
ORDINARY MEETING

OF

TRANSPORT AND URBAN DEVELOPMENT COMMITTEE

MINUTE ITEM ATTACHMENTS

Time: 9:15 am
Date: Thursday, 30 June 2016
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

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**ORAL UPDATE - COUNCILLOR SWAIN, GREATER
WELLINGTON REGIONAL COUNCIL**

Purpose

1. The Committee will receive an update from Councillor Swain, Chair of The Greater Wellington Regional Council Sustainable Transport Committee.

Summary

2. At the Wellington City Council (WCC) meeting on 26 August 2015, the Council (WCC) agreed to appoint the Chair of the Sustainable Transport Committee from Greater Wellington Regional Council (GWRC), as a non-voting member of the Council's Transport and Urban Development Committee.

Recommendation

That the Transport and Urban Development Committee:

1. Receive the information.

Discussion

3. Councillor Swain, Chair of The Greater Wellington Regional Council Sustainable Transport Committee will update the Committee on transport projects.

Attachments

Nil

Author	Antoinette Bliss, Governance Advisor
Authoriser	Kane Patena, Director Legal and Risk

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SUPPORTING INFORMATION

Consultation and Engagement

<insert text here>

Treaty of Waitangi considerations

<insert text here>

Financial implications

<insert text here>

Policy and legislative implications

<insert text here>

Risks / legal

<insert text here>

Climate Change impact and considerations

<insert text here>

Communications Plan

<insert text here>

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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 3 May 2016, 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. Approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.
 - a. P10 Goods Vehicles and Authorised Vehicles Only - College Street – Te Aro (TR38-16)

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

Column One	Column Two	Column Three
College Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Northeast side, commencing 5 metres southeast of its intersection with Tory Street (Grid coordinates x= 1,749,021.3 m, y= 5,426,871.4 m), and extending in a south-easterly direction following the kerbline for 31 metres. (5 parallel carparks)

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

Column One	Column Two	Column Three
College Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	Northeast side, commencing 5 metres southeast of its intersection with Tory Street (Grid coordinates x= 1,749,021.3 m, y= 5,426,871.4 m), and extending in a south-

easterly direction following the kerbline for 18 metres. (3 parallel carparks)

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

Column One	Column Two	Column Three
College Street	P10, Goods Vehicles and Authorised Vehicles Only, Monday to Friday 8:00am - 6:00pm. Metered Parking, P120 Maximum, At Other Times	Northeast side, commencing 23.5 metres southeast of its intersection with Tory Street (Grid coordinates x= 1,749,021.3 m, y= 5,426,871.4 m), and extending in a south-easterly direction following the kerbline for 13 metres

- b. No Stopping At All Times - Kenmore Street - Newlands (TR39-16)

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

Column One	Column Two	Column Three
Kenmore Street	No Stopping, At All Times.	East side, commencing 160 metres south of its intersection with Horokiwi Road West (Grid Coordinates X= 1,752,946.10m, Y= 5,434,862.84 m) and extending in a southerly direction following the eastern kerbline for 40 metres.

- c. Residents Parking At All Times - Parliament Street - Thorndon (TR40-16)

Delete from Schedule E (Resident Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Parliament Street	Resident Parking – Displaying an Authorised Resident Vehicle Parking Permit Only, At All Times	West side, commencing 3 metres south of its intersection with Hill Street and extending in a southerly direction following the western kerbline for 13 metres

Add to Schedule E (Residents Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Parliament Street	Resident Parking – Displaying an Authorised Resident Vehicle Parking	West side, commencing 5 metres south of its intersection with Hill Street (Grid

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- | | | |
|--|---------------------------|--|
| | Permit Only, At All Times | Coordinates X=1748410.20m, 5,428,994.43m) and extending in a southerly direction following the western kerblines for 13 metres |
|--|---------------------------|--|
- Add to Schedule E (Residents Parking) of the Traffic Restrictions Schedule
- | | | |
|-------------|---|--|
| Hill Street | Resident Parking –
Displaying an Authorised Resident Vehicle Parking Permit Only, At All Times | North side, commencing 20 metres southeast of its intersection with Tinakori Road (Grid Coordinates X=1,748,382.3m, Y=5,429,004.6m) and extending in an easterly direction following the kerblines for 5 metres. |
|-------------|---|--|
- d. Heavy vehicle- bridge limits Gross 4500kg - Melville Street – Tawa (TR41-16)
- Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule.
- | Column One | Column Two | Column Three |
|-----------------|--|--|
| Melville Street | Heavy vehicle bridge limits Gross 4500kg | North side, 54 metres east of its intersection with Oxford Street (Grid coordinates x= 1,753,258.5 m, y= 5,440,748.5 m). |
| Melville Street | Heavy vehicle bridge limits Gross 4500kg | South side, 79 metres east of its intersection with Oxford Street (Grid coordinates x= 1,753,256.2 m, y= 5,440,735.2 m). |
- e. No stopping, at all times - Simla Crescent – Khandallah (TR42-16)
- Add to from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule
- | Column One | Column Two | Column Three |
|----------------|----------------------------|---|
| Simla Crescent | No stopping, at all times. | North side, commencing 164 metres north of its intersection with Amapur Drive (Grid coordinates x= 1,749,477.8 m, y= 5,432,384.8 m), and extending in a westerly direction following the Northern kerblines for 8 metres. |

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- f. No stopping, at all times - Clifford Road - Johnsonville (TR44-16)

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

Column One	Column Two	Column Three
Clifford Road	No stopping, at all times.	East side, commencing 57.5 metres north of its intersection with Saville Row (Grid coordinates x= 1,751,429.4m, y= 5,435,698.1m), and extending in a northerly direction following the eastern kerbline for 7.5 metres.

- g. Mobility park , at all times – Freyberg Street – Lyall Bay (TR46-16)

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

Column One	Column Two	Column Three
Freyberg Street	No stopping at all times	West side, commencing 84 metres from its intersection with Wha Street (Grid coordinates x=1,750,089.7 m, y=5,423,536.4 m), and extending in a northerly direction following the western kerbline for 7.5 metres.

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

Column One	Column Two	Column Three
Freyberg Street	No stopping except for vehicles displaying an operation mobility card, at all times	West side, commencing 91.5 metres from its intersection with Wha Street (Grid coordinates x=1,750,089.7 m, y=5,423,536.4 m), and extending in a northerly direction following the western kerbline for 7 metres.

- h. Residents parking, at all times - Harriett Street - Thorndon (TR48-16)

Add to Schedule E (Residents Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three

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Harriett Street	Residents parking, at all times	North side, commencing 67.5m east of its intersection with Grant Road (Grid Coordinates X= 1,748,366.0m, Y= 5,429,180.1m) and extending in an easterly direction following the northern kerbline for 13 metres. (2 carparks)
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- i. Remove Mobility Parking, displaying an operation Mobility Permit Only, At all times – Kainui Road – Hataitai (TR49-16)

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

Column One	Column Two	Column Three
Kainui Road	Mobility Parking, displaying an operation mobility permit only, at all times	West side, commencing 6 metres south of its intersection with Waipapa Road/Te Anau Road (Grid Coordinates X= 1,750,914.7m, Y= 5,426,330.7m) and extending in a southerly direction following the western kerbline for 5 metres.

- j. DC, CC, FC parking Monday to Friday, 8:00am-6:00pm – Waring Taylor Street – Lambton (TR50-16)

Remove from Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Waring Taylor Street	Metered parking, P120 maximum, Monday to Thursday 8:00am-6:00pm, Friday 8:00am-8:00pm, Saturday and Sunday 8:00am-6:00pm	Southwest side, following the kerbline 46 metres west of its intersection with Customhouse Quay (Grid Coordinates X=1,748,923.6 m, Y= 5,428,345.0m) and extending in a north-westerly direction for 10.5 metres (4 angle carparks)

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

Column One	Column Two	Column Three
Waring Taylor Street	Metered parking, P120 maximum, Monday to Thursday	Southwest side, following the kerbline 46 metres west of its intersection with Customhouse

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

Quay (Grid Coordinates
X=1,748,923.6 m, Y=
5,428,345.0m) and extending
in a north-westerly direction for
8.25 metres (3 angle carparks)

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

Column One	Column Two	Column Three
Waring Taylor Street	DC, CC, FC parking, Monday to Friday, 8:00am-6:00pm	Southwest side, following the kerbline 54.25 metres west of its intersection with Customhouse Quay (Grid Coordinates X=1,748,923.6 m, Y= 5,428,345.0m) and extending in a north-westerly direction for 2.75 metres (1 angle carpark)

k. No stopping, at all times – Ludlam Street - Miramar (TR52-16)

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

Column One	Column Two	Column Three
Ludlam Street	No Stopping, at all times	North side, commencing 50 metres west of its intersection with Falkirk Avenue (Grid coordinates x= 1,753,211.6 m y= 5,423,669.5m), and extending in a westerly direction following the northern kerbline for 3 metres.

l. Stop Control – Carlton Street – Melrose (TR54-16)

Add to Schedule G (Give Way and Stop Controls) of the Traffic Restrictions
Schedule

Column One	Column Two	Column Three
Carlton Street	Stop Control	Carlton street, at its intersection with Sutherland Street.(Grid coordinates x=1,749,855.9m, y=5,423,387.3m)

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- m. No stopping at all times – Roseneath Terrace – Roseneath (TR55-16)

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

Column One	Column Two	Column Three
Roseneath Terrace	No Stopping, at all times	East side, commencing 52 metres north of its intersection with Ariki Road (grid coordinates x= 1,750,735.0m, y= 5, 426,788.6m) and extending in a northerly direction following the western kerblines for 22 metres.

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

Column One	Column Two	Column Three
Ariki Road	No Stopping, at all times	East side, commencing 10 metres south of its intersection with Roseneath Terrace (grid coordinates x= 1,750,735.0m, y= 5, 426,788.6m) and extending in a southerly direction following the eastern kerblines for 7.5 metres.

- n. No stopping, at all times - Lyall Parade – Lyall Bay (TR56-16)

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

Column One	Column Two	Column Three
Lyall Parade	No Stopping, at all times	North side, 62 metres east of its intersection with Rua Street (Grid coordinates x= 1,750,090 m y= 5,423,061.3 m), and extending in a easterly direction following the northern kerblines for 7metres.

- o. Mobility park, Monday-Friday 8:30am-9:30am and 2:30pm-3:30pm During School Terms Only - Dr Taylor Terrace – Johnsonville (TR57-16)

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

Column One	Column Two	Column Three

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Dr Taylor Terrace	No stopping except for vehicles displaying an operation mobility card, Monday – Friday, 8:30am-9:30am and 2:30pm-3:30pm, During School Terms Only	West side, commencing 204 metres from its intersection with Broderick Road (Grid coordinates x= 1,751,133.4 m, y= 5,434,783.0 m), and extending in a northerly direction following the western kerbline for 7.0 metres.
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- p. Class Restricted parking (Bus Stop Relocation) – Ferry Street – Miramar (TR58-16)

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

Column One	Column Two	Column Three
Ferry Street	Bus stop, at all times	West side, commencing 34 metres south of its intersection with Dundas street (Grid coordinates X=1,753,076.4 m, y=5,423,837.5m) and extending in a southerly direction following the western kerbline for 12 metres

- q. No Stopping, at all times - Bidwill Street – Mt Cook (TR59-16)

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, 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.

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, 139 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 261metres.

- r. No Stopping, at all times - Broadway – Miramar (TR60-16)

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

Column One	Column Two	Column Three
Broadway	No Stopping, at all times	South side, commencing 36 metres west of its intersection with Crawford Green (Grid coordinates x= 1,752,010.6 m y= 5,423,558.2 m), and extending in a westerly direction following the southern kerbline for 8 metres.

- s. Class restricted parking – Bus Stop (New) - Raroa Road – Aro Valley (TR61-16)

Add to Schedule B (Class restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Raroa Road	Bus Stop, at all times	Eastern side, commencing from a point 10 metres north from the intersection of the projected extension of the Harrold Street pedestrian steps and the eastern kerb line of Raroa Road (X =1,747,331.4 m, Y = 5,427,356.8 m)and extending in a northerly direction for 15 metres

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

Column One	Column Two	Column Three
Raroa Road	No Stopping at all times	Eastern side, commencing from a point 1 metre north from the intersection of the projected extension of the Harrold Street pedestrian steps and the

			eastern kerb line of Raroa Road (X =1,747,331.4 m, Y = 5,427,356.8 m)and extending in a northerly direction for 9 metres
	Raroa Road	No Stopping at all times	Eastern side, commencing from a point 25 metres north from the intersection of the projected extension of the Harrold Street pedestrian steps and the eastern kerb line of Raroa Road (X =1,747,331.4 m, Y = 5,427,356.8 m)and extending in a northerly direction for 9 metres
t.	Class restricted parking – Bus Stop (New) – Raroa Road – Aro Valley (TR62-16)		
	Add to Schedule B (Class restricted Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Raroa Road	Bus Stop, at all times	Northern side, commencing from a point 5.9 metres east from the intersection of the projected northern kerb alignment of Mount Pleasant Road with the projected kerb alignment of the western kerb line of Raroa Road (X =1,747,147.2 m, Y = 5,427,122.6 m), and extending in an easterly direction for 15 metres
	Add to Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Raroa Road	No Stopping at all times	Northern side, commencing from a point 3.9 metres east from the intersection of the projected northern kerb alignment of Mount Pleasant Road with the projected kerb alignment of the western kerb line of Raroa Road (X =1,747,147.2 m, Y = 5,427,122.6 m)and extending in an easterly direction for 2

Raroa Road	No Stopping at all times	metres Northern side, commencing from a point 20.9 metres east from the intersection of the projected northern kerb alignment of Mount Pleasant Road with the projected kerb alignment of the western kerb line of Raroa Road (X =1,747,147.2 m, Y = 5,427,122.6 m)and extending in an easterly direction for 9 metres
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u. Class restricted parking – Bus Stop (New) – Aro Street – Aro Valley (TR63-16)

Add to Schedule B (Class restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Aro Street	Bus Stop, at all times	South side, commencing 211 metres north west of its intersection with Durham Street (Grid Coordinates x= 1,747,644.2 m, y= 5,427,009.3 m), and extending in a north westerly direction following the southern kerb line for 15 metres

Delete from Schedule B (Class restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Aro Street	Bus Stop, at all times	South side, commencing 232.5 metres west of its intersection with Durham Street and extending in a westerly direction following the Southern kerb line for 17.5 metres

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

Column One	Column Two	Column Three

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Aro Street	No Stopping at all times	South side, commencing 199 metres north west of its intersection with Durham Street (Grid Coordinates x= 1747644.2 m, y= 5427009.3 m), and extending in a north westerly direction following the southern kerb line for 12 metres
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Aro Street	No Stopping at all times	South side, commencing 226 metres north west of its intersection with Durham Street (Grid Coordinates x= 1,747,644.2 m, y= 5,427,009.3 m), and extending in a north westerly direction following the southern kerb line for 35 metres
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Delete from Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
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Aro Street	No Stopping at all times	South side, commencing 218.5 metres west of its intersection with Durham Street and extending in a westerly direction following the Southern kerb line for 14 metres
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Aro Street	No Stopping at all times	South side, commencing 250 metres west of its intersection with Durham Street and extending in a westerly direction following the Southern kerb line for 36.5 metres
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- v. Class restricted parking – Bus Stop (New) – Aro Street – Aro Valley (TR64-16)

Add to Schedule B (Class restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
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Aro Street	Bus Stop, at all times	North side, commencing 50 metres North-west of its intersection of the projected northern boundary of 194 Aro Street (Grid Coordinates X =1,747,545.6 m, y = 5,427,091.7 m), and extending in an North-westerly direction following the northern kerb line for 13 metres
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Delete from Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule

Aro Street	No Stopping at all times	North eastern side commencing from a point 50 metres northwest from the intersection of the projected northern boundary of 194 Aro Street and the north eastern kerb line of Aro Street (X =1,747,545.6 m, Y = 5,427,091.7 m)and extending in an north westerly direction for 13 metres
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- w. Class restricted parking – Bus Stop (New) – Chorley Grove – Churton Park (TR66-16)

Add to Schedule B (Class restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Chorley Grove	Bus Stop, at all times	Southern side, commencing from a point 27 metres east from the intersection of the eastern kerb line of Chisbury Street with the southern kerb line of Chorley Grove (X =1,751,449.2m, Y = 5,436,057.8m), and extending in a easterly direction for 15 metres

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

Column One	Column Two	Column Three
Chorley Grove	No Stopping at all times	Southern side, commencing from a point 18 metres east from the intersection of the eastern kerb line of Chisbury Street with the southern kerb line of Chorley Grove (X =1,751,449.2m, Y = 5,436,057.8m), and extending in a easterly direction for 9 metres
Chorley Grove	No Stopping at all times	Southern side, commencing from a point 42 metres east from the intersection of the

eastern kerb line of Chisbury Street with the southern kerb line of Chorley Grove (X =1,751,449.2m, Y = 5,436,057.8m), and extending in a easterly direction for 2 metres

- x. Class restricted parking – Bus Stop (New) – Churton Drive – Churton Park (TR67-16)

Add to Schedule B (Class restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Churton Drive	Bus Stop, at all times	Northwest side, commencing from a point 29 metres northeast from the projected intersection of the eastern kerb line of Windermere Grove with the north western kerb line of Churton Drive (X =1,751,679.7 m, Y = 5,436,151.4 m), and extending in a north easterly direction for 15 metres

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

Column One	Column Two	Column Three
Churton Drive	No Stopping at all times	Northwest side, commencing from a point 20 metres northeast from the projected intersection of the eastern kerb line of Windermere Grove with the north western kerb line of Churton Drive (X =1,751,679.7 m, Y = 5,436,151.4 m) and extending in a north easterly direction for 9 metres
	No Stopping at all times	Northwest side, commencing from a point 44 metres northeast from the projected intersection of the eastern kerb line of Windermere Grove with

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the north western kerb line of Churton Drive (X =1,751,679.7 m, Y = 5,436,151.4 m)and extending in a north easterly direction for 6.7 metres

- y. Class restricted parking – Bus Stop (New) – Chorley Grove – Churton Park (TR68-16)

Add to Schedule B (Class restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Chorley Grove	Bus Stop, at all times	South western side, commencing from a point 26.1 metres south from the projected intersection of the northern kerb line of Te Kiteroa Grove with the south western kerb line of Chorley Grove (X =1,751,569.8 m, Y = 5,435,868.8 m), and extending in a south easterly direction for 15 metres

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

Column One	Column Two	Column Three
Chorley Grove	No Stopping at all times	South western side, commencing from a point 17.1 metres south from the projected intersection of the northern kerb line of Te Kiteroa Grove with the south western kerb line of Chorley Grove (X =1,751,569.8 m, Y = 5,435,868.8 m)and extending in a south easterly direction for 9 metres
Chorley Grove	No Stopping at all times	South western side, commencing from a point 41.1 metres south from the projected intersection of the northern kerb line of Te Kiteroa Grove with the south western kerb line of Chorley Grove (X

=1,751,569.8 m, Y =
5,435,868.8 m)and
extending in a south
easterly direction for 9
metres

- z. Class restricted parking – Bus Stop (New) – Abilene Crescent – Churton Park (TR69-16)

Add to Schedule B (Class restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Abilene Crescent	Bus Stop, at all times	North eastern side, commencing from a point 9 metres southeast from the intersection of the eastern kerb line of Furlong Crescent with the north eastern kerb line of Abilene Crescent (X =1,751,149.6 m, Y = 5,436,407.5 m), and extending in a south easterly direction for 15 metres

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

Column One	Column Two	Column Three
Abilene Crescent	No Stopping at all times	North eastern side, commencing at the point of the intersection of the eastern kerb line of Furlong Crescent with the north eastern kerb line of Abilene Crescent (X =1,751,149.6 m, Y = 5,436,407.5 m), and extending in a south easterly direction for 9 metres
Abilene Crescent	No Stopping at all times	North eastern side, commencing from a point 24 metres south east from the intersection of the eastern kerb line of Furlong Crescent with the north easterly kerb line of Abilene Crescent (X =1,751,149.6 m, Y = 5,436,407.5 m), and extending in a south easterly direction for

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5.5 metres

- aa. Class restricted parking – Bus Stop (New) - Westchester Drive – Churton Park (TR70-16)

Add to Schedule B (Class restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Westchester Drive	Bus Stop, at all times	North side, commencing 89 metres East North-east of its intersection with Amesbury Drive (Grid Coordinates X =1751380.7 m, y = 5437156.6 m), and extending in an East North-easterly direction following the northern kerb line for 13 metres

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

Column One	Column Two	Column Three
Westchester Drive	No Stopping at all times	North side, commencing 80 metres East North-east of its intersection with Amesbury Drive (Grid Coordinates X =1751380.7 m, y = 5437156.6 m), and extending in an East North-easterly direction following the northern kerb line for 9 metres
Westchester Drive	No Stopping at all times	North side, commencing 102 metres East North-east of its intersection with Amesbury Drive (Grid Coordinates X =1751380.7 m, y = 5437156.6 m), and extending in an East North-easterly direction following the northern kerb line for 9 metres

- bb. Class restricted parking – Bus Stop (New) – Westchester Drive – Churton Park (TR70-16)

Add to Schedule B (Class restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
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Westchester Drive	Bus Stop, at all times	North side, commencing 89 metres East North-east of its intersection with Amesbury Drive (Grid Coordinates X =1751380.7 m, y = 5437156.6 m), and extending in an East North-easterly direction following the northern kerb line for 13 metres
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Add to Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Westchester Drive	No Stopping at all times	North side, commencing 80 metres East North-east of its intersection with Amesbury Drive (Grid Coordinates X =1751380.7 m, y = 5437156.6 m), and extending in an East North-easterly direction following the northern kerb line for 9 metres
Westchester Drive	No Stopping at all times	North side, commencing 102 metres East North-east of its intersection with Amesbury Drive (Grid Coordinates X =1751380.7 m, y = 5437156.6 m), and extending in an East North-easterly direction following the northern kerb line for 9 metres

cc. Class restricted parking – Bus Stop (New) – Abilene Crescent – Churton Park (T71-16)

Add to Schedule B (Class restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Abilene Crescent	Bus Stop, at all times	Western side, commencing from a point 23.3 metres north from the intersection of the southern kerb line of Trilids Lane with the western kerb line of Abilene Crescent (X =1,751,409.3m, Y = 5,436,407.3m), and extending in a northerly direction for 15 metres

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

Column One	Column Two	Column Three
Abilene Crescent	No Stopping at all times	Western side, commencing from a point 14.3 metres north from the intersection of the southern kerb line of Trilids Lane with the western kerb line of Abilene Crescent (X =1,751,409.3m, Y = 5,436,407.3m), and extending in a northerly direction for 9 metres
Abilene Crescent	No Stopping at all times	Western side, commencing from a point 38.3 metres north from the intersection of the southern kerb line of Trilids Lane with the western kerb line of Abilene Crescent (X =1,751,409.3m, Y = 5,436,407.3m)and extending in a northerly direction for 9 metres

- dd. Class restricted parking – Bus Stop (New) – Westchester Drive –Churton Park (TR72-16)

Add to Schedule B (Class restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Westchester Drive	Bus Stop, at all times	Western side, commencing from a point 30.3 metres northeast from the projected intersection of the northern kerb line of Halswater Drive with the western kerb line of Westchester Drive (X =1,751,178.2 m, Y = 5,436,748.6 m), and extending in a north-easterly direction for 15 metres

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

Column One	Column Two	Column Three
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Westchester Drive	No Stopping at all times	Western side, commencing from a point 21.3 metres northeast from the projected intersection of the northern kerb line of Halswater Drive with the western kerb line of Westchester Drive (X =1,751,178.2 m, Y = 5,436,748.6 m), and extending in a north-easterly direction for 9 metres
Westchester Drive	No Stopping at all times	Western side, commencing from a point 45.3 metres northeast from the projected intersection of the northern kerb line of Halswater Drive with the western kerb line of Westchester Drive (X =1,751,178.2 m, Y = 5,436,748.6 m), and extending in a north-easterly direction for 9 metres

- ee. Class restricted parking – Bus Stop (New) – Halswater Drive – Churton Park (TR74-16)

Add to Schedule B (Class restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Halswater Drive	Bus Stop, at all times	Southern side, commencing from a point 57.7 metres west from the projected intersection of the western kerb line of Lakewood Avenue with the southern kerb line of Halswater Drive (X =1,751,406.1 m, Y = 5,436,665.9 m), and extending in a westerly direction for 15 metres

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

Column One	Column Two	Column Three
Halswater Drive	No Stopping at all times	Southern side, commencing from a point 48.7 metres west from the projected intersection of the western kerb line of Lakewood Avenue with the

			southern kerb line of Halswater Drive (X =1,751,406.1 m, Y = 5,436,665.9 m), and extending in a westerly direction for 9 metres
	Halswater Drive	No Stopping at all times	Southern side, commencing from a point 72.7 metres west from the projected intersection of the western kerb line of Lakewood Avenue with the southern kerb line of Halswater Drive (X =1,751,406.1 m, Y = 5,436,665.9 m), and extending in a westerly direction for 9 metres
ff.	Class restricted parking – Bus Stop (New) – Furlong Crescent – Churton Park (TR75-16)		
	Add to Schedule B (Class restricted Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Furlong Crescent	Bus Stop, at all times	Eastern side, commencing from a point 21.5 metres south from the intersection of the northern kerb line of Edington Grove with eastern kerb line of Furlong Crescent (X =1,750,876.9 m, Y = 5,436,371.5 m) and extending in a southerly direction for 15 metres
	Add to Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Furlong Crescent	No Stopping at all times	Eastern side, commencing from a point 15.5 metres south from the intersection of the northern kerb line of Edington Grove with eastern kerb line of Furlong Crescent (X =1,750,876.9 m, Y = 5,436,371.5 m) and extending in a southerly direction for 6 metres
	Furlong Crescent	No Stopping at all times	Eastern side, commencing from a point 36.5 metres south from

the intersection of the northern kerb line of Edington Grove with eastern kerb line of Furlong Crescent (X = 1,750,876.9 m, Y = 5,436,371.5 m) and extending in a southerly direction for 9 metres

- gg. Class restricted parking – Bus Stop (New) – Melksham Drive – Churton Park (TR76-16)

Add to Schedule B (Class restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Melksham Drive	Bus Stop, at all times	Eastern side, commencing from a point 65 metres south from the projected intersection of the northern kerb line of Mauldeth Terrace with the eastern kerb line of Melksham Drive (X = 1,751,570.7 m, Y = 5,437,623.6 m), and extending in a southerly direction for 15 metres

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

Column One	Column Two	Column Three
Melksham Drive	No Stopping at all times	Eastern side, commencing from a point 56 metres south from the projected intersection of the northern kerb line of Mauldeth Terrace with the eastern kerb line of Melksham Drive (X = 1,751,570.7 m, Y = 5,437,623.6 m), and extending in a southerly direction for 9 metres
Melksham Drive	No Stopping at all times	Eastern side, commencing from a point 80 metres south from the projected intersection of the northern kerb line of Mauldeth Terrace with the eastern kerb line of Melksham Drive (X = 1,751,570.7 m, Y = 5,437,623.6 m), and extending in a southerly direction for 9 metres

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metres

- hh. Class restricted parking – Bus Stop (New) – Melksham Drive – Churton Park (TR77-16)

Add to Schedule B (Class restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Melksham Drive	Bus Stop, at all times	Western side, commencing from a point 53 metres north from the projected intersection of the northern kerb line of Mauldeth Terrace with the western kerb line of Melksham Drive (X =1,751,562 m, Y = 5,437,627,8 m), and extending in a northerly direction for 15 metres

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

Column One	Column Two	Column Three
Melksham Drive	No Stopping at all times	Western side, commencing from a point 44 metres north from the projected intersection of the northern kerb line of Mauldeth Terrace with the western kerb line of Melksham Drive (X =1,751,562 m, Y = 5,437,627,8 m), and extending in a northerly direction for 9 metres
Melksham Drive	No Stopping at all times	Western side, commencing from a point 68 metres north from the projected intersection of the northern kerb line of Mauldeth Terrace with the western kerb line of Melksham Drive (X =1,751,562 m, Y = 5,437,627,8 m), and extending in a northerly direction for 9 metres

- ii. Bike Parking Corral – Garrett Street – Te Aro (TR79-16)

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

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Garrett Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, commencing 69 metres from its intersection with Cuba Street (Grid coordinates x= 1748648.6 m, y= 5427105.4 m), and extending in a north-westerly direction following the kerbline for 23.5 metres. (4 parallel parking space)
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Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Garrett Street	Parking place in the form of bicycles only parking – at all times	Southwest side, commencing 69 metres from its intersection with Cuba Street (Grid coordinates x= 1748648.6 m, y= 5427105.4 m), and extending in a north-westerly direction following the kerbline for 6.0 metres.

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

Column One	Column Two	Column Three
Garrett Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, commencing 75.0 metres from its intersection with Cuba Street (Grid coordinates x= 1748579.9 m, y= 5427137.4 m), and extending in a north-westerly direction following the kerbline for 17.5 metres. (3 parallel parking space)

- jj. Shared pedestrian and cycle path around the Basin Reserve - Rugby Street, Sussex Street, Buckle Street, Ellice Street and Dufferin Street – Mt Cook (TR80-16)

Add to Schedule C (Direction, Placement and Lane Use) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Rugby Street	Shared Path, Pedestrian Priority, Cyclists must give way to pedestrians	North side, commencing at its intersection with Dufferin Street (Grid coordinates x= 1749079.5m, y=5426251.0m)

Sussex Street	Shared Path, Pedestrian Priority, Cyclists must give way to pedestrians	and extending in a westerly direction following the northern kerbline for 185.0 metres. East side, commencing at its intersection with Rugby Street (Grid coordinates x=1748914.0m, y=5426331.6m) and extending in a northerly direction following the eastern kerbline for 172.0 metres.
Buckle Street	Shared Path, Pedestrian Priority, Cyclists must give way to pedestrians	South side, commencing at its intersection with Sussex Street (Grid coordinates x=1748977.5 m, y=5426490.2 m) and extending in an easterly direction following the southern kerbline for 120.0 metres.
Ellice Street	Shared Path, Pedestrian Priority, Cyclists must give way to pedestrians	South side, commencing at its intersection with Buckle Street (Grid coordinates x=1749089.7m, y=5426455.7m) and extending in an easterly direction following the southern kerbline for 123.0 metres.
Dufferin Street	Shared Path, Pedestrian Priority, Cyclists must give way to pedestrians	West side, commencing at its intersection with Ellice Street (Grid coordinates x=1749169.7m, y= 5426377.6m) and extending in a southerly direction following the western kerbline for 165.0 metres.

Background

- 44 proposed traffic resolutions were publicly advertised in The Dominion Post on Tuesday 3 May 2016. 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, 31 proposals are being recommended for approval as advertised, 4 have been modified with an amended version being recommended for approval, and 9 have been withdrawn.
- A summary report for each traffic resolution can be found in the attachments. Each summary contains:

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

Attachments

- Attachment 1. TR38-16 College Street
- Attachment 2. TR39-16 Kenmore Street
- Attachment 3. TR40-16 Parliament Street
- Attachment 4. TR41-16 Melville Street
- Attachment 5. TR42-16 Simla Crescent
- Attachment 6. TR44-16 Clifford Road
- Attachment 7. TR46-16 Freyberg Street
- Attachment 8. TR48-16 Harriett Street
- Attachment 9. TR49-16 Kainui Road
- Attachment 10. TR50-16 Waring Taylor Street
- Attachment 11. TR52-16 Ludlam Street
- Attachment 12. TR54-16 Carlton Street
- Attachment 13. TR55-16 Roseneath Terrace
- Attachment 14. TR56-16 Lyall Parade
- Attachment 15. TR57-16 Dr Taylor Terrace
- Attachment 16. TR58-16 Ferry Street
- Attachment 17. TR59-16 Bidwill Street
- Attachment 18. TR60-16 Broadway
- Attachment 19. TR61-16 Raroa Road
- Attachment 20. TR62-16 Raroa Road
- Attachment 21. TR63-16 Aro Street
- Attachment 22. TR64-16 Aro Street
- Attachment 23. TR66-16 Chorley Grove
- Attachment 24. TR67-16 Churton Drive
- Attachment 25. TR68-16 Chorley Grove
- Attachment 26. TR69-16 Abilene Crescent
- Attachment 27. TR70-16 Westchester Drive
- Attachment 28. TR71-16 Abilene Crescent
- Attachment 29. TR72-16 Westchester Drive
- Attachment 30. TR74-16 Halswater Drive
- Attachment 31. TR75-16 Furlong Crescent
- Attachment 32. TR76-16 Melksham Drive
- Attachment 33. TR77-16 Melksham Drive
- Attachment 34. TR79-16 Garrett Street
- Attachment 35. TR80-16 Basin Reserve

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SUPPORTING INFORMATION

Consultation and Engagement

Recommendations have been publicly advertised.

Treaty of Waitangi considerations

Not applicable.

Financial implications

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

Policy and legislative implications

The recommendations comply with the legal requirements for amendments to traffic restrictions as laid down in the Bylaws.

Risks / legal

Not applicable.

Climate Change impact and considerations

Not applicable.

Communications Plan

Not required.

FORWARD PROGRAMME - JUNE 2016 TO SEPTEMBER 2016

Purpose

1. To present the Transport and Urban Development Committee with the forward programme, outlining the papers that will be considered by the Committee for the remainder of the year.

Recommendation

That the Transport and Urban Development Committee:

1. Receive the information.

Background

2. The Transport and Urban Development Committee forward programme reflects the policy work streams for the Committee as prioritised by the Governance, Finance and Planning Committee (under its delegations) at its meeting held on 11 June 2015. This forward programme also includes operational / "business-as-usual" work requiring decisions in accordance with the delegations of the Transport and Urban Development Committee.

Discussion

3. The Transport and Urban Development Committee Forward Programme will be presented to each meeting of the Committee.
4. It should be noted that the forward programme as presented in Attachment 1 may be subject to change and that there is the flexibility to respond to any opportunities and obligations that may arise during the next few months and as such, any changes will require the removal or re-prioritisation of other items.

Attachments

Attachment 1. Forward Programme - August 2016 to September 2016

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Authoriser	Kane Patena, Director Legal and Risk