned the property at 136 Broderick Road, I have never been aware of any traffic incidents at the section of road identified in the proposed change. The change would eliminate all street parking adjacent to my property, making it difficult for visitors to park. Given the number of vehicles already parked nearby, the addition of the no stopping areas would force the residents who park there currently to park further down the road. The section of Broderick road south of the proposed no stopping area is already reduced to a single lane due to the vehicles park on either side of the road. The addition of the no stopping area is likely to force people to park in other sections of Broderick road and exacerbate the parking and traffic issues in the street. I am concerned that the proposed changed is attempting to solve a perceived problem rather than an actual one and if implemented may actually cause more traffic problems.

Council Officer response: We are always constrained in residential areas with topography and the essential need to retain optimum on-street parking and the safe passage of vehicles, cyclists and pedestrians.
The proposal consulted on aims to address the restricted sightlines on the bend adjacent to 134-138 incl. where forward sight distance visibility is considerably restricted by parked cars belonging to residents and visitors.
The planting on the inside of the bend outside no.151 has been cut back and reduced in height to between 1.0 metres(m) -1.25m to also improve the forward sight distance to vehicles on this curve.
Based on the feedback provided, it has been decided to recommend a reduced scheme where only eight (8) metres of No Stopping is introduced outside no. 138, and thereafter, to monitor the traffic movements on this curve. This no stopping restriction will improve road safety on this corner without unduly affecting the parking balance to local residents in Broderick road.
Separate requests for no stopping along other sections of Broderick road can be considered on request and on their individual merits.

Submitter: Annette Hall
Address: Broderick Road, Johnsonville
Agrees with proposal: no

PROPOSED TRAFFIC RESOLUTION

Comments: Thank you for the map showing the recommended improvements to the parking problem in Broderick Road. I object to the recommendation because, while the suggested BYLs will help, they are only dealing with the tip of the iceberg. Further BYLs are needed at least between 140 and 142 Broderick Road, and possibly on the opposite side of the road, between 147 and 153. While one would not expect any sensible driver to park here, they do occasionally, as was recently seen when a lawn mowing contractor with trailer parked outside 151. The main problems are lack of visibility when parked cars force moving cars to drive on the wrong side of the road, and cars parking partly on the footpath and forcing pedestrians and users of mobility scooters to go on the centre of the road to get past. I would invite those who will be involved in the decision-making on this part of Broderick Road to drive up and/or down the road occasionally and see for themselves that even just two parked cars are seriously affecting the safety and visibility. There used to be BYLs in this area, but for some unknown reason they disappeared some time ago.

Council Officer response: as above

Submitter: Annette Jarvis
Address: Broderick Rd, Johnsonville
Agrees with proposal: no

Comments: We have lived at 136 Broderick for almost 11 years without incident. The proposed changes will inconvenience our family, our visitors/friends and our neighbours. As it would mean parking a substantial distance away from my home, therefore cluttering up other areas of the street and possibly causing friction. My parents are elderly - my mother in a wheel chair, so the proposed no stopping restriction would make it extremely difficult for them to continue to visit us. I strongly OPPOSE the 'no stopping' restriction!

Council Officer response: as above

PROPOSED TRAFFIC RESOLUTION

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

Reference: TR 65 – 15

Location: Main Road - Tawa

Proposal: No stopping, at all times

Information: The church has brought to our attention that the existing parking space on Main Road between the church's driveway and the driveway to no.163. is less than five metres long, which is the minimum length for a parking bay. Most of the time one of the two driveways is partly obstructed by parked cars making access and egress difficult. We have also received similar complaint from no.163 through Councillor Sparrow.

Currently the parking space is 4.5m between existing "L" bars, however, we have noticed that the distance between the "L" bar and the driveway is less than the legal requirement for both driveways and this is causing the ongoing obstructions.

As an interim measure, Council officers have instructed the contractor to move the "L" bars further away from the two driveways than the legal one metre.. Officers believe, however that this will not provide a satisfactory solution due to Main Road being a Principal, high volume road where there is also a high demand for parking.

Therefore officers propose 4.5 metres of broken yellow line to mitigate ongoing vehicle access obstruction.

Key Dates:

- | | |
|---------------------------------------------------------------------------------------------------------------|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 7 July 2015 |
| 2) Feedback period closes. | 24 July 2015 |
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PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
<i>Main Road</i>	<i>No stopping, at all times</i>	<i>South side, commencing 83.5 metres south of its intersection with Elena Place and extending in a westerly direction following the southern kerbline to its intersection with Lyndhurst Road.</i>

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

Column One	Column Two	Column Three
<i>Main Road</i>	<i>No stopping, at all times</i>	<i>West side, commencing 65 metres north of its intersection with Elena Place (Grid coordinates x= 1,753,055.04 m, y= 5,440,485.3 m), and extending in a northerly direction following the western kerb line for 42.5 metres to its intersection with Lyndhurst Road.</i>

PROPOSED TRAFFIC RESOLUTION

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

Prepared By: **Lubna Abdullah**

**(Northern Area Traffic
Engineer)**

Approved By: **Steve Spence**

(Chief Transport Planner)

Date:

WCC Contact:

Lubna Abdullah
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Email: lubna.abdullah@wcc.govt.nz



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

No feedback

PROPOSED TRAFFIC RESOLUTION

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

- Reference:** TR 66 – 15
- Location:** Colombo Street - Newtown
- Proposal:** Time limited (P10, Monday to Friday, 9:00am -9:30am, 3:00pm-3:30pm)
- Information:** Council officers received a request from the Adelaide Childhood Centre for time limited parking.
- Adelaide Childhood Centre run the Kindergarten situated at 28 Colombo Street, Newtown. Parents/caregivers find it difficult to park close to and within walking distance of the community centre in the morning drop off and afternoon pickup times.
- Council officers have visited the site and observed that parking was unavailable within a reasonable walking distance to the kindergarten. This is primarily due to commuter parking in the area to facilitate bus travel to work places to and from the city.
- The proposed restriction would allow a ten minute drop off/ pick up facility in the morning and afternoon peak times, in front of the centre to assist the parents and children attending the centre.

Net parking loss: 0

Key Dates:

- | | |
|---------------------------------------------------------------------------------------------------------------|--------------|
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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Colombo Street	<i>P10, Monday to Friday 9:00am-9:30am 3:00pm-3:30pm</i>	<i>North side, commencing 91 metres east of its intersection with Adelaide Road (Grid coordinates $x= 1,748790.8$ m, $y= 5,425062.0$ m), and extending in a easterly direction following the western kerbline for 6 metres</i>

Prepared
By:
Approved
By:
Date:

Frank Fan
Steve Spence

(Southern Area Traffic Engineer)

(Chief Transport Planner)

WCC Contact:

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PROPOSED TRAFFIC RESOLUTION

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

Item 2.2 Attachment 14



PROPOSED TRAFFIC RESOLUTION

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

Feedback Received:

Submitter: Kim Narsi
Address: Mein Street, Newtown
Agrees with proposal: yes
Comments: Finally!
Council Officer response: n/a

Submitter: Vivian Lynn
Address: Colombo Street, Newtown
Agrees with proposal: n/a

Comments: Preamble:
Adelaide Childcare Centre is one of two business's operating in Colombo St., which was once a residential street. ACC creche business clientele is mostly not from the local community.
Residents have in the past, successfully apposed the expansion of business in the street—for example a printing factory and a delinquent boys club ---- to preserve the peace and enjoyment of their properties.
When the ACC creche won consent from WCC to set up at 28 Colombo Street in 1978, many activities, such as creche operating hours, noise, building on the site and parking were restricted. In the intervening years there have been incremental developments in the running of the business at 28 Colombo Street whereby the original restrictions have been abrogated albeit tolerated by the community. The fact is that young families now living in the street are probably not aware of the responsibilities the original ACC creche agreed to abide by, in operating business in the street. As rate payers, we do not wish to see further erosion of our rights.

Submission:

*I/We shall agree to support the request for time limited parking by ACC creche clients if there is a guarantee that these hours will not be exceeded in the future decade.
* We shall also agree if and when council extends residential parking along the North side of Colombo street to Adelaide Road.

Rationale:

*Colombo Street has been taken over by commuters and hospital patrons.

PROPOSED TRAFFIC RESOLUTION

*Only relatively recently have Council introduced residential parking along the North East section of Colombo Street and that has been found by us not to be adequate for ourselves and our families.

*Time limited parking for business (i.e. the creche) is an erosion of recent residential parking gains therefore compensatory parking is necessary for residents.

Council Officer response: After reviewing the feedback received from residents, the original proposal to install two P10 parking spaces outside 28 Adelaide Road has been modified to propose installing only one P10 parking space outside 28 Adelaide Road (Monday - Friday, 9:00am-9:30am, 3:00pm-3:30pm).

Submitter: Christy Butterick
Address: Colombo St, Newtown
Agrees with proposal: no

Comments: I have to object on the proposal set forth for a number of reasons:

- Parking is difficult and as stipulated in your Report of the Proposal you claim that the primary reason why parents find a hard time parking is because "This is primarily due to commuter parking in the area to facilitate bus travel to work places to and from the city". So I am confused as to why myself and my housemates will lose out on 2 of our parks because of others.
- The parking spaces that are in the proposal to become 2 P10 parks are my housemates and my primary spots, we use these almost exclusively, as we do not have anywhere else off road to parking.
- This parks directly affect us, and we have 4 cars competing for space with the many other neighbours on the street. It is very difficult to find a park at the best of times and this makes it even worse and benefits only the pre-school.
- You have previously taken away 4,5 parks and converted them to Residents Only and made residents pay, and this is how it will ultimately affect us, costing us money if we want to secure a park. Why should we lose out?..
- And frankly, after 5 years of living in front of the pre-school this would add to the list of the negatives. Primarily the noise and never ending weekend birthday parties hosted at the residence, we cannot get away from.

I have a couple of suggestions of other possibilities;

1. Making parking on the street angular in the wider middle part of Colombo Street and making 2 of those parks P10, the extra room would make up for the extra 2 parks.
2. Have one park in front of our house and another up or down the street a few spaces, so not only us will be affected.
3. Make the 2 parks come out of the residents only parking, as there is normally parking there throughout the day and that section is only 10-15m further down the road.

Council Officer response: After reviewing the feedback received from residents, the original proposal to install two P10 parking spaces outside 28 Adelaide Road has been

PROPOSED TRAFFIC RESOLUTION

modified to propose installing only one P10 parking space outside 28 Adelaide Road (Monday - Friday, 9:00am-9:30am, 3:00pm-3:30pm).

Submitter: Amos Baird
Address: Colombo Street, Newtown
Agrees with proposal: n/a

Comments: There are a few things that I would like to comment on regarding this:

- The parking spaces that the proposal is referring to are located directly on the street outside where myself and my flatmates live (and specifically park, as there are no off-street parking).
- We are aware that parking is difficult, as we ourselves already struggle to find a park for our cars at times.
- We note that the street is particularly wide in the area that you are focussing on and could see that perhaps if you were to introduce angular parking on the street (for that side of the road) that would introduce a few additional parks, which could then be used as the P10 parks that are being proposed.
- Could you look further into having just one P10 park, and if needed, another one slightly up or down the road?

Council Officer response: After reviewing the feedback received from residents, the original proposal to install two P10 parking spaces outside 28 Adelaide Road has been modified to propose installing only one P10 parking space outside 28 Adelaide Road (Monday - Friday, 9:00am-9:30am, 3:00pm-3:30pm).

PROPOSED TRAFFIC RESOLUTION

- Reference:** TR 67 – 15
- Location:** Washington Avenue - Brooklyn
- Proposal:** No Stopping, At All Times
- Information:** Council Officers have received a request from a local resident to extend the No Stopping Restriction at the intersection between Washington Avenue and Heaton Terrace.

Council officers have observed there is 4 metres parking space left between the existing No Stopping Lines and the resident's garage. Vehicle parking on that space would obstruct resident's access to the garage.

Officers propose to extend the No Stopping lines for 4 metres to prevent illegal parking and also improve visibility of the intersection.

Net parking loss: 0

Key Dates:

- | | |
|---------------------------------------------------------------------------------------------------------------|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 7 July 2015 |
| 2) Feedback period closes. | 24 July 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 10 Sep 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One

**Washington
Avenue**

Column Two

*No stopping, at all
times*

Column Three

*East side, commencing 9.5
metres north of its intersection
with Heaton Terrace (Grid
coordinates
x= 1,747910 m, y= 5, 425939.9
m), and extending in a northerly
direction following the eastern
kerb line for 4 metres.*

Prepared By: **Frank Fan**

(Southern Area Traffic Engineer)

Approved By: **Steve Spence**

(Chief Transport Planner)

Date:

WCC Contact:

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PROPOSED TRAFFIC RESOLUTION

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

Item 2.2 Attachment 15



PROPOSED TRAFFIC RESOLUTION

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

Feedback Received:

Submitter: Susan Wilson
Address: The Ridgeway, Mornington
Agrees with proposal: yes

Comments: Any improvements to safety on this stretch of road are welcomed.

Council Officer response: n/a

Submitter: Jennifer Davies
Address: Ohiro Road, Brooklyn
Agrees with proposal: no

Comments: I do not agree with the proposal. As it is, there are limited visitor parking spaces on Washington Ave, and it is a busy street, with trades people, school traffic, shops nearby and numerous other homes who require on street parks. In my opinion, there is ample space to access said driveway and garage, more space than many others have. I am a frequent visitor to the area, visiting with a baby and child, and as is it is already difficult to find a parking space at times, I think removing one will cause more problems than solutions.

Council Officer response: The space left between the existing No Stopping Lines and the resident's garage is 4 metres which is not really enough space for parking. We did not remove parking but installed Broken Yellow Lines to make it clear this space is not suitable for parking.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 68 – 15
Location: Carlton Gore Road - Roseneath
Proposal: No Stopping Line, At All Times

Information: Council Officers have received a request from a local resident to extend the No Stopping Restriction on Carlton Gore Road.

Council officers have observed vehicles parking inconsiderately in front of the ramp which creates a safety concern for pedestrian having to step out between vehicles to cross the road on a bend.

Officers propose to extent the No Stopping Lines for 9 metres to prevent inconsiderate parking on Carlton Gore Road and to provide a better sightline for drivers to pedestrians waiting to cross.

Net parking loss: 1

Key Dates:

- | | |
|---------------------------------------------------------------------------------------------------------------|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 7 July 2015 |
| 2) Feedback period closes. | 24 July 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 10 Sept 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

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

Legal Description:

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

Column One

Column Two

Column Three

Carlton Gore Road

No stopping, at all times

South side, commencing 250 metres east of its intersection with Oriental Parade(Grid coordinates $x=1,750909.2$ m, $y=5,427811.1$ m), and extending in an easterly direction following the kerbline for 9 metres

Prepared By: **Frank Fan**

(Southern Area Traffic Engineer)

Approved By: **Steve Spence**

(Chief Transport Planner)

Date:

WCC Contact:

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Transport Network Team
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PROPOSED TRAFFIC RESOLUTION

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

Item 2.2 Attachment 16



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

No feedback

PROPOSED TRAFFIC RESOLUTION

- Reference:** TR 69 – 15
- Location:** Victoria Street - Te Aro
- Proposal:** Changes to Traffic & Parking on Victoria Street
- Information:** A traffic resolution is required to support the changes made by the Victoria Street Transformation. Created 35 years ago, Victoria Street was designed primarily for vehicles. Pedestrian and cycle facilities are currently of a poor standard. By improving these facilities to a tree-lined, pedestrian friendly boulevard, WCC and its Central City Framework (2013) hope to increase patronage to the area. This will support future development in the area, including 1100 new apartments and 37,000 sqm of new commercial space. Southbound cycle improvements and two new paved parks are also provided as part of this project. This will start creating a great inner-city neighbourhood.
- The traffic resolution is required for the following changes:
- New cycle stop boxes on all Victoria Street approaches, as well as Abel Smith Street (east and west), Ghuznee Street (east and west) and Dixon Street;
 - A new southbound cycle lane;
 - New evening peak-hour clearways on both sides of the road between Vivian and Abel Smith streets, allowing the retention of 10 parking spaces during off-peak periods;
 - Relocating bus stops and increasing their length to 30m (two buses);
 - A new mobility parking space in, and relocation of the two that are retained in the slip lane to the north of Ghuznee Street;
 - Changing Coupon Parking in the slip lane south of Vivian Street to P120 Pay and Display;
 - A new cycle special vehicle display for southbound cyclists at Abel Smith Street;
 - A new special vehicle display for bus priority on the southbound approach to Dixon Street;
 - Minor relocation of the zebra crossing on the Victoria/Vivian St intersection;
 - Miscellaneous parking restrictions near intersections.
- The Victoria Street Transformation Project's planning, design & construction has been undertaken by the Memorial Park Alliance under instruction from the Wellington City Council. This report reflects the legal changes associated with the approved design and implemented scheme and will allow for legal enforcement to be undertaken.

Key Dates:

- | | | |
|----|------------------------------------------------------|--------------|
| 1) | Advertisement in the Dominion Post Newspaper | 7 July 2015 |
| 2) | Feedback period closes. | 24 July 2015 |
| 3) | If no objections received report sent to Transport & | 10 September |

PROPOSED TRAFFIC RESOLUTION

- 4) Urban Development Committee for approval. 2015
If objections are received, further consultation,
amendment/s, or proceed with explanation as
appropriate.

Legal Description:

Delete from Schedule A (Time Limited) Schedule B (Class Restricted) Schedule C (Direction) Schedule D (No Stopping) Schedule E (Resident Parking) Schedule F (Metered Parking) Schedule G (Give Way & Stop) Schedule H (Pedestrian Crossings) Schedule I (Cycle Lanes) of the Traffic Restrictions Schedule

Column One

Column Two

Column Three

Victoria Street

Loading zone - goods vehicles and authorised vehicles only, P10, Monday to Saturday 8:00am - 6:00pm.

East side, commencing 21.5 metres south of its intersection with Vivian Street (Grid Coordinates X=2658467.634245 m, Y=5988781.08477 m) and extending in a southerly direction following the kerbline for 16 metres.

Motorcycle Parking, At All Times.

East side, commencing 56 metres south of its intersection with Dixon Street (Grid Coordinates X=2658667.791134 m, Y=5989089.565859 m) and extending in a southerly direction following the kerbline for 10 metres.

Bus Stop, At All Times.

East side, commencing 86 metres south of its intersection with Ghuznee Street (Grid Coordinates X=2658558.787882 m, Y=5988934.47928 m) and extending in a southerly direction following the kerbline for 27 metres.

Bus Stop, At All Times.

East side, commencing 98.5 metres south of its intersection with Vivian Street (Grid Coordinates X=2658467.634245 m, Y=5988781.08477 m) and extending in a southerly

PROPOSED TRAFFIC RESOLUTION

	<i>direction following the kerbline for 19.5 metres.</i>
<i>Loading zone - goods vehicles and authorised vehicles only, P10, Monday to Saturday 8:00am - 6:00pm.</i>	<i>West side, commencing 82.5 metres north of its intersection with Ghuznee Street (Grid Coordinates X=2658551.486111 m, Y=5988949.740355 m) and extending in a northerly direction following the kerbline for 11 metres.</i>
<i>No Right Turn, At All Times. One Way Restriction.</i>	<i>Southbound traffic, no right turn to Vivian Street. Southbound, from Vivian Street to Webb Street.</i>
<i>No Stopping, At All Times.</i>	<i>East side, commencing 10.5 metres south of its intersection with Dixon Street (Grid Coordinates X=2658667.791134 m, Y=5989089.565859 m) and extending in a north-easterly direction following the kerbline for 13 metres to Dixon Street.</i>
<i>No Stopping, At All Times.</i>	<i>East side, commencing 113 metres south of its intersection with Ghuznee Street (Grid Coordinates X=2658558.787882 m, Y=5988934.47928 m) and extending in a southerly direction following the kerbline for 54 metres.</i>
<i>No Stopping, At All Times.</i>	<i>East side, commencing 118 metres south of its intersection with Vivian Street (Grid Coordinates X=2658467.634245 m, Y=5988781.08477 m) and extending in a southerly direction following the kerbline for 43.5 metres.</i>
<i>No Stopping, At All Times.</i>	<i>East side, commencing 137.5 metres south of its intersection with Dixon Street (Grid Coordinates X=2658667.791134 m, Y=5989089.565859 m) and</i>

PROPOSED TRAFFIC RESOLUTION

No Stopping, At All Times.

extending in a southerly direction following the kerbline for 33.5 metres.

East side, commencing 32.5 metres south of its intersection with Dixon Street (Grid Coordinates X=2658667.791134 m, Y=5989089.565859 m) and extending in a southerly direction following the kerbline for 8 metres.

No Stopping, At All Times.

East side, commencing 37.5 metres south of its intersection with Vivian Street (Grid Coordinates X=2658467.634245 m, Y=5988781.08477 m) and extending in a southerly direction following the kerbline for 21 metres.

No Stopping, At All Times.

East side, commencing 42 metres south of its intersection with Ghuznee Street (Grid Coordinates X=2658558.787882 m, Y=5988934.47928 m) and extending in a southerly direction following the kerbline for 20 metres.

No Stopping, At All Times.

East side, commencing 45 metres south of its intersection with Dixon Street (Grid Coordinates X=2658667.791134 m, Y=5989089.565859 m) and extending in a southerly direction following the kerbline for 11 metres.

No Stopping, At All Times.

East side, commencing 5 metres south of its intersection with Ghuznee Street (Grid Coordinates X=2658558.787882 m, Y=5988934.47928 m) and extending in a southerly direction following the kerbline for 27 metres.

PROPOSED TRAFFIC RESOLUTION

*No Stopping, At All
Times.*

*East side, commencing 5.5
metres south of its intersection
with Vivian Street (Grid
Coordinates
X=2658467.634245 m,
Y=5988781.08477 m) and
extending in a southerly
direction following the kerbline
for 16 metres.*

*No Stopping, At All
Times.*

*East side, commencing 66
metres south of its intersection
with Dixon Street (Grid
Coordinates
X=2658667.791134 m,
Y=5989089.565859 m) and
extending in a southerly
direction following the kerbline
for 23.5 metres.*

*No Stopping, At All
Times.*

*East side, commencing 74.5
metres south of its intersection
with Vivian Street (Grid
Coordinates
X=2658467.634245 m,
Y=5988781.08477 m) and
extending in a southerly
direction following the kerbline
for 8.5 metres.*

*No Stopping, At All
Times.*

*West side, commencing 131.5
metres north of its intersection
with Vivian Street (Grid
Coordinates
X=2658459.493651 m,
Y=5988800.682863 m) and
extending in a northerly direction
following the kerbline for 27.5
metres.*

*No Stopping, At All
Times.*

*West side, commencing 134
metres north of its intersection
with Ghuznee Street (Grid
Coordinates
X=2658551.486111 m,
Y=5988949.740355 m) and
extending in a northerly direction
following the kerbline to its
intersection with Feltex Lane for
9.5 metres.*

*No Stopping, At All
Times.*

*West side, commencing 4
metres south of its intersection*

PROPOSED TRAFFIC RESOLUTION

<i>No Stopping, At All Times.</i>	<i>with Vivian Street (Grid Coordinates X=2658456.695068 m, Y=5988784.10051 m) and extending in a southerly direction following the kerbline for 157.5 metres. West side, commencing 50.5 metres north of its intersection with Ghuznee Street (Grid Coordinates X=2658551.486111 m, Y=5988949.740355 m) and extending in a northerly direction following the kerbline for 11 metres.</i>
<i>No Stopping, At All Times.</i>	<i>West side, commencing 62.5 metres north of its intersection with Vivian Street (Grid Coordinates X=2658459.493651 m, Y=5988800.682863 m) and extending in a northerly direction following the kerbline for 13.5 metres.</i>
<i>No Stopping, At All Times.</i>	<i>West side, commencing 8 metres south of its intersection with Dixon Street (Grid Coordinates X=2658652.583053 m, Y=5989095.409452 m) and extending in a southerly direction following the kerbline to its intersection with Feltex Lane for 19.5 metres.</i>
<i>No Stopping, At All Times.</i>	<i>West side, commencing 8.5 metres north of its intersection with Ghuznee Street (Grid Coordinates X=2658551.486111 m, Y=5988949.740355 m) and extending in a northerly direction following the kerbline for 7 metres.</i>
<i>No Stopping, At All Times.</i>	<i>West side, commencing 90.5 metres north of its intersection with Vivian Street (Grid Coordinates</i>

PROPOSED TRAFFIC RESOLUTION

	<p><i>X=2658459.493651 m, Y=5988800.682863 m) and extending in a northerly direction following the kerbline for 30 metres.</i></p>
<p><i>No Stopping, At All Times.</i></p>	<p><i>West side, commencing from its intersection with Vivian Street (Grid Coordinates X=2658459.493651 m, Y=5988800.682863 m) and extending in a northerly direction following the kerbline for 35 metres.</i></p>
<p><i>Pedestrian Crossing.</i></p>	<p><i>East side, 163 metres south of its intersection with Vivian Street (Grid Coordinates X=2658467.634245 m, Y=5988781.08477 m).</i></p>
<p><i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i></p>	<p><i>East side, commencing 10.5 metres south of its intersection with Dixon Street (Grid coordinates x= 1748645.9 m, y= 5427377.5 m), and extending in a southerly direction following the kerbline for 22 metres. (4 parallel carparks)</i></p>
<p><i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i></p>	<p><i>East side, commencing 32 metres south of its intersection with Ghuznee Street (Grid coordinates x= 1748536.9 m, y= 5427222.4 m), and extending in a southerly direction following the kerbline for 10 metres. (2 parallel carparks)</i></p>
<p><i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i></p>	<p><i>East side, commencing 40.5 metres south of its intersection with Dixon Street (Grid coordinates x= 1748645.9 m, y= 5427377.5 m), and extending in a southerly direction following the kerbline for 5 metres. (1 parallel carpark)</i></p>
<p><i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i></p>	<p><i>East side, commencing 58.5 metres south of its intersection with Vivian Street (Grid coordinates x= 1748445.7 m, y= 5427069.1 m). and extending in a southerly direction following</i></p>

PROPOSED TRAFFIC RESOLUTION

<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>the kerbline for 16 metres. (3 parallel carparks) East side, commencing 62 metres south of its intersection with Ghuznee Street (Grid coordinates $x= 1748536.9$ m, $y= 5427222.4$ m), and extending in a southerly direction following the kerbline for 24 metres. (4 parallel carparks)</i>
<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>East side, commencing 83 metres south of its intersection with Vivian Street (Grid coordinates $x= 1748445.7$ m, $y= 5427069.1$ m). and extending in a southerly direction following the kerbline for 15.5 metres. (3 parallel carparks)</i>
<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>East side, commencing 89.5 metres south of its intersection with Dixon Street (Grid coordinates $x= 1748645.9$ m, $y= 5427377.5$ m), and extending in a southerly direction following the kerbline for 47.5 metres. (8 parallel carparks)</i>
<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>West side, commencing 120.5 metres north of its intersection with Vivian Street (Grid coordinates $x= 1748437.6$ m, $y= 5427088.7$ m), and extending in a northerly direction following the kerbline for 11 metres (2 parallel carparks).</i>
<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>West side, commencing 15.5 metres north of its intersection with Ghuznee Street (Grid coordinates $x= 1748529.6$ m, $y= 5427237.6$ m), and extending in a northerly direction following the kerbline for 35 metres. (6 parallel carparks)</i>
<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>West side, commencing 35 metres north of its intersection with Vivian Street (Grid coordinates $x= 1748437.6$ m, $y= 5427088.7$ m), and extending in a northerly direction following</i>

PROPOSED TRAFFIC RESOLUTION

	<p><i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i></p>	<p><i>the kerbline for 27.5 metres (5 parallel carparks). West side, commencing 61.5 metres north of its intersection with Ghuznee Street (Grid coordinates x= 1748529.6 m, y= 5427237.6 m), and extending in a northerly direction following the kerbline for 21 metres. (4 parallel carparks)</i></p>
	<p><i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i></p>	<p><i>West side, commencing 76 metres north of its intersection with Vivian Street (Grid coordinates x= 1748437.6 m, y= 5427088.7 m), and extending in a northerly direction following the kerbline for 14.5 metres (3 parallel carparks).</i></p>
	<p><i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i></p>	<p><i>West side, commencing 93.5 metres north of its intersection with Ghuznee Street (Grid coordinates x= 1748529.6 m, y= 5427237.6 m), and extending in a northerly direction following the kerbline for 40.5 metres. (7 parallel carparks)</i></p>
<p>Victoria Street (Slip Lane 1)</p>	<p><i>Motorcycle Parking, At All Times.</i></p>	<p><i>East side, commencing 82 metres north of its intersection with Ghuznee Street (Grid Coordinates X=2658587.617528 m, Y=5988935.085098 m) and extending in a northerly direction following the kerbline for 6 metres.</i></p>
	<p><i>Loading zone, P5, Monday to Saturday 8:00am - 6:00pm.</i></p>	<p><i>West side, following the kerbline 11 metres north of its intersection with Ghuznee Street (Grid Coordinates X=2658583.256431 m, Y=5988936.85635 m) and extending in a northerly direction for 8.5 metres.</i></p>
	<p><i>No Stopping, At All Times.</i></p>	<p><i>East side, commencing 101 metres north of its intersection with Ghuznee Street (Grid Coordinates X=2658587.617528 m,</i></p>

PROPOSED TRAFFIC RESOLUTION

<i>No Stopping, At All Times.</i>	<i>Y=5988935.085098 m) and extending in a northerly direction following the kerbline for 8 metres. East side, commencing 66 metres north of its intersection with Ghuznee Street (Grid Coordinates X=2658587.617528 m, Y=5988935.085098 m) and extending in a northerly direction following the kerbline for 7.5 metres.</i>
<i>No Stopping, At All Times.</i>	<i>East side, commencing from its intersection with Ghuznee Street (Grid Coordinates X=2658587.617528 m, Y=5988935.085098 m) and extending in a northerly direction following the kerbline for 17.5 metres.</i>
<i>No Stopping, At All Times.</i>	<i>West side, following the kerbline 63.5 metres north of its intersection with Ghuznee Street (Grid Coordinates X=2658583.256431 m, Y=5988936.85635 m) and extending in a northerly direction to its intersection with Victoria Street for 32 metres.</i>
<i>Motorcycle Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>East side, commencing 15.5 metres north of its intersection with Ghuznee Street (Grid Coordinates x= 1748554.2 m, y= 5427227.7 m), and extending in a northerly direction following the western kerbline for 5 metres.</i>
<i>No Stopping, At All Times.</i>	<i>West side, following the kerbline from its intersection with Ghuznee Street (Grid Coordinates X=2658583.256431 m, Y=5988936.85635 m) and extending in a northerly direction for 11 metres.</i>
<i>Metered parking, P120 Maximum, Monday to</i>	<i>West side, following the kerbline 24 metres north of its</i>

PROPOSED TRAFFIC RESOLUTION

**Victoria Street
(Slip Lane 2)**

Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.

intersection with Ghuznee Street (Grid coordinates x= 1748561.4 m, y= 5427224.8 m), and extending in a northerly direction for 33.5 metres. (11 angle carparks)

Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.

East side, commencing 20.5 metres north of its intersection with Ghuznee Street (Grid coordinates x= 1748554.2 m, y= 5427227.7 m), and extending in a northerly direction following the western kerbline for 33 metres. (11 angle carparks)

Metered mobility parking - displaying an operation mobility permit only, at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.

East side, commencing 73.5 metres north of its intersection with Ghuznee Street (Grid coordinates x= 1748565.7 m, y= 5427223.0 m), and extending in a northerly direction following the kerbline for 8.5 metres. (2 angle carparks)

Motorcycle Parking, At All Times.

East side of slip lane, commencing 98 metres north of its intersection with Vivian Street (Grid Coordinates X=2658488.073197 m, Y=5988780.717617 m) and extending in a northerly direction following the kerbline for 11 metres.

No Right Turn, At All Times.

Southbound traffic, no right turn to Vivian Street.

No Stopping, At All Times.

East side of slip lane, commencing 115 metres north of its intersection with Vivian Street (Grid Coordinates X=2658488.073197 m, Y=5988780.717617 m) and extending in a northerly direction following the kerbline for 11 metres.

No Stopping, At All Times.

East side of slip lane, commencing from its intersection with Vivian Street

PROPOSED TRAFFIC RESOLUTION

	<p>(Grid Coordinates X=2658488.073197 m, Y=5988780.717617 m) and extending in a northerly direction following the kerbline for 6.5 metres.</p>
<p>No Stopping, At All Times.</p>	<p>West side, following the kerbline 85.5 metres north of its intersection with Vivian Street (Grid Coordinates X=2658482.759844 m, Y=5988783.171194 m) and extending in a northerly direction to its intersection with Victoria Street for 35 metres.</p>
<p>No Stopping, At All Times.</p>	<p>West side, following the kerbline from its intersection with Vivian Street (Grid Coordinates X=2658482.759844 m, Y=5988783.171194 m) and extending in a northerly direction for 18 metres.</p>
<p>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</p>	<p>East side of slip lane, commencing 6.5 metres north of its intersection with Vivian Street (Grid coordinates x= 1748466.2 m, y= 5427068.7 m), and extending in a northerly direction following the kerbline for 52.5 metres. (9 angle carparks)</p>
<p>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</p>	<p>East side of slip lane, commencing 68 metres north of its intersection with Vivian Street (Grid coordinates x= 1748466.2 m, y= 5427068.7 m), and extending in a northerly direction following the kerbline for 10 metres. (2 angle carparks)</p>
<p>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</p>	<p>East side of slip lane, commencing 86 metres north of its intersection with Vivian Street (Grid coordinates x= 1748466.2 m, y= 5427068.7 m), and extending in a northerly direction following the kerbline for 5.5 metres. (1 angle carpark)</p>
<p>Metered parking, P120 Maximum, Monday to</p>	<p>West side, following the kerbline 23 metres north of its</p>

PROPOSED TRAFFIC RESOLUTION

Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm. intersection with Vivian Street (Grid coordinates x= 1748460.9 m, y= 5427071.2 m) and extending in a northerly direction for 56 metres. (19 angle carparks)

Add to Schedule A (Time Limited) Schedule B (Class Restricted) Schedule C (Direction) Schedule D (No Stopping) Schedule E (Resident Parking) Schedule F (Metered Parking) Schedule G (Give Way & Stop) Schedule H (Pedestrian Crossings) Schedule I (Cycle Lanes) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Victoria Street, East side	No stopping, at all times	East side, commencing 4.8 metres south of its intersection with Dixon Street (Grid Coordinates X= 2658668.1 m, Y=5989090.5 m) and extending in a southerly direction following the kerb line for 8.0 metres
	Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm	East side, commencing 12.8 metres south of its intersection with Dixon Street (Grid Coordinates X= 2658668.1 m, Y=5989090.5 m) and extending in a southerly direction following the kerb line for 16.5 metres
	No stopping, at all times	East side, commencing 29.3 metres south of its intersection with Dixon Street (Grid Coordinates X= 2658668.1 m, Y=5989090.5 m) and extending in a southerly direction following the kerb line for 11.5 metres
	Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm	East side, commencing 40.8 metres south of its intersection with Dixon Street (Grid Coordinates X= 2658668.1 m, Y=5989090.5 m) and extending in a southerly direction following the kerb line for 5.2 metres
	No stopping, at all times	East side, commencing 46.0 metres south of its intersection with Dixon Street (Grid Coordinates X= 2658668.1 m, Y=5989090.5 m) and extending

PROPOSED TRAFFIC RESOLUTION

<i>Motorcycle parking, Monday to Sunday 8.00am - 6.00pm.</i>	<i>in a southerly direction following the kerb line for 10.9 metres East side, commencing 56.9 metres south of its intersection with Dixon Street (Grid Coordinates X= 2658668.1 m, Y=5989090.5 m) and extending</i>
<i>No stopping, at all times</i>	<i>in a southerly direction following the kerb line for 12.0 metres East side, commencing 66.9 metres south of its intersection with Dixon Street (Grid Coordinates X= 2658668.1 m, Y=5989090.5 m) and extending</i>
<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>in a southerly direction following the kerb line for 9.4 metres East side, commencing 76.3 metres south of its intersection with Dixon Street (Grid Coordinates X= 2658668.1 m, Y=5989090.5 m) and extending</i>
<i>No stopping, at all times</i>	<i>in a southerly direction following the kerb line for 22.6 metres East side, commencing 98.9 metres south of its intersection with Dixon Street (Grid Coordinates X= 2658668.1 m, Y=5989090.5 m) and extending</i>
<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>in a southerly direction following the kerb line for 10.4 metres East side, commencing 109.3 metres south of its intersection with Dixon Street (Grid Coordinates X= 2658668.1 m, Y=5989090.5 m) and extending</i>
<i>No stopping, at all times</i>	<i>in a southerly direction following the kerb line for 34.8 metres East side, commencing 144.1 metres south of its intersection with Dixon Street (Grid Coordinates X= 2658668.1 m, Y=5989090.5 m) and extending</i>
<i>Cycle lane, at all times</i>	<i>in a southerly direction following the kerb line for 27.7 metres East side, commencing 4.8 metres south of its intersection with Dixon Street (Grid</i>

PROPOSED TRAFFIC RESOLUTION

		<i>Coordinates X= 2658668.1 m, Y=5989090.5 m) and extending in a southerly direction following the kerb line for 169.0 metres</i>
Victoria Street, West side	<i>No stopping, at all times</i>	<i>West side, commencing 5.4 metres north of its intersection with Ghuznee Street (Grid Coordinates X= 2658552.4 m, Y=5988949.8 m) and extending in a northerly direction following the kerb line for 16.1 metres</i>
	<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>West side, commencing 21.5 metres north of its intersection with Ghuznee Street (Grid Coordinates X= 2658552.4 m, Y=5988949.8 m) and extending in a northerly direction following the kerb line for 12.2 metres</i>
	<i>No stopping, at all times</i>	<i>West side, commencing 33.7 metres north of its intersection with Ghuznee Street (Grid Coordinates X= 2658552.4 m, Y=5988949.8 m) and extending in a northerly direction following the kerb line for 3.0 metres</i>
	<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>West side, commencing 36.7 metres north of its intersection with Ghuznee Street (Grid Coordinates X= 2658552.4 m, Y=5988949.8 m) and extending in a northerly direction following the kerb line for 12.2 metres</i>
	<i>No stopping, at all times</i>	<i>West side, commencing 48.9 metres north of its intersection with Ghuznee Street (Grid Coordinates X= 2658552.4 m, Y=5988949.8 m) and extending in a northerly direction following the kerb line for 11.3 metres</i>
	<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>West side, commencing 60.2 metres north of its intersection with Ghuznee Street (Grid Coordinates X= 2658552.4 m, Y=5988949.8 m) and extending in a northerly direction following the kerb line for 6.1 metres</i>
	<i>No stopping, at all times</i>	<i>West side, commencing 66.3 metres north of its intersection with Ghuznee Street (Grid Coordinates X= 2658552.4 m, Y=5988949.8 m) and extending in a northerly direction following the kerb line for 6.1 metres</i>

PROPOSED TRAFFIC RESOLUTION

<i>times</i>	<i>metres north of its intersection with Ghuznee Street (Grid Coordinates X= 2658552.4 m, Y=5988949.8 m) and extending in a northerly direction following the kerb line for 3.0 metres</i>
<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>West side, commencing 69.3 metres north of its intersection with Ghuznee Street (Grid Coordinates X= 2658552.4 m, Y=5988949.8 m) and extending in a northerly direction following the kerb line for 13.0 metres</i>
<i>No stopping, at all times</i>	<i>West side, commencing 72.3 metres north of its intersection with Ghuznee Street (Grid Coordinates X= 2658552.4 m, Y=5988949.8 m) and extending in a northerly direction following the kerb line for 3.0 metres</i>
<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>West side, commencing 75.3 metres north of its intersection with Ghuznee Street (Grid Coordinates X= 2658552.4 m, Y=5988949.8 m) and extending in a northerly direction following the kerb line for 13.0 metres</i>
<i>No stopping, at all times</i>	<i>West side, commencing 88.3 metres north of its intersection with Ghuznee Street (Grid Coordinates X= 2658552.4 m, Y=5988949.8 m) and extending in a northerly direction following the kerb line for 3.0 metres</i>
<i>Loading Zone, Goods Vehicles and Authorised Vehicles Only, P10, Monday to Sunday 8.00am - 6.00pm</i>	<i>West side, commencing 91.3 metres north of its intersection with Ghuznee Street (Grid Coordinates X= 2658552.4 m, Y=5988949.8 m) and extending in a northerly direction following the kerb line for 13.0 metres</i>
<i>No stopping, at all times</i>	<i>West side, commencing 104.3 metres north of its intersection with Ghuznee Street (Grid Coordinates X= 2658552.4 m, Y=5988949.8 m) and extending in a northerly direction following the kerb line for 3.0 metres</i>

PROPOSED TRAFFIC RESOLUTION

	<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>West side, commencing 107.3 metres north of its intersection with Ghuznee Street (Grid Coordinates X= 2658552.4 m, Y=5988949.8 m) and extending in a northerly direction following the kerb line for 13.0 metres</i>
	<i>No stopping, at all times</i>	<i>West side, commencing 120.3 metres north of its intersection with Ghuznee Street (Grid Coordinates X= 2658552.4 m, Y=5988949.8 m) and extending in a northerly direction following the kerb line for 26.8 metres</i>
Victoria Street, Slip lane, East Side	<i>No stopping, at all times</i>	<i>East side slip lane, commencing 0.0 metres south of the slip lane inception (Grid Coordinates X= 2658614.8 m, Y=5988995.4 m) and extending in a southerly direction following the kerb line for 5.1 metres</i>
	<i>Disabled Parking, at all times</i>	<i>East side slip lane, commencing 5.1 metres south of the slip lane inception (Grid Coordinates X= 2658614.8 m, Y=5988995.4 m) and extending in a southerly direction following the kerb line for 10.0 metres</i>
	<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>East side slip lane, commencing 15.1 metres south of the slip lane inception (Grid Coordinates X= 2658614.8 m, Y=5988995.4 m) and extending in a southerly direction following the kerb line for 34.5 metres</i>
	<i>No stopping, at all times</i>	<i>East side slip lane, commencing 49.6 metres south of the slip lane inception (Grid Coordinates X= 2658614.8 m, Y=5988995.4 m) and extending in a southerly direction following the kerb line for 16.2 metres</i>
Victoria Street, Slip lane, North Side	<i>No stopping, at all times</i>	<i>North side slip lane, commencing 0.0 metres east of the slip lane inception (Grid Coordinates X= 2658607.0 m,</i>

PROPOSED TRAFFIC RESOLUTION

		<i>Y=5988998.9 m) and extending in a easterly direction following the kerb line for 8.7 metres</i>
Victoria Street, Slip lane, West Side	<i>No stopping, at all times</i>	<i>West side slip lane, commencing 0.0 metres south of the slip lane inception (Grid Coordinates X= 2658607.0 m, Y=5988998.9 m) and extending in a southerly direction following the kerb line for 8.4 metres</i>
	<i>Motorcycle parking, Monday to Sunday 8.00am - 6.00pm.</i>	<i>West side slip lane, commencing 8.4 metres south of the slip lane inception (Grid Coordinates X= 2658607.0 m, Y=5988998.9 m) and extending in a southerly direction following the kerb line for 17.4 metres</i>
	<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>West side slip lane, commencing 25.8 metres south of the slip lane inception (Grid Coordinates X= 2658607.0 m, Y=5988998.9 m) and extending in a southerly direction following the kerb line for 22.2 metres</i>
	<i>Loading Zone, Goods Vehicles and Authorised Vehicles Only, P10, Monday to Sunday 8.00am - 6.00pm</i>	<i>West side slip lane, commencing 48.0 metres south of the slip lane inception (Grid Coordinates X= 2658607.0 m, Y=5988998.9 m) and extending in a southerly direction following the kerb line for 8.5 metres</i>
	<i>No stopping, at all times</i>	<i>West side slip lane, commencing 56.5 metres south of the slip lane inception (Grid Coordinates X= 2658607.0 m, Y=5988998.9 m) and extending in a southerly direction following the kerb line for 10.2 metres</i>
Victoria Street, East side	<i>No stopping, at all times</i>	<i>East side, commencing 4.4 metres south of its intersection with Ghuznee Street (Grid Coordinates X= 2658558.5 m, Y=5988935.1 m) and extending in a southerly direction following the kerb line for 9.9 metres</i>
	<i>Bus stop, at all times</i>	<i>East side, commencing 14.3</i>

PROPOSED TRAFFIC RESOLUTION

<i>No stopping, at all times</i>	<i>metres south of its intersection with Ghuznee Street (Grid Coordinates X= 2658558.5 m, Y=5988935.1 m) and extending in a southerly direction following the kerb line for 30.0 metres East side, commencing 44.3 metres south of its intersection with Ghuznee Street (Grid Coordinates X= 2658558.5 m, Y=5988935.1 m) and extending in a southerly direction following the kerb line for 5.0 metres East side, commencing 49.3 metres south of its intersection with Ghuznee Street (Grid Coordinates X= 2658558.5 m, Y=5988935.1 m) and extending in a southerly direction following the kerb line for 5.2 metres East side, commencing 54.5 metres south of its intersection with Ghuznee Street (Grid Coordinates X= 2658558.5 m, Y=5988935.1 m) and extending in a southerly direction following the kerb line for 7.0 metres East side, commencing 61.5 metres south of its intersection with Ghuznee Street (Grid Coordinates X= 2658558.5 m, Y=5988935.1 m) and extending in a southerly direction following the kerb line for 10.4 metres East side, commencing 71.9 metres south of its intersection with Ghuznee Street (Grid Coordinates X= 2658558.5 m, Y=5988935.1 m) and extending in a southerly direction following the kerb line for 6.6 metres East side, commencing 78.5 metres south of its intersection with Ghuznee Street (Grid Coordinates X= 2658558.5 m, Y=5988935.1 m) and extending in a southerly direction following the kerb line for 5.2 metres</i>
<i>Loading Zone, P10, Monday to Sunday 8.00am - 6.00pm</i>	
<i>No stopping, at all times</i>	
<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	
<i>No stopping, at all times</i>	
<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	

PROPOSED TRAFFIC RESOLUTION

	<i>No stopping, at all times</i>	<i>East side, commencing 83.7 metres south of its intersection with Ghuznee Street (Grid Coordinates X= 2658558.5 m, Y=5988935.1 m) and extending in a southerly direction following the kerb line for 8.5 metres</i>
	<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>East side, commencing 92.2 metres south of its intersection with Ghuznee Street (Grid Coordinates X= 2658558.5 m, Y=5988935.1 m) and extending in a southerly direction following the kerb line for 10.4 metres</i>
	<i>No stopping, at all times</i>	<i>East side, commencing 102.6 metres south of its intersection with Ghuznee Street (Grid Coordinates X= 2658558.5 m, Y=5988935.1 m) and extending in a southerly direction following the kerb line for 62.1 metres</i>
	<i>Cycle lane, at all times</i>	<i>East side, commencing 4.4 metres south of its intersection with Ghuznee Street (Grid Coordinates X= 2658558.5 m, Y=5988935.1 m) and extending in a southerly direction following the kerb line for 173.2 metres</i>
Victoria Street, West side	<i>No stopping, at all times</i>	<i>West side, commencing 0 metres north of its intersection with Vivian Street (Grid Coordinates X= 2658458.5 m, Y=5988796.8 m) and extending in a northerly direction following the kerb line for 81.1 metres</i>
	<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>West side, commencing 81.1 metres north of its intersection with Vivian Street (Grid Coordinates X= 2658458.5 m, Y=5988796.8 m) and extending in a northerly direction following the kerb line for 6.1 metres</i>
	<i>No stopping, at all times</i>	<i>West side, commencing 87.2 metres north of its intersection with Vivian Street (Grid</i>

PROPOSED TRAFFIC RESOLUTION

<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>Coordinates X= 2658458.5 m, Y=5988796.8 m) and extending in a northerly direction following the kerb line for 3.0 metres</i>
<i>No stopping, at all times</i>	<i>West side, commencing 90.2 metres north of its intersection with Vivian Street (Grid Coordinates X= 2658458.5 m, Y=5988796.8 m) and extending in a northerly direction following the kerb line for 6.1 metres</i>
<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>West side, commencing 96.3 metres north of its intersection with Vivian Street (Grid Coordinates X= 2658458.5 m, Y=5988796.8 m) and extending in a northerly direction following the kerb line for 10.1 metres</i>
<i>No stopping, at all times</i>	<i>West side, commencing 106.4 metres north of its intersection with Vivian Street (Grid Coordinates X= 2658458.5 m, Y=5988796.8 m) and extending in a northerly direction following the kerb line for 6.1 metres</i>
<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>West side, commencing 112.5 metres north of its intersection with Vivian Street (Grid Coordinates X= 2658458.5 m, Y=5988796.8 m) and extending in a northerly direction following the kerb line for 12.3 metres</i>
<i>No stopping, at all times</i>	<i>West side, commencing 125.8 metres north of its intersection with Vivian Street (Grid Coordinates X= 2658458.5 m, Y=5988796.8 m) and extending in a northerly direction following the kerb line for 12.2 metres</i>
<i>No stopping, at all times</i>	<i>West side, commencing 138.0 metres north of its intersection with Vivian Street (Grid Coordinates X= 2658458.5 m, Y=5988796.8 m) and extending in a northerly direction following the kerb line for 26.8 metres</i>
Vivian Street,	<i>No stopping, at all</i>
	<i>North side, commencing 3.5</i>

PROPOSED TRAFFIC RESOLUTION

North side	<i>times</i>	<i>metres east of its intersection with Victoria Street (Grid Coordinates X= 2658474.4 m, Y=5988789.1 m) and extending in a easterly direction following the kerb line for 5.5 metres</i>
	<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>North side, commencing 9.0 metres east of its intersection with Victoria Street (Grid Coordinates X= 2658474.4 m, Y=5988789.1 m) and extending in a easterly direction following the kerb line for 34.8 metres</i>
Victoria Street, East side	<i>No stopping, at all times</i>	<i>East side, commencing 5.6 metres south of its intersection with Vivian Street (Grid Coordinates X= 2658467.2m, Y=5988781.4 m) and extending in a southerly direction following the kerb line for 13.0 metres</i>
	<i>Loading Zone, Goods Vehicles and Authorised Vehicles Only, P10, Monday to Sunday 8.00am - 4.00pm</i>	<i>East side, commencing 18.6 metres south of its intersection with Vivian Street (Grid Coordinates X= 2658467.2m, Y=5988781.4 m) and extending in a southerly direction following the kerb line for 17.4 metres</i>
	<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 4.00pm</i>	<i>East side, commencing 36.0 metres south of its intersection with Vivian Street (Grid Coordinates X= 2658467.2m, Y=5988781.4 m) and extending in a southerly direction following the kerb line for 5.2 metres</i>
	<i>No stopping, at all times</i>	<i>East side, commencing 41.2 metres south of its intersection with Vivian Street (Grid Coordinates X= 2658467.2m, Y=5988781.4 m) and extending in a southerly direction following the kerb line for 17.0 metres</i>
	<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 4.00pm</i>	<i>East side, commencing 58.2 metres south of its intersection with Vivian Street (Grid Coordinates X= 2658467.2m, Y=5988781.4 m) and extending in a southerly direction following</i>

PROPOSED TRAFFIC RESOLUTION

<i>No stopping, at all times</i>	<i>the kerb line for 16.5 metres East side, commencing 74.7 metres south of its intersection with Vivian Street (Grid Coordinates X= 2658467.2m, Y=5988781.4 m) and extending in a southerly direction following the kerb line for 8.6 metres</i>
<i>Bus stop, at all times</i>	<i>East side, commencing 83.3 metres south of its intersection with Vivian Street (Grid Coordinates X= 2658467.2m, Y=5988781.4 m) and extending in a southerly direction following the kerb line for 30.0 metres</i>
<i>No stopping, at all times</i>	<i>East side, commencing 113.3 metres south of its intersection with Vivian Street (Grid Coordinates X= 2658467.2m, Y=5988781.4 m) and extending in a southerly direction following the kerb line for 50.8 metres</i>
<i>Clearway, Monday to Friday 4.00pm - 6.00pm</i>	<i>East side, commencing 18.6 metres south of its intersection with Vivian Street (Grid Coordinates X= 2658467.2m, Y=5988781.4 m) and extending in a southerly direction following the kerb line for 56.1 metres</i>
<i>Cycle lane, at all times</i>	<i>East side, commencing 5.6 metres south of its intersection with Vivian Street (Grid Coordinates X= 2658467.2m, Y=5988781.4 m) and extending in a southerly direction following the kerb line for 77.7 metres</i>
<i>Shared Path, at all times</i>	<i>East side, commencing 83.3 metres south of its intersection with Vivian Street (Grid Coordinates X= 2658467.2m, Y=5988781.4 m) and extending in a southerly direction following the kerb line for 30.0 metres</i>
<i>Cycle lane, at all times</i>	<i>East side, commencing 113.3 metres south of its intersection with Vivian Street (Grid Coordinates X= 2658467.2m,</i>

PROPOSED TRAFFIC RESOLUTION

		<i>Y=5988781.4 m) and extending in a southerly direction following the kerb line for 50.8 metres</i>
Victoria Street, East side	<i>Cycle lane, at all times</i>	<i>East side, commencing 6.2 metres south of its intersection with Abel Smith Street (Grid Coordinates X= 2658393.2m, Y=5988619.3 m) and extending in a southerly direction following the kerb line for 35.0 metres</i>
Victoria Street, West side	<i>No stopping, at all times</i>	<i>West side, commencing 3.7 metres south of its intersection with Vivian Street (Grid Coordinates X= 2658456.6m, Y=5988784.0 m) and extending in a southerly direction following the kerb line for 39.6 metres</i>
	<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>West side, commencing 43.3 metres south of its intersection with Vivian Street (Grid Coordinates X= 2658456.6m, Y=5988784.0 m) and extending in a southerly direction following the kerb line for 36.0 metres</i>
	<i>No stopping, at all times</i>	<i>West side, commencing 79.3 metres south of its intersection with Vivian Street (Grid Coordinates X= 2658456.6m, Y=5988784.0 m) and extending in a southerly direction following the kerb line for 82.9 metres</i>
	<i>Clearway, Monday to Friday 4.00pm - 6.00pm</i>	<i>West side, commencing 43.3 metres south of its intersection with Vivian Street (Grid Coordinates X= 2658456.6m, Y=5988784.0 m) and extending in a southerly direction following the kerb line for 36.0 metres</i>
Victoria Street, Slip lane, East Side	<i>No stopping, at all times</i>	<i>East side slip lane, commencing 0.0 metres south of the slip lane inception (Grid Coordinates X= 2658439.1 m, Y=5988761.8 m) and extending in a southerly direction following the kerb line</i>

PROPOSED TRAFFIC RESOLUTION

<i>Disabled Parking, at all times</i>	<i>for 8.3 metres East side slip lane, commencing 8.3 metres south of the slip lane inception (Grid Coordinates X= 2658439.1 m, Y=5988761.8 m) and extending in a southerly direction following the kerb line for 7.0 metres</i>
<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>East side slip lane, commencing 15.3 metres south of the slip lane inception (Grid Coordinates X= 2658439.1 m, Y=5988761.8 m) and extending in a southerly direction following the kerb line for 6.1 metres</i>
<i>No stopping, at all times</i>	<i>East side slip lane, commencing 21.4 metres south of the slip lane inception (Grid Coordinates X= 2658439.1 m, Y=5988761.8 m) and extending in a southerly direction following the kerb line for 3.0 metres</i>
<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>East side slip lane, commencing 24.4 metres south of the slip lane inception (Grid Coordinates X= 2658439.1 m, Y=5988761.8 m) and extending in a southerly direction following the kerb line for 14.2 metres</i>
<i>No stopping, at all times</i>	<i>East side slip lane, commencing 38.6 metres south of the slip lane inception (Grid Coordinates X= 2658439.1 m, Y=5988761.8 m) and extending in a southerly direction following the kerb line for 3.0 metres</i>
<i>Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm</i>	<i>East side slip lane, commencing 41.6 metres south of the slip lane inception (Grid Coordinates X= 2658439.1 m, Y=5988761.8 m) and extending in a southerly direction following the kerb line for 12.6 metres</i>
<i>No stopping, at all times</i>	<i>East side slip lane, commencing 54.2 metres south of the slip lane inception (Grid Coordinates X= 2658439.1 m, Y=5988761.8 m) and extending in a southerly</i>

PROPOSED TRAFFIC RESOLUTION

		direction following the kerb line for 18.6 metres
	Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm	East side slip lane, commencing 72.8 metres south of the slip lane inception (Grid Coordinates X= 2658439.1 m, Y=5988761.8 m) and extending in a southerly direction following the kerb line for 12.6 metres
	No stopping, at all times	East side slip lane, commencing 85.4 metres south of the slip lane inception (Grid Coordinates X= 2658439.1 m, Y=5988761.8 m) and extending in a southerly direction following the kerb line for 3 metres
	Metered parking, P120 maximum, Monday to Sunday 8.00am - 6.00pm	East side slip lane, commencing 88.4 metres south of the slip lane inception (Grid Coordinates X= 2658439.1 m, Y=5988761.8 m) and extending in a southerly direction following the kerb line for 11.3 metres
	No stopping, at all times	East side slip lane, commencing 99.7 metres south of the slip lane inception (Grid Coordinates X= 2658439.1 m, Y=5988761.8 m) and extending in a southerly direction following the kerb line for 8.4 metres
Victoria Street, Slip lane, North Side	No stopping, at all times	North side slip lane, commencing 0.0 metres west of the slip lane inception (Grid Coordinates X= 2658439.1 m, Y=5988761.8 m) and extending in a westerly direction following the kerb line for 4.5 metres
Victoria Street, Slip lane, West Side	No stopping, at all times	West side slip lane, commencing 0.0 metres north of the slip lane inception (Grid Coordinates X= 2658390.6 m, Y=5988665.1 m) and extending in a northerly direction following the kerb line for 107.7 metres
Victoria Street,	No stopping, at all times	South side slip lane,

PROPOSED TRAFFIC RESOLUTION

Slip lane, South Side	<i>times</i>	<i>commencing 0.0 metres east of the slip lane inception (Grid Coordinates X= 2658390.6 m, Y=5988665.1 m) and extending in a easterly direction following the kerb line for 4.5 metres</i>
Victoria Street	<i>No entry, at all times</i>	<i>No entry to Victoria Street north from Abel Smith Street</i>
Abel Smith Street	<i>No right turn, at all times</i>	<i>Westbound traffic, no right turn to Victoria Street</i>
Abel Smith Street	<i>No left turn, at all times</i>	<i>Eastbound traffic, no left turn to Victoria Street</i>
Vivian Street	<i>No entry, at all times</i>	<i>No entry to Vivian Street west from Victoria Street</i>
Victoria Street	<i>No entry, at all times</i>	<i>No entry to Victoria Street north from Vivian Street</i>
Victoria Street	<i>No right turn, at all times</i>	<i>Southbound traffic, no right turn to Vivian Street</i>
Off Street Parking, corner of Ghuznee Street and Victoria Street	<i>No right turn, at all times</i>	<i>Southbound traffic, no right turn to Ghuznee Street</i>
Dixon Street	<i>No entry, at all times</i>	<i>No entry to Dixon Street East from Victoria Street</i>
Victoria Street	<i>No left turn, at all times</i>	<i>Southbound traffic, no left turn to Dixon Street</i>
Dixon Street	<i>No right turn, except for vehicles accessing Edward Street, at all times</i>	<i>Westbound traffic, no right turn to Victoria Street</i>

Prepared By: **Darren Reddiex**

(Transport Project Coordinator)

Approved By: **Steve Spence**

(Chief Transport Planner)

Date:

WCC Contact:

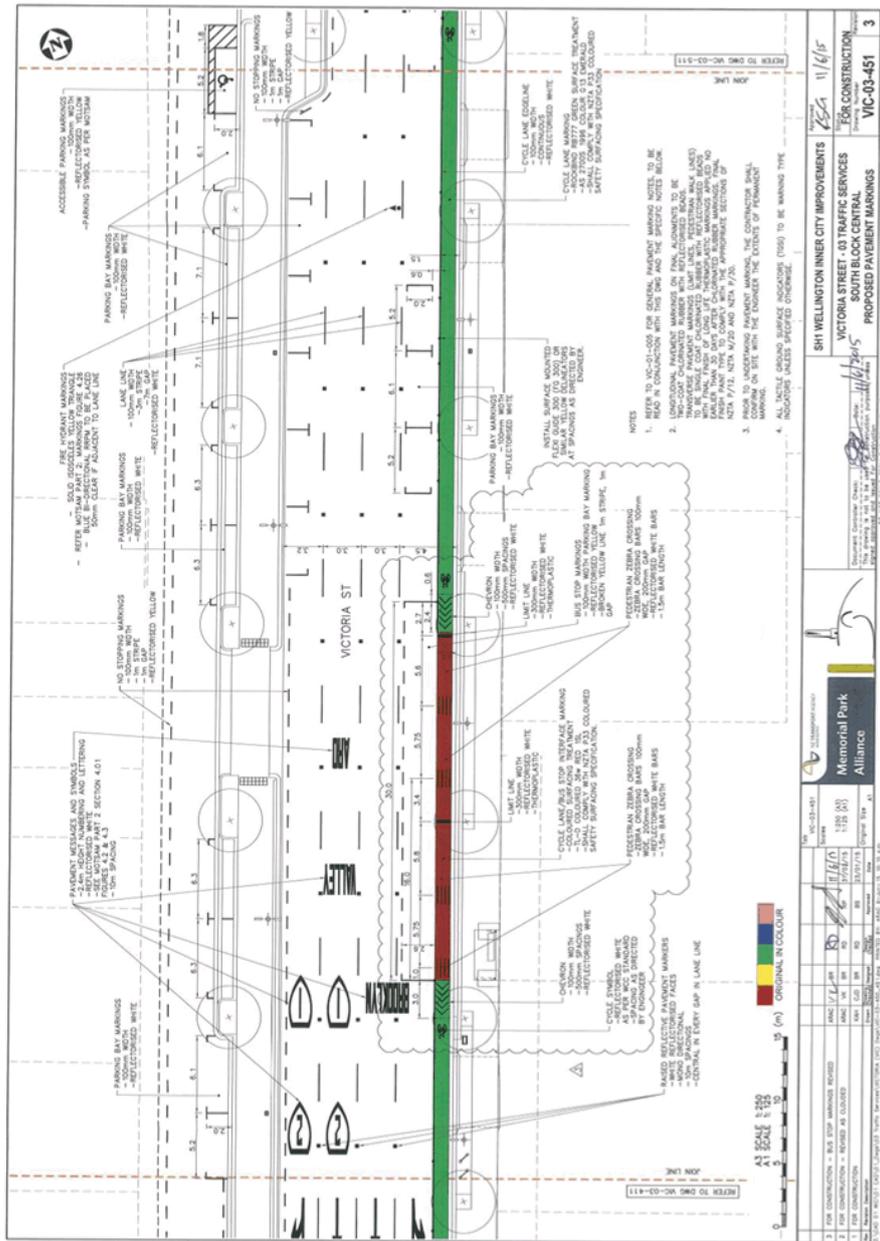
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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

PROPOSED TRAFFIC RESOLUTION

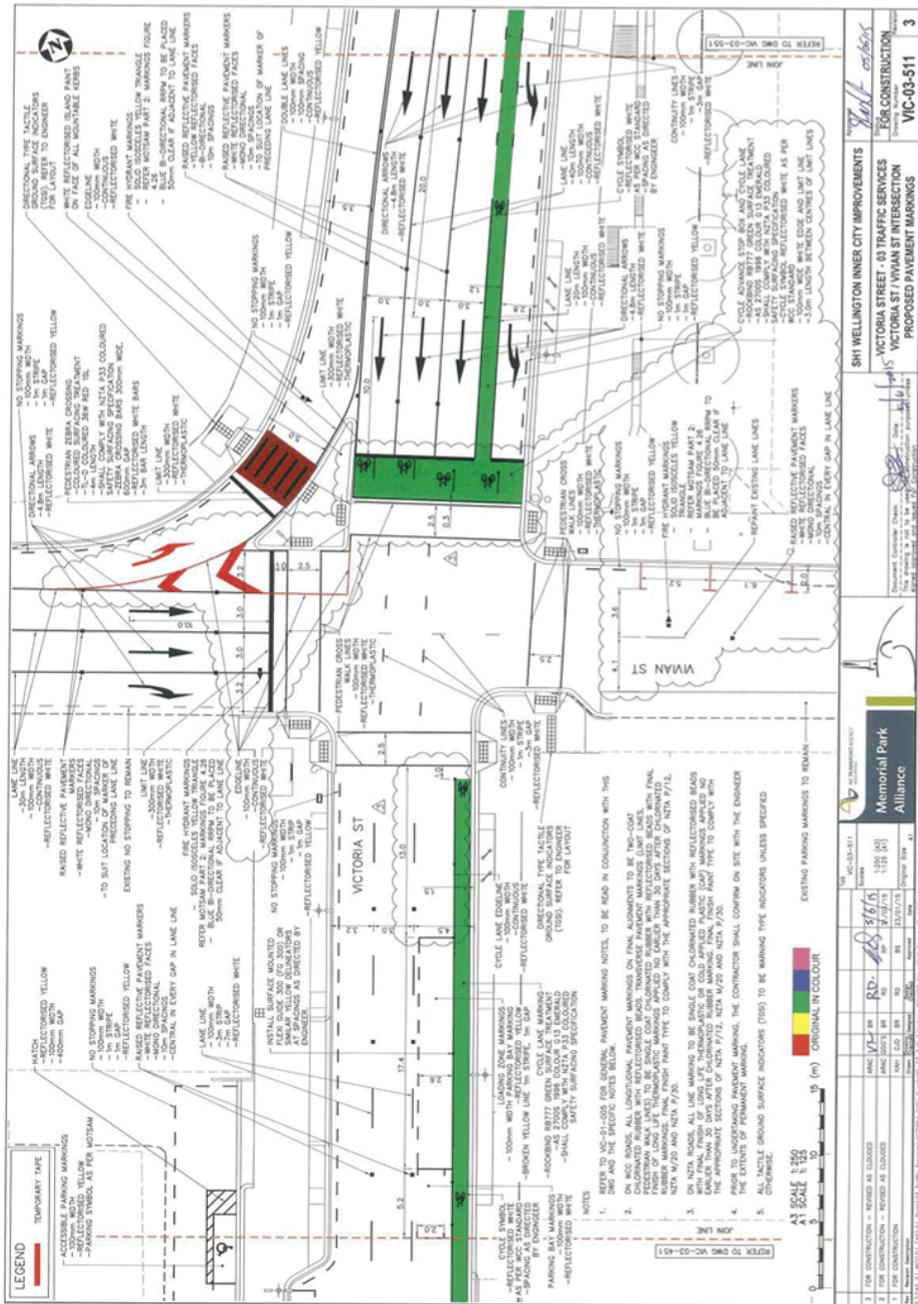
Item 2.2 Attachment 17



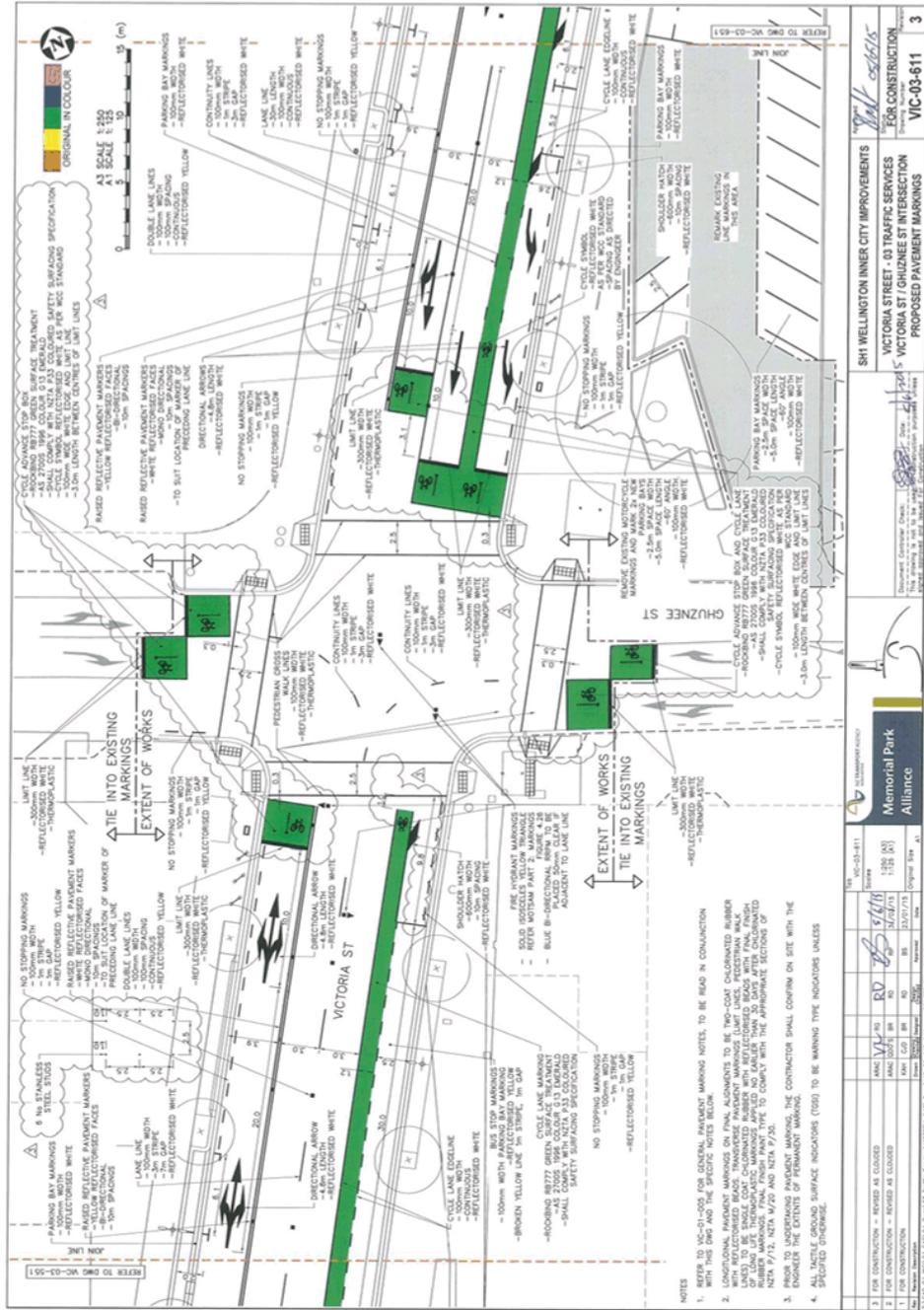
PROPOSED TRAFFIC RESOLUTION

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

Item 2.2 Attachment 17

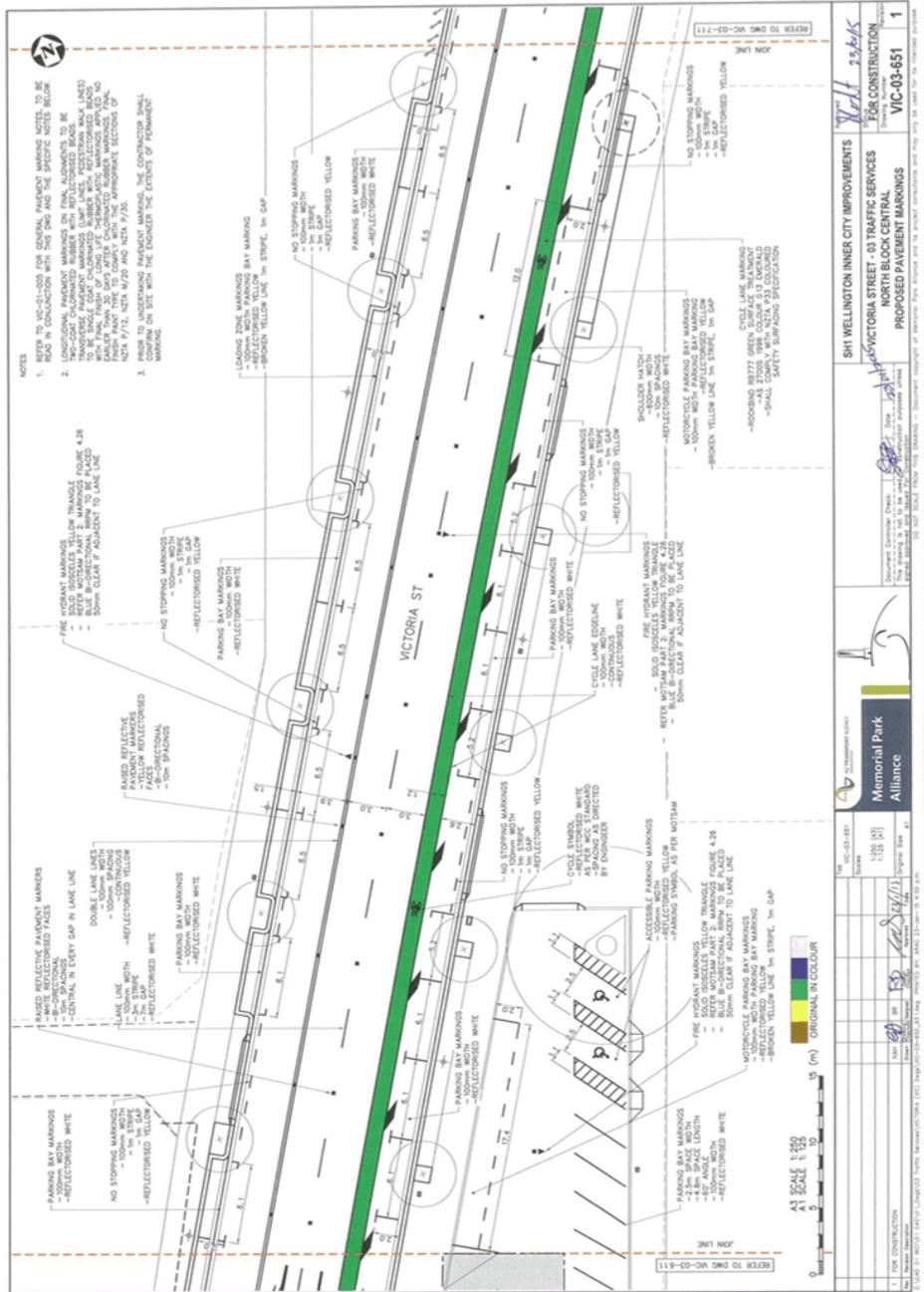


PROPOSED TRAFFIC RESOLUTION



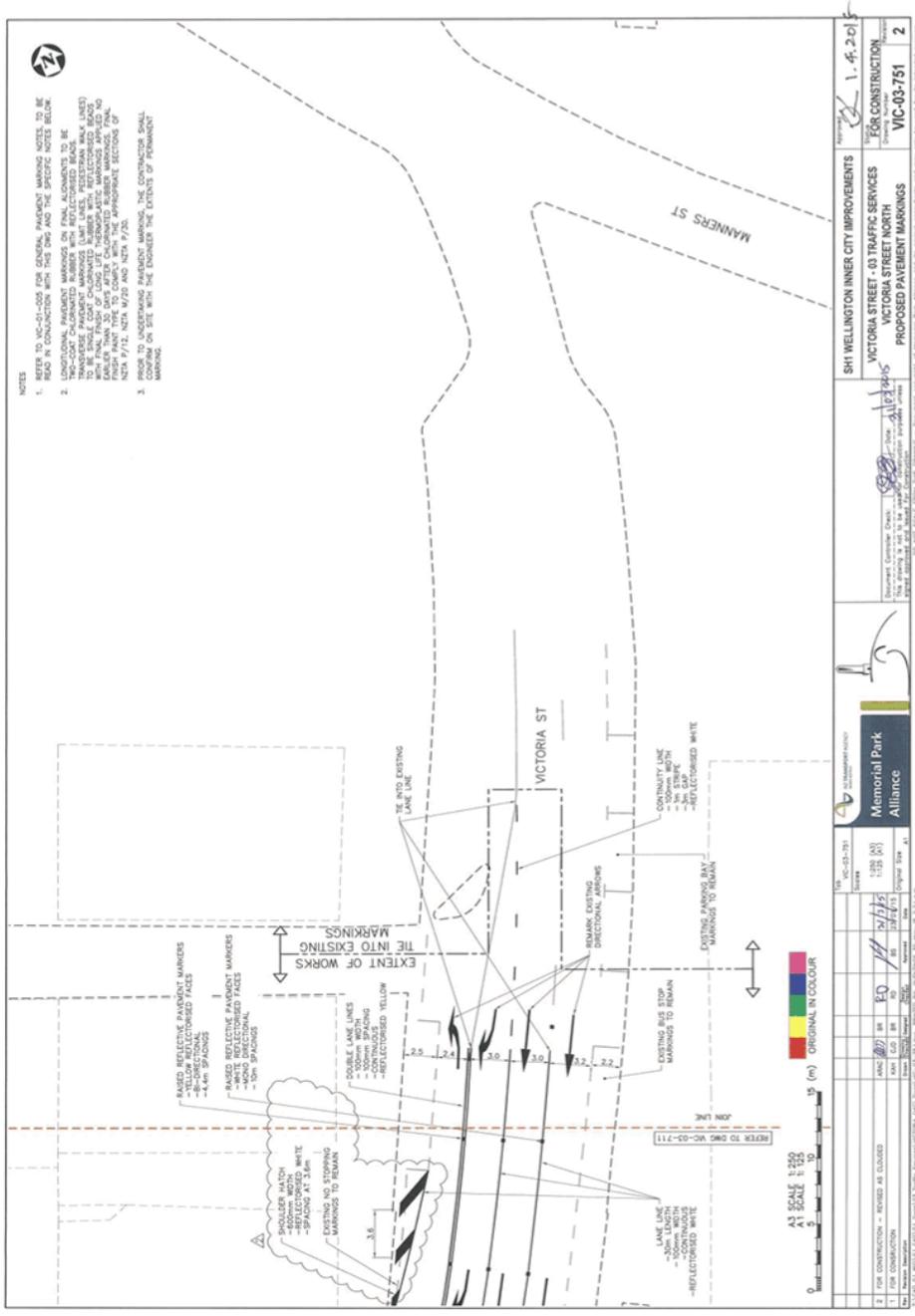
PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



PROPOSED TRAFFIC RESOLUTION

Feedback Received:

Submitter: Richard Zhang
Address: Crofton Downs
Agrees with proposal: no

Comments: I believe that the parking on the eastern side of Victoria Street between Vivian street and Abel Smith street should be removed as it would allow three southbound traffic lanes on Victoria Street at all times. I also believe the on road cycle lanes between Dixon Street and Vivian Street should be modified slightly. The cycle lane should have a 0.6m-0.8m painted buffer between parked cars and the cycle lane itself. This is because that area is practically useless due to the potential of being doored. Given the cycling lane is 1.7m, I believe there should be a painted buffer/ 'chevron' of between 0.6-0.8m, and the remaining 0.9m-1.1m painted green.

Council Officer response: There will be a post-construction safety audit undertaken by an independent consultant in a couple of months' time. We will wait for the outcome of this safety audit and see what are the potential changes required along Victoria St. We will certainly take your suggestions into consideration. There is also an opportunity to implement a PM peak clearway on the eastern side of Victoria St which we are still investigating.

CYCLING MASTER PLAN AND PROGRAMME BUSINESS CASE

Purpose

1. Committee to approve the Cycling Master Plan
2. Committee to agree to the working party recommendations that will feed into the New Zealand Transport Agency (NZTA) Programme Business Case application

Summary

3. To secure subsidies of up to two thirds of project costs for cycleway development we must use the NZTA business case model.
4. The strategic case for cycling has been approved by NZTA, and the next step in the process is to develop a Programme Business Case.
5. A Working Group of Councillors, NZTA and Council Officers have agreed on desired outcomes, investment objectives and a preferred cycleway development programme option that will form the basis of the Programme Business Case.
6. The Committee is being asked to approve the work undertaken by the Working Group.
7. A Master Plan for cycleway development has been asked for by Councillors. The Working Groups recommendations have been incorporated into a draft document for Committee approval.
8. If approved, it is expected that the Master Plan will be publicly available by the end of September 2015. The Programme Business Case will also be submitted for approval by the end of September 2015.

Recommendations

That the Transport and Urban Development Committee:

1. Receive the information.
2. Agree that the investment objectives for the Cycle Network Development Programme are:
 - Achieve a high level of service for cyclists within an integrated transport network
 - Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience
 - Cycling is a viable and attractive transport choice
 - The crash rate, number and severity of crashes involving people on bikes is reduced
 - Provide transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington.
3. Agree that Option 3E (Hybrid prioritisation) is the preferred option to be developed through the Programme Business Case and be described in the Master Plan.
4. Adopt the draft Wellington Cycle Network Master Plan (Programme Stage).
5. Delegate to the Chair of the Transport and Urban Development Committee and the Chief Executive the authority to approve any editorial or minor word changes to the Wellington Cycle Network Master Plan.

Background

9. The Wellington Urban Growth Plan has a project under real transport choices to increase the uptake of cycling. The actions under this project are listed as:
 - Deliver a safe and connected network
 - Priority improvements
 - Give cyclists priority on key routes
 - Provide safer speed environments in key areas
 - Provide cycle training
 - Review the 2008 Cycling Policy.
10. In 2014, the Prime Minister announced \$100 million additional funding for the Urban Cycleways Programme. This programme was designed to take full advantage of all funding sources, including local government and the National Land Transport Fund, to enable high-quality projects to get underway much sooner than may otherwise have been possible.
11. The Council has been successful in securing \$9.5m of that fund and has approved LTP allocated 'match funding'. Officers are currently in the process of securing the remaining contribution from the National Land Transport Fund administered by NZTA.
12. Gaining approval for projects of the magnitude of the Wellington Cycle Network Development programme requires adherence to the NZTA Business Case process. This four stage process is underway with approval recently being provided for the first stage - *Strategic Case*.
13. Before moving to community engagement with options for routes we must first pass through the next business case approval gate of the Programme Business Case
14. The latter part of the 2014 engagement in Island Bay - relating to a proposal to create a separated cycle lane - led to the need to understand how Island Bay fitted into the wider context of a strategic cycle network. Subsequently, at a meeting of Council in early February, officers were required to develop a Master Plan for cycling.
15. At the Council meeting of 24 June 2015 Councillors approved the Cycling Framework and received information relating to the proposed process for securing funding and how officers propose to undertake community engagement.
16. A Working Group was set up to assist officers develop both the Master Plan and the Programme Business Case. The Working Group consisted of eight Councillors (Cr Lee was elected as Chair), two NZTA officers and one Council officer. These were:
 - Cr Foster
 - Cr Free
 - Cr Lee
 - Cr Lester
 - Cr Peck
 - Cr Sparrow
 - Cr Woolf
 - Cr Young
 - Dougal List – NZTA National Cycleways Manager
 - Phillip Eyles/ Amy Kearse -NZTA Regional Planning and Investment Advisor
 - Paul Barker – WCC – Safe & Sustainable Transport Manager.

17. The Working Group elected Cr Lee as Chair. The group met on four occasions, twice in short briefings and twice in half day facilitated workshops.

Discussion

18. The Working Group agreed on a list of desirable outcomes from developing a cycling network. They then agreed on investment objectives, and options to achieve those outcomes. Each option was then tested against the agreed investment objectives and against the NZTA Assessment Criteria.
19. The five objectives are listed below:
- Achieve a high Level of Service for cyclists within an integrated transport network.
 - Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience
 - This was previously 'Greater overall transport network efficiency, effectiveness and resilience as a result of implementing cycling infrastructure'.
 - Cycling is a viable and attractive transport choice
 - This was previously 'The number of cyclists and cycle trips is increased over the next 10 years'.
 - The crash rate, number and severity of crashes involving people on bikes is reduced.
 - Provide transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington
 - This was previously 'Wellington is a more sustainable, liveable and attractive city.'
20. A broad range of interventions including policy, education and infrastructure improvements were identified. The programme options were developed in collaboration with the project working group and evaluated in a specific workshop on 21 August 2015
21. In total, a long list of 11 programme options were initially assessed, with an additional option (Option 3E) identified and evaluated as part of the workshop process. The programme options were made up of different investment scenarios involving the six geographic corridors, timeframes and combined with the following complimentary activities:
- Minor safety improvements – aimed at high risk crash sites across the full network;
 - Wrap around infrastructure – end-of-trip amenities and cycle parking facilities;
 - Promotion and education – increasing awareness of cycle safety and user benefits; and
 - Indicative and Detailed Business Cases, design development and procurement of works.
22. Due to the various programme elements, there are a large number of potential programme options ranging from a Do-minimum approach (Option 1) to a very high level of investment in new and improved cycling infrastructure (Option 8). Several permutations relating to staging, timing and funding sources are also possible.

23. Ultimately, the long list of options summarised in Table 1 below were deemed suitable for assessment by the working group and provided sufficient information and variance to adequately assess the options against the assessment criteria. The indicative total cost is provided for the full programme to 2036.

Table 1: Programme option summary

Option	Name	Description	Indicative cost
1	Do-minimum	Targeted minor safety works across network	\$29 mill
2	Minor capital improvements	Minor cycleway infrastructure delivered by Council only	\$57 mill
3A	Equitable areas	Provides routes balanced across catchment areas	\$101 mill
3B	Prioritised packages by area	Progressive delivery of routes by catchment areas	\$101 mill
3C	Prioritised packages by LoS	Routes prioritised by level of service deficiencies	\$101 mill
3D	Centres and neighbourhoods	Provides routes based on servicing centres, schools, amenities and increasing demographic uptake	\$101 mill
3E	Hybrid prioritisation	Cycle network developed using a hybrid prioritisation of 1. Strategic routes (main corridors), 2. Level of Service gaps and deficiencies, 3. Equity	\$101 mill
4	Accelerated programme	Prioritised routes based on ability to implement full network within nine years	\$101 mill
5	LoS deficiencies	Based on WCC prioritisation of Level of Service deficiencies	\$101 mill
6	Minimum network upgrades	Initial network wide upgrade to minimum standard then upgrade over time	\$120 mill
7	Promotion and education	Targeted minor safety works across the network supported by intensive education and marketing campaign	\$76 mill
8	High LoS upgrade	Delivers very high quality LoS cycling infrastructure across the network	\$156+ mill

24. Assessment criteria ratings were applied as follows:

Table 2 Criteria ratings

Impact	Score
Does not meet investment objectives	X
Partially meets objectives	✓
Meets objectives	✓✓
Exceeds objectives	✓✓✓

25. Table 3 summarises the overall results of the long list option assessment. In short, four out of the 12 programme options are recommended for short-listing including Options 1, 3C, 3E and 4.

Table 3: Programme evaluation summary

Investment objectives	Programme option											
	1	2	3A	3B	3C	3D	3E	4	5	6	7	8
1. Level of service	X	✓	✓✓	✓	✓✓	✓	✓✓	✓✓	✓✓	✓	X	✓✓✓
2. Network efficiency	X	✓	✓	✓	✓✓	✓	✓✓	✓✓	✓✓	✓	✓	✓✓
3. Cycle uptake	✓	✓✓	✓	✓	✓✓	✓	✓✓	✓✓	✓✓	✓	✓	✓✓
4. Cycle safety	✓	✓✓	✓	✓	✓✓	✓	✓✓	✓✓	✓✓	✓	✓	✓✓
5. Wellington city	X	✓	✓✓	✓	✓✓	✓	✓✓	✓✓	✓✓	✓	✓	✓✓
NZTA criteria												
Strategic fit	L	M	M	M	H	L	H	H	H	M	M	L
Effectiveness	L	L	M	M	M	L	H	H	L	L	L	L
Efficiency	H	L	L	L	L	L	M?	L	L	L	L	L
Retain for short list	Yes	No	No	No	Yes	No	Yes	Yes	No	No	No	No

26. The recommended option is Option 3E; this is a hybrid prioritisation approach based on the current funding arrangements. It was agreed that if additional funding sources could be obtained for the programme from Year 4 onwards we would then seek to amend the city's Long Term Plan to match to additional funding available. The hybrid approach offers an outcome based programme that combines the most advantageous aspects of options 3A, 3B and 3C in order to best meet the investment objectives, resolve the stated problems and achieve the identified benefits.
27. Prioritisation of investment in cycling infrastructure is based on the following three aspects:
1. Strategic routes (main corridors).
 2. Level of Service gaps and deficiencies.
 3. Equity.
28. In addition to the prioritised approach outlined above, additional activities will be required to optimise the investment, these include:
- Promotion and education, approximately 15% of the programme budget, to improve driver behaviour, safety and increasing cycling across all ages and abilities;

- Identify and implement a range of other initiatives, i.e. speed reductions in town centres, CBD and areas which can improve movement for pedestrians as well as cyclists;
- Minor works of approximately \$1 million per annum to improve safety issues across the whole network; and
- Identify wrap around investments or policy changes, i.e. new buildings are to have appropriate end of trip facilities, cycle parking in town centres or CBD locations.

29. The outcome of the option evaluation work feeds directly into both the Master Plan and the Programme Business Case. Through this paper we are seeking Committee endorsement to the investment objectives and the preferred outcome.
30. A Master Plan has been prepared for cycleway development reflecting decisions made to date and the outcomes of the working groups work. The Master Plan becomes our external or public facing story of why we are investing in cycling, where and how we are likely to invest and when we could expect to engage with and undertake work in each part of the city.
31. The Master Plan describes how investing for people that bike would be integrated with other transport and Council projects, and what wrap around actions are proposed to be undertaken to maximise uptake to get the most out of our investment.
32. The Master Plan is a living document, it is envisaged that as each further stage of the business case is completed an update of the Master Plan would be undertaken.
33. The attached draft Master Plan is therefore only at a programme level, with lots of detail to come. With less than a week between agreeing on preferred options with the working group and the need to get this report drafted we have identified that while the content of the Master Plan is robust there still needs work to be consistent with the Council style. We are seeking from Committee an agreement to adopt the Master Plan subject to allowing the Committee Chair and the Chief Executive to have editing rights over the final document to be published.

Options

34. Through the Workshops Councillors discussed the need to consider options for accelerating the programme, while this could be considered at this time. It is felt that it would be more appropriate to address this in developing the next Council Long Term Plan.
35. Early in the process of developing the Indicative Business Cases we will look to take advantage of easy and obvious projects to gain some “quick wins”. There may only be limited scope for such projects but these will be communicated through to Committee as necessary.

Next Actions

36. If agreed, the Master Plan will be made public and will be available on the Council website by the end of September.
37. The agreed options will be used to complete the Programme Business case to be submitted to NZTA by the end of September. Approval would then release funding to progress Indicative Business Cases for each of the three packages (Hutt, CBD and Eastern).

-
38. As instructed by Council at its 24 June 2015 meeting, working groups consisting of Ward Councillors and community representatives will be established to assist with the preparation of each of the Indicative Business Cases.
39. A detailed communications plan incorporating engagement, consultation and marketing will be prepared prior to any undertakings in the first package areas.

Attachments

Attachment 1. Draft Wellington Cycleways Master Plan

Page 193

Author	Paul Barker, Safe and Sustainable Transport Manager
Authoriser	Warren Ulusele, Manager City Planning and Design

SUPPORTING INFORMATION

Consultation and Engagement

There will be no consultation or engagement on either the programme business case or the Cycling Master Plan. As the Master Plan is a living document future updates will reflect decisions made as a result of consultation and engagement.

Treaty of Waitangi Considerations

None

Financial Implications

There are no financial implications of the Master Plan as it is a non statutory document. There are considerable implications to the programme if there is no approval or late approval given to the Programme Business Case. There is approximately \$34 mil allocated in Capex over the next three years that requires “unlocking” through the NZTA Business case process, this is only stage two of that four stage process

Policy and Legislative Implications

None

Risks / Legal

None

Climate Change Impact and Considerations

The implementation of a cycle network will have a positive effect on emissions.

Communications Plan

The engagement plan and actions will be addressed fully before any work on the indicative business case commences.

DRAFT

Wellington City Council

**Wellington Cycleways
Programme Master Plan**
September 2015 (Programme Stage)



The image contains three photographs illustrating cycling activities. The first photo on the left shows a family of four (a man, a woman, and two children) riding bicycles on a paved path through a green park area. The middle photo shows a woman riding a yellow bicycle on a paved path next to a body of water, with a city skyline visible in the background. The third photo on the right shows a person wearing a high-visibility yellow vest and a helmet, riding a bicycle on a city street.

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Contents

- 1 Purpose of the Master Plan
 - 2 Development of the Master Plan
 - 3 Strategic alignment
 - 4 Cycling in Wellington
 - 5 Potential future demand
 - 6 Current problems
 - 7 Vision for cycling in Wellington
 - 8 Development Programme – Enabling more transport choice
 - 9 Benefits of the Programme
 - 10 Funding sources
 - 11 Next steps
-

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Purpose of the Master Plan

Wellington City's forecast population growth of more than 50,000 over the next 30 years will place additional pressure on the existing transport network. To provide Wellingtonians with improved transport options and alleviate congestion on the transport network through mode shift, a comprehensive, safe cycle network is proposed in conjunction with associated promotional and safety initiatives. The Cycleways Programme is part of the Council's multi-modal strategy to provide residents and visitors with improved transport choices for moving around the city.

The purpose of the Master Plan is to serve as a guide for the Council to successfully deliver new cycling infrastructure which best meets the needs of the community. Figure 1 illustrates the key elements of the Master Plan.

The Master Plan details a proposed Cycleways Programme, including cycling infrastructure, safety and engagement initiatives, to be implemented over time with a focus on the first three years. The Master Plan establishes the priorities to identify the cycle network, how it will connect key locations throughout the city, and ultimately how it will increase the number of people who choose to get around by cycle.

The Master Plan does not focus on cycle projects in isolation; it covers multi-modal transport solutions with a focus on improving transport choice and accessibility for all road users. The outcomes of the Master Plan provide benefits for all transport users, including increased transport choice, improved journey times, network efficiency, improved safety and improved liveability, amongst others. While the Master Plan does not cover the implementation of new or improved mountain biking infrastructure it does include the consideration of connections to key off-road trails, which can be used for general transport purposes.



Development of the Master Plan

This Master Plan is a living document and will be updated at key points in the business case process and as further investigations are undertaken. The Master Plan builds on existing cycling studies and was developed with Council Selected Members and NZ Transport Agency representatives.

The method undertaken to identify the Cycleways Programme has followed the Transport Agency business case approach. This has involved the development of the Wellington City Cycle Network Strategic Case, which outlines the strategic context and case for investment in the Wellington cycle network, and will involve the development of a programme business case (PBC), indicative business case (IBC) and a detailed business case (DBC).

The Master Plan and the associated Cycleways Programme were both developed through a series of working group workshops (see Figures 2 and 3) attended by Selected Members and the Transport Agency representatives to ensure the proposed cycle network best aligns with community needs and available funding resources.

To identify a preferred Cycleways Programme the working group identified a long list of programme options ranging from a Do Minimum option of only minor works to options investigating different cycle infrastructure provision priorities in the short, medium and long term. The options were assessed against key investment objectives and the Transport Agency funding criteria covering Strategic Fit, Effectiveness and Benefit Cost Appraisal. This programme evaluation process is further detailed in the Wellington Cycle Network Programme Business Case, 2015.



Figure 2 – Confirming the Master Plan vision



Figure 3 – Evaluating the programme options

Strategic Alignment

The following strategies and research provide the long term direction for cycling in Wellington setting the scene for a connected, integrated high quality and safer cycle network.

Figure 4 indicates how the Master Plan aligns with other strategic plans and policies.

Wellington City Council, Wellington towards 2040: Smart Capital, 2011

This document sets out a strategy to inform the future work and investments of the Council over the next 30 years.

The Council's Long-term Plan 2015-25 is underpinned by four main goals for the City including; to become a people-centred city, a connected city, an eco-city and a dynamic central city.



Wellington City Council Urban Growth Plan 2014-2043

The Urban Growth Plan provides a framework for the sustainable and strategic development of Wellington's housing, infrastructure and services. This ensures that Wellington residents continue to enjoy a world-class quality of life as the City's population grows over the next 30 years.

The Master Plan seeks to deliver the Urban Growth Plan transport outcome - Transport routes that provide choice: Investment in cycling networks will improve the quality and safety of these routes and encourage more people to use them.

Greater Wellington Regional Council, Wellington Regional Land Transport Strategy 2010-40, 2010

This strategy sets a target for active modes to account for 15 percent of journey to work trips region wide, fewer than 75 cyclists injured region wide per annum, and for all of the strategic network to provide an acceptable level of service by 2016.

Wellington City Council, Cycling Policy, 2008

This policy forms a framework for the development of infrastructure with the key objective to provide better facilities for improved safety for those who chose to cycle.

Wellington City Council, Cycling Demand Analysis, 2014

This research investigates how different types of cycling infrastructure is likely to affect the numbers of people choosing to cycle in Wellington and assesses the demand for improvements.

Wellington City Council, Cycle Way Programme – Strategic Case, 2015

The Strategic Case outlines the challenges associated with cycling and how achieving the objectives of the Cycleway Programme will benefit Wellingtonians.

Wellington City Council, Cycling Framework, 2015

The Framework sets out the decision making process for the cycling network and how the network will be developed.

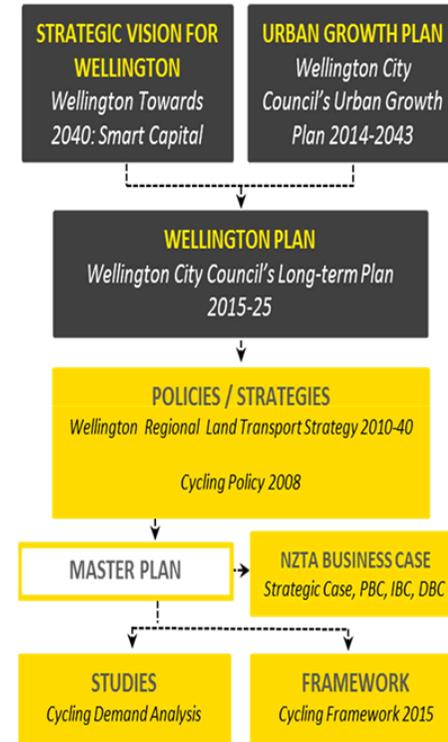


Figure 4 - Strategic alignment

Cycling in Wellington

The population growth forecast for Wellington, and the need for improved city liveability, sustainability and safety, are all key drivers for improvements to be made to Wellington’s transport network

Figure 5 presents the transport mode share for Wellington commuters in 2013. Census data shows that driving in a private vehicle remains the most popular mode of travel used by Wellingtonians for commuting.

The number of people using cycling as their main means of commuting to work has increased from 2.43 percent in 2006² to 4.04 percent in 2013³.

Without making significant improvements to existing cycling infrastructure, cycling use has been growing strongly over the past decade. Transport monitoring surveys carried out across the Wellington CBD have observed a strong increasing trend in the number of people on

bikes in most corridors. As shown in Figure 6, the long- term trend suggests that the number of people cycling will further increase with

Wellington’s forecast growth. However, improved cycling infrastructure is required to ensure this growth continues.

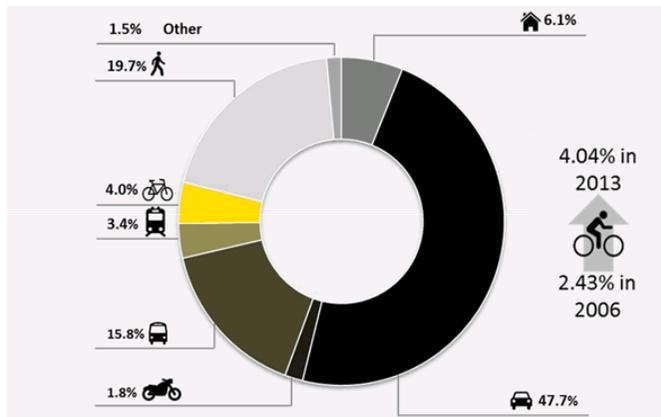


Figure 5 -Transport mode used as a main means of travelling to work in 2013

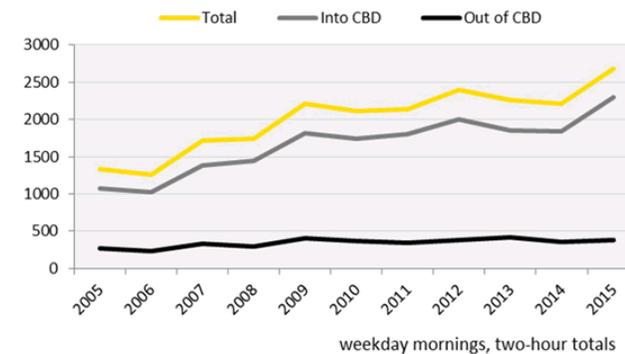
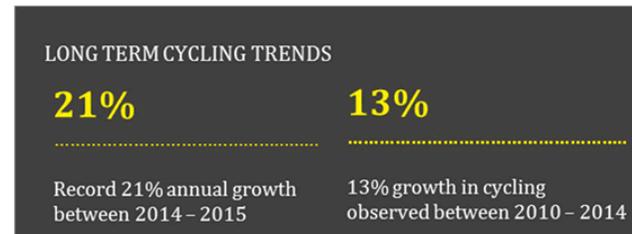


Figure 6 - Volumes of people cycling, entering and leaving the central city⁴

² Statistics New Zealand, Census data, 2006,

³ Statistics New Zealand, Census data, 2013

⁴ Wellington City Council, Annual Transport Monitoring Reports

Cycling in Wellington

Across the city, working professionals, school-aged children, students and people of all ages cycle along the streets and recreational routes of Wellington City.

It is important to create a network that caters for the experienced cyclist as well as beginners and those who lack confidence to cycle.

It is important to understand the types of people who could cycle in Wellington so that the cycleways network best meets the needs of the community.

A study was conducted in 2014 by the Council to better understand the characteristics of the population of Wellington City as it relates to cycling. The relative size of each group is shown in Figure 7. The study found that:

Non-cyclists

Non-cyclists are highly unlikely to consider cycling regardless of what improvements are made to infrastructure.

Hesitant cyclists

Hesitant cyclists are unlikely to cycle

under current cycling conditions in Wellington, but are much more likely to cycle if separated cycleways are provided.

Recreational cyclists

Recreational cyclists are much more likely to cycle for recreational purposes rather than transport purposes. Cycling infrastructure has a very strong influence on this group's decision to cycle.

Likely cyclists

Likely cyclists are likely to cycle under current conditions, however a large percentage would cycle more often if infrastructure is improved.

Safe cyclists

Safety-related factors are the most influential for safe cyclists when deciding to cycle. This is the largest group that will be likely to start cycling if infrastructure improvements are made.

Dedicated cyclists

Dedicated cyclists are dedicated to cycle regardless of circumstances and will cycle under current conditions.

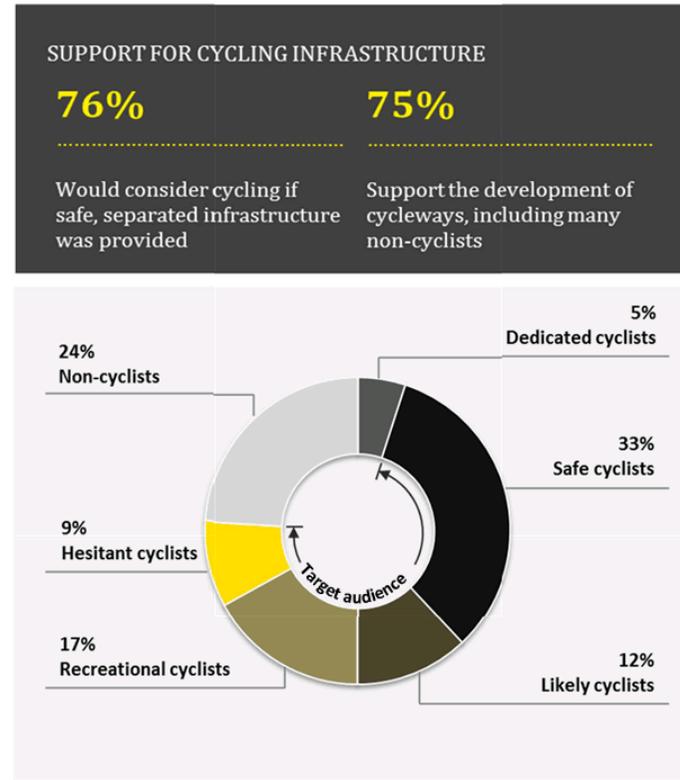


Figure 7 -Types of cyclists⁵

⁵ Wellington City Council, Cycling Demand Analysis, 2014

Cycling in Wellington

It is important to identify where Wellingtonians live, work, shop, recreate and / or study to understand where current cycle trips are, and could be, undertaken.

This will ensure that the Cycleways Programme enhances the current network and supports growth and connectivity along existing routes.

Main corridors into the city from suburbs including Thordon,

Newtown, Ngauranga, Kilbirnie and Kelburn have been monitored annually to observe the number of people cycling along these corridors. There is an increasing trend in the number of users entering the city via these cycle corridors as shown in Figure 8.

Figure 9 shows that the areas to the south of the CBD have high numbers of residents who cycle to work.

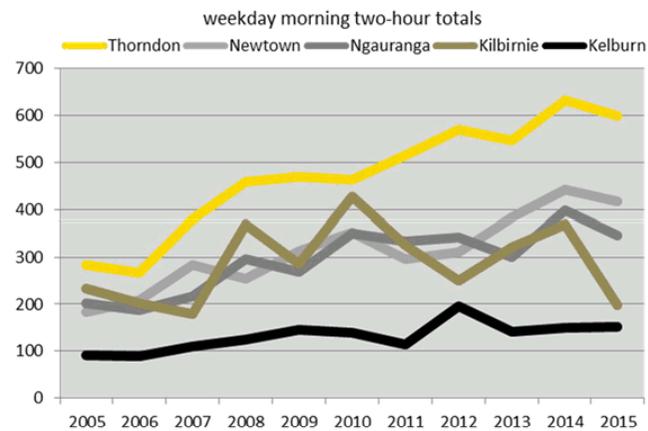


Figure 8 - Wellington corridor volumes⁶

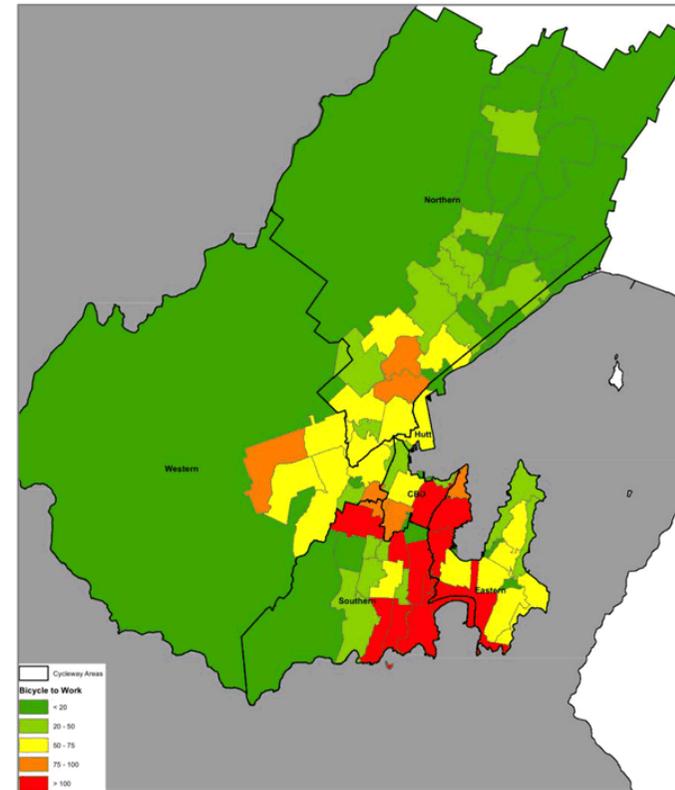


Figure 9 - Where Wellingtonians live who cycle to work⁷

^{6/7} Wellington City Council, Annual Transport Monitoring Reports

Cycling in Wellington

As the second largest city and capital of New Zealand, Wellington City has a strong business and commercial hub. A considerable portion of the volume of people cycling in Wellington City is generated by people commuting to work.

This demonstrates the need for providing effective connections between residential areas where high demand occurs, and the CBD where the majority of workplaces are situated.

There is currently 200,000 people living in Wellington City. The distribution of where people reside is shown in Figure 10.

The suburbs within and surrounding the CBD have the highest levels of residency as well as the Karori and Tawa suburbs.

Suburbs within the southern and eastern areas including Miramar, Rongotai, Kilbirnie, Lyall Bay, Melrose, Houghton Bay, Southgate and Island

Bay also have relatively high residency levels.

There are approximately 105,240 employed residents in Wellington City⁸. The distribution of where people are employed is shown in Figure 11.

The areas within and surrounding the CBD including Wellington Central, Te Aro, Mt Victoria, Thorndon and Hataitai have high levels of employment within the suburb. The Mt Cook and Newtown areas also have relatively high employment levels.

With two Universities, three Polytechnics and 12 private training establishments, there is a strong tertiary student population in Wellington City.

The highest numbers of students reside in the CBD, Te Aro and Mt Cook suburbs⁹. The Aro Valley and Kelburn suburbs also have a relatively high number of students.

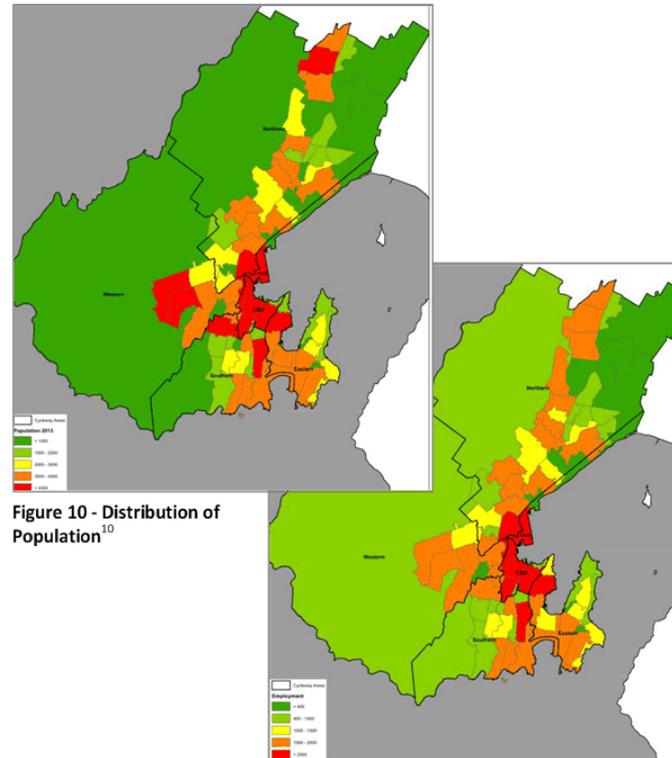


Figure 10 - Distribution of Population¹⁰

Figure 11 - Distribution of employment¹¹

⁸⁻¹¹ Statistics NZ, Census Data, 2013

Potential future demand

The Wellington community has shown strong support for improvements to be made to cycling infrastructure for the purposes of increasing cycle usage and to decrease the number of crashes, as shown below.

In 2014, the Council carried out a cycling survey which found that 76 percent of Wellingtonians over the age of 18 would consider cycling if improvements were made to provide safe, separate cycling infrastructure.

This survey revealed that although 42 percent of the respondents drove, there was a strong preference for other modes, particularly cycling as shown below.

There is a notable gap between the preferred and actual travel modes used by Wellingtonians to commute to work. The gap for the cyclist group is the largest and indicates that 22 percent of people across the sample would like to cycle but are not able to.

Additionally, 15 percent of the sample drives to work when they would prefer to use other modes of transport.

In summary, more people are driving than want to and fewer people cycle than want to.

This indicates that there could be as much as a three-fold increase in cycling once a safe connected cycleways network is in place¹².



Figure 12 illustrates the levels of support for cycling from the survey.

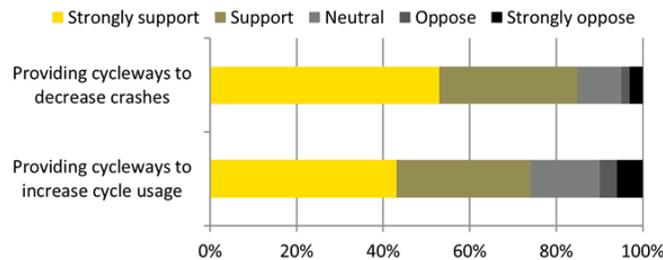


Figure 12 - Levels of support for cycling¹³

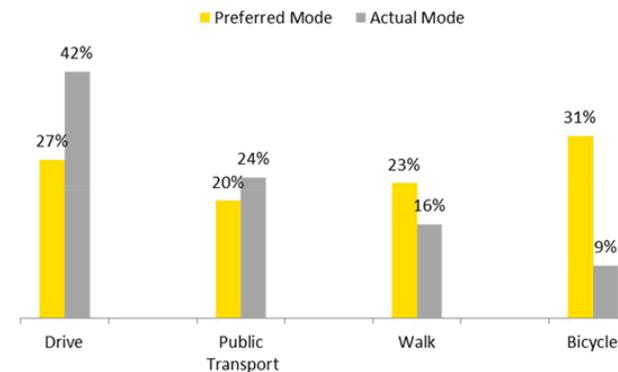


Figure 13 - Preferred and actual travel mode used in Wellington¹⁴

¹²Wellington City Council, Strategic Case, 2015

^{13/14}Wellington City Council, Cycling Demand Analysis, 2014

Potential future demand

A strong transport network connects people and places.

While the future cycle route locations have not yet been identified, figure 14 shows the demand catchments from potential cycleways corridors. The figure shows how key corridors can provide increased access by cycle to the majority of Wellington City.

There is an opportunity to provide increased transport choice and improved connections to:

- 53 schools attended by 25,000 kids
- 20,000 businesses with 200,000 residents
- Porirua and Hutt Valley with the central city
- Health workers to seven hospitals
- Visitors, tourists and residents to national recreation cycling facilities
- Existing cycle infrastructure

WELLINGTON INFORMATION		
Wellington	CBD	Northern
The Wellington region was divided into five main cycleways areas or catchments	Population: 43,197 Employed: 26,286 Commuter cyclists: 780 Schools: 9 Libraries: 1 Playgrounds: 6 Recreation Centres: 0	Population: 43,962 Employed: 23,061 Commuter cyclists: 267 Schools: 35 Libraries: 4 Playgrounds: 48 Recreation Centres: 2
Eastern	Southern	Western
Population: 36,660 Employed: 19,275 Commuter cyclists: 1,056 Schools: 20 Libraries: 1 Playgrounds: 17 Recreation Centres: 2	Population: 25,950 Employed: 14,013 Commuter cyclists: 783 Schools: 12 Libraries: 3 Playgrounds: 21 Recreation Centres: 0	Population: 41,190 Employed: 22,605 Commuter cyclists: 837 Schools: 7 Libraries: 0 Playgrounds: 11 Recreation Centres: 1



Figure 14 - Potential demand for cycling in Wellington

Current problems

There are a number of barriers to cycling, most notably poorly designed or maintained infrastructure and unsafe motorist behaviour.

Safety for people who cycle is a main priority with the number of reported road crashes involving cyclists being unacceptably high in Wellington.

Results for 2014 are shown in Figure 15 and recorded a total of 69 reported traffic crashes involving cyclists with one fatality, nine serious injuries and 59 minor injuries. It should be noted that many cycle crashes are unreported.

A Transport Perceptions study carried out by the Greater Wellington Regional Council in 2012 revealed that only 18 percent of the respondents reported cycling facilities to be of an adequate standard as shown in Figure 16.

This compares poorly to 78 percent satisfaction for walking facilities and 65 percent for driving facilities.

Current problems to address:¹⁶

The following are current issues that set out the case for change.

- Poor uptake due to the perception that cycling is unsafe and inconvenient is reducing cycling's contribution to the transport system
- Unforgiving infrastructure and poor road user behaviour is resulting in significantly higher than average rates of harm to people on bikes
- An unappealing environment for people on bikes is reducing transport and recreation choices for Wellingtonians.

These issues will be exacerbated by Wellington's forecast population growth over the next 30 years.

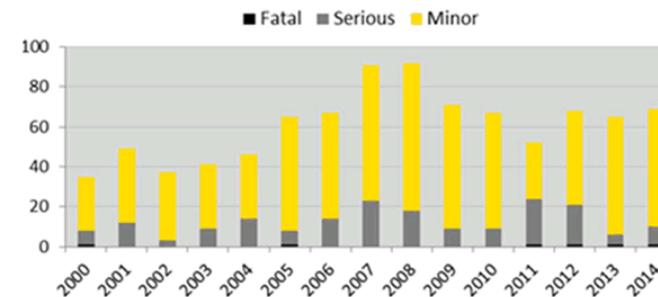


Figure 15 - Reported cycle crashes in Wellington City¹⁷

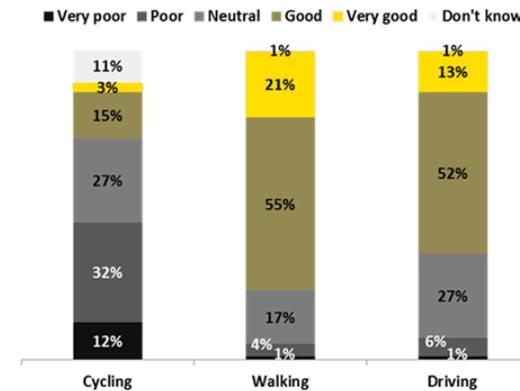


Figure 16 - Perception of level of service for cycling¹⁸

¹⁵⁻¹⁸ Wellington City Council, Strategic Case, 2015

Cycling is gaining international attention

Cycling is gaining recognition for the large part it plays in the overall transportation network. A number of countries have implemented bicycle plans with clear visions for the future of cycling and have experienced significant benefits as a result.

The Mayor’s Vision for London, 2014
 The main aim of this plan is for cycling numbers to double across London over the next 10 years. A key outcome is to provide a network of high capacity, connected routes.

Portland Bicycle Plan for 2030, 2010
 The Plan aims for cycling to make up at least 25 percent of all trips three miles or less by 2030.

Within the first year of adopting the Plan, Portland formed a dense cycleways network, increased cycle parking, expanded cycling programmes and increased funding for future cycling facilities.

Portland has made significant advances in attracting new riders – with cycling to work increasing from 1.1 percent in 1990 to 6.8 percent in 2011.

**New York City
 Bicycling Routes
 Project**

New York City has been transforming the city’s streets from unwelcoming corridors predominantly used for vehicular traffic, to public spaces that are safer and well utilised. The strategic aim of the plan was to double the numbers of commuting cyclists between 2007 and 2012 and tripling the number by 2017.

262%

Commuter cycling has increased by 262% in New York City from 2000 to 2010

75%

A 75% decrease in the average risk of a serious injury experienced by cyclists in New York City

Local Momentum

Cycling and cycleways programmes are also gaining momentum closer to home in a number of regions around New Zealand.

\$100 million of additional funding has been allocated to the Urban Cycleways Programme (UCP) which covers 41 projects across New Zealand. Together with investment from local councils and the National Land Transport Fund, the Programme provides a total of \$333 million to expand and significantly improve New Zealand’s urban cycling network.

The first sets of projects are already underway in Auckland, Hamilton, Palmerston North, Christchurch, and Dunedin.

Auckland

Cycling has become a transport mode of choice for a number of people in Auckland. The UCP will accelerate the delivery of cycling facilities in the CBD, key corridors to East and West Auckland, and provide connections to major public transport interchanges in New Lynn and Glen Innes.

Napier/Hastings

The iWay Programme successfully implemented in Napier in 2010 saw the construction of 108km of walking and cycling pathways. The UCP will develop strong commuter cycling routes between Napier and Hastings.

URBAN CYCLEWAYS PROGRAMME IN NEW ZEALAND

43%

43% increase in the number of commuter cycle trips in Auckland since 2011

108km

108km of new walking and cycling pathways were constructed in Napier in 2010 and will be extended by the UCP

Vision for cycling in Wellington

The Council’s vision for the transport network by 2043 is for the proportion of people using active modes to, from and around the central city, to continue to increase¹⁹. This will be supported by a comprehensive cycling network.

The Master Plan will guide the Council in working to achieve this vision for cycling in Wellington.

The following aims and desired outcomes for the Cycleways Programme align with the Strategic Case and the framework set out in the Council’s Urban Growth Plan.

The aims, desired outcomes and performance measures were identified through the business case process and working group workshops.

Aims

The Wellington Cycleways Programme has the following aims:

- Aim** Wellington is a more sustainable, liveable and attractive city
- Aim** Greater transport network efficiency, effectiveness and resilience
- Aim** Improved safety for all people on bikes



Desired Outcomes

The following are the desired outcomes resulting from achieving the Cycleways Programme.

-  The city adapts and reflects the changing needs of society
-  The city is connected by a better, more efficient transport network by providing quality infrastructure for all modes, including cycling
-  Cycling is part of why Wellingtonians love living here and why people are attracted to visiting Wellington
-  Wellington is a people centric city which encourages active modes of transport resulting in healthier, happier people
-  Appeals and encourages people of all ages and abilities to cycle or use more active transport
-  Wellington is world renowned as a great place to be active within

Performance measures

Ongoing monitoring will be undertaken to ensure that the desired outcomes are being met.

The monitoring indicators will be developed as part of the business case process and will cover:

- Increased customer satisfaction with Level of Service
- Increased contribution to network (journey time) reliability
- Increased cycling as a transport mode
- Reduced actual deaths and serious injury resulting from cycle crashes
- Crash rate per km reduced
- Improved perception of cycling safety
- Greater health
- Improved wellbeing (Quality of life)
- Increased visitor satisfaction
- Reduced CO2 emissions

¹⁹ Wellington City Council Urban Growth Plan 2014-2043

Development Programme – Enabling more transport choice

To create a sustainable, liveable and attractive city which offers transport choice and where the cycle network is appealing and encourages people of all ages and abilities to cycle, the Cycleways Programme to be implemented includes:

- Cycle infrastructure and facilities
- Safety campaigns and initiatives
- Marketing and promotion

This Cycleways Programme is summarised over the following section and will be further detailed as part of the Business Case process, including where the cycle routes will be located.

While the future cycle routes have not yet been identified, figure 17 shows the potential cycleways corridors and how a comprehensive network is created by the Cycleways Programme.

The Cycleways Programme will result in the following outcomes:

- Connected cycle network
- Higher quality network
- Network catering for all ages and abilities
- Safer cycle network

Connected and higher quality cycle network

The identification of where the cycle routes will be provided and in what order will be investigated during the business case process.

In order to prioritise the implementation of the cycle corridors three levels of priority have been established:

- Primary corridor, high priority
- Primary corridor, medium priority
- Secondary corridor

The following principles to prioritise the corridors will be applied during the business case process:

- Provide cycle facilities along main corridors to create a backbone network connecting all areas
- Provide cycle facilities where the highest level of service improvements can be gained
- Develop the network in an equitable manner so the facilities are spread throughout the City and construction impacts are minimised
- Future proof for cycle infrastructure. When other projects, i.e. road upgrades are being planned, make future provision for cycling infrastructure

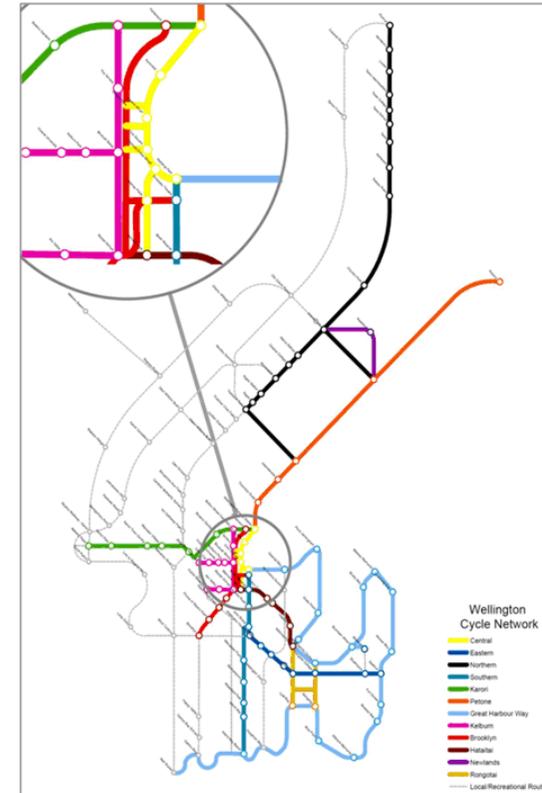
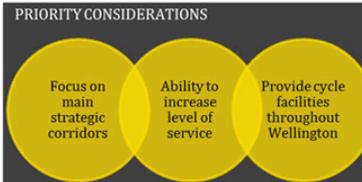


Figure 17 - Cycleways Programme Potential Network

Development Programme – Enabling more transport choice

Provision for all ages and abilities

To provide a comprehensive network that will connect Wellington and better suit the diverse needs of current and potential people cycling and motivate different groups to cycle more often, in addition to on-road cycle facilities, the network will consist of four main types of cycleways²⁰:

Shared zones

Shared zones could be used in busy commercial areas, where there is limited space and lots of people walking along and across the street. Because of the high volume of traffic, these will need low speed limits.

Quiet Routes

Quiet routes could be provided along less busy suburban streets rather than on main roads. These would work well in areas of low speed and low volumes as cyclists would be required to take the traffic lane.

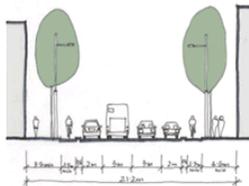
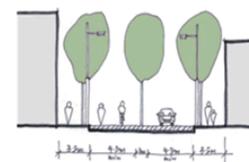
Protected bike lanes

Protected bike lanes can be provided on main routes, where there will be high levels of commuters. These routes may require reprioritisation of the road area in the form of removing some parking, with alternative parking being provided as appropriate.

Bike paths

Bike paths are off-road routes that could be placed through parks and reserves and along coastal areas. Bike paths will mainly be used where there is an opportunity for use by commuters and recreational riders. These are routes that will be designed to fit in with the natural environment and relate to the wider network by connecting commuter routes with recreational facilities.

More detail on the types of cycleways can be found in the Cycling Framework, 2015.



²⁰ Wellington City Council, Cycling Framework, 2015

Development Programme – Enabling more transport choice

Safety campaigns and engagement initiatives

Safety and the perception of cycling safety is one of the underlying problems limiting cycling uptake in Wellington.

Providing new and upgraded cycling facilities help make it safer and easier to cycle around the city. For example, advanced stop boxes for cyclists are being installed at busy intersections around Wellington to enhance the safety and priority of people on bikes.

To support the proposed cycle infrastructure the Council and cycling advocate groups promote cycling to make it easier for everyone to share the road.

Examples of current initiatives include:

- Information on cycle treatments
A current list of cycle lanes, shared paths and bus lanes is provided on the Council website to enable people who cycle to choose the safest way to their destination. This is provided with information on the use of each facility, i.e. giving way to pedestrians on shared paths

- Bike Fix-It Stands
The Bike Fix-It stands are located at central library and Makara Peak Car Park and have tools, tyre pumps and bike repair tips for cyclists to repair their cycles when they are out and about. (See: video ‘DIY Bike Repair on the Go’)

- Bikes in Schools
The ‘Bikes in Schools’ programme provides grants to schools within Wellington to fund the construction of on-site cycling parking facilities for use by the school children and the wider community.

The benefits of the programme include increased health, fitness, skills, safety, confidence, and self-esteem.

- Safety Checklist
The cycle safety checklist is available on the Council website and is an ideal starting point for anyone who is new to cycling and unsure about whether their equipment is road worthy.

The checklist offers tips from fitting helmets through to testing the condition and performance of tyres, gears, brakes, lights and steering.

- Cycle lights checkpoints
A collaborative Police, Cycle Advocates and Council initiative aims to promote safe cycling behaviour coming into the winter months.

- Shared Pathway Courtesy campaign
Working with City Shaper and the Cycle Advocates group this campaign promotes courteous behaviour along the city’s shared pathways.

- Share the Road – See the Person
Councils within the Wellington region produced a localised version (using our own people who ride bikes) to promote this national campaign.

- Bike buddies
The ‘Bike Buddies’ programme matches experienced cyclists with new riders in their area, to show them the best routes for cycle commuting, help build confidence and offer advice about keeping safe on the road.

- Safety Videos
“The Friendly Cyclist – how to be safe cycling in Wellington City” videos produced by Cycle Aware Wellington are available on the Council website.

The safety videos cover general courtesy, communication, road positioning, passing stopped traffic, intersections, shared paths and bus lanes.

- Skills courses
Skills courses within Wellington are free for anyone under the age of 18. The course covers bike maintenance, safety and riding skills.

- Communities on Bikes grant
Funding is available from 2015-18 for activities and events that encourages and normalises cycling as a regular transport mode choice, and contributes to Council’s Cycleways Programme.



The Council will continue to support safety campaigns and initiatives throughout the Cycleways Programme.

Benefits of the Programme

Improving cycling infrastructure, safety and undertaking promotional initiatives as part of the Cycleways Programme will have benefits for all Wellingtonians and not just those who cycle.

The anticipated benefits include:

- » Transport network and connectivity
- » Increased network efficiency, resiliency and journey time reliability
- » Increased transport choice
- » Improved liveability
- » Increased economic activity
- » Improved health and well-being
- » Improved sustainability and environment

Transport network connectivity

Cycling plays a central role in achieving a balanced transport network that effectively connects people and places.

Building a comprehensive cycleways network and addressing common barriers to cycling will make cycling a viable mode of transport for Wellingtonians.

This will provide a suitable alternative to driving short or medium trips and allows entire journeys to be made without the need for private vehicles.

Increased network efficiency, resiliency and reliable journey times

Enabling more transport choices will take people off the road and on to bikes which could result in our roads running more efficiently for all users. Cycling will provide more reliable journey times for people on bikes, particularly on congested roads.

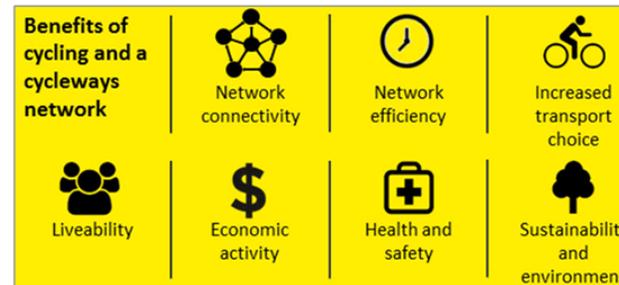
Increased transport choice

Improving cycleways infrastructure will increase the transport choice available, catering for the large number of Wellingtonians who would prefer to cycle but currently feel unable to, and result in more people on bikes.

Improving cycle infrastructure will also have benefits for other transport modes such as improved pedestrian crossing facilities, creation of slow zones, traffic calming or safety improvements at intersections.

Improved liveability

Quality of life is the number one reason why people choose to live in Wellington²¹. Giving people more transport options and being able to get around easily by bike makes Wellington a more attractive place



to live, visit and work. This also helps to attract more people to the area as Wellington becomes known for being a cycle friendly city.

Increased economic activity

A strong transportation network is good for the region's economy. The positive effect of cycleway networks on retail sales has been documented. As a result of building cycleways in San Francisco, 60 percent of retailers observed more residents shopping locally and 40 percent observed an increase in sales²².

Improved health, safety and wellbeing

Cycling is an active, healthy alternative to private transport and the Cycleways Programme will encourage active people and communities. A significantly

lower risk of injury (40 percent) has been observed following the installation of cycleways in New York²³. Cycling also makes it easier to include exercise as part of a daily routine, improving health, quality of life and sense of wellbeing.

Improved sustainability and environment

Increased cycling uptake can result in fewer people using their cars and a reduction in fuel consumption. A reduction in harmful CO₂ emissions will improve air quality, and along with improved cycle facilities, can create a more pleasant environment to cycle within.

²¹ Department of Labour research, 2010

²² E. Drennen, Mission District of San Francisco, *Economic Effects of Traffic Calming on Urban Small Businesses*, 2003

²³ New York Department of Transport, *Protected Bike Lane Analysis*

Funding sources

The Cycleways Programme focuses on what can be planned and implemented in the first three years and proposes improvements that can be made in the medium and long term.

To implement the Cycleways Programme there is approximately \$100 million potential funding over the lifetime of the programme.

Urban Cycleways Programme (UCP)

The UCP is comprised of shared investment from the Urban Cycleways Fund (UCF), the National Land Transport Fund (NLTF), and the Council.

UCF funding is only available for the first three years of the Cycleways Programme and must be spent by the end of June 2018. Minor works and safety initiatives are not eligible for UCF funding.

The UCF enables high-value urban cycling projects to get underway in Wellington over the next three years to improve cycling safety and support more connected cycle networks.

Funding from the Council has been approved through the Long Term Council Community Plan.

The NZ Transport Agency NLTF funding available is through the walking and cycling activity class, which is capped to match UCF funding.

Financial assistance, currently 48 percent of project costs, may be available through the National Land Transport Programme (NLTP) subject to further business case processes and approval from the Transport Agency.

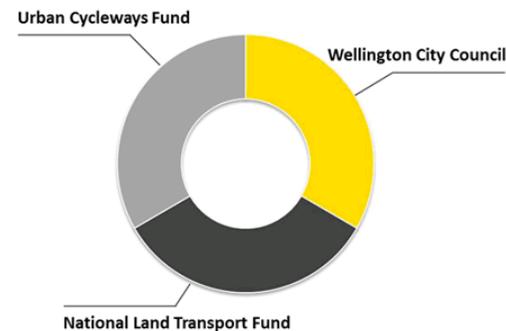
Figure 18 presents the proposed implementation of the Cycleways Programme.

The business case process will develop and refine the cycle corridors and how the programme can be delivered over time.

If more funding becomes available the Cycleways Programme can be accelerated.



Figure 18 - Cycleways Programme Implementation



Next steps

The Master Plan is to serve as a guide for the Council to successfully deliver new cycling infrastructure as part of the strategic development of Wellington City which best meets the needs of the community.

The Master Plan details a proposed Cycleways Programme, including cycling infrastructure, safety initiatives and promotion, to be implemented over time with a focus on the first three years.

The Master Plan establishes the cycle network that will be provided, how it will connect key locations throughout the city, and ultimately how it will increase the number of people who choose to get around by cycle.

The outcomes of the Master Plan provide benefits for all transport users, including increased transport choice, improved journey times, network efficiency, improved safety and improved liveability, amongst others.

This Master Plan is a living document and will be updated at key points in the business case process as more detail on the Cycleways Programme is developed.

Figure 19 illustrates the next steps for the Cycleways Programme. The next stage of the business case process will develop an Indicative Business Case and a Detailed Business Case before proceeding onto implementation of the Cycleways Programme.

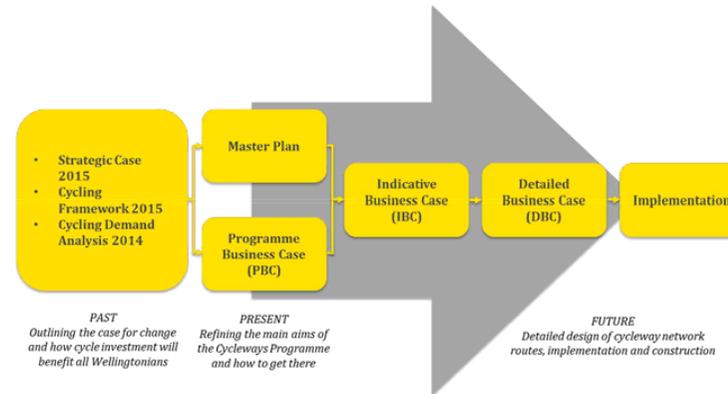


Figure 19 - Cycleways Programme Next Steps



HOUSING CHOICE & SUPPLY - PROPOSAL TO COMMENCE INITIAL CONSULTATION IN NEXT TRANCHE OF MEDIUM DENSITY RESIDENTIAL AREAS

Purpose

1. This report seeks Committee approval to consult with *[option 1, the Khandallah, Island Bay and Newlands]*, or *[option two the Khandallah and Newlands]* communities on proposals to zone further medium density residential areas around the existing town centres. These areas will then be incorporated into one plan change process including Tawa and Karori.

Summary

2. The key focus of the medium density residential area plan change is to provide for the present and future growth of Wellington's population by enabling greater housing choice and supply in the City's major suburbs.
3. Khandallah, Island Bay and Newlands meet the criteria for creating successful medium density areas. These include established town centres and good accessibility to public transport networks and local amenities, and opportunities to enhance walkability and encourage cycling.
4. A first round of consultation has been completed in Tawa and Karori. Officers are now preparing draft MDRA boundaries and district plan provisions for approval by the Transport and Urban Development Committee (October meeting).
5. Consultation with the Khandallah, Island Bay and Newlands communities will follow the same approach adopted for Tawa and Karori.
6. Progressing Tawa, Karori, Khandallah, Island Bay and Newlands at the same time will involve a significant amount of officer time and resourcing. For this reason two options have been presented for consideration.
7. Once consultation is complete for all four/five areas (Tawa, Karori, Khandallah, Island Bay and Newlands or Tawa, Karori, Khandallah and Newlands), a final plan change will be prepared and reported back to the Transport and Urban Development Committee for approval to formally notify the proposed changes. This is expected to be in the middle of 2016.

Recommendations

That the Transport and Urban Development Committee:

1. Receive the information.
2. Agree that officers commence further medium density residential area investigations for:
 - a. Option 1 - Khandallah, Island Bay and Newlands, including initial (informal) consultation with the communities and key stakeholders in these suburbs; or
 - b. Option 2 - Khandallah and Newlands, including initial (informal) consultation with the communities and key stakeholders in these suburbs.

Background

8. The Wellington Urban Growth Plan (WUGP) has a strategic goal of improving the number and range (choice) of quality housing to meet the needs of the City's diverse and growing population. The WUGP specifies that the district plan be amended to rezone areas around key town centres to provide for, and enable, medium density housing.
9. The WUGP identifies Tawa, Karori, Khandallah, Island Bay, Newlands, Crofton Downs, Berhampore and Miramar as potential candidates for medium density residential areas (MDRA).
10. To be a successful MDRA consistency with the following criteria is considered important:
 - Access to a town centre that acts as an employment centre and community hub,
 - A wide range of community and recreational facilities,
 - Access to amenities such as schools and medical facilities,
 - Good public transport links to and from the area,
 - Walkability for residents within a '5 minute' and '10 minute' walking zone around the town centre,
 - Scope for additional housing density and development, and
 - Infrastructure capacity (roading, 3 waters) is available to meet future growth.
11. MDRAs have been made operative (in the district plan) for Johnsonville and Kilbirnie. Berhampore is not considered suitable due to current district plan provisions (pre-1930s character protection) rendering it unviable for MDRA development.
12. Tawa and Karori have been confirmed as the next suburbs to have a MDRA implemented (1st priority). Khandallah, Island Bay, Newlands and Crofton Downs, at the same time, were confirmed as the next suitable suburbs (2nd priority), followed by Miramar (3rd priority).
13. Officers are currently preparing draft district plan changes for Tawa and Karori, which will be reported to the TUD Committee in October. Town centre planning exercises are also underway in Tawa and Karori. Officers are currently working with key stakeholders on preparing draft plans identifying key priorities for investment in each centre.

Discussion

Additional Areas for Inclusion

14. Khandallah, Island Bay and Newlands meet the criteria for creating successful medium density areas. These include established town centres with good accessibility to public transport networks and local amenities, and opportunities to enhance walkability and encourage cycling.
15. Each suburb contains a range of sites available for re-development. A MDRA zoning is likely to unlock the development potential of this land.
16. The draft district plan provisions establish a consistent framework for all MDRAs. In order to maintain momentum with this work, consultation is recommended in these additional suburbs. Initial consultation with these communities, along with further investigation, will help inform draft MDRA boundaries and help refine the draft planning provisions to inform a final plan change.

Town Centre Planning

17. As with Tawa and Karori, a town centre planning exercise will be conducted for Khandallah and Island Bay. A town centre plan has already been developed for Newlands and does not need to be revisited.
18. Community involvement for these plans will occur in conjunction with the MDRA consultation in each suburb.

Priority Areas need to be supported with other forms of Council investment

19. It could take 2-4 years to finalise MDRA zones across the four/five areas, and take several more years for a significant level of development to occur.
20. The WUGP identifies Town Centre Upgrade Plans for Karori and Tawa which, with additional CAPEX also set aside to implement the plans. This funding will help improve the quality of these suburbs and will also help to support the anticipated growth in each. The LTP does not currently identify any CAPEX for the additional centres. This may need to be investigated further once the consultation and town centre planning processes have been completed.
21. Further investigations into infrastructure capacity and constraints for these areas will also need to take place as part of this work.

Remaining Potential Areas

22. Progressing Tawa, Karori, Khandallah, Island Bay and Newlands at the same time will involve a significant amount of officer time and resourcing. For this reason two options have been presented for consideration. Island Bay could be excluded at this time and included with Mirimar and Crofton Downs as part of a separate plan change process in the future.

Next Actions

23. Officers will carry out initial investigations and consultation in Khandallah, Island Bay and Newlands (or only Khandallah and Newlands) in the same format adopted for Tawa and Karori. This includes an initial consultation phase seeking high level feedback on a MDRA and town centre plan.
24. Draft MDRA boundaries and district plan provisions will then be formulated and brought back to the TUD Committee for approval and then released in each suburb for further public comment (February 2016).
25. A proposed plan change for all areas (Tawa, Karori, Khandallah, Island Bay and Newlands or Tawa, Karori, Khandallah and Newlands) will be brought to the TUD Committee for approval in May/June 2016.

Attachments

Nil

Author	Daniel Batley, Senior Advisor - District Plan
Authoriser	Warren Ulusele, Manager City Planning and Design

SUPPORTING INFORMATION

Consultation and Engagement

This paper seeks agreement to carry out a full community consultation exercise. Some external conversations have already occurred, but the focus of these discussions was to identify how best to conduct consultation with the affected communities. Engagement with internal stakeholders has occurred as part of developing the suburb profiles.

Treaty of Waitangi considerations

All District Plan work is required to take into account the principles of the Treaty of Waitangi under s8 of the Resource Management Act 1991.

Financial implications

Costs associated with the consultation programme will be funded from existing budgets.

Policy and legislative implications

District Plan policy development supports the outcomes of the Wellington Urban Growth Plan.

Risks / legal

This project is only at the stage of informal public consultation and there are no legal risks associated with the project at this point.

Climate Change impact and considerations

The suburb profile work has identified some constraints on future development from potential climate change risks. Miramar has in the past been given a lower priority area ranking due to the potential sea level rise risks.

Communications Plan

An engagement plan and a Marketing and Communications Plan will be prepared.

DEMONSTRATION OF EPLAN

Purpose

1. To demonstrate the Wellington City ePlan - a new online tool for using the District Plan.

Summary

2. The Wellington City ePlan is a new online tool for using the District Plan. It has a wide variety of innovative features to enable quick and easy reference to all provisions in the District Plan. It has recently been released to the public.
3. Officers will provide a practical demonstration of the ePlan to show its functionality and the benefits it provides to businesses, community groups and the general public.

Recommendations

That the Transport and Urban Development Committee:

1. Receive the information.

Background

4. The Wellington City ePlan has been developed in partnership with IT consultants, Isovist. It was developed to make it easier and quicker to find information in the District Plan by utilising website-based functionality. The ePlan is publically available at eplan.wellington.govt.nz.

Discussion

5. The ePlan will make it easier and quicker to find information in the District Plan. This will reduce the time and cost for officers assessing resource consent applications, consultants preparing resource consent applications, and the general public wanting information on their property.
6. The ePlan has a wide variety of innovative features, including:
 - a modern map-based starting page
 - the ability to view only those parts of the District Plan that are relevant to a particular site
 - information about any Plan Changes that apply to a site
 - the ability to quickly jump between references to other parts of the District Plan
 - creating a 'Property Report' with the area-specific District Plan provisions that apply to a site (such as hazard areas or heritage features).

Next Actions

7. The e-Plan will 'go live' 1 September. Officers will continue maintaining and improving the ePlan.

Attachments

Nil

Author	Nathan Stocker, Planning Officer
Authoriser	Warren Ulusele, Manager City Planning and Design

SUPPORTING INFORMATION

Consultation and Engagement

The ePlan was tested by Council planners, the wider Council, and the general public. Feedback has been noted and incorporated where appropriate.

Treaty of Waitangi considerations

None of note.

Financial implications

Ongoing maintenance and development of the ePlan will continue to be developed within existing operational budgets.

Policy and legislative implications

There are no implications.

Risks / legal

The ePlan has been thoroughly tested and is consistent with the operative District Plan provisions.

Climate Change impact and considerations

There are no implications.

Communications Plan

The public release of the ePlan included a media release, web alerts to all subscribed users of the District Plan (over 750 people and organisations), and emails to residents associations and relevant professional organisations.

3. Public Excluded

Resolution to Exclude the Public:

THAT the Transport and Urban Development Committee :

Pursuant to the provisions of the Local Government Official Information and Meetings Act 1987, exclude the public from the following part of the proceedings of this meeting namely:

General subject of the matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
3.1 Acquisition of Land for Road	7(2)(i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	s48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7.
