
ORDINARY MEETING

OF

TRANSPORT AND URBAN DEVELOPMENT COMMITTEE

AGENDA

Time: 9:15 am
Date: Thursday, 15 September 2016
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
Councillor Woolf
Councillor Young

(Greater Wellington Regional Council)

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: 8 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 11 August 2016 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

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	Anusha Guler, Manager Democratic Services

REVIEW OF PROCESS FOR TRAFFIC RESTRICTIONS BY RESOLUTION

Purpose

1. A review of Wellington City Council's process for imposing traffic restrictions by resolution has been undertaken with the purpose of determining whether there are alternative processes available which could improve the current process. This report summarises the review findings.

Summary

2. Officers have sought legal advice about what alternative processes are available to Wellington City Council for imposing traffic restrictions by resolution. The legal advice indicates that the imposition by full Council of traffic restrictions under the Wellington Consolidated Bylaw 2008: Part 7: Traffic (Bylaw) by way of resolution carries the lowest level of risk in terms of potential legal challenges.
3. Delegation to a Committee of Council is 'the next best option', although it is considered a less preferable approach because it allows the delegation of a bylaw making power. Delegation to a committee is the system currently in place with the Transport & Urban Development Committee approving resolutions. Delegation to officers is not an option.
4. Based on the legal advice provided, officers have concluded that the level of risk associated with pursuing lower delegations to that currently in place, is too high to warrant any change. While the most foolproof system would have the full Council approve the traffic resolutions, as was the case in the last triennium, it is not considered necessary to revert to this system.

Recommendations

That the Transport and Urban Development Committee:

1. Receive the information.
2. Agree to retain the status quo whereby the Council delegates to the Transport & Urban Development Committee (or any similar committee established under the 2016/2019 Wellington City Council triennium) the power to impose traffic restrictions by way of resolution.

Background

3. Questions have been raised by councillors about the most effective method for imposing traffic restrictions by way of resolution. Some councillors are of the view that it would be more efficient to delegate this power either to officers or some other Council body.
5. In the previous triennium the full Council imposed traffic restrictions by way of resolution. This was delegated to the Transport & Urban Development Committee, a committee of the whole, in the current triennium.

Discussion

6. Officers have sought legal advice about what alternative processes are available to Wellington City Council for imposing traffic restrictions by resolution. The legal advice received indicates the options are limited. These are set out below.

Options

7. The imposition by full Council of traffic restrictions under the Wellington Consolidated Bylaw 2008: Part 7: Traffic (Bylaw) by way of resolution is deemed to carry the lowest level of risk (i.e. no risk) in terms of potential legal challenges.
8. Delegation to a Committee of Council, the system currently in place with the Transport & Urban Development Committee approving resolutions, is considered 'the next best option'. It is seen as a less preferable approach because the bylaw making power is delegated.
9. Other options include the delegation to approve resolutions to a subordinate decision-making body or subcommittee. Neither option is recommended because they both carry a greater level of risk in relation to potential legal challenges than the full Council or a Committee of Council approving resolutions.
10. Delegation to a community board is considered inconsistent with the role of community boards and is not recommended.

Delegation to officers

11. Section 151 of the Local Government Act 2002 and the Bylaw require restrictions to be set by a 'local authority by resolution'. An officer cannot make a resolution.
12. A recent court case decision, *Hutt City Council v O'Connor [2014] NZHC 2290*, confirmed that traffic restrictions cannot be imposed by officers. Rather, traffic restrictions must be imposed by way of a Bylaw or a resolution made under a Bylaw.

Consultation

13. An alternative option to make the process more efficient is to consider removing the public notification requirement in clause 12.1 of the Bylaw. While section 151 of the Local Government Act 2002 does not make consultation on traffic restrictions a requirement, as with all decisions that it makes the Council does need to consider what consultation is needed.
14. Officers are of the view that it is good practice for Council to continue to consult on traffic resolutions to allow those affected to be involved in the decision making process. Accordingly, officers do not recommend removing the public notification requirement.

Current system

15. While the current system can at times be slightly time consuming for councillors, it is nevertheless effective and is considered less risky than alternatives such as delegation to a subcommittee. No legal challenges have been made against Wellington City Council in relation to any traffic restrictions imposed under this regime.
16. An opportunity for councillors to discuss specific traffic restrictions relating to their ward is available when the draft traffic restrictions are circulated to ward councillors. In response to concerns by some councillors that it can be difficult to find traffic resolutions for their wards in the committee report, it has been suggested that the report can be reordered by ward to make it easier for councillors to find traffic resolutions relating to their area.

17. Observations by officers who are directly involved in preparing traffic restriction resolutions and attend the Transport & Urban Development Committee meetings when traffic resolutions are discussed, indicate that on average around 10 minutes of committee time is spent on traffic resolutions. They also advise that there is usually no more than one person submitting orally on traffic resolutions.
18. Officers acknowledge the wish of some councillors to lower the delegation for the imposition of traffic restrictions from the Transport & Urban Development Committee. Having taken legal advice however, officers are of the view that the risk of legal challenge to any traffic restrictions imposed through a lower delegation is too high a risk for Council to carry.
19. The recommendation of officers is therefore to retain the status quo.

Attachments

Nil

Author	Elise Webster, Principal Advisor
Authoriser	Geoff Swainson, Manager Transport and Waste Operations David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

No changes are recommended as part of the internal review of the Council's traffic resolution processes. A consultation would be developed if any changes to the current process are made.

Treaty of Waitangi considerations

There are no specific Treaty of Waitangi considerations relating to the review of the Council's traffic resolution processes.

Financial implications

There are no financial implications arising out of the internal review of the Council's traffic resolution processes.

Policy and legislative implications

The status quo is being recommended and if approved there will be no policy or legislative changes that will arise.

Risks / legal

Legal advice was obtained as part of the review which has informed the recommendation to retain the status quo in relation to Council's traffic resolution processes.

Climate Change impact and considerations

There are no climate change considerations relating to the review of the Council's traffic resolution processes.

Communications Plan

If the recommendation to retain the status quo is approved, no communications plan will be required.

Health and Safety Impact considered

There are no specific health and safety considerations relating to the review of the Council's traffic resolution processes.

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 26 July 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. No stopping at all times – Kenya Street, Ngaio (TR06-16)

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

Column One	Column Two	Column Three
Kenya Street	No stopping at all times	Western side, commencing from the projected northern kerb alignment of Trelissick Crescent (x=1,748,381.9m, y=5,431,325.0m), and extending in a northerly direction following the kerblines for 30 metres.

- b. No Stopping at all times – Sar Street – Wadestown (TR84-16)

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

Column One	Column Two	Column Three
Sar Street	No stopping, at all times	West side, commencing 157 metres south its intersection with Barnard Street (Grid coordinates x= 1,749,591.2 m y= 5,430,625.9 m), and extending

in a southerly direction then westerly direction following the western kerbline for 31 metres.

- c. No stopping, at all times – Omega Street – Newlands (TR85-16)

Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule 1.

Column One	Column Two	Column Three
Omega Street	No stopping, at all times	North side, commencing from its intersection with Black Rock Road (Grid coordinates x= 1,752,609.9 m y= 5,434,021.1 m), and extending in an easterly direction following the northern kerbline for 45 metres.

- d. No stopping, at all times - Nicholson Road - Khandallah (TR86-16)

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

Column One	Column Two	Column Three
Nicholson Road	No stopping, at all times	North side, commencing 235 metres south of its intersection with Jubilee Road (Grid coordinates x= 1,750,208.0 m y= 5,431,941.8 m), and extending in an easterly direction following the northern kerbline for 16 metres.

- e. No stopping, at all times - Garden Road - Northland (TR87-16)

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

Column One	Column Two	Column Three
Garden Road	No stopping, at all times	East side, commencing 98 metres south a point opposite of its intersection with Orangi Kaupapa Road (Grid coordinates x= 1,747,522.7 m y= 5,428,414.7 m), and extending in a southerly direction following the eastern kerbline for 25 metres.

- | | | |
|-------------|---------------------------|---|
| Garden Road | No stopping, at all times | South side, commencing 64 metres east a point opposite of its intersection with Orangi Kaupapa Road (Grid coordinates x= 1,747,522.7 m y= 5,428,414.7 m), and extending in an easterly direction following the southern kerbline for 15 metres. |
|-------------|---------------------------|---|
- f. School Bus Stop (New) – Ironside Road – Johnsonville (TR88-16)
- Add to Schedule B (Class Restricted Parking) of the Traffic Restrictions Schedule
- | Column One | Column Two | Column Three |
|---------------|---|---|
| Ironside Road | Bus Stop, Mon-Fri, 8.30-9.00am, 2.45-3.15pm, During school terms only | North side, commencing 45.5 metres west of its intersection with Morgan Street (grid coordinates x= 1,751,371.9 m, y= 5,435,241.2m), and extending in a westerly direction following the northern kerbline for 22 metres. |
- g. No stopping, at all times - Newlands Road - Newlands (TR91-16)
- Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule
- | Column One | Column Two | Column Three |
|---------------|---------------------------|--|
| Newlands Road | No stopping, at all times | South side, commencing from its intersection with Hurring Place (Grid coordinates x= 1,751,948.379 m y= 5,433,964.838 m), and extending in a westerly direction following the southern kerbline for 22 metres. |
- h. No stopping, at all times - Broderick Road - Johnsonville (TR92-16)
- Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule
- | Column One | Column Two | Column Three |
|----------------|---------------------------|--|
| Broderick Road | No stopping, at all times | West side, commencing 48 metres south its intersection with Broderick Road (Grid coordinates |

x= 1,750,506.6m
y= 5,434,993.3 m), and extending
in a southerly direction following
the western kerbline for 14
metres.

- i. Time limited parking change P10 to P5, at all times - Khandallah Road - Ngaio (TR93-16)

Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Khandallah Road	P10, at all times	North side, commencing 748 metres from its intersection with Simla Crescent and extending in a westerly direction for 18 metres to its intersection with Ottawa Road.

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

Column One	Column Two	Column Three
Khandallah Road	P5, at all times	West side, commencing 32.5 metres north of its intersection with Awarua Street (grid coordinates x= 1,748,704.1m, y= 5,432,244.6m), and extending in a northerly direction following the western kerbline for 18 metres.

- j. No stopping, at all times – Hurring Place - Newlands (TR94-16)

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

Column One	Column Two	Column Three
Hurring Place	No stopping, at all times	East side, commencing 53.5 metres south its intersection with Newlands Road (Grid coordinates x= 1,751,955.3453 m, y= 5,433,966.8677 m), and extending in a southerly direction following the eastern kerbline for 23 metres.
Hurring Place	No stopping, at all times	West side, commencing 53.5 metres from its intersection with Newlands Road

		(Grid coordinates x= 1,751,947.868 m y= 5,433,964.677 m), and extending in a southerly direction following the western kerbline for 10 metres. West side, commencing 70.5 metres south its intersection with Newlands Road (Grid coordinates x= 1,751,947.868 m y= 5,433,964.677 m), and extending in a southerly direction following the western kerbline for 3 metres.
Hurring Place	No stopping, at all times	
k. No stopping except for authorised residents vehicles Monday to Friday, 8:00am to 6:00pm - Rimu Road – Kelburn (TR95-16)		
Add to Schedule E (Residents Parking) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Rimu Road	No stopping except for authorised residents vehicles Monday to Friday, 8:00am to 6:00pm	West side, commencing 48 metres north of its intersection with Glen Road (Grid Coordinates X= 1,747,706.0m, Y= 5,427,719.3m) and extending in a northerly direction following the western kerbline for 10 metres. (2 carparks)
l. Remove Mobility Parking, Displaying an Operation Mobility Card At All Times - Stoke Street - Newtown (TR96-16)		
Delete from Schedule B (Restricted Parking) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Stoke Street	No parking, except for vehicles displaying an operation mobility card, at all times	South side, commencing 82 metres west of its intersection with Rintoul Street and extending in a westerly direction following the southern kerbline for 5 metres.
m. P60, Monday to Friday, 8:00am-6:00pm – Wadestown Road – Wadestown (TR97-19)		
Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three

Wadestown Road	P60, Monday to Friday, 8:00am-6:00pm	North side, commencing 50 metres east of its intersection with Hanover Street (Grid Coordinates X= 1,748,541.9m, Y= 5,430,684.4m) and extending in an easterly direction following the northern kerbline for 11 metres. (2 carparks)
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- n. Mobility Parking, Displaying an Operation Mobility Card At All Times – Wilson Street – Newtown (TR98-16)

Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Wilson Street	P60	Eastside, commencing from its intersection with Wilson Street and extending in a northerly then westerly direction for 42 metres.

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

Column One	Column Two	Column Three
Wilson Street (off street parking)	No parking, except for vehicles displaying an operation mobility card, at all times	Eastside, commencing from the boundary line of Wilson Street (Grid coordinates X= 1,749,004.4m, Y=5,424,985.4m) and extending in a northerly direction for 8.5 metres. (Two 90-degree angle parks)

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

Column One	Column Two	Column Three
Wilson Street (off street parking)	P60	Eastside, commencing 8.5 metres from the boundary line of Wilson Street (Grid coordinates X= 1,749,004.4m, Y=5,424,985.4m) and extending in a northerly then westerly direction for 33.5 metres.

- o. No stopping except for authorised residents vehicles, At All Times - Oriental Parade – Mount Victoria (TR99-16)

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

Column One	Column Two	Column Three
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Oriental Parade	No stopping except for authorised residents vehicles At all times	South side, commencing 35.5 metres west of its intersection with Grass Street (Grid Coordinates X= 1,750,422.7m, Y= 5,427,388.5m) and extending in a westerly direction following the southern kerbline for 10 metres. (2 carparks)
Oriental Parade	No stopping except for authorised residents vehicles At all times	South side, commencing 53 metres west of its intersection with Grass Street (Grid Coordinates X= 1,750,422.7m, Y= 5,427,388.5m) and extending in a westerly direction following the southern kerbline for 10 metres. (2 carparks)
Oriental Parade	No stopping except for authorised residents vehicles At all times	South side, commencing 123.5 metres west of its intersection with Grass Street (Grid Coordinates X= 1,750,422.7m, Y= 5,427,388.5m) and extending in a westerly direction following the southern kerbline for 10 metres. (2 carparks)
Oriental Parade	No stopping except for authorised residents vehicles At all times	South side, commencing 138.5 metres west of its intersection with Grass Street (Grid Coordinates X= 1,750,422.7m, Y= 5,427,388.5m) and extending in a westerly direction following the southern kerbline for 10 metres. (2 carparks)

p. No stopping except for authorised residents vehicles, At All Times - Thompson Street – Te Aro (TR100-16)

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

Column One	Column Two	Column Three
Thompson Street	No Stopping except for Authorised Resident Vehicles, Monday to Friday, 8:00am – 6:00pm	West side, commencing 93 metres south of its intersection with Webb Street and extending in a southerly direction following the western kerbline for 34 metres.
Thompson Street	No Stopping except for Authorised Resident Vehicles, Monday to Friday, 8:00am – 6:00pm	West side, commencing 161 metres south of its intersection with Webb Street and extending in a southerly direction following the western kerbline for 30.5 metres.

Thompson Street	No Stopping except for Authorised Resident Vehicles, Monday to Friday, 8:00am – 6:00pm	West side, commencing 253 metres south of its intersection with Webb Street and extending in a southerly direction following the western kerbline for 35 metres.
Add to Schedule E (Resident Parking) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Thompson Street	No Stopping except for Authorised Resident Vehicles, At All Times	West side, commencing 93 metres south of its intersection with Webb Street (Grid Coordinates X= 1,748,290.5m, Y= 5,426,573.7m) and extending in a southerly direction following the western kerbline for 34 metres.
Thompson Street	No Stopping except for Authorised Resident Vehicles, At All Times	West side, commencing 161 metres south of its intersection with Webb Street (Grid Coordinates X= 1,748,290.5m, Y= 5,426,573.7m) and extending in a southerly direction following the western kerbline for 5 metres.
Thompson Street	No Stopping except for Authorised Resident Vehicles, At All Times	West side, commencing 172 metres south of its intersection with Webb Street (Grid Coordinates X= 1,748,290.5m, Y= 5,426,573.7m) and extending in a southerly direction following the western kerbline for 6.5 metres.
Thompson Street	No Stopping except for Authorised Resident Vehicles, At All Times	West side, commencing 188.5 metres south of its intersection with Webb Street (Grid Coordinates X= 1,748,290.5m, Y= 5,426,573.7 m) and extending in a southerly direction following the western kerbline for 16 metres.
Thompson Street	No Stopping except for Authorised Resident Vehicles, At All Times	West side, commencing 253 metres south of its intersection with Webb Street (Grid Coordinates X= 1,748,290.5m, Y= 5,426,573.7 m) and extending in a southerly direction following the western kerbline for 35 metres.

- q. No Stopping, at all times - Happy Valley Road – Happy Valley (TR103-16)

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

Column One	Column Two	Column Three
Happy Valley Road	No Stopping, at all times	West side, commencing 292 metres north of its intersection with Bata Place (Grid coordinates x= 1,747,265.9m y= 5,421,829.5m), and extending in a northerly direction following the westerly kerblines for 35 metres.
Happy Valley Road	No Stopping, at all times	East side, commencing 294 metres north of its intersection with Bata Place (Grid coordinates x= 1,747,265.9m y= 5,421,829.5m), and extending in a northerly direction following the easterly kerblines for 33 metres.

- r. No Stopping, at all times - Manchester Street - Newtown (TR104-16)

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

Column One	Column Two	Column Three
Manchester Street	No Stopping, at all times	South side, commencing 10 metres east of its intersection with Southerland Crescent (Grid coordinates x= 1,749,691.9 m y= 5,423,887.7m), and extending in a westerly direction following the southern kerblines for 11 metres.
Rodrigo Road	Stop Control	Rodrigo Road, at its intersection with Sutherland Road ((Grid coordinates x= 1,749,721.5 m y= 5,423,890.7m)

- s. No Stopping, at all times - Palliser Road – Roseneath (TR105-16)

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

Column One	Column Two	Column Three
Palliser Road	No Stopping, at all times	North side, commencing 42 metres east of its intersection with Bayview Terrace and extending

Palliser Road	No Stopping, at all times	in an easterly direction, following the northern kerbline for 37 metres. North side, commencing 45 metres east of its intersection with Bayview Terrace and extending in an easterly direction, following the northern kerbline for 25 metres.
Palliser Road	No Stopping, at all times	North side, commencing 194 metres east of its intersection with Bayview Terrace and extending in an easterly direction, following the northern kerbline for 96 metres.

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

Column One	Column Two	Column Three
Palliser Road	No Stopping, at all times	North side, commencing 46 metres east of its intersection with Bayview Terrace and extending in an easterly direction, following the northern kerbline for 15 metres.
Palliser Road	No Stopping, at all times	North side, commencing 83.5 metres east of its intersection with Bayview Terrace and extending in an easterly direction, following the northern kerbline for 49 metres.
Palliser Road	No Stopping, at all times	North side, commencing 215 metres east of its intersection with Bayview Terrace and extending in an easterly direction, following the northern kerbline for 49 metres.
Palliser Road	No Stopping, at all times	North side, commencing 292 metres east of its intersection with Bayview Terrace and extending in an easterly direction, following the northern kerbline for 77 metres.

t. No Stopping, at all times - Rata Road - Hataitai (TR106-16)

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

Column One	Column Two	Column Three
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Rata Road	No Stopping, at all times	East side, commencing 157 metres south of its intersection with Kainui Road (Grid coordinates x= 1,750,697.1 m y= 5,426,123.6 m), and extending in a southerly direction following the eastern kerbline for 9 metres.
u. No Stopping, at all times - Ariki Road – Roseneath (TR108-16)		
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 kerbline for 7metres.
v. No stopping, at all times - Horokiwi Road West - Newlands (TR110-16)		
Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Horokiwi Road West	No stopping, at all times	South side, commencing 76.5 metres west of its intersection with Kinapori Terrace (Grid coordinates x= 1,753,201.9769 m y= 5,434,904.9188 m), and extending in a westerly direction following the southern kerbline for 5 metres.
w. No Stopping Restrictions and Signalisation at Intersection - Cuba Street / Abel Smith Street – Wellington Central (TR111-16)		
Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Cuba Street	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday	East side, commencing 57.5 metres south of its intersection with Vivian Street (Grid coordinates x= 1748609.1 m, y= 5426993.9 m), and extending in a

	8:00 - 6:00pm.	southerly direction following the kerblines for 102.5 metres (17 parallel carparks).
Cuba Street	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 7.5 metres north of its intersection with Abel Smith Street (Grid coordinates x= 1748532.4 m, y= 5426845.2 m), and extending in a northerly direction following the kerblines to its intersection with Garrett Street for 27.5 metres (5 parallel carparks).
Abel Smith Street	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	Southwest side, commencing 48.5 metres west of its intersection with Kelvin Grove (Grid coordinates x= 1748598.1 m, y= 5426805.6 m), and extending in a north-westerly direction following the kerblines for 11.5 metres. (2 parallel carparks)

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

Column One	Column Two	Column Three
Cuba Street	No Stopping, At All Times.	East side, commencing 160 metres south of its intersection with Vivian Street (Grid Coordinates X=2658631.049083 m, Y=5988705.965938 m) and extending in a southerly direction following the kerblines to its intersection with Abel Smith Street for 7 metres.
Cuba Street	No Stopping, At All Times.	West side, commencing from its intersection with Abel Smith Street (Grid Coordinates X=2658554.352527 m, Y=5988557.249082 m) and extending in a northerly direction following the kerblines to its intersection with Garrett Street for 7.5 metres.
Cuba Street	No Stopping, At All Times.	East side, commencing from its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerblines for 9 metres.

Abel Smith Street	No Stopping, At All Times.	Southwest side, commencing 60 metres west of its intersection with Kelvin Grove (Grid Coordinates X=2658620.117955 m, Y=5988517.661274 m) and extending in a north-westerly direction following the kerbline to its intersection with Cuba Street for 7 metres.
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Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Cuba Street	P60, Monday to Saturday 8:00am - 6:00pm.	East side, commencing 9 metres south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 8 metres.

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

Column One	Column Two	Column Three
Cuba Street	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 57.5 metres south of its intersection with Vivian Street (Grid coordinates x= 1748609.1 m, y= 5426993.9 m), and extending in a southerly direction following the kerbline for 96.5 metres (16 parallel carparks).
Cuba Street	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 13.1 metres north of its intersection with Abel Smith Street (Grid coordinates x= 1748532.4 m, y= 5426845.2 m), and extending in a northerly direction following the kerbline for 22 metres (4 parallel carparks).
Abel Smith Street	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	Southwest side, commencing 48.5 metres west of its intersection with Kelvin Grove (Grid coordinates x= 1748598.1 m, y= 5426805.6 m), and extending in a north-westerly direction following the kerbline for 5.5 metres. (1 parallel carparks)

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

Column One	Column Two	Column Three
Cuba Street	No Stopping, At All Times.	East side, commencing 154 metres south of its intersection with Vivian Street (Grid Coordinates X=2658631.049083 m, Y=5988705.965938 m) and extending in a southerly direction following the kerbline to its intersection with Abel Smith Street for 13.3 metres.
Cuba Street	No Stopping, At All Times.	West side, commencing from its intersection with Abel Smith Street (Grid Coordinates X=2658554.352527 m, Y=5988557.249082 m) and extending in a northerly direction following the kerbline for 13.1 metres.
Cuba Street	No Stopping, At All Times.	East side, commencing from its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 10.7 metres.
Abel Smith Street	No Stopping, At All Times.	Southwest side, commencing 54.5 metres west of its intersection with Kelvin Grove (Grid Coordinates X=2658620.117955 m, Y=5988517.661274 m) and extending in a north-westerly direction following the kerbline to its intersection with Cuba Street for 12.5 metres.

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

Column One	Column Two	Column Three
Cuba Street	P60 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	East side, commencing 10.7 metres south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 6 metres.

- x. No Stopping at all times - Redwood Avenue – Tawa (TR112-16)

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

Column One	Column Two	Column Three
Redwood Ave	No Stopping, At All Times.	South side, commencing 227.5 metres west of its intersection with Main Road, Tawa (Grid Coordinates X=1,753,107.84 m, Y=5,439,964.16 m) and extending in a westerly direction following the southern kerb-line of Redwood Avenue for 35.5 metres.

- y. Bus Stop (New) and Reconfirm existing bus stop - John Sims Drive – Broadmeadows (TR113-16)

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
John Sims Drive	Bus Stop, at all times	Western side, commencing 144 metres north of its intersection with the southern entrance of Rajkot Terrace (Grid coordinates x= 1750635.7 m, y= 5433488.7 m), and extending in a northerly direction following the western kerblines for 15 metres.
John Sims Drive	Bus Stop, at all times	East side commencing 156 metres north of its intersection with Burma Road (Grid coordinates x= 1750683.1 m, y= 5433497.2 m), and extending in a northerly direction following the eastern kerblines for 15 metres.

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

Column One	Column Two	Column Three
John Sims Drive	No Stopping, at all times	Western side, commencing 135 metres north of its intersection with the southern entrance of Rajkot Terrace (Grid coordinates x= 1750635.7 m, y= 5433488.7 m), and extending in a northerly direction following the western

kerbline for 9 metres.

John Sims Drive	No Stopping, at all times	Western side, commencing 159 metres north of its intersection with the southern entrance of Rajkot Terrace (Grid coordinates x= 1750635.7 m, y= 5433488.7 m), and extending in a northerly direction following the western kerbline for 6 metres.
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John Sims Drive	No Stopping, at all times	East side commencing 171 metres north of its intersection with Burma Road (Grid coordinates x= 1750683.1 m, y= 5433497.2 m), and extending in a northerly direction following the eastern kerbline for 9 metres.
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Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
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John Sims Drive	Bus Stop, at all times	North side, commencing 160.5 metres west of its intersection with Burma Road and extending in a westerly direction following the northern kerbline for 12 metres.
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z. Bus Stop (New) - John Sims Drive – Broadmeadows (TR114-16)

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
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John Sims Drive	Bus Stop, at all times	Western side, commencing 348 metres north of its intersection with Rajkot Terrace (Grid coordinates x= 1750635.7 m, y= 5433488.7 m), and extending in a northerly direction following the western kerbline for 15 metres.
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Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
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John Sims Drive	No Stopping, at all times	Western side, commencing 339 metres north of its intersection with Rajkot Terrace (Grid coordinates x= 1750635.7 m, y=
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5433488.7 m), and extending in a northerly direction following the western kerbline for 9 metres.

- aa. Bus Stop (New) and Reconfirm existing bus stop - Kanpur Road – Broadmeadows (TR115-16)

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

Column One	Column Two	Column Three
Kanpur Road	Bus Stop, at all times	Western side, commencing 9 metres northeast of its intersection with Sita Way (Grid coordinates x= 1750488.9 m, y= 5433443.3 m), and extending in a north-easterly direction following the northern kerbline for 15 metres.
Kanpur Road	Bus Stop, at all times	Eastern side, commencing 36 metres south of its intersection with Rajkot Terrace (Grid coordinates x= 1750525.3 m, y= 5433467.3 m), and extending in a south-westerly direction following the eastern kerbline for 15 metres.

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

Column One	Column Two	Column Three
Kanpur Road	No Stopping, at all times	Western side, commencing from its intersection with Sita Way (Grid coordinates x= 1750488.9 m, y= 5433443.3 m), and extending in a north-easterly direction following the western kerbline for 9 metres.
Kanpur Road	No Stopping, at all times	Western side, commencing 24 metres northeast of its intersection with Sita Way (Grid coordinates x= 1750488.9 m, y= 5433443.3 m), and extending in a north-easterly direction to its intersection with Rajkot Terrace.
Kanpur Road	No Stopping, at all times	Eastern side, commencing from its intersection with Rajkot Terrace (Grid coordinates x= 1750525.3 m, y= 5433467.3 m), and extending in a south-westerly direction following the eastern

kerbline for 36 metres.

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

Column One	Column Two	Column Three
Kanpur Road	No Stopping, at all times	East side, commencing at its intersection with Rajkot Terrace, and extending in a southerly direction following the eastern kerbline for 45.5metres.
Kanpur Road	No Stopping, at all times	West side, commencing at its intersection with Rajkot Terrace, and extending in a southerly direction following the western kerbline for 32 metres.

- bb. Bus Stop (New) and Reconfirm existing bus stop - Kanpur Road – Broadmeadows (TR117-16)

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Kanpur Road	Bus Stop, at all times	South side, commencing 48.5 metres east of its intersection with Bharat Terrace (Grid coordinates x= 1750285.2 m, y= 5433313.2 m), and extending in an easterly direction following the southern kerbline for 15 metres.
Kanpur Road	Bus Stop, at all times	Northern side, commencing 88 metres west of its intersection with Nagpur Terrace (Grid coordinates x= 1750327.2 m, y= 5433319.8 m), and extending in a westerly direction following the northern kerbline for 15 metres.

Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Kanpur Road	No Stopping, at all times	Northern side, commencing 79 metres west of its intersection with Nagpur Terrace (Grid coordinates x= 1750327.2 m, y= 5433319.8 m), and extending in a westerly direction following the northern kerbline for 9 metres.

Kampur Road	No Stopping, at all times	Northern side, commencing 103 metres west of its intersection with Nagpur Terrace (Grid coordinates x= 1750327.2 m, y= 5433319.8 m), and extending in a westerly direction following the northern kerbline for 6 metres.
Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule		
Column One	Column Two	Column Three
Kampur Road	Bus Stop, at all times	South side, commencing 50 metres east of its intersection with Bharat Terrace and extending in an easterly direction following the southern kerbline for 12 metres
cc. Bus Stop (New) - Nalanda Crescent – Broadmeadows (TR118-16)		
Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule		
Column One	Column Two	Column Three
Nalanda Crescent	Bus Stop, at all times	Southern side, commencing 13 metres west of its intersection with Hindipur Terrace (Grid coordinates x= 1750340.2 m, y= 5433672.5 m), and extending in a westerly direction following the southern kerbline for 12 metres.
Add to Schedule D (No Stopping Restrictions) of the Traffic Resolution Schedule		
Column One	Column Two	Column Three
Nalanda Crescent	No Stopping, at all times	Southern side, commencing at its intersection with Hindipur Terrace (Grid coordinates x= 1750340.2 m, y= 5433672.5 m), and extending in a westerly direction following the southern kerbline for 9 metres.
dd. Bus Stop (New) and Reconfirm existing bus stop - Rajkot Terrace – Broadmeadows (TR119-16)		
Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule		
Column One	Column Two	Column Three

Rajkot Terrace	Bus Stop, at all times	Western side, commencing 26.5 metres south of its intersection with John Sims Drive (Grid coordinates x= 1750635.7 m, y= 5433488.7 m), and extending in a southerly direction following the western kerbline for 15 metres.
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Rajkot Terrace	Bus Stop, at all times	Eastern side, commencing 56.5metres south of its intersection with John Sims Drive (Grid coordinates x= 1750648.9 m, y= 5433483.4 m), and extending in a southerly direction following the eastern kerbline for 15 metres.
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Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Rajkot Terrace	No Stopping, at all times	Western side, commencing from its intersection with John Sims Drive (Grid coordinates x= 1750635.7 m, y= 5433488.7 m), and extending in a southerly direction following the western kerbline for 26.5 metres.

Rajkot Terrace	No Stopping, at all times	Western side, commencing 41.5 metres south of its intersection with John Sims Drive (Grid coordinates x= 1750635.7 m, y= 5433488.7 m), and extending in a southerly direction following the western kerbline for 5 metres.
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Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Rajkot Terrace	Bus Stop, at all times	East side, commencing 56.5 metres east of its intersection with John Sims Drive and extending in a southerly direction following the eastern kerbline for 68.5 metres

Delete from Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Rajkot Terrace	No Stopping, at all times	West side, commencing at its intersection with John Sims Drive and extending in a southerly direction following the western kerbline for 15.5 metres

ee. Bus Stop (New) - Mark Avenue - Grenada Village (TR120-16)

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Mark Avenue	Bus Stop, at all times	Western side, commencing 143 metres north of its intersection with Saint Kitts Place (Grid coordinates x= 1753015.9 m, y= 5436880.8 m), and extending in a northerly direction following the western kerbline for 15 metres.
Mark Avenue	Bus Stop, at all times	East side commencing 174.5 metres north of its intersection with the prolongation of the northern kerb of Saint Kitts Place (Grid coordinates x= 1753021.5 m, y= 5436876.5 m), and extending in a northerly direction following the eastern kerbline for 15 metres.

Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Mark Avenue	No Stopping, at all times	Western side, commencing 134 metres north of its intersection with Saint Kitts Place (Grid coordinates x= 1753015.9 m, y= 5436880.8 m), and extending in a northerly direction following the western kerbline for 9 metres.
Mark Avenue	No Stopping, at all times	Western side, commencing 158 metres north of its intersection with Saint Kitts Place (Grid coordinates x= 1753015.9 m, y= 5436880.8 m), and extending in

		a northerly direction following the western kerblines for 9 metres.
Mark Avenue	No Stopping, at all times	East side commencing 165.5 metres north of its intersection with the prolongation of the northern kerb of Saint Kitts Place (Grid coordinates x= 1753021.5 m, y= 5436876.5 m), and extending in a northerly direction following the eastern kerblines for 9 metres.
Mark Avenue	No Stopping, at all times	East side commencing 189.5 metres north of its intersection with the prolongation of the northern kerb of Saint Kitts Place (Grid coordinates x= 1753021.5 m, y= 5436876.5 m), and extending in a northerly direction following the eastern kerblines for 9 metres.

ff. Bus Stop (New) and Confirm existing bus stop (terminus) - Grenada Drive - Grenada Village (TR121-16)

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Grenada Drive	Bus Stop, at all times	North side, commencing 22.5 metres east of a point 25.5 metres east of its intersection with Mark Avenue (Grid coordinates x= 1753433.7 m, y= 5437380.0 m), and extending in a easterly direction following the newly formed terminus northern kerblines for 15 metres.

Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Grenada Drive	No Stopping, at all times	North side, commencing from a point 25.5 metres east of its intersection with Mark Avenue (Grid coordinates x= 1753433.7 m, y= 5437380.0 m), and extending in a easterly direction following the newly formed terminus's northern kerblines for 22.5 metres.

Grenada Drive	No Stopping, at all times	North side, commencing 37.5 metres east of a point 25.5 metres east of its intersection with Mark Avenue (Grid coordinates x= 1753433.7 m, y= 5437380.0 m), and extending in a easterly direction following the newly formed terminus's northern kerbline for 23 metres.
Grenada Drive	No Stopping, at all times	North side, commencing from a point 25.5 metres east of its intersection with Mark Avenue (Grid coordinates x= 1753433.7 m, y= 5437380.0 m), and extending in a easterly direction following the newly formed terminus's southern kerbline for 15 metres.
Grenada Drive	No Stopping, at all times	West side commencing from the prolongation of the southern kerbline of the Mark Avenue Terminus (Grid coordinates x= 1753443.8 m, y= 5437331.9 m), and extending in a north-westerly direction following the western kerbline for 25 metres.

gg. Bus Stop (New) – Hobart Street – Miramar (TR123-16)

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

Column One	Column Two	Column Three
Hobart Street	Bus Stop, at all times	East side commencing 14 metres south of its intersection Devonshire Road (Grid coordinates x= 1751767.1 m, y= 5423949.5 m), and extending in a southerly direction following the eastern kerbline for 15 metres.

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

Column One	Column Two	Column Three
Hobart Street	No Stopping, at all times	East side commencing 29 metres south of its intersection Devonshire Road (Grid coordinates x= 1751767.1 m, y= 5423949.5 m), and extending in a southerly direction following

the eastern kerbline for 9 metres

- hh. Bus Stop (New) – Evans Bay Parade (Kilbirnie Park) – Kilbirnie (TR125-16)

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Evans Bay Parade	Bus Stop, at all times	West side, commencing 72 metres north of the prolongation of the northern kerbline of Kemp Street (Grid coordinates x= 1750273.9 m, y= 5424671.8 m), and extending in a south-westerly direction following the southern kerbline for 15 metres.

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

Evans Bay Parade	No Stopping, at all times	West side, commencing 62 metres north of the prolongation of the northern kerbline of Kemp Street (Grid coordinates x= 1750273.9 m, y= 5424671.8 m), and extending in a south-westerly direction following the southern kerbline for 10 metres.
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Evans Bay Parade	No Stopping, at all times	West side, commencing 87 metres north of the prolongation of the northern kerbline of Kemp Street (Grid coordinates x= 1750273.9 m, y= 5424671.8 m), and extending in a south-westerly direction following the southern kerbline for 5 metres.
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- ii. Bus Stop (Extended) – Tirangi Road – Rongotai (TR126-16)

Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Tirangi Road	Bus Stop, at all times	East side, commencing 149.5 metres south of its intersection with Coutts Street and extending in a southerly direction following the eastern kerbline for 12 metres

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Tirangi Road	Bus Stop, at all times	East side, commencing 146 metres south of its intersection with Coutts Street (Grid coordinates x= 1750972.0 m, y= 5423759.8 m), and extending in a southerly direction following the eastern kerbline for 15 metres.

Add to Schedule D (no stopping restriction) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Tirangi Road	No Stopping, At All Times	East side, commencing 140 metres south of its intersection with Coutts Street (Grid coordinates x=1750972.0 m, y= 5423759.8 m), and extending in a southerly direction following the eastern kerbline for 6 metres.

jj. Bus Stop (New) – Cambrian Street - Churton Park (TR127-16)

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

Column One	Column Two	Column Three
Cambrian Street	Bus Stop, at all times	Western side, commencing from a point 95 metres north from the projected intersection of the southern kerb line of Cunliffe Street with the western kerb line of Cambrian Street (x =1,751,343.7 m y= 5,436,171.8 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
Cambrian Street	No Stopping at all times	Western side, commencing from a point 86metres north from the projected intersection of the southern kerb line of Cunliffe Street with the western kerb line of Cambrian Street (x =1,751,343.7m y = 5,436,171.8 m), and extending in a northerly direction for 9 metres

Cambrian Street	No Stopping at all times	Western side, commencing from a point 110 metres north from the projected intersection of the southern kerb line of Cunliffe Street with the western kerb line of Cambrian Street (x =1,751,343.7m y= 5,436,171.8 m)and extending in a northerly direction for 9 metres
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kk. No Stopping, at all times in relation to a proposed Kea Crossing - Hamilton Road – Hataitai (TR128-16)

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

Column One	Column Two	Column Three
Hamilton Road	No Stopping, at all times	West side 71.5m north of its intersection with Goa Street and extending in a northerly direction for 53m
Hamilton Road	No Stopping, at all times	West side, commencing 74.5m north of its intersection with Goa Street and extending in a northerly direction following the western kerblines for 7 metres
Hamilton Road	No Stopping, at all times	West side, commencing 99m north of its intersection with Goa Street and extending in a northerly direction following the western kerblines for 25 metres

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

Column One	Column Two	Column Three
Hamilton Road	No Stopping, at all times	West side, commencing 75m north of its intersection with Goa Street(Grid coordinates x= 1,750,122.3 m y= 5,425,387.3 m) and extending in a northerly direction following the western kerblines for 35 metres
Hamilton Road	No Stopping, at all times	East side, commencing 84m north of its intersection with Baden Road (Grid coordinates x= 1,750,125.2 m y= 5,425,379.7 m) and extending in a northerly direction following the eastern kerblines for 7 metres
Hamilton Road	No Stopping, at all times	East side, commencing 99m

north of its intersection with Baden Road (Grid coordinates x= 1,750,125.2 m y= 5,425,379.7 m) and extending in a northerly direction following the eastern kerbline for 6 metres

Background

4. 44 proposed traffic resolutions were publicly advertised in the Dominion Post on Tuesday 26 July 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.
5. After reviewing the feedback received, 37 proposals are being recommended for approval as advertised, 9 have been modified with an amended version being recommended for approval and 8 have been withdrawn. One was added from a previous round.
6. A summary report for each traffic resolution can be found in the attachments. Each summary contains:
 - 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.	TR06-16 Kenya Street	Page 42
Attachment 2.	TR84-16 Sar Street	Page 51
Attachment 3.	TR85-16 Omega Street	Page 58
Attachment 4.	TR86-16 Nicholson Road	Page 65
Attachment 5.	TR87-16 Garden Road	Page 71
Attachment 6.	TR88-16 Ironside Road	Page 80
Attachment 7.	TR91-16 Newlands Road	Page 84
Attachment 8.	TR92-16 Broderick Road	Page 89
Attachment 9.	TR93-16 Khandallah Road	Page 93
Attachment 10.	TR94-16 Hurring Place	Page 97
Attachment 11.	TR95-16 Rimu Road	Page 102
Attachment 12.	TR96-16 Stoke Street	Page 105
Attachment 13.	TR97-16 Wadestown Road	Page 108
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Attachment 15.	TR99-16 Oriental Parade	Page 116
Attachment 16.	TR100-16 Thompson Street	Page 121
Attachment 17.	TR103-16 Happy Valley Road	Page 127
Attachment 18.	TR104-16 Manchester Street	Page 131
Attachment 19.	TR105-16 Palliser Road	Page 134
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Attachment 21.	TR108-16 Ariki Road	Page 145
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Attachment 29.	TR118-16 Nalanda Crescent	Page 194
Attachment 30.	TR119-16 Rajkot Terrace	Page 203
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Attachment 37.	TR128-16 Hamilton Road	Page 250

Author	Lindsey Hill, Project Coordinator
Authoriser	David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

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 applicable.

Health and Safety Impact considered

Health and Safety considered.

PROPOSED TRAFFIC RESOLUTION

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

Reference: TR 06 – 16

Location: Kenya Street - Ngaio

Proposal: No stopping at all times

Information: We have received concerns from residents of Kenya Street together with a signed petition with respect to a number of crashes (generally unreported) that have been witnessed on this section of Kenya Street on both sides of the road, between numbers 52 and 68.

Vehicles approaching Kenya Street from the east are travelling at a speed that reflects the earlier 'rural' nature on the Ngaio Gorge Road. Vehicles travelling around the right hand curve at the intersection of Trelissick Crescent (north) to Kenya Street find themselves travelling at a speed above the optimum speed of 35 km/h for this 90 degree curve.

A number of additional traffic engineering measures have been installed after the feedback closed on the 11 March 2016 to improve road safety on this section of Kenya Street and to address public concerns. These are an electronic curve warning sign for northbound traffic and a chevron curve warning sign for southbound traffic. Pre and post monitoring has taken place resulting in a revised no stopping (reduced) recommendation.

Submitters concerns have been addressed, resulting in a revised proposal for less no parking restrictions when compared with the formal consultation that was undertaken in February/March this year. The proposed no parking restriction is a balance between improved road safety and a loss of on-street parking. It is noted that properties on the western side of Kenya Street do not have off street parking in the area of concern.

The traffic resolution that was consulted on in February/March has been revised to free up a car parking space outside no. 68 A-D to address local concerns related to the loss of car parking. Similarly, the 5 metres of No stopping outside no. 66 is no longer part of the recommended parking restrictions.

Net parking loss: 2 parking spaces

PROPOSED TRAFFIC RESOLUTION

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 23 February 2016 |
| 2) Feedback period closes. | 11 March 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 14 April 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
Kenya Street	<i>No stopping at all times</i>	<i>Western side, commencing from the projected northern kerb alignment of Trelissick Crescent (x=1,748,381.9m, y=5,431,325.0m), and extending in a northerly direction following the kerblines for 30 metres.</i>

Prepared By: **Charles Kingsford** (Principal Traffic Engineer/Team Lead)
Approved By: **Steve Spence** (Chief Transport Advisor)
Date: 02/9/2016

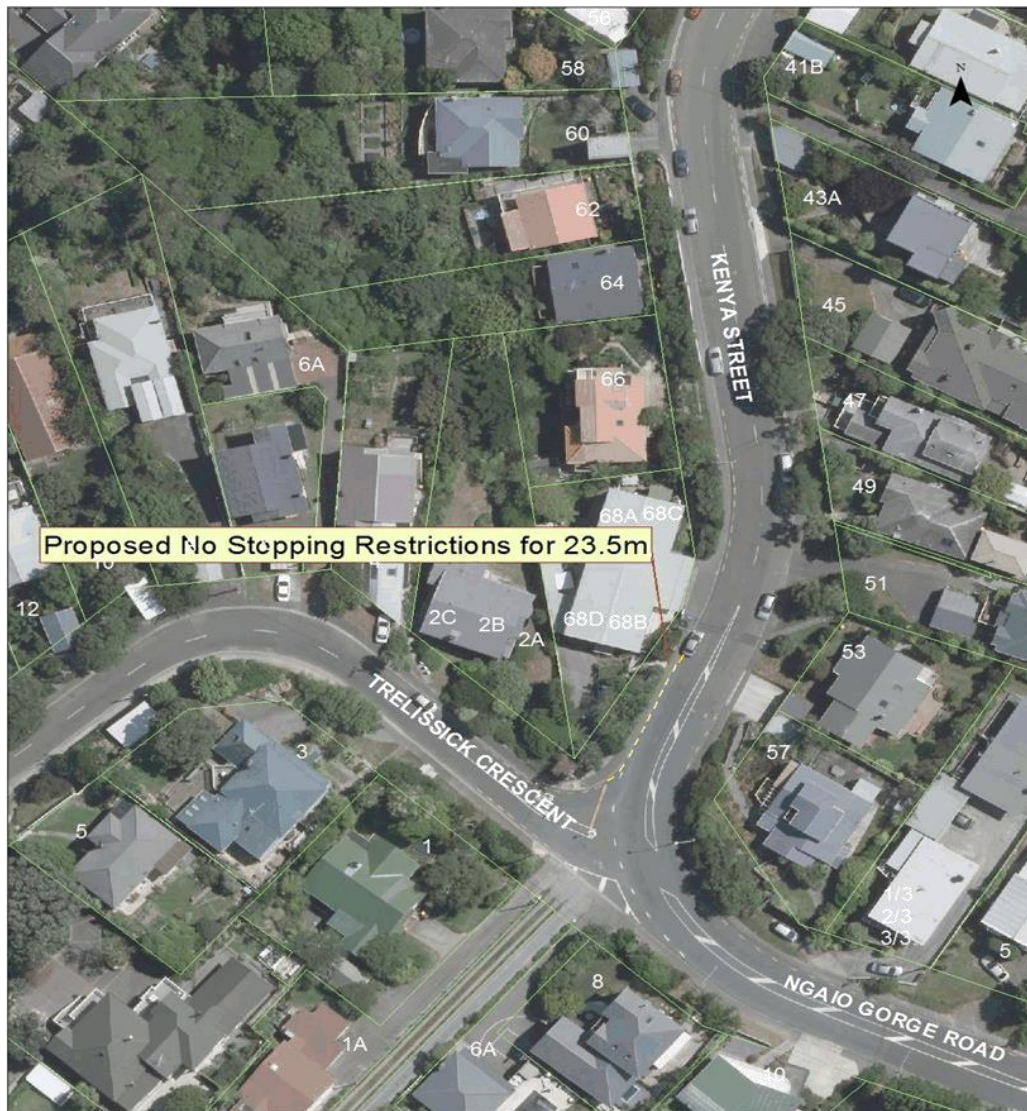
WCC Contact:

Charles Kingsford
Principal Traffic Engineer / Team Leader
Transport Group – Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8641
Fax: +64 4 801 3009
Email: Charles.kingsford@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

REVISED PLAN – AUGUST 2016



**KENYA STREET - NGAIO
AMENDED PROPOSED TRAFFIC RESOLUTION TR06-16**

30/8/2016

0 5 10 20
metres
Scale 1:500

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

PROPOSED TRAFFIC RESOLUTION

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

PLAN CONSULTED ON – FEBURARY/MARCH 2016

Item 2.3 Attachment 1



PROPOSED TRAFFIC RESOLUTION

Feedback Received:

Submitter: Marion Walton
Address: 1 Trelissick Crescent, Ngaio, Wellington
Agrees with proposal: Yes

Though I don't fundamentally have an issue with the proposal to add no stopping restrictions I am a bit concerned it doesn't address the underlying and broader issue.

I did sign a petition but it was to implement a 30k zone on Kenya Street.

That seemed a better and more workable solution than inconveniencing the neighbourhood with no stopping zones. Reducing the speed would solve a multitude of issues.

I signed that petition as I live at 1 Trelissick Crescent, right on the corner and have attended a few crashes in the area where you now intend there to be no cars to crash into. Though the intended proposal is a great step and will remove the potential for damage, it doesn't address the wider issue for pedestrians, merging traffic etc etc on that corner.

Officer's response: See the officers consolidated response at the end of the feedback

Submitter: Jack & Victoria Forrest
Address: 62 Kenya Street, Ngaio, Wellington
Agrees with proposal: Yes

We think the proposed changes to Kenya Street - no stopping restrictions - are an excellent start to fixing the dangerous problem of speeding and the veering across the median in the street. However, we do not believe the proposal goes far enough. We believe that to stop the dangerous nature of the driving in this street there needs to be a succession of speed bumps / judder bars installed from the junction of Trelissick Crescent and Kenya Street to as far down as at least number 58 Kenya Street. That, combined with the proposed no stopping restrictions, will provide a much better and safer street. Thank you in advance for your consideration of this addition to the current proposal.

Officer's response: See the officers consolidated response at the end of the feedback

Submitter: Mark White
Address: Flat 3, 3 Ngaio Gorge Road, Ngaio, Wellington
Agrees with proposal: Yes

In addition to the proposed changes (this and TR 06-16), there are at least 6 cars using our driveway at 3 Ngaio Gorge Road who have an exceptionally short visibility of cars coming along Kenya St towards the city. There have been numerous near misses, which could potentially be resolved with the addition of a curved mirror on the blue directional road sign at the corner of Kenya / Ngaio Gorge / Trelissick, or other similar location.

PROPOSED TRAFFIC RESOLUTION

This driveway serves 5 dwellings, with a resident population of approximately 13 people plus their visitors. The neighbouring driveways at 5 and 7 Ngaio Gorge Road also have restricted views toward Kenya Street.

Our main concern with removing parking northbound on Kenya St is that it may encourage city-bound traffic to travel faster as the road will appear wider, even with vehicles coming the other way. This may increase the risk of getting in and out of our driveway. We would like to see the addition of a recommended corner speed of approximately 25-30km/hr for the Kenya St - Ngaio Gorge Road corner to reflect the number of driveways with limited visibility in this vicinity.

Officer's response: See the officers consolidated response at the end of the feedback

Submitter: Sylvia Pack
Address: 5 Ngaio Gorge Road, Ngaio, Wellington
Agrees with proposal: No

We have lived here 35 years and would ask you to consider our observations seriously.

We live at number 5 Ngaio Gorge Road, just around the corner from Kenya Street, and can see the top of Ngaio Gorge Road clearly.

When cars enter Ngaio Gorge Road from Kenya Street, they are often travelling too fast around what is in fact a blind corner. This is dangerous for children crossing the road, particularly to the bus stop opposite our house. School children use this stop regularly. Once we witnessed a schoolboy nearly killed by a car which swerved. There have also been other incidents.

So when Kenya Street residents canvassed door to door to reduce the speed in Kenya Street, we emphatically agreed.

However, removing car parks in Kenya Street will only have the opposite effect. It will increase the speed. Cars will then be able travel even faster along Kenya Street, because there will be no need to slow down to avoid parked cars. They will also enter Ngaio Gorge Road just as blindly but even faster than before.

Officer's response: See the officers consolidated response at the end of the feedback

Submitter: Andrew Hemsley
Address: 49 Kenya Street, Ngaio, Wellington
Agrees with proposal: Yes

While it is pleasing that the WCC has meet with the local residents of this area and put forth a proposal in order to mitigate the issues raised, I believe what is proposed in isolation falls well short of addressing the issue of speed in and around that corner. It is unclear how the reduction of caparks will reduce vehicle speed.

Point 1: With the removal of carparks to the western side of Kenya street, I believe this will see the traffic speeds increase as there is no 'impediment to traffic flow' until travelling vehicles reach the resident parking area in and around 47/45 Kenya Street. I would have though faster moving vehicles converging into an area of parked cars increase the potential for damage ? This would seem to run counter to the smart motorway concept being adopted by LTNZ.

PROPOSED TRAFFIC RESOLUTION

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

Point 2: I think it is imperative that whatever is decided upon the solution includes the provision of road signage with an emphasis on reducing vehicle speed. As a regular user of Ngaio Gorge, I would have thought the installation of double yellow lines as a speed reduction concept to be largely ineffectual - they look for the most part to be ignored by the travelling public (in the gorge)

Point 3: As the issue remains vehicle speed would it not be appropriate to lay some more of alternate road surface at the top of Kenya street to act as some form of deterrent ?

Point 4: I believe consideration should be given to making alteration to the speed limit for the length of Kenya Street and into Crofton Road as has been done to Ottawa Road. While issues have been raised by the neighbors in this area, I believe similar issues have occurred and are being experienced by other residents in other parts of Kenya Street.

Point 5: As the physical area that makes up the Kenya / Ngaio Gorge / Trelissick Cres intersection is of reasonable size would it not be possible to install a mountable round about ? this has been undertaken in intersections in Ngaio Bombay/ Colway and Ottawa/Awarua presumably with the view of controlling vehicle speed.

Point 6: I believe Ngaio Gorge is regarded as a road of significance to the wellington region in the event that Ngauranga gorge is inaccessible, surely it would make sense to install measures that have a long term and meaningful effect on traffic speed that works for the benefit of the residents.

Point 7: The reduction of parking options will quite simply result in insufficient sufficient parking for the residents in the street - given the yellow lines elsewhere in the street where are residents expected to park ?

Point 8: Given the reduction of parking, what consideration has the council given to the provision of concessions / grants etc to assist residents developing off street parking options.

Officer's response: See the officers consolidated response at the end of the feedback

Submitter:	Arthur P
Address:	68C Kenya Street, Ngaio, Wellington
Agrees with proposal:	No

If we remove the car parks then we are unnecessarily creating parking problems for the residents of Kenya Street. For example it means that my wife will have to carry a newborn baby across the street because there are no carparks close by. In my opinion that is more dangerous. It also means that the cars that normally park there are going to have to park at other places such as Trelissick crescent (which is a very thin road) and will probably result in more complaints. I have had my car vandalized whilst parked away from Kenya Street and I know of another person who had her wing mirror stolen (not crashed into, stolen). It is very useful for the people of 68a-d to be able to keep an eye on their cars (some of the cars are very expensive). If we remove the car parks then it does not solve the problem (i.e. the idiot that is going too fast round the corner is probably just going to crash into a house/fence or a person crossing the street) If somebody crashes into a parked car then I think it is unfair to blame the parked car! (because there is a lot of visibility of the car.) In addition, to my knowledge the crashes did not happen anywhere close to the place where the carparks are being removed. My proposed solution: A lot of people are saying that removing the car parks is not required (i.e. hundreds of thousands of cars drive past without crashing). However if we want to cater to the idiot who drives around the corner too fast then my proposed solution would be to put up signage to make people aware of their speed and notify them

PROPOSED TRAFFIC RESOLUTION

of the angle of the road. The angle of the road cannot be seen easily because the turn comes right after the peak of a hill. In my opinion this will work well because people will be cautious when going around the turning. This will mean that they do not crash into buildings/people etc. In my opinion my solution will work because I had previously lived at 473 Hillsborough road (which is a very similar turning to Kenya street) and we had a neighbor who kept having cars crashing into his fence. The issue was resolved by putting a speed notifier and a sign advising the angle of the upcoming turn. I have attached a picture. My solution is a win-win situation because it improves safety and does not remove the car parks.

Officer's response: See the officers consolidated response at the end of the feedback

Submitter: Kerry Cole
Address: 68 Kenya Street, Ngaio, Wellington
Agrees with proposal: Yes

I support the proposed no-stopping zones, as the first stage of improving safety on Kenya St / Ngaio Gorge. This is a good first step but more needs to be done, including a range of traffic calming measures at the top of Ngaio Gorge to slow traffic speed before cars turn into Kenya St. This remains a key aspect to addressing road safety here and is an important next step. I would also like to see safer road crossings points for pedestrians - for those of us with our kids but also the many people who cross over to the two bus stops on Kenya St and top of Ngaio Gorge every day. Please also consider the wider road safety of the whole of Kenya St and Ngaio Gorge down to Perth St, as traffic speed is often too fast in both directions.

Submitter: Bill and Linda Peers
Address: 68A Kenya street
Agrees with proposal: Yes

I would appreciate any speed reduction on our corner of Ngaio gorge and Kenya street. Cars and trucks speed up the gorge and down kenya street. A electronic sign/judder bar or a roundabout would slow them down. We are not happy to lose any car parks as it is hard enough to get one close to our home especially when we have small grandchildren visiting. Could you please consider this before changing anything.

Officer's response to all submitters:

Following the responses received, a number of additional traffic engineering measures to improve road safety on this section of Kenya Street have been undertaken. These include an electronic curve warning sign for northbound traffic which 'flashes' SLOW if the approaching vehicle speed is 35km/h or higher and for southbound traffic, a permanent warning chevron board sign with a 35 km/h advisory speed, has been installed. What has been observed from site visits is a slowing down on the curve and a more considered approach by drivers when travelling through this intersection. As a result, the No stopping restrictions have been reduced in length from the original, leaving one car space outside 68 A-D. Similarly, the 5 metres No stopping outside no. 66 earlier consulted on, is no longer part of the proposed recommended restrictions.

PROPOSED TRAFFIC RESOLUTION

A 30km/h speed limit is a treatment that we have identified for suburban shopping centres where there are a high number of pedestrian movements, parking and turning. The proposed no stopping restrictions and the curve warning signs do alert drivers to the road geometry and the intent is to make this section of road a safer environment.

Traffic calming in the form of speed humps is not a treatment that we use on high volume principal transport routes that carry heavy vehicles and a scheduled bus service.

The 35km/h curve warning chevron sign that has been installed warns city bound drivers to slow down to an appropriate speed to drive through the curve. This, in turn, will assist drivers exiting driveways at numbers 3, 5 and 7 Ngaio Gorge road. Road side mirrors can be used by property owners to assist manoeuvres from private driveways, however in this case, the mirror would be north facing and would be subject to glare from the Sun. This would be distracting to drivers and possibly lead to exit manoeuvres that are less safe. It is noted that the No Stopping restrictions proposed are only for traffic travelling in the northbound direction on Kenya Street. City bound traffic is not affected by the proposed no stopping restrictions.

The intersection of Kenya Street, Ngaio Gorge Road and Trelissick Crescent has very limited road area to provide for a roundabout and to meet the heavy vehicle swept paths required for the turning movements. Roundabouts work efficiently when there are reasonably balanced traffic volumes on each approach. This is not the case at this intersection.

Cautioning drivers as they approach the bend by the use of the current warning signs alerts drivers to the road alignment and improves safety for all road users including pedestrians.

Further considerations for signing the bend for southbound traffic in the vicinity of no. 56-60 will be investigated together with additional road markings for northbound vehicles in the vicinity of 68-66 to more clearly delineate the travel path through this corner.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 84 – 16
- Location:** Sar Street - Wadestown
- Proposal:** No stopping, at all times
- Information:** Residents of Sar Street are concerned about parking on a corner with limited forward visibility putting pedestrians, cyclists and motorists at risk.

Sar Street is a narrow street with a number of corners with limited forward visibility. One side of the street has a footpath which starts at #74 and continues down to Thorndon Quay. Because of its close proximity to the city and free parking, Sar Street is now saturated with commuter cars during the working week. Cars are routinely parked on both sides of a 'blind corner' above #79 and #74. As there is no footpath on either side, pedestrians including school children are forced to walk in the middle of this narrow road. Traffic going up or down Sar Street is forced to move directly into the path of oncoming traffic on these 'blind' corners. This poses road safety risks to all road users. Therefore, officers propose 31m No stopping restriction on the inside of the blind corner to improve safety.

Net parking loss: 4 spaces

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 July 2016 |
| 2) Feedback period closes. | 12 August 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 15 September 2016 |
| 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

Sar Street

Column Two

No stopping, at all times

Column Three

West side, commencing 157 metres south its intersection with Barnard Street (Grid coordinates $x= 1,749,591.2$ m $y= 5,430,625.9$ m), and extending in a southerly direction then westerly direction following the western kerbline for 31 metres.

Prepared By: **Lubna Abdullah**

(Northern Area Traffic Engineer)

Approved By: **Steve Spence**

(Chief Transport Advisor)

Date: **02/09/2016**

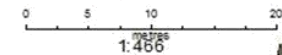
WCC Contact:

Lindsey Hill
Project Co-ordinator, Transport Group –
Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8753
Email: lindsey.hill@wcc.govt.nz





Sar St - Wadestown - TR84-16
Proposed NSAAT On Corner



MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
DATE: 29/05/2016
AUTHOR: 30/01/21
REFERENCE:



FEEDBACK RECEIVED

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

Feedback Received:

Submitter: Zoe Roche
Address: 74 Sar Street, Wadestown
Agree with proposal: Yes

I am one of the residents at 74 Sar Street that own a car. I have noticed an issue with visibility all the way along Sar Street as both a driver and pedestrian, in particular giving way correctly along the narrow street. In the letter received on 26th July dated 22nd July, it was highlighted that the road is being saturated with commuters cars during the week. As I own a car and a resident of the Street I often struggle with finding a park during the day and rely heavily on the parks that are being proposed to be removed. I am in agreeance with the proposal to make the road more visible, however it is only resolving one of several issues. Firstly, there is a lack of parking for residents. I propose that if the proposal for the 31m no stopping to be carried out then there needs to be designated residents parking. The 17m highlighted parking space is not sufficient for the commuters and residents. As a resident I would think we would take priority as Wellington has regular public transport in and out of the city and links in with the greater good of our environment. Secondly, on the opposite side of the proposed area there is parking space. However, this area is gravelled and needs to be maintained. There is a dip between the road and the parking area which restricts the potential space for more cars to be parked. Thirdly, this is only one of the few extremely blind corners along Sar Street. As a motorist, I have had several near misses outside of 66 Sar Street. I would propose that parking be limited to around that area as well. Also I would suggest placing a mirror to see around this tight corner. I have said that I do not wish to speak at the hearing, but if required I would be more than happy to participate as I do not believe the proposal is the best solution for residents.

Officer's response:

WCC's website has information on how to apply for resident's parking on your street and WCC's policy on the installation of mirrors on roads. We are unable to address your traffic concerns in other locations along Sar Street as these are not within the scope of this traffic resolution, however we can inform you that restricted parking outside 66 Sar Street was proposed a few years ago and met with strong opposition.

Submitter: David Leslie
Address: 83 Sar St, Wadestown
Agree with proposal: Yes

We welcome this proposed Traffic Resolution as far as it goes, but consider the scope is too limited. As stated in TR84 - 16, 'Sar Street is a narrow street with a number of corners with limited forward visibility.' Why then is TR84 -16 limited to a single corner? Surely the problem area extends from the corner above #79 and #74 down through the corner at #79/83 and #74 to the corner at #64. Each of the corners noted above is a blind corner, with the corner at #64 being the most dangerous of the 3. The issues to be addressed in our view, must include : The drivers travelling faster than conditions allow up, and especially down, Sar

Street The narrow road with no practical means to widen it The prevalence of commuter vehicles parking throughout the day to further narrow the street. Suggested Additional Solutions, (all street numbers apply to Sar Street.) Traffic Safety Install a convex mirror outside #64 to provide some visibility to traffic in both directions. We consider this to be the most important change for the area. Add a centre line outside #79/#83, to inhibit uphill vehicles crossing into the downhill lane Add signs limiting speed from below #64 up to the junction of Sar Street and Barnard St Parking Pave the area above #74, currently used as a de facto parking area, to maximise the parking capacity and add a few spaces. Add a No stopping restriction below #64, reducing parking to a single space, losing 2 spaces Make all remaining parking areas P180, to inhibit use by commuter vehicles and provide sufficient parking for residents and service vehicles. Walkers Pave a narrow footpath between #74 and the junction of Sar Street and Barnard St, to mitigate the danger noted in TR84 - 16, of school children walking in the middle of the narrow road.

Officer's response:

WCC's website has the policy on the installation of mirrors on roads. We are unable to address your traffic concerns in other locations along Sar Street as these are not within the scope of this traffic resolution, however we can inform you that restricted parking outside 66 Sar Street was proposed a few years ago and met with strong opposition.

Submitter: John Ranta (Highland Park Progressive Association)
Address: 3 Anne Street, Wadestown
Agree with proposal: Yes

Agree on the suggested solution - sidewalk extension preferred. Amazing views on this street and would be nice to enjoy it more. But do not feel safe walking/running down this street as no footpath in some places."
"The suggestion seems sensible and if there is currently no footpath there, adding one would add to the safety of pedestrians."
We welcome the proposed improvement to safety along Sar St and would ask that further thought be given to extending the footpath along this section of the road as well.

Officer's response:

With regards to extending the footpath along Sar Street, this location has been placed on the Footpath Extension Programme list and the priority for this will be assessed in due course.

Submitter: Sara Parker
Address: 91 and 91a Sar Street
Agree with proposal: Yes

Installing a No Stopping restriction 157m south of the Sar/Barnard Streets intersection is a wonderful idea and much appreciated - thank you.

We live at 91 Sar Street, opposite No 76, (the two houses shown in the bottom photo of the letter dropped into residents - we are the house up the steps and own the flat with the blue box above our double garage). Today I have taken some photos which look up Sar Street to

the next bend, closer to the intersection with Barnard Street. You will see that we have a problem here too which I feel will be exacerbated by the No Stopping restriction further down. I am all in favour of what you propose but wonder if you could consider **extending** this up to the Barnard St Intersection?

As I was taking the photos this morning there were two instances of cars coming both ways causing problems in the area shown. Just an idea - while you have the yellow paint out....!!

Officer's response:

Extending the no stopping restriction is not within the scope of this traffic resolution. The Traffic Engineers are aware of the need to balance parking for residents and road safety and by placing the no stopping restrictions where proposed have addressed this.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 85 – 16

Location: Omega Street - Newlands

Proposal: No stopping, at all times

Information: Over the last two years, one property has been re-developed into ten houses at 61 Black Rock Road. Each house has one off-street parking. An issue that is becoming apparent is that most of the houses have more than one vehicle and this has meant parking on both sides on the entrance on Omega Street. The road is curved in this location with limited forward visibility when cars are parked on the inside of the bend. This in turn has caused problems for residents and traffic turning into Omega Street. Some residents have experienced near misses or scratches on their vehicles due to the parking on the curve. Therefore, officers propose 45m of "No stopping" restriction on the inside of the bend of Omega Street to improve visibility and provide the public a safe and convenient road access from Black Rock Road to Omega Street.

Net parking loss: 5 spaces

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 July 2016 |
| 2) Feedback period closes. | 12 August 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 15 September 2016 |
| 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

Omega Street

Column Two

No stopping, at all times

Column Three

*North side, commencing from its intersection with Black Rock Road
(Grid coordinates
 $x = 1,752,609.9$ m
 $y = 5,434,021.1$ m), and extending in an easterly direction following the northern kerbline for 45 metres.*

Prepared By: **Lubna Abdullah**

(Northern Area Traffic Engineer)

Approved By: **Steve Spence**

(Chief Transport Advisor)

Date: 02/09/2016

WCC Contact:

Lindsey Hill
Project Co-ordinator, Transport Group –
Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8753
Email: lindsey.hill@wcc.govt.nz

Item 2.3 Attachment 3

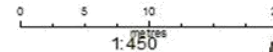




Omega St - Newlands - TR 85 - 16
Proposed NSAAT On First Bend

MAP PRODUCED BY:
Wellington City Council
101 Waikeke Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
DATE: 30/06/2016
AUTHOR: adou21
REFERENCE:



FEEDBACK RECEIVED

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

Feedback received:

Submitter: Andrea Grover
Address: 4 Omega Street, Newlands
Agree with proposal: Yes

I fully support the proposed change. Not only are there near misses but at times it would be impossible for an emergency vehicle, such a fire engine, to get between the parked cars. The change will be welcomed by our household.

Submitter: Zoe Jiang
Address: 6 Omega Street, Newlands
Agree with proposal: Yes

TR85-16 Omega St Comment: Please extent the 'No Stopping at All Times' line to the corner of Omega St and Dunmail Way. Reason: In emergency situation, the fire truck and ambulance can go through and do not be blocked by the cars that parked on both sides.

Officer's response:

Extending the no stopping restriction is not within the scope of this traffic resolution. The Traffic Engineers are aware of the need to balance parking for residents and road safety and by placing the no stopping restrictions where proposed have addressed these.

Submitter: Jody Leach
Address: 15 Omega Street, Newlands
Agree with proposal: Yes

I support the proposal to add yellow lines to the entrance of Omega Street, but believe the yellow lines need to go right up to Dunmail Way. The current proposal of 45 metres of yellow lines will only move the problem further up the street. The lower end of the street (up to Dunmail Way) is not wide enough to support parking on both sides and I do not believe an emergency vehicle, such as a fire engine, is going to be able to gain access to the top end of Omega Street under the current proposal.

FEEDBACK RECEIVED

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

Officer's response:

Extending the no stopping restriction is not within the scope of this traffic resolution. The Traffic Engineers are aware of the need to balance parking for residents and road safety and by placing the no stopping restrictions where proposed have addressed these.

Submitter: Maddy Schafer
Address: 10 Omega Street, Newlands
Agree with proposal: Yes

I think the proposed yellow line at the bottom of Omega Street makes sense and am glad to see it in the works. However there is potential for exactly the same issue to happen further up Omega Street, as occupants at 61 Black Rock Road will still need somewhere to park their second vehicle. If people park on both sides of the street further up Omega Street (i.e. below/at number 3, and number 10 where I live) it becomes difficult to get into my driveway and there certainly isn't room for two cars to pass. It's too simplistic to say the yellow line should extend further up the road - the cars have to go somewhere. Short of requiring new buildings to allow for two carparks per residence I guess we will just have to wait and see how it turns out. I sincerely hope to be wrong in my feeling that we're only moving the problem a few metres up the road. ** Can you please be sure to monitor the situation after the lines are installed, in case this the end result? Thanks for taking action.

Submitter: Jay Clarke
Address: Omega Street, Newlands
Agree with proposal: Yes

Completely agree that NSAAT lines are necessary for that blind bend on Omega St. I have experienced a couple of near misses; it is an accident waiting to happen.

Submitter: Kirsty Walker
Address: 3 Royston Way, Newlands
Agree with proposal: Yes

TR85-16 Omega Street I would like to propose that the yellow lines extended beyond Royston Ways cul de sac, so that emergency vehicles will be able to enter and exit the cul de sac. If a fire engine for example came up our cul de sac it would not be able to turn around at the top of the cul de sac and would have to reverse out and wouldn't be able to do so with cars parked opposite the entrance to the cul de sac, I also think that emergency

FEEDBACK RECEIVED

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

vehicles would have trouble entering the cul de sac if cars are parked opposite it, as it makes it very narrow turning point to get into the cul de sac. Not only is it a problem with emergency vehicles but, rubbish trucks (private owners), removal trucks, cars with trailers on them which my husband uses most days and it is impossible to reverse the trailer out with cars parked opposite the entrance to our cul de sac. Also when exiting the cul de sac in a private car is very tight with cars parked on the opposite side of the road. Can you please take this into consideration when deciding how far the yellow lines are going to extend up Omega St. Thank you and I'm looking forward to seeing the yellow lines extended beyond Royston Ways cul de sac for the safety of the residents that live in the Way

Officer's response:

Extending the no stopping restriction is not within the scope of this traffic resolution. The Traffic Engineers are aware of the need to balance parking for residents and road safety and by placing the no stopping restrictions where proposed have addressed these.

Submitter: Mica Still
Address: 5 Royston Way, Newlands
Agree with proposal: Yes

'Omega Street no stopping.' I would like to you consider extending the non stopping zone past Royston Way entrance going up the hill . if cars are parked on both side left to Royston Way it will it hard for fire trucks or ambulances to TURN up our drive _ Royston way. When people are parked in front of Royston Way entrance on Omega an the other side of the street in from of their houses it make it difficult to pull out safely.

Officer's response:

Extending the no stopping restriction is not within the scope of this traffic resolution. The Traffic Engineers are aware of the need to balance parking for residents and road safety and by placing the no stopping restrictions where proposed have addressed these.

PROPOSED TRAFFIC RESOLUTION

Reference: TR 86 – 16

Location: Nicholson Road - Khandallah

Proposal: No stopping, at all times

Information: Nicholson Road is a long road with various road widths due to its topography. This traffic resolution addresses a corner with very limited forward visibility on a blind corner on the narrow section of Nicholson Road where there are often up to six parked vehicles.

Last year this section of the road had a section of new kerbing. This reduced the width of the road, resulting in cars parking even further into the roadway.

When there are several cars parked at this location, opposing vehicles will meet along this section with very limited forward visibility due to the sharp corner where it is not possible to be sure that there is no traffic approaching until you are in the narrow one lane section. This makes negotiating the corner very difficult, with one or two cars occasionally having to reverse to let other cars pass where the road is slightly wider. At times wide vehicles park partially alongside the new kerb which puts the back of the parked car in the moving lane restricting the movement of big cars or trucks.

This section of road is also used daily by many cyclists and walkers connecting to the Bridle path and into the city. Therefore, officers propose a section of "No Stopping" restriction to improve the traffic sight line on this corner and

Net parking loss: 2 spaces

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 July 2016 |
| 2) Feedback period closes. | 12 August 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 15 September 2016 |
| 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

Nicholson Road

Column Two

No stopping, at all times

Column Three

North side, commencing 235 metres south of its intersection with Jubilee Road (Grid coordinates $x= 1,750,208.0$ m $y= 5,431,941.8$ m), and extending in an easterly direction following the northern kerbline for 16 metres.

Prepared By: **Lubna Abdullah**

(Northern Area Traffic Engineer)

Approved By: **Steve Spence**

(Chief Transport Advisor)

Date: 02/09/2016

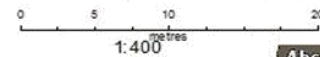
WCC Contact:

Lindsey Hill
Project Co-ordinator, Transport Group –
Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8753
Email: lindsey.hill@wcc.govt.nz





Nicholson Rd - khandallah - TR 86 - 16
Proposed NSAAT In Front #95



MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
DATE: 21/07/2016
AUTHOR: 3006121
REFERENCE:



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Submitter: Vanessa Forshaw
Address: 110 Nicholson Road, Khandallah, Wellington, 6035
Agree with proposal: No

We are concerned with the proposed no stopping zone and loss of two carparks. We understand that there is currently a safety issue with the corner and agree this needs to be addressed. However, this will result in additional cars parking outside of 106 - 114 Nicholson Road. This is a narrow section of Nicholson Road and is currently very unsafe due to a lack of: 1. safety barriers between the road and a very steep drop; 2. curbing which is creating slips and uneven surfaces (for example outside of 110 Nicholson Road); and 3. turning bays which means residents are forced to undertake difficult manoeuvres. The additional cars parking outside of 106 - 114 Nicholson Road will heighten the risk of serious injuries to the many cyclists, walkers and drivers who use the road. Irrespective of whether the proposal proceeds, these issues need to be urgently addressed.

Officer's response:

In response to your concerns with parking outside 106-114 Nicholson Road, the Traffic Engineers are aware of the need to balance parking for residents and road safety and by placing the no stopping restrictions on the corner as proposed have reduced the risk where visibility is obstructed.

Submitter: Nishant Goyat
Address: 104 Nicholson Road, Khandallah, Wellington, 6035
Agree with proposal: No

We are the owners and residents of 104 Nicholson Road. The only access to our house is a pedestrian path which is already very unsafe and has a hard topography. Therefore, we have to reluctantly leave our two vehicles close to the path on the street. Currently, there are just enough street parking spaces to serve 104 and 106 (2 x units) residents, leaving no space for any visitors/neighbours etc. vehicles. Reducing the current vehicle street parking spaces will make our situation even more difficult as there are no other feasible street parking spaces nearby. For the above reasons, we wish to object to the proposal.

Officer's response:

In response to your concerns with parking outside 104 and 106 Nicholson Road, the Traffic Engineers are aware of the need to balance parking for residents with road safety and by

placing the no stopping restrictions on the corner as proposed have reduced the risk where visibility is obstructed.

Submitter: Courtney Head
Address: 106 Nicholson Road, Khandallah
Agree with proposal: No

I am writing on behalf of my husband and myself, we live at 106 Nicholson road. While we acknowledge that this is a busy corner, we do not feel that a 16 metre no parking restriction is required. If a shorter no parking zone was applied it would allow adequate parking for three cars while still leaving a space for cars to pass as demonstrated in the first photo.

Officer's response:

In response to your concerns with parking, the Traffic Engineers are aware of the need to balance parking for residents with road safety and by placing the no stopping restrictions on the corner as proposed have reduced the risk where visibility is obstructed. There will be space left for three cars to park around the bend and also parking in front of the letter box of 106. We are proposing just 6.5 metres of No Stopping Restriction and not the 16 metres that you have quoted.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 87 – 16
- Location:** Garden Road - Northland
- Proposal:** No stopping, at all times
- Information:** The users of Garden Road have raised concerns regarding parking in front of numbers 42-46. Traffic travelling towards Northland Road has to go around the parked vehicles across the centre-line with very limited forward sightlines. To mitigate any possible head-on crashes, and to improve public road safety, officers are proposing to install 25m of “No Stopping” restriction in front of numbers 42-46 inclusive.

Road users have raised their concerns regarding the traffic jam that often occurs along a section of road between numbers 62 and 54. There are few spaces for cars to pull in to let opposing traffic pass. The congestion usually occurs during the peak commute hours of the day. There is existing pull-in space opposite #57 and this works fine when a car meets another car in the other direction. However, during the peak commuter trips this section of Garden Road is congested. There is most often a second car following the first car which constrains the options in this traffic corridor. If the yellow lines opposite number 57's driveway were to be extended by 5m this will accommodate more than one car to pull-in. This would allow the opposing traffic to move easing the congestion, and will save time, commuters especially, during the peak hours.

Net parking loss:5 spaces

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 July 2016 |
| 2) Feedback period closes. | 12 August 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 15 September 2016 |
| 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>Garden Road</i>	<i>No stopping, at all times</i>	<i>East side, commencing 98 metres south a point opposite of its intersection with Orangi Kaupapa Road (Grid coordinates x= 1,747,522.7 m y= 5,428,414.7 m), and extending in a southerly direction following the eastern kerbline for 25 metres.</i>
<i>Garden Road</i>	<i>No stopping, at all times</i>	<i>South side, commencing 64 metres east a point opposite of its intersection with Orangi Kaupapa Road (Grid coordinates x= 1,747,522.7 m y= 5,428,414.7 m), and extending in an easterly direction following the southern kerbline for 15 metres.</i>

Prepared By: Lubna Abdullah

(Northern Area Traffic Engineer)

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 02/09/2016

WCC Contact:

Lindsey Hill
Project Co-ordinator, Transport Group –
Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8753
Email: lindsey.hill@wcc.govt.nz



Garden Rd - Northland - TR 87 - 16
Proposed NSAAT In Front 42-46

MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

0 5 10 20
metres
1:408

ORIGINAL MAP SIZE: A3
DATE: 30/06/2016
AUTHOR: 8004121
REFERENCE:





Garden Rd - Northland - TR 87 - 16
Proposed NSAAT Opposite 57

MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
DATE: 30/06/2016
AUTHOR: 3200/121
REFERENCE:



FEEDBACK RECEIVED

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

Feedback received:

Submitters: James Macnee
Address: Unknown
Agree with proposal: No

Residents in this section are finding it difficult to locate available parks due to long term parking by non-residents in the area. Putting No stopping restriction on this part of garden road will not resolve the problem. I propose that the council makes it a one way street, or provide other parking options.

Officer's response:

Traffic Engineers are aware of the need to balance parking for residents with road safety and by placing the no stopping restrictions on the corner as proposed have reduced the risk where forward driver visibility is very limited.

With regard to your suggestion to making Garden Road a one way street, we expect that this would not gain support from local residents nor the travelling public as Garden Road is a main thoroughfare for commuters from Northland to Glenmore Street. In all assessments of one way routes there has to be a viable alternative road network for the diverted traffic.

Submitters: Michael Gibson
Address: 7 Putnam St, Northland
Agree with proposal: No

Objection re Proposed TR 87-16. The dotted yellow line on the map dated 30/6/16 showing the proposed NSAAT in front of Nos 42-46 Garden Road does not, in fact, extend so as to cover the whole of the frontage of #42. I object to this on the grounds that the proposed NSAAT should cover the whole of the 'promised' frontage.

The NSAAT should, in fact, extend further uphill to cover half the frontage of #40.

Both the above are necessary in order to allow cars going uphill to have a clear view before crossing the centre-line.

Officer's response:

In response to your concerns with parking, the Traffic Engineers are aware of the need to balance parking for residents with road safety and by placing the no stopping restrictions on the corner as proposed have reduced the risk where forward driver visibility is very limited while allowing parking on the straight stretch of road. When a car reaches the end of the proposed no stopping restriction (broken yellow lines) the driver's forward sightline is clear.

Submitters: John Cuthbert
Address: 3 Bedford Street Northland
Agree with proposal: Yes

I fully support this proposal. The danger of those parking on the blind corner needs to be addressed. Well done wcc. Additionally, maybe think about ticketing those residents who have made themselves unofficial carparks on the road reserve, or get them to pay for their encroachments.#48, #46 #24 and #22.

Submitters: Andrew Dunford
Address: 177 Orangi Kaupapa Road,Northland
Agree with proposal: Yes

Strongly support the introduction of yellow lines outside 42-46 Garden Road. This blind corner was self-policing for many years because nobody was silly enough to park in it on the uphill side. However this has changed in the last few months and in the absence of common sense yellow lines are the obvious solution.

Submitters: Brennan McDonald
Address: 42B Garden Road,Northland
Agree with proposal: Yes

We have lived in Garden Rd for a couple of years now The proposed changes are an excellent step forward in improving both road and pedestrian safety In fact, even more yellow lines on Garden Rd to prevent cars crossing blind around corners could be considered if this proposal doesn't lead to improvements This proposed change is right outside our address and we couldn't support it more as we have seen almost every morning and evening a dangerous vehicular movement around that corner We believe the yellow lines should continue further south toward Northland Rd as cars will continue to park too close to the corner for it to be safe.

Submitters: Sean Brunner
Address: 57 Garden Road,Northland
Agree with proposal: Yes

Well done on changes to Garden Road. I am a rate payer at 57 Garden Road and can often here screeching brakes and people yelling at each other from inside our house. Your proposed solution will certainly go some way to solving the problems. I think if you extended residents only parking to Orangi Kaupapa Road it would almost entirely solve the problem. The issue is with non-residents parking during the week and walking into work during the week which causes congestion and narrows the road to one lane. There are no issues on weekends. Also the speed limit should not be 50km, more like 35km - as many of the narrow

corners are blind with people going too fast, its surprising no one has been hurt. Happy to discuss have lived here for nearly 10 years now and certainly needs some attention.

Submitters: Ross and Helen Milner
Address: 13 West Road,Northland
Agree with proposal: Yes

We are making this submission, having previously complained to the council including sending photographs showing parked cars on that corner. We think that the proposed yellow lines stop too soon - they should continue until alongside the mailbox of number 38. Currently the proposed lines appear to stop outside the mailbox box of number 40. This means that cars driving up the hill will still have to pull over to the right without vision of on coming traffic. Otherwise we support the proposal.

Officer's response:

Traffic Engineers are aware of the need to balance parking for residents with road safety and by placing the no stopping restrictions on the corner as proposed have reduced the risk where visibility is very limited while allowing as much parking as possible. When reaching the proposed end of the broken yellow lines drivers have a clearer sightline and are able to react by manoeuvring out of the path of oncoming traffic as and when required.

Submitters: Sara Clarke - Creswick Valley Residents' Association
Incorporated
Address: 13 West Road,Northland
Agree with proposal: Yes

We have sought feedback from our members and have had many comments in support of your proposed changes, as well as suggestions for other improvements. We have many years of experience of driving up and down Garden Road (I have been doing it for almost 20 years) so we well know its nooks and crannies, and would welcome the opportunity to discuss the proposed improvements and future plans, with you.

Regarding the specific proposal:

We support the extension of the NSAAT opposite 57 Garden Road.

1. We support the addition of NSAAT in front of 42-46 Garden Road **and we also request** that at this location, the NSAAT line be extended further uphill (in front of #38A-40) to join up with the existing NSAAT). If this is not done, it is more than likely that the cars currently parked on this corner will just move uphill, to outside 40 Garden Road, and this will create a pinch point with the cars parked on the opposite side of the road (downhill, outside that is 39 Garden Road). (See further discussion below).

Additional comments:

1. It is obvious that Garden Road is narrow and twisting, that there is limited parking and insufficient width for two cars to park on opposite sides of the road. In general, there is a well established convention for parking, with most parking being on the left hand side going down (except near the top of the road and opposite #57). However, there are a number of sections of the road that have no NSAAT markings **on the left hand side going up** and, in theory, cars could park there. We are relying on the common sense and experience of drivers to observe that they are obstructing traffic and restricting sight lines. The current

example of the cars parked outside 42 Garden Road illustrates this; up until recently no-one regularly parked in this location. We would therefore like to request **that NSAAT markings be installed along the whole left hand side of Garden Road (going up), uphill from #54 to about #4.**

1. A more long term solution to improve safety and traffic flow is to implement a one-way system for all or part of Garden Road. We have two options which we would like considered, both of which have merit:

- a. A tidal one way system
- b. Upper Garden/Lower Northland Road one way loop.

Option A - TIDAL ONE WAY: Between 7-9 am the main traffic flow is downhill; it is predominantly uphill between 4-6 pm. While most locals avoid driving against the tide at these times, this could be formalised, using either traffic lights or signs at the top and bottom entry of the road. (This would also require management of traffic coming down Orangi Kaupapa Road in the afternoon, to prevent those users going down the bottom half of Garden Road against the tide).

We think this option would be suitable for a trial, using temporary traffic lights.

Option B – Upper Garden/Lower Northland Road one way loop: In this option, the upper portion of Garden Road could be made one way up (from the intersection with Orangi-Kaupapa Road up to Northland Road), and the lower portion of Northland Road (from just before the tunnel down to Glenmore Street) made one way down.

Downhill traffic from Wilton and northern Northland could use Orangi-Kaupapa Road and the lower half of Garden Road to go down; while traffic from the Karori end of Northland would likely preferentially use lower Northland Road or the tunnel/link roads to access Glenmore St. All traffic could still come up – avoiding the queues for the Karori tunnel.

In this scenario, parking on both upper Garden Road and lower Northland Road would be improved, given that only one way traffic need be accommodated.

An added advantage is that in this scenario, the 50 km/hr speed limit sign recently installed at the top of Garden Road could be removed. (This sign has been installed since the adoption of the 30 km/hr speed zone at Northland Village, although it is completely impractical and dangerous to drive down Garden Road at 50 km/hr, particularly given that downhill traffic must give way to uphill traffic).

We hope that you give consideration to either of these options, and would welcome the opportunity to discuss this with you further.

Intersection of Putnam Link Road and Northland Tunnel. This is a dangerous intersection for vehicles turning out of Putnam Link Road into Northland Road. The angle of the Northland tunnel means that vehicles need to move quite a way into the traffic to be able to see vehicles coming through the tunnel. We are aware of at least one accident where a cyclist coming through the tunnel hit a car exiting Putnam Street. (Cyclists can be travelling very fast as this is downhill away from Northland Village and if close to the wall of the tunnel, they are almost impossible to see against the light). Can we please therefore request:

- that a mirror be placed on Northland Tunnel Road to allow drivers exiting Putnam Link Road to see any traffic coming through the tunnel.
- that a NSAAT restriction be put in place on Northland Tunnel Road between the bus stop and the tunnel entrance (that is, on the left side of the road heading towards Northland Village, opposite Putnam Link Road).

We are aware that work to strengthen the tunnel portals is scheduled for later in the year and there may be opportunities to improve visibility at both portals. This would be welcome.

Officer's response:

Extending the no stopping restriction is not within the scope of this traffic resolution. The Traffic Engineers are aware of the need to balance parking for residents with road safety and by placing the no stopping restrictions on the corner as proposed have reduced the risk where visibility is obstructed while allowing as much parking as possible. When reaching the proposed end of the broken yellow lines drivers have a clear sightline and are able to react by manoeuvring out of the path of oncoming traffic as and when required.

The relatively low crash statistics on this road indicate that drivers are generally taking responsibility to drive accordingly to the road alignment and the forward sight distances whereby they can stop within half the travelled road space ahead. The proposed no stopping restrictions are in identified locations where drivers require assistance in manoeuvring through areas of very limited forward visibility.

With regard to your detailed suggestion to making Garden Road a one way street, we expect that this would not gain support from local residents, or the travelling public as Garden Road is a main thoroughfare for commuters from Northland to Glenmore Road. In all assessments of proposing one way routes there has to be a viable alternative road network for the diverted traffic. Time restricted one way roads is not a regulatory device that we could employ on this route.

Submitters: Matthew Archer
Address: 54 Garden Road, Northland
Agree with proposal: Yes

We agree that the proposed additional parking/restrictions are needed in the places identified. We would also support extending them further, especially to limit the height of vehicles that can park. For example, regarding the bay outside 54 Garden Road, it's not possible for us to exit our driveway safely if anything taller or wider than a sedan is parked there because we can't see past it down Garden Road.

Submitter: Eileen
Address: 37 Garden Road
Agree with proposal: Yes

Thank you for undertaking to fix the potentially dangerous situation which has developed since people started parking on the curve in front of 42-46 Garden Rd. As local residents, we have seen many near misses as people are forced to cross the centreline when they cannot see around the bend in the road.

We hope you are successful in getting the changes through, and look forward to less anxiety for ourselves and others when travelling Garden Road.

PROPOSED TRAFFIC RESOLUTION

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

Reference: TR 88 – 16

Location: Ironside Road - Johnsonville

Proposal: School Bus Stop (New)

Information: This is the revised proposal for TR43-16 (earlier consultation in April/May 2016) and is the result of the consultation submissions received from Johnsonville Community Association (JCA) and the Johnsonville Playcentre.

The proposed bus stop is relocated and positioned approximately 45m west of the intersection of Ironside Road and Morgan Street, near Johnsonville School to enable the P10 minute parking outside the Playcentre to remain unchanged. Also this location provides a good sight distance for pedestrians crossing the road.

The proposed bus stop is 22m to allow a bus to pull in parallel to the kerb and exit the bus stop in a safe manner. Parking would only be lost during the specified operation times of the bus stop. The bus stop will service a school bus route to/from Johnsonville School which currently does not have a formal bus park. Buses are currently parking in car parks and on 'no stopping' lines.

The duration of the bus stop has also been reduced to the hours of 8.30 – 9.00am and 2.45 – 3.15pm, Monday to Friday, during school terms only.

The expected patronage at this new stop is envisaged to be approximately 8 – 10 school students per trip.

Net parking loss: 3 parking spaces for one hour total per day during school terms.

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 July 2016 |
| 2) Feedback period closes. | 12 August 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 15 September 2016 |
| 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 B (Class Restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<i>Ironside Road</i>	<i>Bus Stop, Mon-Fri, 8.30-9.00am, 2.45-3.15pm, During school terms only</i>	<i>North side, commencing 45.5 metres west of its intersection with Morgan Street (grid coordinates x= 1,751,371.9 m, y= 5,435,241.2m), and extending in a westerly direction following the northern kerbline for 22 metres.</i>

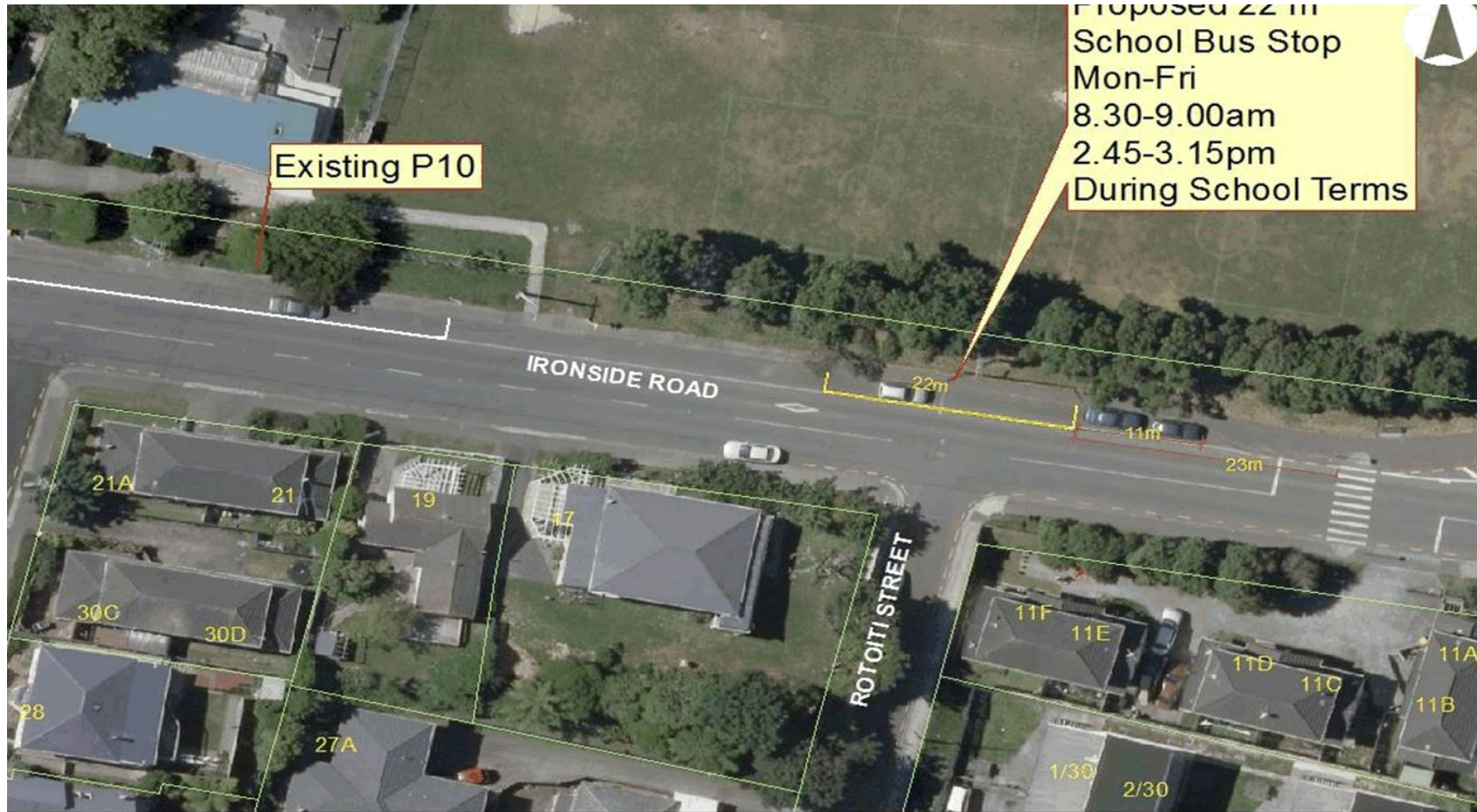
Prepared By: Lubna Abdullah (Northern Area Traffic Engineer)

Approved By: Steve Spence (Chief Transport Advisor)

Date: 02/09/2016

WCC Contact:

Lindsey Hill
Project Co-ordinator, Transport Group –
Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8753
Email: lindsey.hill@wcc.govt.nz



Ironside Rd - Johnsonville - TR 88 -16 -
Proposed School Bus Stop - Revised TR 43 -16

0 5 10 20
metres
1:450

DATE: 21/07/2016
AUTHOR: 30/01/21
REFERENCE:

Absolutely
POSITIVELY
No Heke ki Pōneke
Wellington City Council

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Submitter: Megan Vant
Address: Johnsonville Playcentre
Agree with proposal: Yes

Whilst it's not ideal for us, it's a compromise that we're willing to live with so we won't be objecting

PROPOSED TRAFFIC RESOLUTION

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

Reference: TR 91 – 16

Location: Newlands Road - Newlands

Proposal: No stopping, at all times

Information: Staff from Hurring Place have brought to our attention hazardous conditions especially in the morning peak hour traffic at the Newlands Road/Hurring Place intersection.

Officer's observations during the morning peak hour indicated that vehicles travelling westbound on Newlands Road continually cross onto the painted flush median to pass parked vehicles in this location. This, on occasion, interferes with traffic eastbound on Newlands Road who wish to position themselves in the gap in the painted flush median to turn right into Hurring Place.

It was also noted that the long queues of traffic city-bound to Centennial Highway (SH1) causes frustration to drivers who wish to continue on Newlands Road and enter the on ramp loop to SH1 Northbound. Drivers were observed to travel a considerable distance along the flush median.

The removal of these two car parking spaces will assist in minimising this travel on the central flush median and improve traffic safety at this intersection.

Net parking loss:2 spaces

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 July 2016 |
| 2) Feedback period closes. | 12 August 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 15 September 2016 |
| 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

Newlands Road

Column Two

No stopping, at all times

Column Three

*South side, commencing from its intersection with Hurring Place
(Grid coordinates
x= 1,751,948.379 m
y= 5,433,964.838 m), and extending in a westerly direction following the southern kerbline for 22 metres.*

Prepared By: **Lubna Abdullah**

(Northern Area Traffic Engineer)

Approved By: **Steve Spence**

(Chief Transport Advisor)

Date: 02/09/2016

WCC Contact:

Lindsey Hill
Project Co-ordinator, Transport Group –
Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8753
Email: lindsey.hill@wcc.govt.nz

Item 2.3 Attachment 7

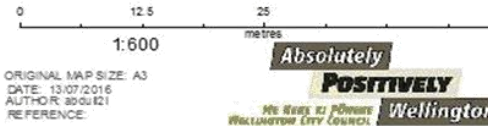




Newlands Rd - Newland - TR 91 - 16
Proposed NSAAT In Front Bus Depot

MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
DATE: 13/07/2016
AUTHOR: abou#21
REFERENCE:



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Submitter: Andrea Grover
Address: 4 Omega Street, Newlands
Agree to proposal: Yes

As someone who drives down here every morning I fully support this proposed change in the interests of safety.

Submitter: Jay Clarke
Address: Omega Street, Newlands
Agree to proposal: Yes

Vehicles parked there always cause passing vehicles to go on to the flush median. Makes good sense to remove the parks.

Submitter: Mana Coach Services Limited Newlands Coach Serve Limited
Address: 44 Newlands Road, Newlands,
Agree to proposal: Yes

Mana Coach Services Limited and Newlands Coach Services Limited supports the Proposed traffic Resolution TR91-16-Newlands Road-Newlands.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 92 – 16
- Location:** Broderick Road- Johnsonville
- Proposal:** No stopping, at all times
- Information:** The residents of #167A are having difficulty in accessing their driveway due to parked vehicles on the opposite side of the road. The residents' driveway is on an angle between an angled garage and long driveway. This section of Broderick Road is very narrow, about 4.3m wide and there are two other obstacles on each side of the driveway to #167A which create additional difficulties in accessing the driveway. The difficulties are the level of #167A driveway is higher than #165, and the angled wall of the garage (photo attached). Therefore due to ongoing difficulties and parked vehicles opposite the driveway(s), officers support this request and propose 14m broken yellow lines opposite the garage and the two driveways to keep accesses clear. Residents/visitors still will be able to park in other nearby locations, where no driveways are being affected.

Net parking loss:1 space

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 26 July 2016
- 2) Feedback period closes. 12 August 2016
- 3) Transport & Urban Development Committee for approval. 15 September 2016
- 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

Broderick Road

Column Two

No stopping, at all times

Column Three

West side, commencing 48 metres south its intersection with Broderick Road (Grid coordinates $x= 1,750,506.6m$ $y= 5,434,993.3 m$), and extending in a southerly direction following the western kerbline for 14 metres.

Prepared By: **Lubna Abdullah**

(Northern Area Traffic Engineer)

Approved By: **Steve Spence**

(Chief Transport Advisor)

Date: 02/09/2016

WCC Contact:

Lindsey Hill
Project Co-ordinator, Transport Group –
Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8753
Email: lindsey.hill@wcc.govt.nz

Feedback received: No feedback was received for this traffic resolution.





Broderick Rd - Johnsonville - TR 92 - 16
Proposed NSAAT Opposite 165-167

0 10 20 40
metres
1:500

MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
DATE: 24/06/2016
AUTHOR: ad ou/21
REFERENCE:



PROPOSED TRAFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 93 – 16
- Location:** Khandallah Road - Ngaio
- Proposal:** Time limited parking change P10 to P5, at all times
- Information:** The owners of the two shops on Khandallah Road have requested the existing (P10) in front of their businesses to be changed to (P5). Being in a busy area next to Ngaio Medical Centre and close to the shopping village, people park their cars in the P10 more than the time limit. This is reducing the turnover of cars' customers for the two shops and this reduction is affecting their businesses. Officers propose (P5, at all times) to replace existing P10.

Net parking loss: None

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 July 2016 |
| 2) Feedback period closes. | 12 August 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 15 September 2016 |
| 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 A (Time Limited Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<i>Khandallah Road</i>	<i>P10, at all times</i>	<i>North side, commencing 748 metres from its intersection with Simla Crescent and extending in a westerly direction for 18 metres to its intersection with Ottawa Road.</i>

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

Column One	Column Two	Column Three
<i>Khandallah Road</i>	<i>P5, at all times</i>	<i>West side, commencing 32.5 metres north of its intersection with Awarua Street (grid coordinates x= 1,748,704.1m, y= 5,432,244.6m), and extending in a northerly direction following the western kerbline for 18 metres.</i>

Prepared By: **Lubna Abdullah**
Approved By: **Steve Spence**
Date: 02/09/2016

**(Northern Area Traffic Engineer)
(Chief Transport Advisor)**

WCC Contact:

Lindsey Hill
Project Co-ordinator, Transport Group –
Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8753
Email: lindsey.hill@wcc.govt.nz

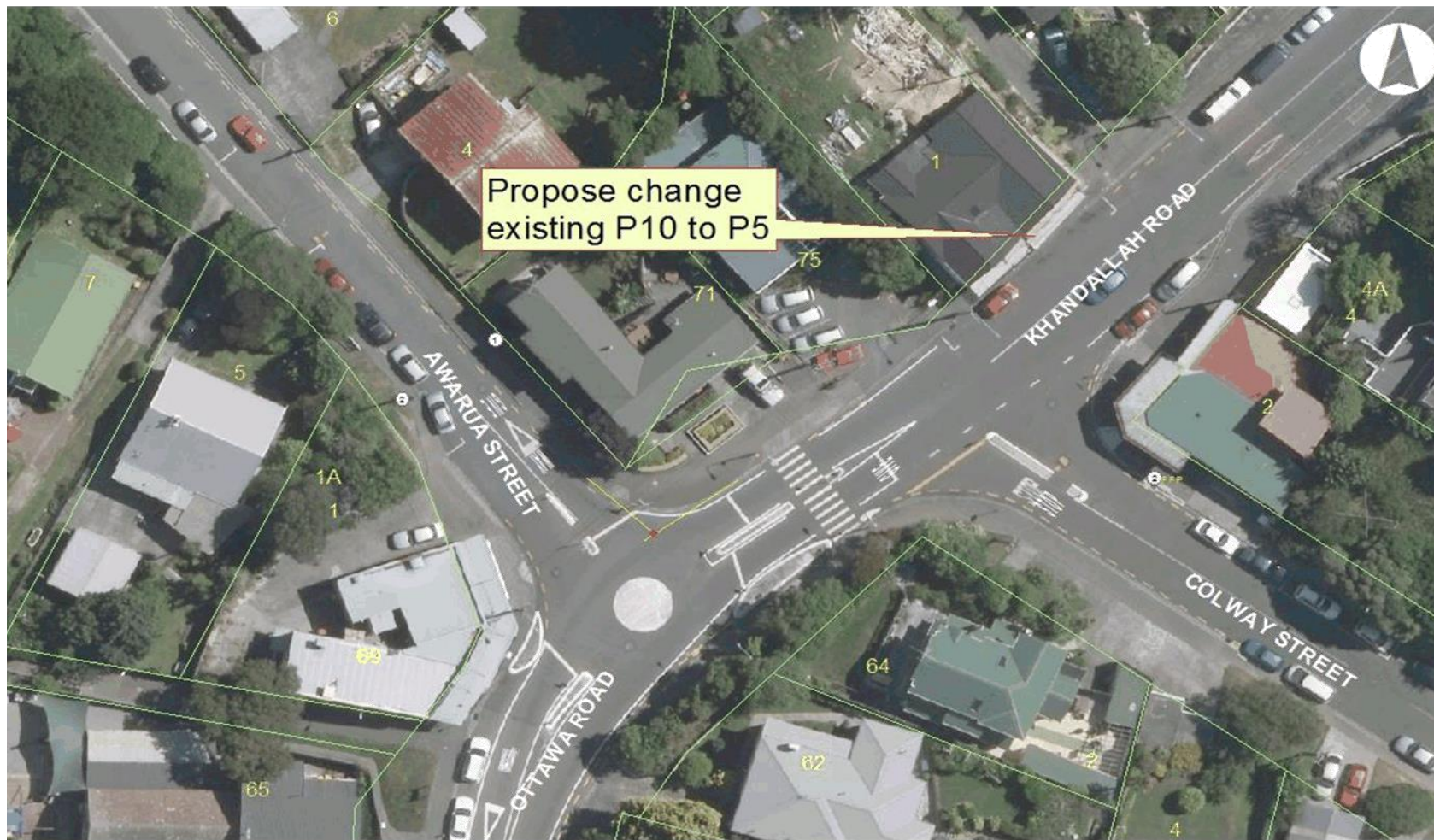
Feedback received: No feedback was received for this traffic resolution

PROPOSED TRAFIC RESOLUTION

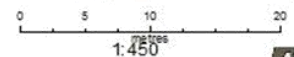
**Absolutely Positively
Wellington City Council**
Me Heke Ki Pōneke

Item 2.3 Attachment 9





Khandallah Rd- Ngaio - #1 - TR 93 - 16
Propose P5 instead of P10 in front the shops



MAP PRODUCED BY:
 Wellington City Council
 101 Wakefield Street
 WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
 DATE: 25/05/2016
 AUTHOR: 8004121
 REFERENCE:



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 94 – 16
- Location:** Hurring Place - Newlands
- Proposal:** No stopping, at all times
- Information:** Hurring Place is a commercial cul-de-sac containing various businesses. These businesses use different sizes of trucks and truck and trailer in their everyday work. Drivers have problems with cars parked opposite and close to the shared driveway which restricts the access of these large trucks which cause delays and safety issues. Occasionally drivers are forced to do unsafe manoeuvres to avoid hitting parked vehicles. The parked vehicles belong to workers and commuters.

Therefore, to keep the driveway accessible at all times for all trucks including the larger articulated trucks/truck and trailers, officers propose sections of broken yellow lines adjacent and opposite the driveway as illustrated in the attached plan.

Net parking loss: 4 spaces

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 July 2016 |
| 2) Feedback period closes. | 12 August 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 15 September 2016 |
| 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>Hurring Place</i>	<i>No stopping, at all times</i>	<i>East side, commencing 53.5 metres south its intersection with Newlands Road (Grid coordinates x= 1,751,955.3453 m y= 5,433,966.8677 m), and extending in a southerly direction following the eastern kerbline for 23 metres.</i>
<i>Hurring Place</i>	<i>No stopping, at all times</i>	<i>West side, commencing 53.5 metres from its intersection with Newlands Road (Grid coordinates x= 1,751,947.868 m y= 5,433,964.677 m), and extending in a southerly direction following the western kerbline for 10 metres.</i>
<i>Hurring Place</i>	<i>No stopping, at all times</i>	<i>West side, commencing 70.5 metres south its intersection with Newlands Road (Grid coordinates x= 1,751,947.868 m y= 5,433,964.677 m), and extending in a southerly direction following the western kerbline for 3 metres.</i>

Prepared By: Lubna Abdullah

(Northern Area Traffic Engineer)

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 02/09/2016

WCC Contact:

Lindsey Hill
Project Co-ordinator, Transport Group –
Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8753
Email: lindsey.hill@wcc.govt.nz





Hurring Place - Newlands - TR 94 - 16
Proposed NSAAT For B-Train Trailer

MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
DATE: 28/06/2016
AUTHOR: 30/04/21
REFERENCE:



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Submitter: Paul Brewerton
Address: Unit 3, 6 Hurring Place
Agree with proposal: Yes

We fully support both those reports/proposals.

PROPOSED TRAFFIC RESOLUTION

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

Reference: TR95 – 16

Location: Rimu Road - Kelburn

Proposal: No stopping except for authorised residents vehicles
Monday to Friday, 8:00am to 6:00pm

Information: Council officers received a request from several residents along Rimu Road for an additional two residents' parks. Rimu Road is currently within the Kelburn residents parking area.

Residents in this section are finding it difficult to locate available parks due to long term parking by non-residents in the area.

Initial consultation within the area did not receive objections.

The proposal is to convert two coupon parks outside of #30 to residents parks Mon-Fri 8am-6pm.

Net parking loss: 2 coupon parks to 2 residents parks

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 July 2016 |
| 2) Feedback period closes. | 12 August 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 15 September 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One

Rimu Road

Column Two

*No stopping except
for authorised
residents vehicles
Monday to Friday,
8:00am to 6:00pm*

Column Three

*West side, commencing 48
metres north of its intersection
with Glen Road (Grid
Coordinates X= 1,747,706.0m,
Y= 5,427,719.3m) and
extending in a northerly direction
following the western kerbline
for 10 metres. (2 carparks)*

Prepared By: **Orencio Gueco**

Approved By: **Steve Spence**

Date: 02/09/2016

(Area Traffic Engineer)

(Chief Transport Advisor)

WCC Contact:

Lindsey Hill
Project Co-ordinator, Transport Group –
Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8753
Email: lindsey.hill@wcc.govt.nz

Feedback received: There was no feedback received for this traffic resolution.



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR96 – 16

Location: Stoke Street - Newtown

Proposal: Remove Mobility Parking,
Displaying an Operation Mobility Card At All Times

Information: Council officers received a request to remove the mobility park outside #15 Stoke Street near the intersection with Kenwyn Terrace. The reason being is it is no longer used.

An initial consultation with the nearby residents did not receive comments or feedback requesting the mobility park to be retained.

We now propose to convert the mobility park to an unrestricted park similar to the adjacent parks along this section of road.

Net parking gain: 1 – mobility park to unrestricted park

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 July 2016 |
| 2) Feedback period closes. | 12 August 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 15 September 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One

Stoke Street

Column Two

No parking, except for vehicles displaying an operation mobility card, at all times

Column Three

South side, commencing 82 metres west of its intersection with Rintoul Street and extending in a westerly direction following the southern kerblines for 5 metres.

Prepared By: Orencio Gueco
Approved By: Steve Spence
Date: 02/09/2016

(Area Traffic Engineer)
(Chief Transport Advisor)

WCC Contact:

Lindsey Hill
Project Co-ordinator, Transport Group –
Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8753
Email: lindsey.hill@wcc.govt.nz

Feedback received: There was no feedback received for this traffic resolution



PROPOSED TRAFFIC RESOLUTION

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

Reference: TR97 – 16

Location: Wadestown Road - Wadestown

Proposal: P60, Monday to Friday, 8:00am-6:00pm

Information: Council officers received a request from a resident living in the area to consider additional short term parking along Wadestown Road especially when the Wadestown Medical Practice resume their operations in a few months' time.

We have confirmed with the doctor-in-charge of the practice that they are expanding their facility with additional staff.

It is understood that this is a public park which any member of the community may use.

We propose to convert two unrestricted parks along Wadestown Road near Weld Street to two P60 parks Mon- Fri 8am-6pm.

Net parking loss: 0 – unrestricted parks to P60 parks

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 July 2016 |
| 2) Feedback period closes. | 12 August 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 15 September 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
Wadestown Road	<i>P60, Monday to Friday, 8:00am-6:00pm</i>	<i>North side, commencing 50 metres east of its intersection with Hanover Street (Grid Coordinates X= 1,748,541.9m, Y= 5,430,684.4m) and extending in an easterly direction following the northern kerbline for 11 metres. (2 carparks)</i>

Prepared By: Orencio Gueco
Approved By: Steve Spence
Date: 02/09/2016

(Area Traffic Engineer)
(Chief Transport Advisor)

WCC Contact:

Lindsey Hill
Project Co-ordinator, Transport Group –
Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8753
Email: lindsey.hill@wcc.govt.nz



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Submitter: Curtis Gregorash
Address: Wadestown Kitchen
Agree to proposal: Yes

This proposed change would greatly assist businesses in the area and cut down on people parking in the very few spots we have available, most of which is just people parking to take busses into town.

PROPOSED TRAFFIC RESOLUTION

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

Reference: TR98 – 16

Location: Wilson Street - Newtown

Proposal: Mobility Parking,
Displaying an Operation Mobility Card At All Times

Information: Council officers received a request to add a mobility park at the off street public parking at Wilson Street. Currently there is only one mobility park here which is often utilised.

Site inspections on the adjacent road network found on-street parking to be too narrow for a mobility park which requires a wider than normal parking width and length. The proposed park is in a good location for a mobility user due to its wide parking space and flat surface. In addition, being off street allows mobility users safer access to and from their vehicles.

Therefore, we propose to convert a P60 park to a mobility park at all times.

This will also be an opportunity to formalise the existing mobility park which does not have a resolution currently.

Net parking loss: 1 – P60 to mobility park

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 July 2016 |
| 2) Feedback period closes. | 12 August 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 15 September 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

Remove from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Wilson Street	P60	Eastside, commencing from its intersection with Wilson Street and extending in a northerly then westerly direction for 42 metres.

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

Column One	Column Two	Column Three
Wilson Street (off street parking)	No parking, except for vehicles displaying an operation mobility card, at all times	Eastside, commencing from the boundary line of Wilson Street (Grid coordinates X= 1,749,004.4m, Y=5,424,985.4m) and extending in a northerly direction for 8.5 metres. (Two 90-degree angle parks)

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

Column One	Column Two	Column Three
Wilson Street (off street parking)	P60	Eastside, commencing 8.5 metres from the boundary line of Wilson Street (Grid coordinates X= 1,749,004.4m, Y=5,424,985.4m) and extending in a northerly then westerly direction for 33.5 metres.

PROPOSED TRAFFIC RESOLUTION

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

Prepared By: **Orencio Gueco**

(Area Traffic Engineer)

Approved By: **Steve Spence**

(Chief Transport Advisor)

Date: 02/09/2016

WCC Contact:

Lindsey Hill
Project Co-ordinator, Transport Group –
Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8753
Email: lindsey.hill@wcc.govt.nz



PROPOSED TRAFFIC RESOLUTION

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

Reference: TR99 – 16

Location: Oriental Parade - Mount Victoria

Proposal: No stopping except for authorised residents vehicles,
At All Times

Information: Council officers received a petition from several residential neighbours along Oriental Parade requesting for additional residents only parking. Oriental Parade is within the Mount Victoria residents parking area.

Residents in this part of Oriental Parade are finding it difficult to locate available parks due to a mix of short stay casual parking and all day commuter parking.

The committee members of the Oriental Bay Residents Association, through a separate letter, support this petition.

The proposal is to convert eight coupon parks between Hay Street and Grass Street to residents' only parks.

Net parking loss: Coupon parks to residents parks

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 July 2016 |
| 2) Feedback period closes. | 12 August 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 15 September 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
Oriental Parade	<i>No stopping except for authorised residents vehicles At all times</i>	<i>South side, commencing 35.5 metres west of its intersection with Grass Street (Grid Coordinates X= 1,750,422.7m, Y= 5,427,388.5m) and extending in a westerly direction following the southern kerbline for 10 metres. (2 carparks)</i>
Oriental Parade	<i>No stopping except for authorised residents vehicles At all times</i>	<i>South side, commencing 53 metres west of its intersection with Grass Street (Grid Coordinates X= 1,750,422.7m, Y= 5,427,388.5m) and extending in a westerly direction following the southern kerbline for 10 metres. (2 carparks)</i>
Oriental Parade	<i>No stopping except for authorised residents vehicles At all times</i>	<i>South side, commencing 123.5 metres west of its intersection with Grass Street (Grid Coordinates X= 1,750,422.7m, Y= 5,427,388.5m) and extending in a westerly direction following the southern kerbline for 10 metres. (2 carparks)</i>
Oriental Parade	<i>No stopping except for authorised residents vehicles At all times</i>	<i>South side, commencing 138.5 metres west of its intersection with Grass Street (Grid Coordinates X= 1,750,422.7m, Y= 5,427,388.5m) and extending in a westerly direction following the southern kerbline for 10 metres. (2 carparks)</i>

PROPOSED TRAFFIC RESOLUTION

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

Prepared By: Orencio Gueco
Approved By: Steve Spence
Date: 02/09/2016

(Area Traffic Engineer)
(Chief Transport Advisor)

WCC Contact:

Lindsey Hill
Project Co-ordinator, Transport Group –
Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8753
Email: lindsey.hill@wcc.govt.nz



Item 2.3 Attachment 15

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Submitter: Wayne Norwood
Address: 260 Oriental Parade
Agree with proposal: No

We live in the apartment building at 260 Oriental Parade and do not want the car parks, especially those directly in front of the building, designated no stopping except for authorised residents vehicles. That would preclude any of our visitors from parking there.

Most of our visitors are of an age that crossing Oriental Parade especially in bad weather is very difficult.

Officer's response: The proposed conversion of the coupon parks to residents parking has been requested by a number of residents in the area due to their difficulty finding nearby parking. This is supported by the Oriental Bay Residents Association. There is no simple solution to the ever increasing demand for parking in this part of the city. There is always that wide mix of on-street parking demands along Oriental Parade where residents in the area need some assistance in the form of residents parking. Visitors will still be able to park on the opposite side of the road where there is ample parking with a formal pedestrian crossing nearby to safely cross.

Submitter: Alan Clifford
Address: Flat 3, 262 Oriental Parade
Agree with proposal: No

I am a resident near to the proposed parking spaces. I have also have a residents parking permit. On first reading the proposal, I thought great, more parking spaces for residents of this area. Then I realised that the proposal was just to change the existing spaces from coupon and residents to residents at all times. I think that having these 8 spaces available to commuters is an important revenue for the council and if residents with valid parking permits want they can use them as well. No need to change. My view is that additional spaces are required rather than just a status change to existing spaces. The parking nearby with 120 minute limited time could be changed to coupon parking. Increasing the councils revenue from commuter parking. Thank you for the opportunity to comment on this proposal.

Officer's response: The proposed conversion of the coupon parks to residents parking has been requested by a number of residents in the area. The spaces are regularly occupied by a mix of resident permitted, casual users and all day commuter parking. This proposal is supported by the Oriental Bay Residents Association. There is no simple solution to the ever increasing demand for parking in this part of the city. There is always that wide mix of on-street parking demands along Oriental Parade where residents in the area need some assistance in the form of residents parking. Visitors and commuters will still be able to find parking nearby where there are ample short term parks and coupon parking.

PROPOSED TRAFFIC RESOLUTION

Reference: TR100 – 16

Location: Thompson Street - Te Aro

Proposal: No stopping except for authorised residents vehicles
At All Times

Information: Council officer received a petition from several residents of Thompson Street requesting to convert existing residents' parks approximately 14 spaces to *At All Times*. There is an increased parking pressure experienced especially on weeknights and weekends.

The petition also requests to replace residents parking removed due to the construction of a vehicle crossing at 46 Thompson Street. Since the completion of a townhouse development at this vicinity, several new property owners are now also vying for parking on street.

These requested changes to the current residents parking will help alleviate the parking difficulty experienced in the neighbourhood.

The proposal is to convert the existing residents' parks (14 spaces) along Thompson Street to *At All Times* and install three residents' only parks near 46 Thompson Street.

Net parking loss: Coupon parks to residents parks

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 26 July 2016
- 2) Feedback period closes. 12 August 2016
- 3) If no objections received report sent to Transport & Urban Development Committee for approval. 15 September 2016
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
Thompson Street	<i>No Stopping except for Authorised Resident Vehicles, Monday to Friday, 8:00am – 6:00pm</i>	<i>West side, commencing 93 metres south of its intersection with Webb Street and extending in a southerly direction following the western kerbline for 34 metres.</i>
Thompson Street	<i>No Stopping except for Authorised Resident Vehicles, Monday to Friday, 8:00am – 6:00pm</i>	<i>West side, commencing 161 metres south of its intersection with Webb Street and extending in a southerly direction following the western kerbline for 30.5 metres.</i>
Thompson Street	<i>No Stopping except for Authorised Resident Vehicles, Monday to Friday, 8:00am – 6:00pm</i>	<i>West side, commencing 253 metres south of its intersection with Webb Street and extending in a southerly direction following the western kerbline for 35 metres.</i>

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

Column One	Column Two	Column Three
Thompson Street	<i>No Stopping except for Authorised Resident Vehicles, At All Times</i>	<i>West side, commencing 93 metres south of its intersection with Webb Street (Grid Coordinates X= 1,748,290.5m, Y= 5,426,573.7m) and extending in a southerly direction following the western kerbline for 34 metres.</i>
Thompson Street	<i>No Stopping except for Authorised Resident Vehicles, At All Times</i>	<i>West side, commencing 161 metres south of its intersection with Webb Street (Grid Coordinates X= 1,748,290.5m, Y= 5,426,573.7m) and extending in a southerly direction following the western kerbline for 5 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Thompson Street	<i>No Stopping except for Authorised Resident Vehicles, At All Times</i>	<i>West side, commencing 172 metres south of its intersection with Webb Street (Grid Coordinates X= 1,748,290.5m, Y= 5,426,573.7m) and extending in a southerly direction following the western kerbline for 6.5 metres.</i>
Thompson Street	<i>No Stopping except for Authorised Resident Vehicles, At All Times</i>	<i>West side, commencing 188.5 metres south of its intersection with Webb Street (Grid Coordinates X= 1,748,290.5m, Y= 5,426,573.7 m) and extending in a southerly direction following the western kerbline for 16 metres.</i>
Thompson Street	<i>No Stopping except for Authorised Resident Vehicles, At All Times</i>	<i>West side, commencing 253 metres south of its intersection with Webb Street (Grid Coordinates X= 1,748,290.5m, Y= 5,426,573.7 m) and extending in a southerly direction following the western kerbline for 35 metres.</i>

Prepared By: Orencio Gueco
Approved By: Steve Spence
Date: 02/09/2016

(Area Traffic Engineer)
(Chief Transport Advisor)

WCC Contact:
Lindsey Hill
Project Co-ordinator, Transport Group –
Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8753
Email: lindsey.hill@wcc.govt.nz

Item 2.3 Attachment 16



PROPOSED TRAFFIC RESOLUTION

Feedback Received:

Submitter: Shaun McMaster
Address: 34 Thompson Street
Agree with proposal: No

I object to the proposed traffic resolution TR100-16 for Thompson Street. I am a resident on the street. I currently park using a coupon exemption parking permit rather than a residents' permit. The decision to purchase this permit instead of a residents' permit was based on the fact that there were plenty of coupon car parks available. From what I have observed, a number of other residents also choose to park in coupon parks. Although the so-called 'net parking loss' is only three parks, the proposed changes will in fact greatly limit the number of coupon parks available. Changing the residents' parks to be at all times will mean that those residents who normally park only overnight and on weekends (i.e., take their cars to work) will no longer be able to park there and so also compete for coupon parking on the street. If the council decides to go ahead with this change, I ask that it converts the coupon exemption parking permits to residents' parking permits for all residents who currently hold them. This would address my concern that myself and a number of other residents would no longer have sufficient parking.

Officer's response: Several residents have signed a petition requesting to convert the residents parking to 'at all times'. The request is due to the increasing difficulty finding available parking in the evenings and during weekends.

The street has a significant number of coupon parks compared to the number of residents' parks. The whole southern side of the road is coupon parking. There is always that wide mix of on-street parking demand along Thompson Street where resident permit holders need some assistance in the form of residents parking 'at all times'.

Submitter: Diana & Gordon Sutton
Address: 9 Rata Road, Hataitai
Agree with proposal: No

As owners of 48-50-52 Thompson Street we are concerned with the safety and other issues as part of the "Residents' Carpark At All Times" outside this address.

1 Because of the steep driveway to 46 Thompson Street, the number of cars that use it and the considerable number of vehicles using Thompson Street if the residential carpark is too close to 46 Thompson Street the visibility is very poor.

It would therefore be safer to begin the residential carpark outside 48-50-52 Thompson Street approximately 4 to 5 metres further south. This would allow vehicles leaving 46 Thompson Street to see and be seen by vehicles travelling in Thompson Street.

2 Removal of the power pole which currently sits on the edge of the kerb to a position on the boundary of 46 and 48 Thompson Street or better still put the power lines underground.

3 We do not want this proposal to hinder the development of 48-50-52 Thompson Street in any way.

4 Any Wellington City Council proposals or resolutions should also be sent to the ratepayers/owners ie those who pay the rates. Please send all future communications concerning 48-50-52 Thompson Street to the above address.

PROPOSED TRAFFIC RESOLUTION

Officer's response:

As per our phone conversation on 9/8/16 ~1:30pm, we will adjust the start of the proposed residents' parks south of the vehicle access of #46.

I believe we also discussed the other points you raised.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 103 – 16

Location: Happy Valley Road - Happy Valley

Proposal: No Stopping, at all times

Information: Concerns have been voiced from Owhiro Bay School representatives and parents regarding a crossing facility outside the school. The current crossing point is not as safe as children from the western crossing point using a resident's driveway. The crossing point therefore does not operate as a school patrol before and after school time.

In liaison with the School Principal, it is therefore proposed to install a new Kea Crossing 16 metres further north along Happy Valley Road. The proposed Kea Crossing will assist to limit conflict between vehicles and school children when crossing the road to and from school.

Happy Valley Road carries a significant daily traffic volume including heavy vehicles to and from the Landfill. A Kea Crossing in this location will significantly improve child safety from both Owhiro Bay School and the adjacent facilities. The No Stopping restrictions are a regulatory requirement of a Kea Crossing installation.

Net parking loss: 5 spaces

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 July 2016 |
| 2) Feedback period closes. | 12 August 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 15 September 2016 |
| 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

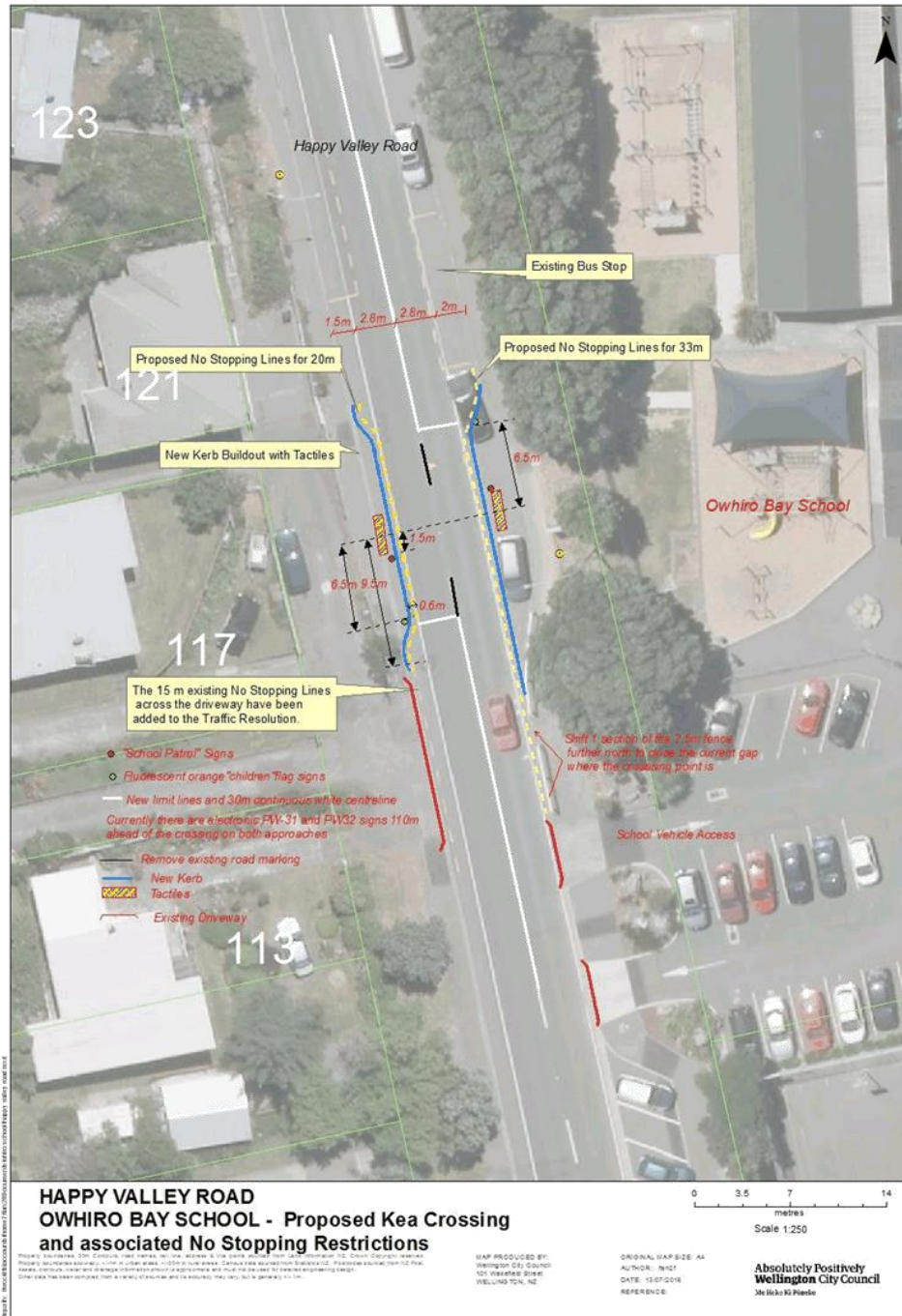
Column One	Column Two	Column Three
Happy Valley Road	<i>No Stopping, at all times</i>	<i>West side, commencing 292 metres north of its intersection with Bata Place (Grid coordinates x= 1,747,265.9m y= 5,421,829.5m), and extending in a northerly direction following the westerly kerblines for 35 metres.</i>
Happy Valley Road	<i>No Stopping, at all times</i>	<i>East side, commencing 294 metres north of its intersection with Bata Place (Grid coordinates x= 1,747,265.9m y= 5,421,829.5m), and extending in a northerly direction following the easterly kerblines for 33 metres.</i>

Prepared By: **Frank Fan**
Approved By: **Steve Spence**
Date: 02/09/2016

(Traffic Engineer)
(Chief Transport Advisor)

WCC Contact:

Lindsey Hill
Project Co-ordinator, Transport Group –
Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8753
Email: lindsey.hill@wcc.govt.nz



FEEDBACK RECEIVED

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

Feedback Received:

Submitter: Salena Davie
Address: 74 Owhiro Bay Parade, Owhiro Bay
Agree with proposal: Yes

I strongly support having a crossing outside Owhiro Bay school. Many parents have been lobbying for one for a long time (I attended meetings trying to encourage this about this 8 years ago). This would help instill a walking culture to and from school.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 104 – 16

Location: Manchester Street - Newtown

Proposal: No Stopping, at all times

Information: Council officers have received pedestrian safety concerns at the intersection between Manchester Street and Rodrigo Road from a local resident. The Bus Stop at the intersection is also used for the Houghton Valley School Bus, and there are no crossing facilities at the intersection for the children to cross.

After site investigation by Council officers, it is proposed to install a ramp crossing on Manchester Street with 11 metres No Stopping Restriction required to enable pedestrians have clear visibility when cross the road.

It is also proposed to change the intersection controls on Rodrigo Road from a "Give Way" Control to a "Stop" control and is warranted due to restricted visibility. The Stop control would also improve the road safety to travelling vehicles and pedestrians at this intersection.

Net parking loss: 1 space

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 July 2016 |
| 2) Feedback period closes. | 12 August 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 15 September 2016 |
| 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

Manchester Street	<i>No Stopping, at all times</i>	<i>South side, commencing 10 metres east of its intersection with Southerland Crescent (Grid coordinates $x= 1,749,691.9$ $y= 5,423,887.7$m), and extending in a westerly direction following the southern kerbline for 11metres.</i>
Rodrigo Road	<i>Stop Control</i>	<i>Rodrigo Road, at its intersection with Sutherland Road((Grid coordinates $x= 1,749,721.5$ $y= 5,423,890.7$m)</i>

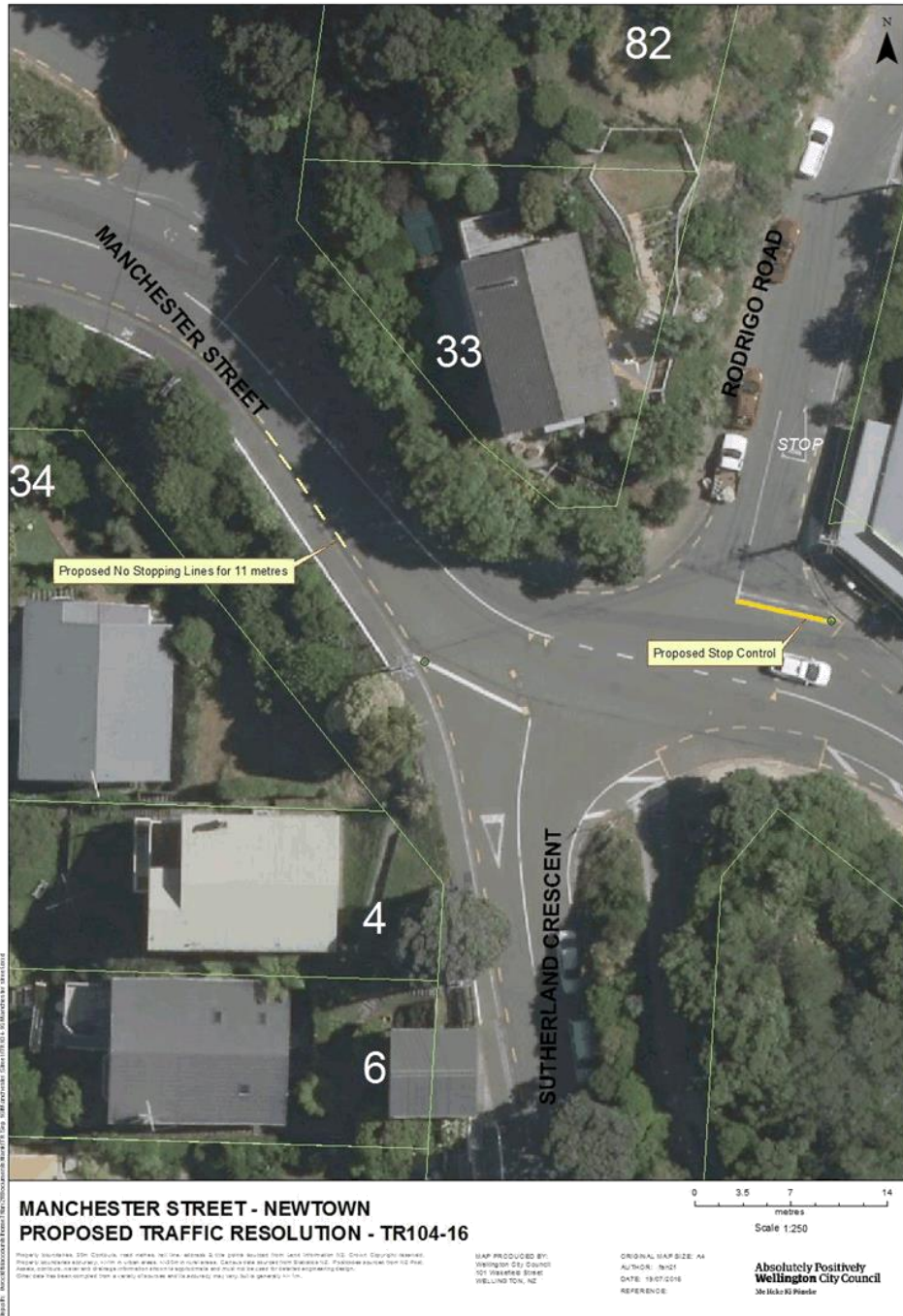
Prepared By: **Frank Fan**
Approved By: **Steve Spence**
Date: 02/09/2016

(Traffic Engineer)
(Chief Transport Advisor)

WCC Contact:

Lindsey Hill
Project Co-ordinator, Transport Group –
Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8753
Email: lindsey.hill@wcc.govt.nz

Feedback received: There was no feedback received for this traffic resolution.



PROPOSED TRAFFIC RESOLUTION

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

Reference: TR 105 – 16

Location: Palliser Road - Roseneath

Proposal: No Stopping, at all times

Information: It has been brought to the attention of Council Officers that vehicles are parking close to the bends along Palliser Road which cause road safety concerns for the travelling public using this as a morning and evening route and for local residents.

It is proposed to amend or install No Stopping Restrictions around three bends on Palliser Road where road width and safety are compromised especially as buses travel this route on scheduled service(s). It is also intended to provide a secondary centre-line to facilitate a safety zone between vehicles (especially buses) travelling in opposite directions.

Net parking loss: Parking loss will be minimal.

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 July 2016 |
| 2) Feedback period closes. | 12 August 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 15 September 2016 |
| 4) 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

<i>Palliser Road</i>	<i>No Stopping, at all times</i>	<i>North side, commencing 42 metres east of its intersection with Bayview Terrace and extending in an easterly direction, following the northern kerbline for 37 metres.</i>
<i>Palliser Road</i>	<i>No Stopping, at all times</i>	<i>North side, commencing 45 metres east of its intersection with Bayview Terrace and extending in an easterly direction, following the northern kerbline for 25 metres.</i>
<i>Palliser Road</i>	<i>No Stopping, at all times</i>	<i>North side, commencing 194 metres east of its intersection with Bayview Terrace and extending in an easterly direction, following the northern kerbline for 96 metres.</i>

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

<i>Palliser Road</i>	<i>No Stopping, at all times</i>	<i>North side, commencing 46 metres east of its intersection with Bayview Terrace and extending in an easterly direction, following the northern kerbline for 15 metres.</i>
<i>Palliser Road</i>	<i>No Stopping, at all times</i>	<i>North side, commencing 83.5 metres east of its intersection with Bayview Terrace and extending in an easterly direction, following the northern kerbline for 49 metres.</i>
<i>Palliser Road</i>	<i>No Stopping, at all times</i>	<i>North side, commencing 215 metres east of its intersection with Bayview</i>

PROPOSED TRAFFIC RESOLUTION

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

Palliser Road

*No Stopping, at all
times*

*Terrace and extending in
an easterly direction,
following the northern
kerbline for 49 metres.
North side, commencing
292 metres east of its
intersection with Bayview
Terrace and extending in
an easterly direction,
following the northern
kerbline for 77 metres.*

Prepared By: **Frank Fan**
Approved By: **Steve Spence**
Date: 02/09/2016

(Traffic Engineer)
(Chief Transport Advisor)

WCC Contact:

Lindsey Hill
Project Co-ordinator, Transport Group –
Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8753
Email: lindsey.hill@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

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

Item 2.3 Attachment 19





FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Submitter: Rajesh Chhana
Address: 8 Ariki Road, Hataitai,
Agree with proposal: Yes

We travel this road every morning and evening to get to and from work. We agree/support the extension of/addition of yellow lines as proposed. We don't think any of the existing areas of yellow lines should be reduced.

PROPOSED TRAFFIC RESOLUTION

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

Reference: TR 106 – 16

Location: Rata Road - Hataitai

Proposal: No Stopping, at all times

Information: Council officers have received a petition from the owner of #26 Rata Road to install No Stopping Restrictions opposite their driveway (outside #19).

Currently the house is on a bend and next to a pedestrian access thoroughfare to Matai Road. It is hard to reverse out or drive into the driveway in a safe manner if there is a car parking directly opposite the driveway.

It is proposed to install 9 metres of No Stopping Restrictions opposite the driveway to make it safer for the residents to exit or enter their property.

Net parking loss: 1 space

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 July 2016 |
| 2) Feedback period closes. | 12 August 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 15 September 2016 |
| 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
Rata Road	<i>No Stopping, at all times</i>	<i>East side, commencing 157 metres south of its intersection with Kainui Road (Grid coordinates $x= 1,750,697.1$ m $y= 5,426,123.6$ m), and extending in a southerly direction following the eastern kerbline for 9 metres.</i>

Prepared By: Frank Fan
Approved By: Steve Spence
Date: 02/09/2016

(Traffic Engineer)
(Chief Transport Advisor)

WCC Contact:

Lindsey Hill
Project Co-ordinator, Transport Group –
Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8753
Email: lindsey.hill@wcc.govt.nz



FEEDBACK RECEIVED

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

Feedback received:

Submitter: Gavin Ng
Address: 28 Rata Road, Hataitai
Agree with proposal: Yes

Regarding the proposed No Stopping Restriction outside #19 Rata Rd, can the restriction area be extended a further 4m south to the drive way of #19 as we at #28 have the same issues as #26?

Officer's response:

Extending the No Stopping restriction is not within the scope of this traffic resolution.

Submitter: Rajesh Chhana
Address: 8 Ariki Road, Hataitai
Agree with proposal: Yes

We travel this road regularly. Support this proposal

Submitter: Sam Stanley
Address: 32 Rata Road, Hataitai
Agree with proposal: No

We live on Rata Rd which already suffers from a lack of parking spaces. The road is very narrow and since it is used by many in Hataitai as a route to and from Evans Bay Parade this causes congestion and often the need to park on the footpath. Losing a parking space is therefore not ideal when there isn't enough spaces as it is. A solution would be to create another parking bay for 3-4 cars like the one slightly further up the road opposite from 26, across the road from 30 and 32 Rata Rd where there is land available to ease this problem.

Officer's response:

In response to the suggestion to create more parking on Rata Road, the Traffic Engineers are aware of the need to balance parking for residents and will keep monitoring the situation.

Submitter: Craig Dixon
Address: 24 Rata Road, Hataitai,
Agree with proposal: Yes

I am in total agreement to the placement of the yellow no parking lines opposite 26 Rata Road. I completely agree that when people park opposite 26 Rata Road it creates a hazard and unnecessary risks and danger to the occupants of the exiting vehicle and other vehicles travelling on Rata Road at the time. However all of the arguments which apply to the placement of the no parking lines opposite 26 Rata Road apply equally to the space opposite 24 Rata Road. I have already damaged my vehicle when exiting my driveway and trying to avoid cars parked directly opposite the driveway. To this end my submission of support is contingent upon the yellow lines being extended from the proposed position to include the space directly opposite 24 Rata Road.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

This extension would mean the yellow lines should be extended in a northerly direction by approximately 6 to 8 metres. This request for an extension is based on the same arguments put forward in respect of 26 Rata Road and previously stated when cars are parked opposite 24 Rata Road a hazard is created in respect of the exiting vehicle, other road users and pedestrians.

Officer's response:

The installation of No Stopping Lines opposite #24 Rata Road, is not within the scope of this traffic resolution.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 108 – 16

Location: Ariki Road - Roseneath

Proposal: No Stopping, at all times

Information: Following feedback during the consultation period in April for TR 55-16, WCC have made amendments to the traffic resolution. To address the concerns raised, Council officers are now only proposing to install 7 metres of No Stopping Restriction outside #3 Ariki Road to prevent vehicles parking on both sides on this narrow section of road and to provide for safer through traffic movements on Ariki Road.

Net parking loss: 1 space

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 July 2016 |
| 2) Feedback period closes. | 12 August 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 15 September 2016 |
| 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
Ariki Road	<i>No Stopping, at all times</i>	<i>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 kerbline for 7metres.</i>

Prepared By: **Frank Fan**
Approved By: **Steve Spence**
Date: 02/09/2016

(Traffic Engineer)
(Chief Transport Advisor)

WCC Contact:

Lindsey Hill
Project Co-ordinator, Transport Group –
Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8753
Email: lindsey.hill@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

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

Item 2.3 Attachment 21



FEEDBACK RECEIVED

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

Feedback received:

Submitter: Marija Vidovich and Brendon Baker
Address: Unknown
Agree to proposal: Yes

I support the proposed yellow lines between numbers 1 and 3 Ariki Road for three main reasons. If a vehicle is parked in this area (which is not a 'proper' park): -the road becomes very narrow, making it almost impossible for emergency vehicles to get through. Some would simply not be able to pass due to vehicles parked opposite - the road becomes very narrow, causing large vehicles passing through to damage parked vehicles (this continues to happen, causing neighbours frustration and costing money in repairs - it blocks the vision when leaving the entrance of 1 Ariki Road, making crossing the road dangerous. This is especially relevant for children.

Submitter: Rajesh Chhana
Address: 8 Ariki Road, Hataita
Agree to proposal: Yes

We strongly support this proposal. Even small-to-medium sized cars have difficulty navigating Ariki Road when there are cars parked on both sides of the road. The area outside No 3 is only one of the bottle-necks on the street. There are other areas that are equally tight, particularly when vehicles are parking close to the bends. We would be in favour of yellow-lines on most of the eastern side of the street and on the western side through the bends. Random enforcement visits would also be useful, as there are frequently cars park on the yellow lines, both during the day and evenings.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 110 – 16
- Location:** Horokiwi Road West - Newlands
- Proposal:** No stopping, at all times
- Information:** The residents' representative of Pinkerton Grove has contacted the Council expressing concerns about the residents' safety in turning right from Pinkerton Grove into Horokiwi Road West. Pinkerton Grove is a cul-de-sac street and has a sports ground.

Traffic travelling on Horokiwi Road West and right turners from Pinkerton Grove have very limited sight distance due to Pinkerton Grove being concealed. Drivers turning right have to cross Horokiwi Road fast enough to the other side of Horokiwi Road before a car comes round the corner. This action is also unsafe if cars park opposite Pinkerton Grove leaving no room for right turners to pull in before proceeding westbound on Horokiwi Road. Residents have experienced near misses and also witnessed people who do not live in the street pulling out of the intersection completely unaware of the restricted sight distances and manoeuvrability available.

Therefore, officers propose 5m broken yellow lines opposite Pinkerton Gr to enable cars to right turn and continue on the left of the no-overtaking lines on Horokiwi Rd West.

Net parking loss:1 space

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 26 July 2016
- 2) Feedback period closes. 12 August 2016
- 3) If no objections received report sent to Transport & Urban Development Committee for approval. 15 September 2016
- 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

Horokiwi Road West

Column Two

No stopping, at all times

Column Three

South side, commencing 76.5 metres west of its intersection with Kinapori Terrace (Grid coordinates $x= 1,753,201.9769$ m $y= 5,434,904.9188$ m), and extending in a westerly direction following the southern kerbline for 5 metres.

Prepared By: **Lubna Abdullah**

(Northern Area Traffic Engineer)

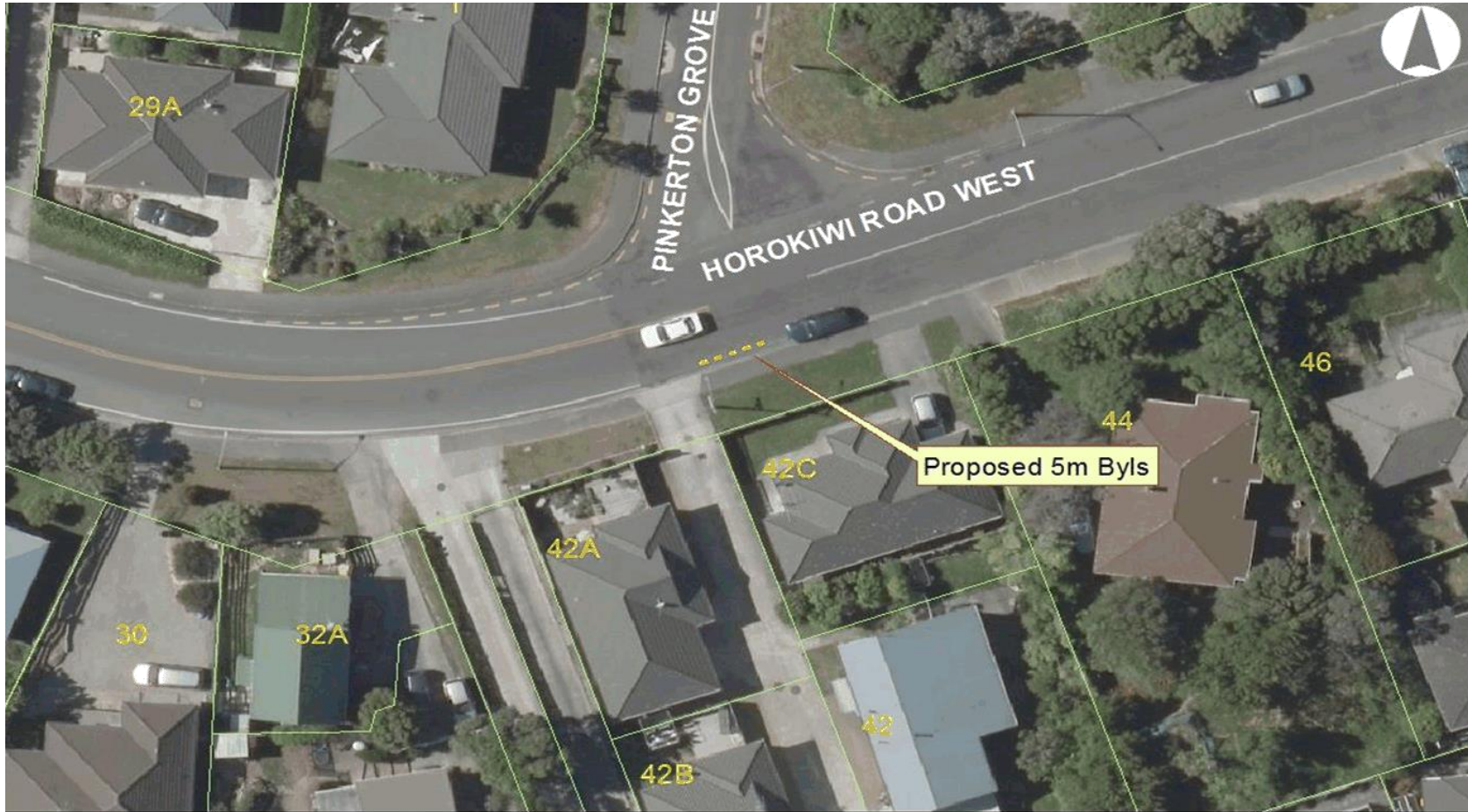
Approved By: **Steve Spence**

(Chief Transport Advisor)

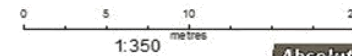
Date: 02/09/2016

WCC Contact:

Lindsey Hill
Project Co-ordinator, Transport Group –
Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8753
Email: lindsey.hill@wcc.govt.nz



Horokiwi Rd West -Newlands - TR110-16
NSAAT - Opposite Pinkerton Gr



MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
DATE: 5/07/2016
AUTHOR: 3004121
REFERENCE:



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Submitter: Geoff Duncan
Address: 41 Horokiwi Road West, Newlands
Agree to proposal: No

There is limited parking for the Pinkerton Park sports ground. Particularly on weekends, Horokiwi Road West is highly congested. Horokiwi Road West is a busy road and bus route, which feeds new emerging suburbs such as Woodridge. Regardless of the proposed restriction in question, Pinkerton Park visitor parking should be extended to improve safety for nearby residents and park visitors. There is no pedestrian crossing in place for park visitors to safely cross Horokiwi Road West and access the park. Many park visitors are young sports players who attend games on the weekend. Reducing the number of available carparks will exacerbate congestion, driver frustration and danger to pedestrians.

Officer's response:

The traffic resolution has been proposed to address the safety issues of the Pinkerton residents and the suggestion that visitor parking should be extended is outside the scope of this proposal. In response to the suggestion for a pedestrian crossing we advise that the number of people crossing at this point does not meet the criteria to warrant this.

PROPOSED TRAFFIC RESOLUTION

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

- Reference:** TR 111 – 16
- Location:** Cuba Street / Abel Smith Street - Wellington Central
- Proposal:** No Stopping Restrictions and Signalisation at Intersection
- Information:** **Introduction**

A presentation was made over twelve months ago to the Transport and Urban Development Committee by two members of 'Active' which is a youth service for young people with intellectual disability. They highlighted this intersection for improvements and included in their concerns were accessible to all members of the Wellington community; 4-way stops are very unusual and drivers and pedestrians do not how to use them safely; the intersection is very busy with a high number of pedestrians crossing the road.

WCC also receive regular enquiries from members of the public about road safety at this intersection.

For the 5 years from 2009- 2014 inclusive the crashes reported to the Police at and within 30 metres of this intersection totalled 8, with 3 involving pedestrians (1 serious and 1 minor injury). Contributing factors included failing to keep left, limited visibility, attention diverted. The pedestrian crash causes included pedestrians stepping out in front of parked vehicles, pedestrians walking and running heedless of traffic and attention diverted by cell-phone.

An image of the intersection is shown below.



PROPOSED TRAFFIC RESOLUTION

Observation Surveys

The highest hourly volumes at this intersection occur between 8:30 am and 9:30 am for the morning peak, 12:15 pm and 1:15 pm for the mid-day peak, and 5:00 pm and 6:00 pm for the evening peak.

The greatest pedestrian crossing volumes occur on the eastern (Abel Smith Street) approach, with the evening peak being the highest.

Consistently there were around 550 vehicles per hour at the intersection. Pedestrian volumes were similar for the morning and mid-day time periods, with up to 800 pedestrians crossing the approaches in the evening peak.

It was observed that while there appeared to be some confusion with some drivers for which vehicle gives way, the traffic volumes are sufficiently low that generally delays were less than 10 seconds per vehicle. Occasionally there would be a higher delay of up to 25 seconds.

Signalising this intersection will increase the overall intersection delay and queueing at the intersection for morning, mid-day, and evening peak periods. However signalising the intersection removes the confusion that many motorists face here, and will provide pedestrians with safer crossing facilities.

The parallel phasing option is most appropriate for this site.

The reasons include:

- It is the most efficient option.
- There are very few pedestrians wanting to cross diagonally. (Our observations indicated less than 5%.)
- A good level of pedestrian protection can be provided by installation of traffic signals with kerb extensions and the use of conditional vehicle late starts.

A significant proportion of pedestrians are unlikely to wait to cross during a Barnes Dance phase/s due to light vehicle flows

Recommendations

Consultation is undertaken on these No stopping restrictions leading to the installation of traffic signals at this intersection later this year.

The net parking loss is 3 spaces (Pay and Display) with a minor adjustment on a P.60 space reducing the 7.9m space to a 6m space.

PROPOSED TRAFFIC RESOLUTION

Key Dates:

- | | |
|--|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 July 2016 |
| 2) Feedback period closes. | 12 August 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 15 September 2016 |
| If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Cuba Street	<i>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 57.5 metres south of its intersection with Vivian Street (Grid coordinates x= 1748609.1 m, y= 5426993.9 m), and extending in a southerly direction following the kerbline for 102.5 metres (17 parallel carparks).</i>
Cuba Street	<i>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 7.5 metres north of its intersection with Abel Smith Street (Grid coordinates x= 1748532.4 m, y= 5426845.2 m), and extending in a northerly direction following the kerbline to its intersection with Garrett Street for 27.5 metres (5 parallel carparks).</i>
Abel Smith Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Southwest side, commencing 48.5 metres west of its intersection with Kelvin Grove (Grid coordinates x= 1748598.1 m, y= 5426805.6 m), and extending in a north-westerly direction following the kerbline for 11.5 metres. (2 parallel carparks)</i>

PROPOSED TRAFFIC RESOLUTION

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

Cuba Street	<i>No Stopping, At All Times.</i>	<i>East side, commencing 160 metres south of its intersection with Vivian Street (Grid Coordinates X=2658631.049083 m, Y=5988705.965938 m) and extending in a southerly direction following the kerbline to its intersection with Abel Smith Street for 7 metres.</i>
Cuba Street	<i>No Stopping, At All Times.</i>	<i>West side, commencing from its intersection with Abel Smith Street (Grid Coordinates X=2658554.352527 m, Y=5988557.249082 m) and extending in a northerly direction following the kerbline to its intersection with Garrett Street for 7.5 metres.</i>
Cuba Street	<i>No Stopping, At All Times.</i>	<i>East side, commencing from its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 9 metres.</i>
Abel Smith Street	<i>No Stopping, At All Times.</i>	<i>Southwest side, commencing 60 metres west of its intersection with Kelvin Grove (Grid Coordinates X=2658620.117955 m, Y=5988517.661274 m) and extending in a north-westerly direction following the kerbline to its intersection with Cuba Street for 7 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Remove from Schedule A (Time Limited) of the Traffic Restrictions Schedule

Cuba Street	<i>P60, Monday to Saturday 8:00am - 6:00pm.</i>	<i>East side, commencing 9 metres south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 8 metres.</i>
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Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Cuba Street	<i>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 57.5 metres south of its intersection with Vivian Street (Grid coordinates x= 1748609.1 m, y= 5426993.9 m), and extending in a southerly direction following the kerbline for 96.5 metres (16 parallel carparks).</i>
Cuba Street	<i>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 13.1 metres north of its intersection with Abel Smith Street (Grid coordinates x= 1748532.4 m, y= 5426845.2 m), and extending in a northerly direction following the kerbline for 22 metres (4 parallel carparks).</i>
Abel Smith Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Southwest side, commencing 48.5 metres west of its intersection with Kelvin Grove (Grid coordinates x= 1748598.1 m, y= 5426805.6 m), and extending in a north-westerly direction following the kerbline for 5.5 metres. (1 parallel carparks)</i>

PROPOSED TRAFFIC RESOLUTION

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

Cuba Street	<i>No Stopping, At All Times.</i>	<i>East side, commencing 154 metres south of its intersection</i> <i>with Vivian Street (Grid Coordinates X=2658631.049083 m, Y=5988705.965938 m) and extending in a southerly direction following the kerbline to its intersection with Abel Smith Street for 13.3 metres.</i>
Cuba Street	<i>No Stopping, At All Times.</i>	<i>West side, commencing from its intersection with Abel Smith Street (Grid Coordinates X=2658554.352527 m, Y=5988557.249082 m) and extending in a northerly direction following the kerbline for 13.1 metres.</i>
Cuba Street	<i>No Stopping, At All Times.</i>	<i>East side, commencing from its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 10.7 metres.</i>
Abel Smith Street	<i>No Stopping, At All Times.</i>	<i>Southwest side, commencing 54.5 metres west of its intersection with Kelvin Grove (Grid Coordinates X=2658620.117955 m, Y=5988517.661274 m) and extending in a north-westerly direction following the kerbline to its intersection with Cuba Street for 12.5 metres.</i>

PROPOSED TRAFFIC RESOLUTION

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

Cuba Street

P60 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm East side, commencing 10.7 metres south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 6 metres.

Prepared By: Charles Kingsford
Approved By: Steve Spence
Date: 02/09/2016

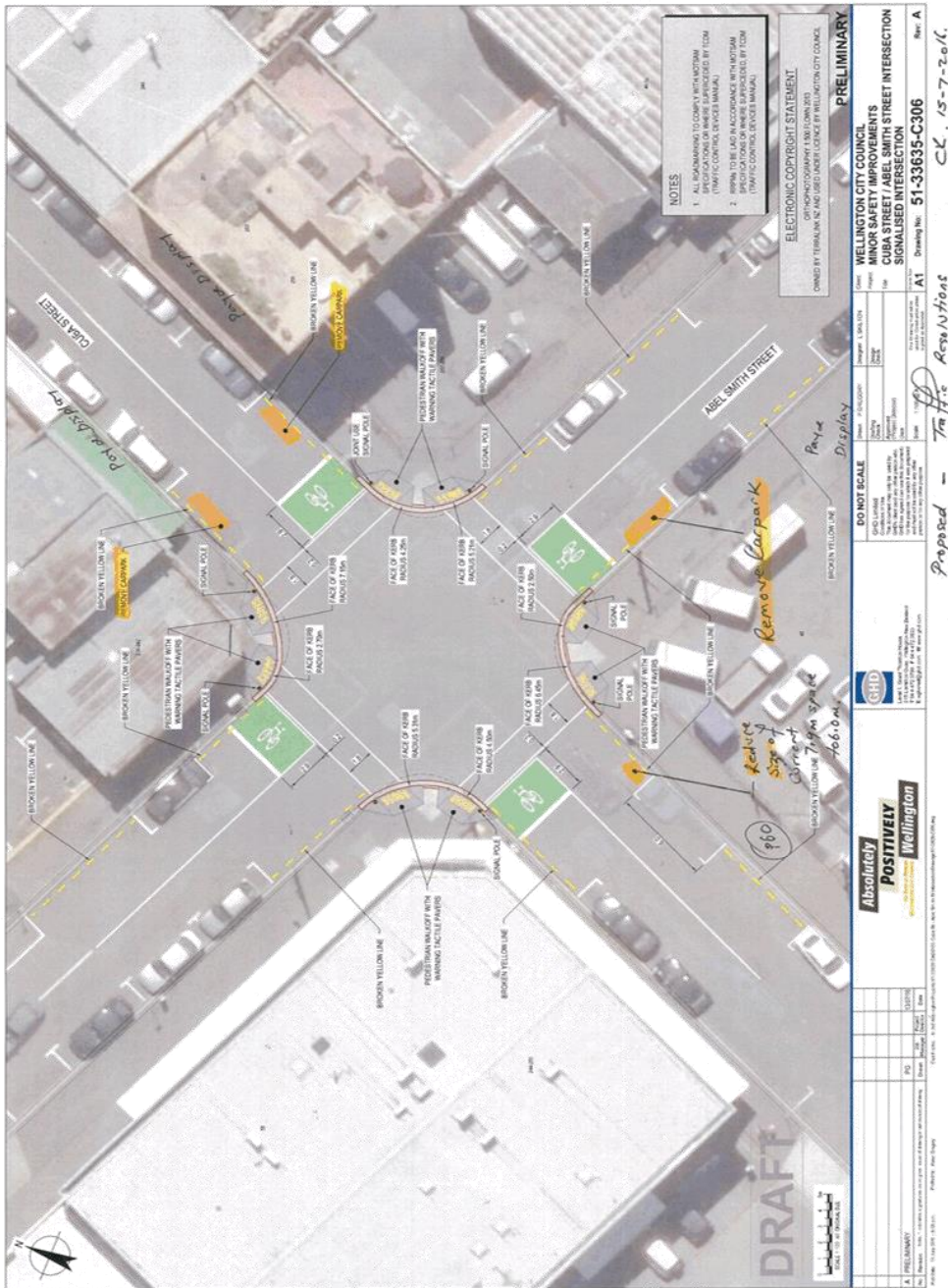
(Principal Traffic Engineer/Team Lead)
(Chief Transport Advisor)

WCC Contact:

Lindsey Hill
Project Co-ordinator, Transport Group –
Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8753
Email: lindsey.hill@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



FEEDBACK RECEIVED

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

Feedback received:

Submitter: Vanessa Cole
Address: 9 Tonks Grove, Te Aro
Agree with proposal: No

I am concerned by the potential signalisation of the Cuba and Abel Smith St intersection - installing traffic signals will add delay to motorists and increase traffic backed up Cuba Street towards Karo Drive at peak times - it is already difficult to turn out of Tonks Grove when cars are parked either side of the street entrance and cars are waiting to turn into Karo Drive (essentially it is a left turn only 90% of the time). By all means reduce the parking around the intersection of Abel Smith and Cuba Streets so the visibility for both pedestrians and motorists is improved. Given the 'bohemian' nature of Cuba street I doubt pedestrians will actually wait for the 'green man/cross now' signal. Perhaps the money would be better spent on signage educating people how to use the intersection correctly (this particular intersection used to be a component of the driver's licence practical test in the 1990s).

Officer's response: WCC receive regular enquiries from members of the public about road safety at this intersection and there are a number of crashes related to pedestrians.

Signalising the intersection removes the confusion that many motorists face, and will provide pedestrians with safer crossing facilities. Traffic volumes are sufficiently low to allow the introduction of traffic signals at this intersection as an effective and efficient means of vehicle and pedestrian control, enhancing safety to all road users. The use of a parallel pedestrian phase, similar to adjacent signalised intersections, with the use of conditional vehicle late starts will enhance the pedestrian safety without significantly increasing the delay to vehicles.

Submitter: Heather Sinclair – on behalf of Tessa Haanen, other members of Active and the wider intellectually disabled community
Address: 10 Richmond Avenue, Karori
Agree with proposal: Yes

As the mother of an intellectually disabled daughter, I support the Active submission and the proposed measures/changes at the Abel Smith Street/ Cuba Street. As with other parents, we encourage our daughter to live as independently as possible. This includes enjoying the freedom to move around the city unsupervised, either on buses or as a pedestrian. But she must be able to do this safely. As decision making processes are generally not as sharp amongst the intellectually disabled community they are amongst the wider population. Uncontrolled intersections can therefore present a significant challenge.

Submitter: Denise Laing
Address: 32 Godley Street, Waiwhetu, Lower Hutt
Agree with proposal: Yes

I support the proposal for the safety of our disabled young people who use this area daily.

Submitter: Jackie Drakeford
Address: 11 Kandy Crescent, Ngaio

Agree with proposal: Yes

Submitter: Denise Laing
Address: 32 Godley Street, Waiwhetu, Lower Hutt
Agree with proposal: Yes

Submitter: Judy Baker
Address: 95 Simla Crescent, Khandallah
Agree with proposal: Yes

This intersection definitely needs to have access for pedestrians improved as it is used by a lot of people with intellectual disabilities attending Alpha Studio, who are at risk whenever they cross the road.

Submitter: Helena Faherty
Address: 10A Treasure Grove, Hataitai,
Agree with proposal: Yes

To improve safety

Submitter: France Aziz
Address: Unknown
Agree with proposal: Yes

This is a great idea! This intersection is really dangerous, it's great to see that change is finally gonna happen! Thank you!!!

Submitter: Sherilee Kahui – on behalf of KidzStuff Theatre for Children
Address: PO Box 19282, Courtenay Place
Agree with proposal: Yes

I support Active's proposal

Submitter: France Aziz – on behalf of Active youth, Idea Services
Address: Unknown
Agree with proposal: Yes

Thank you for changing this dangerous intersection!

Submitter: Nicholas Evans
Address: 12 Lyall Parade, Lyall Bay
Agree with proposal: Yes

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 112 – 16

Location: Redwood Avenue - Tawa

Proposal: No Stopping proposals

Information: **Introduction**

Concerns have raised by the travelling public in relation to cars crossing the centreline on this curve where cars are travelling on most occasions in the region of 35-45km/h with limited forward visibility and hence the ability to slow and stop for on-coming traffic.

Observed traffic flows on Friday 1 April 2016 from 3.00pm to 3.25 pm were predominantly northbound and cars slow for oncoming traffic and move towards the kerb-line. This manoeuvre would be considerably restricted if parking occurred on the inside of the curve outside house numbers 23 & 25. There were no cars parked on this occasion. Parking is seen in the above location from time to time.

Parking is scattered along the length of Redwood Ave and this provides a traffic calming effect in slowing traffic speeds

This is an intermittent concern on this bend and there have been no reported crashes in the last five years.

However, formal consultation is recommended on a No Stopping restriction on the inside of this bend to effect safer road network.

Net parking loss: 3 spaces

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 July 2016 |
| 2) Feedback period closes. | 12 August 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 15 September 2016 |
| 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 from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule

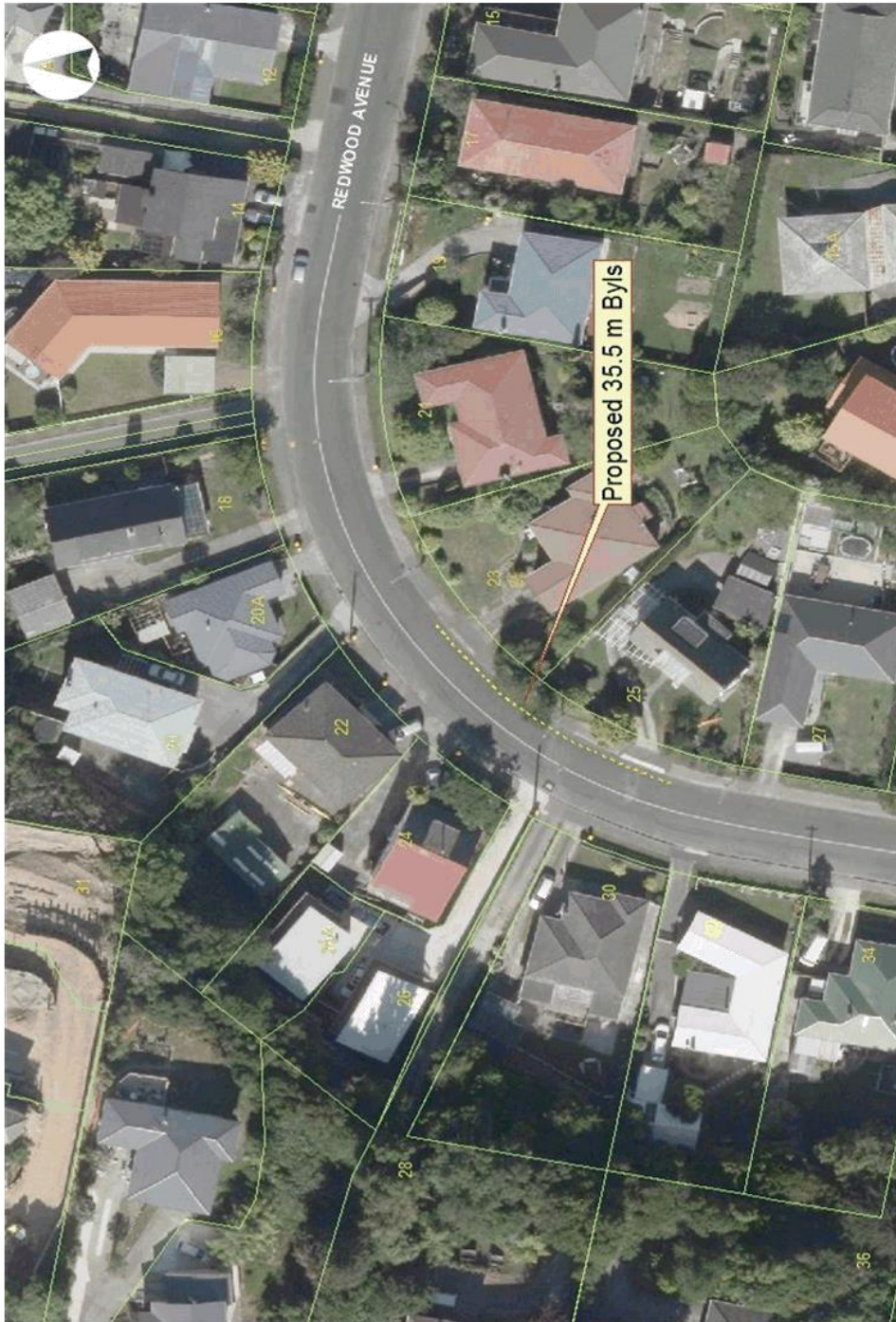
Redwood Ave	<i>No Stopping, At All Times.</i>	South side, commencing 227.5 metres west of its intersection with Main Road, Tawa (Grid Coordinates X=1,753,107.84 m, Y=5,439,964.16 m) and extending in a westerly direction following the southern kerb-line of Redwood Avenue for 35.5 metres.
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Prepared By: Charles Kingsford
Approved By: Steve Spence
Date: 02/09/2016

(Principal Traffic Engineer/Team Lead)
(Chief Transport Advisor)

WCC Contact:

Lindsey Hill
Project Co-ordinator, Transport Group –
Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8753
Email: lindsey.hill@wcc.govt.nz



1:583 METERS
0 10 20 40

ABSOLUTELY POSITIVELY
THE WAY WE THINK
Wellington City Council

ORIGINAL MAP SIZE: A3
DATE: 15/07/2016
AUTHOR: BOBBI
REFERENCE:

MAP PRODUCED BY:
101 WILKINS STREET
WELLINGTON, NZ

**Redwood Avenue - Tawa - TR 112 - 16
Proposed NSAA Outside #23 & #25**

FEEDBACK RECEIVED

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

Feedback received:

Submitter: Ross Sinclair
Address: 23 Redwood Avenue, Tawa
Agree with proposal: Yes

I wish to register my support for this resolution. It is a very good idea. Making the corner a no stopping area will make the road safer for all users.

Submitter: Prakash Kanji
Address: 25 Redwood Avenue, Tawa
Agree with proposal: Yes

I am the owner/occupier of 25 Redwood Avenue. The recommendation of a no-stopping restriction on the inside bend is directly outside my property.

I wish to submit this letter in favour for the change and suggest it be lengthened to include all the adjacent inside corner of 23 and 25 Redwood Avenue. The reasons for this are outlined below. As your introduction points out there on most occasions cars are travelling within tolerable speed limits while negotiating the corner in question, however there are at least 2-3 times per day when I have noted speeds of vehicles negotiating the bend at well over 60 km/ph.

On the outside bend there are vehicles parked at least 80% of the time. Many well short of the half meter rule from each drive. Vehicles do park on the inside of the road too. This impedes traffic flow as well which is very dangerous and definitely leads to cars using the opposite side of the road. There are two driveways coming off the the subdivided section at 20 and 20a which adds to road traffic congestion.

Housing on the outside bend of the road includes many flats of which most have at least two cars. 22, 24 and 26 Redwood Avenue have driveways with three access points to the road. The addresses holdings have four properties. Two of which is are six bedroom flats! As you can imagine off street parking is limited for these tenants.

28 Redwood Avenue is a single access with one five bedroom house but is currently up for sale with two other attached sections awaiting development. My point is that traffic is intense in the area especially a half hour either side each day of Redwood Primary School's opening and closing.

There are also many children who access the footpaths on either side past the driveways within the area in question. When traffic access is limited and small children are also accessing the area an unfortunate but not unforeseen tragedy will occur if mitigation measures are not taken. I am an absolute advocate for the proposal to go ahead. Reasons highlighted above are a few which I have noticed. The information I present her for submission is not purely anecdotal. On average I am at home many daylight hours from where I work. I look out on the corner in question on average every half hour.

Notably access in and out of my driveway is always risky for lack of vision. I had my driveway entrance widened when my family and I moved here five years ago. This helped to lessen the risk of accident but traffic flows have increased so the risk remains forever prevalent.

Submitter: Edward Binns
Address: 29 Redwood Avenue, Tawa,
Agree with proposal: Yes

My wife and I agree with the proposal TR 112 - 16 Redwood Avenue Tawa to install no stopping restrictions on Redwood Ave. Parked cars in this part of the Ave make it difficult to safely stay on your side of the road while rounding the corner. In our opinion cars generally travel too quickly between this part of the Avenue and Main Road Tawa. In addition to no stopping restrictions we believe that speed bumps on this part of the street would be beneficial to slowing traffic. Towards the bottom of the Avenue there is a pre-school and there are often school age children crossing. Speed bumps in this area would assist in keeping traffic below the speed limit, as it does further up Redwood Ave near Redwood School. We are happy to discuss our comments.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 113 – 16

Location: 23 John Sims Drive - Broadmeadows

Proposal: Class restricted parking – Bus Stop (New)
New bus stop on John Sims Drive (Outside #23)
Reconfirm the existing bus stop on John Sims Drive (outside #'s 14-16) at 15.0 metres in length

Information: **Purpose**

To recommend that a new class restricted parking (bus stop) is formalised on John Sims Drive – outside #23, and reconfirm the existing bus stop outside #'s 14-16.

Background

From 2011 to 2015 Greater Wellington Regional Council (GWRC) undertook the first fundamental review of the bus network in Wellington City in over 20 years. The review resulted in a bus network design which will be easier to understand, will be more efficient, and increases the coverage and number of services for Wellington City residents.

As part of the Wellington City bus review, GWRC would like to provide an all-day service to Broadmeadows replacing the current peak only route 46 and infrequent shopper service route 50. It is proposed that buses will run on weekends providing a 7 day a week service to Broadmeadows where there is a weekday only service currently. The new Bus route will also provide direct connections to and from Johnsonville and Khandallah, making more destinations easily accessible by bus from Broadmeadows.

In order for the bus review to succeed and the new bus route to be run, GWRC requires seven (7) new bus stops to be installed and a reconfirmation of some of the existing stops to facilitate larger buses and being the stop location up to the required NZTA DRAFT standards. The bus stop locations have been selected to maximise the number of people within a 400m walking distance of a bus stop but also takes into account the topography of the Broadmeadows suburb.

In order to complete all the bus stop changes required across the network, GWRC and WCC are phasing the traffic resolutions for these, however they will not come into effect until January 2018.

PROPOSED TRAFFIC RESOLUTION

Proposal

GWRC will manage the installation of infrastructure at the new location in consultation with WCC in late 2017 to early 2018.

Traffic Safety Assessment

GWRC Officers have reviewed the site in conjunction with the submissions received and have agreed to keep the existing bus stop (outside #'s 14-16) in its current location reflecting the concerns of the submitters.

The new stop (outside #23) is believed to be in a safe and suitable position for a bus stop and has been modified to incorporate the concerns of the residents of 23 A & B. As a result GWRC have agreed to reduce the exit taper to incorporate the existing driveway servicing #23 only, allowing for a parking space to be retained.

On-street parking will be reduced by six (6) parking spaces.

The agreed site gives pedestrians and motorists good sight lines and vision of other traffic.

Consultation

WCC are the owners of the road and road reserve.

Feedback has been initially sought from 21 surrounding properties.

As a result GWRC have agreed to reduce the exit taper to incorporate the existing driveway servicing #23, allowing for a parking space to be retained. The 6 m exit taper will commence from 1 metre south of the driveway to one metre past the driveway. The lead in taper and bus box have been moved back 3 metres so that the combined additional spacing will be 6 metres (one car length).

GWRC Officers and WCC Officers have discussed the proposal and verbally agreed on the site detailed in this report for the bus stop's location.

Recommendation

GWRC recommends that WCC approves the new class restricted parking (a bus stop) to be installed on John Sims Drive, Broadmeadows as well as reconfirming the existing stop on the opposite side of the road.

PROPOSED TRAFFIC RESOLUTION

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 July 2016 |
| 2) Feedback period closes. | 12 August 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 15 September 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
John Sims Drive	Bus Stop, at all times	Western side, commencing 144 metres north of its intersection with the southern entrance of Rajkot Terrace (Grid coordinates x= 1750635.7 m, y= 5433488.7 m), and extending in a northerly direction following the western kerbline for 15 metres.
John Sims Drive	Bus Stop, at all times	East side commencing 156 metres north of its intersection with Burma Road (Grid coordinates x= 1750683.1 m, y= 5433497.2 m), and extending in a northerly direction following the eastern kerbline for 15 metres.

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

Column One	Column Two	Column Three
John Sims Drive	No Stopping, at all times	Western side, commencing 135 metres north of its intersection with the southern entrance of Rajkot Terrace (Grid coordinates x= 1750635.7 m, y= 5433488.7 m), and extending in a northerly direction following the western kerbline for 9 metres.

PROPOSED TRAFFIC RESOLUTION

John Sims Drive	No Stopping, at all times	Western side, commencing 159 metres north of its intersection with the southern entrance of Rajkot Terrace (Grid coordinates x= 1750635.7 m, y= 5433488.7 m), and extending in a northerly direction following the western kerbline for 6 metres.
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John Sims Drive	No Stopping, at all times	East side commencing 171 metres north of its intersection with Burma Road (Grid coordinates x= 1750683.1 m, y= 5433497.2 m), and extending in a northerly direction following the eastern kerbline for 9 metres.
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Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
John Sims Drive	Bus Stop, at all times	North side, commencing 160.5 metres west of its intersection with Burma Road and extending in a westerly direction following the northern kerbline for 12 metres.

PROPOSED TRAFFIC RESOLUTION

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

Prepared By: **Charles Kingsford** (Principal Traffic Engineer/Team Lead)
Approved By: **Steve Spence** (Chief Transport Advisor)
Date: **02/09/2016**

WCC Contact:

Charles Kingsford
Principal Traffic Engineer / Team Leader
Transport Group – Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8641
Fax: +64 4 801 3009
Email: Charles.kingsford@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

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

Item 2.3 Attachment 25



greater WELLINGTON REGIONAL COUNCIL
TR113-16 John Sims Dr, BROADMEADOWS
User Name: agatec
Reference Scale: 1:300
Date: 13/07/2016

Topographic and Cadastral data is copyright LINZ. LIDAR data is copyright GWRC.
Regional Orthophotography Copyright : GWRC / NZAM 2010, 2013. Projection NZTM.
Document Path: C:\Users\agatec\Desktop\Master Bus Stop Base Map (Portrait).mxd
Date: 13/07/2016

PROPOSED TRAFFIC RESOLUTION

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

Item 2.3 Attachment 25



Bus Stop - At All Times
John Sims Drive, BROADMEADOWS

User Name: agatec
Reference Scale: 1:300
Date: 29/08/2016

Topographic and Cadastral data is copyright LINZ. LIDAR data is copyright GWRC.
Regional Orthophotography Copyright - GWRC / NZAM 2010, 2013. Projection NZTM.

Document Path: C:\Users\agatec\Desktop\Master Bus Stop Base Map (Portrait).mxd
Date: 29/08/2016

FEEDBACK RECEIVED

Feedback received:

Submitter: Carmen O'Shaughnessy
Address: 23B John Sims Drive, Broadmeadows
Agree with proposal: No

The top end of the proposed bus stop starts at our driveway which is shared with our neighbours and if it goes ahead will eliminate any convenient on-street parking for both addresses, requiring quite a distance to walk to our driveway once parked. Every night the father of my baby come around and often require two parking spaces. There is a long space between 21 & 23 John Sims driveway where there are no driveways and is pretty much always vacant from cars parking. It would be much more convenient to place the bus stop further back towards 21 John Sims drive. This suggestion would then give 21 and us some on-street parking by our driveways as well as the required space for the bus stop. It would be much appreciated if you could consider this feedback as with a small child it would be rather difficult having a park quite a way from our house when there is a suitable alternative option.

Officer's response: Thank you for your submission, and clarifying how this proposal directly affects your current circumstances.

We have reviewed the proposed location and intend to modify the proposed design to keep one parking space above your driveway free for visitors.

Where possible we try to utilise existing driveways and / or no stopping area to minimise the impact on street parking spaces.

We have looked at your suggestion of moving the stop further down the road, however this would result in a larger loss of street and create safety and congestion concerns as the gap for vehicles to pass between the two bus stops would not be acceptable.

Every bus stop needs to be long enough to allow the bus to pull in at the correct angle to enable it to stop close and parallel to the kerb and manoeuvre out of the stop safely. Being unable to achieve this, results in the bus having to stop in the road, causing congestion and safety concerns for both drivers and passengers.

We have ensured that this stop is not what is called a timed stop, meaning you will not have a bus idling outside your property waiting to continue on to the next stop. Buses will only use this stop when picking up or letting off passengers.

Submitter: Lynley Bowen
Address: 23a John Sims Drive, Broadmeadows
Agree with proposal: No

As a home owner of the above address I would like to make a couple of points for consideration please. Both points are in preference of the stop being positioned further down the street if at all possible.

1. The bend in the road going up John Sims is already a challenge for us as we back our cars out relatively blind driveway as cars appear fast coming down the hill (and suspect in many cases people are speeding). A bus stop is only going to make this worse for us.

We, and our neighbours, use the area both sides of our driveway for parking due to the limited parking available up our shared driveway. My neighbour has a wee baby so to have to walk baby, gear, groceries etc.... up or down the street would not be ideal.

FEEDBACK RECEIVED

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

Officer's response: Thank you for your submission, and clarifying how this proposal directly affects your current circumstances.

We have reviewed the proposed location and intend to modify the proposed design to keep one parking space above your driveway free for visitors. Where possible we try to utilise existing driveways and / or no stopping area to minimise the impact on street parking spaces.

We have looked at your suggestion of moving the stop further down the road, however this would result in a larger loss of street and create safety and congestion concerns as the gap for vehicles to pass between the two bus stops would not be acceptable.

Every bus stop needs to be long enough to allow the bus to pull in at the correct angle to enable it to stop close and parallel to the kerb and manoeuvre out of the stop safely. Being unable to achieve this, results in the bus having to stop in the road, causing congestion and safety concerns for both drivers and passengers.

We have ensured that this stop is not what is called a timed stop, meaning you will not have a bus idling outside your property waiting to continue on to the next stop. Buses will only use this stop when picking up or letting off passengers.

PROPOSED TRAFFIC RESOLUTION

- Reference:** TR 114 – 16
- Location:** 45 John Sims Drive - Broadmeadows
- Proposal:** Class restricted parking – Bus Stop (New)
New bus stop on John Sims Drive (Outside #45)

Information: Purpose

To recommend that a new class restricted parking (bus stop) is formalised on John Sims Drive - outside #45.

Background

From 2011 to 2015 Greater Wellington Regional Council (GWRC) undertook the first fundamental review of the bus network in Wellington City in over 20 years. The review resulted in a bus network design which will be easier to understand, will be more efficient, and increases the coverage and number of services for Wellington City residents.

As part of the Wellington City bus review, GWRC would like to provide an all-day service to Broadmeadows replacing the current peak only route 46 and infrequent shopper service route 50. It is proposed that buses will run on weekends providing a 7 day a week service to Broadmeadows where there is a weekday only service currently. The new Bus route will also provide direct connections to and from Johnsonville and Khandallah, making more destinations easily accessible by bus from Broadmeadows.

In order for the bus review to succeed and the new bus route to be run, GWRC requires seven (7) new bus stops to be installed and a reconfirmation of some of the existing stops to facilitate larger buses and being the stop location up to the required NZTA DRAFT standards. The bus stop locations have been selected to maximise the number of people within a 400m walking distance of a bus stop but also takes into account the topography of the Broadmeadows suburb.

In order to complete all the bus stop changes required across the network, GWRC and WCC are phasing the traffic resolutions for these, however they will not come into effect until January 2018.

PROPOSED TRAFFIC RESOLUTION

Proposal

GWRC will manage the installation of infrastructure at the new location in consultation with WCC in late 2017 to early 2018.

Traffic Safety Assessment

GWRC Officers have reviewed the site in conjunction with the submissions received and in consultation with Wellington City Council Traffic Engineers, and believe that the location to be consulted on should be moved in front of #45 as it is further away from the crest of the hill and the Rajkot Terrace (Northern) intersection.

Three (3) on-street parking spaces will be affected.

The agreed site gives pedestrians and motorists good sight lines and vision of other traffic.

Consultation

WCC are the owners of the road and road reserve.

Feedback has been initially sought from 8 surrounding properties with the bus stop located outside #47. GWRC Officers and WCC Officers have discussed the proposal in light of the initial submissions received and verbally agreed on the site detailed in this report for the bus stop's location. The preferred/proposed location is located away from the crest and the intersection with Kanpur Road.

Recommendation

GWRC recommends that WCC approves the new class restricted parking (a bus stop) to be installed on John Sims Drive, Broadmeadows.

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 July 2016 |
| 2) Feedback period closes. | 12 August 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 15 September 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
John Sims Drive	Bus Stop, at all times	Western side, commencing 348 metres north of its intersection with Rajkot Terrace (Grid coordinates x= 1750635.7 m, y= 5433488.7 m), and extending in a northerly direction following the western kerbline for 15 metres.

Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
John Sims Drive	No Stopping, at all times	Western side, commencing 339 metres north of its intersection with Rajkot Terrace (Grid coordinates x= 1750635.7 m, y= 5433488.7 m), and extending in a northerly direction following the western kerbline for 9 metres.

Prepared By: Charles Kingsford

(Principal Traffic Engineer/Team Lead)

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 02/09/2016

WCC Contact:

Lindsey Hill
Project Co-ordinator, Transport Group –
Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8753
Email: lindsey.hill@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

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

Item 2.3 Attachment 26



Bus Stop - At All Times
TR114-16 45 John Sims Dr, BROADMEADOWS

User Name: agatec
Reference Scale: 1:300
Date: 13/07/2016

Topographic and Cadastral data is copyright LINZ. LIDAR data is copyright GWRG.
Regional Orthophotography Copyright : GWRG / NZAM 2010, 2013. Projection NZTM.

Document Path: C:\Users\agatec\Desktop\Master Bus Stop Base Map (Portrait).mxd
Date: 13/07/2016

FEEDBACK RECEIVED

Feedback received:

Submitter: Jimmy Ngan
Address: Unknown
Agree with proposal: No

Thank you for the letter but I must decline your proposal for the bus stop to be installed outside my property.

I do not feel safe to have a bus stopping outside my driveway, especially with the driveway's design, its steep grade does not provide an easy place to stop and look out for buses and coming down the drive; the fence and tree restrict sight distance nor is there enough room at the bottom of the driveway to be a refuge for our car and be clear of the road.

I believe the original proposal for the bus stop to be more fitting, not because it is off our property but because it does not cross any driveways and cars can still pass the bus using the flush median. If you think there is need for a further bus stop on John Sims Drives, have you considered the space between 39 and 41 John Sims Drive?

Alternatively, what is the need for the two bus routes that travel through Broadmeadows. The existing bus route seems sufficient for the neighbourhood and I do not see the need for two routes.

Officer's response: Thank you for your submission and alerting us to the concerns you have.

As a point of clarification, given that this location is purely and pick up / drop off and not a timed stop means that the bus will only use the stop if passengers are wanting to board or alight. This will mean it will only be a short time between the bus moving on and you being able to exit your driveway. The added advantage is that when there is no bus you will have improved visibility and a clear 'off line' kerb area to reverse into if needed.

Unfortunately the original bus stop location was too close to the Rajkot Terrace intersection and, after review, did not provide the required intervisibility for vehicles waiting at and approaching the intersection.

We have looked into the option of moving the stop location further down the road, however given the bend in the road we would be unable to have the bus position itself close enough to the kerb to minimise 'tail out' safety issues.

Extending the bus route to Johnsonville at all times provides improved access for both workers as well as shoppers to Johnsonville. This was requested by residents as part of the route consultation pre 2014.

This extension does however result in buses travelling through Broadmeadows in two directions; to both Wellington and Johnsonville. We are looking to run these buses in opposite directions through Broadmeadows to make it easier for passengers, especially those with poor vision or other impairments, to be sure they are boarding the correct bus. In other locations where a route uses the same bus stops for two different directions we find people do accidentally board the wrong bus and head the wrong way. It also causes delay for the bus as the driver has to stop at each stop even if passengers are actually waiting for the bus going in the other direction.

FEEDBACK RECEIVED

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

Submitter: Elizabeth Ngan
Address: 43 John Sims Drive, Broadmeadows
Agree with proposal: No

I refer to a recent mail drop in area as well as advertisement in the Dompost on 26th July 2016. Whilst a 7 days bus service is a welcome addition to what is on offer during the working week. I do not fancy the idea of having a bus stop right on my door step – what with the loss of privacy and part of my driveway being taken over by a long bus whilst passengers either alight the bus or disembark???

A better solution would be to install the bus stop on the space between 39 and 41 John Sims Drive, Broadmeadows or better still, what is wrong with status quo?? Or further down John Sims Drive, just after the little right of way at 17 and 31 John Sims Drive is a vast space for a long bus and the three properties there are on raised sections.

Officer's response: Thank you for your submission and alerting us to the concerns you have.

As a point of clarification, given that this location is purely and pick up / drop off and not a timed stop means that the bus will only use the stop if passengers are wanting to board or alight. This will mean it will only be a short time between the bus moving on and you being able to exit your driveway. The added advantage is that when there is no bus you will have improved visibility and a clear 'off line' kerb area to reverse into if needed.

Unfortunately the original bus stop location was too close to the Rajkot Terrace intersection and, after review, did not provide the required intervisibility for vehicles waiting at and approaching the intersection.

We have looked into the option of moving the stop location further down the road, however given the bend in the road we would be unable to have the bus position itself close enough to the kerb to minimise 'tail out' congestion issues.

Extending the bus route to Johnsonville at all times provides improved access for both workers as well as shoppers to Johnsonville. This was requested by residents as part of the route consultation pre 2014.

This extension does however result in buses travelling through Broadmeadows in two directions; to both Wellington and Johnsonville. We are looking to run these buses in opposite directions through Broadmeadows to make it easier for passengers, especially those with poor vision or other impairments, to be sure they are boarding the correct bus. In other locations where a route uses the same bus stops for two different directions we find people do accidentally board the wrong bus and head the wrong way. It also causes delay for the bus as the driver has to stop at each stop even if passengers are actually waiting for the bus going in the other direction.

PROPOSED TRAFFIC RESOLUTION

Reference: TR 115 – 16

Location: Kanpur Road (Opposite #1 & #3) - Broadmeadows

Proposal: Class restricted parking – Bus Stop (New)
New bus stop on Kanpur Road (opposite #3)
Reconfirm the existing bus stop on Kanpur Road (outside #5)

Information: **Purpose**

To recommend that a new class restricted parking (bus stop) is formalised on Kanpur Road opposite #3, and reconfirm the existing bus stop outside #5 Kanpur Road.

Background

From 2011 to 2015 Greater Wellington Regional Council (GWRC) undertook the first fundamental review of the bus network in Wellington City in over 20 years. The review resulted in a bus network design which will be easier to understand, will be more efficient, and increases the coverage and number of services for Wellington City residents.

As part of the Wellington City bus review, GWRC would like to provide an all-day service to Broadmeadows replacing the current peak only route 46 and infrequent shopper service route 50. It is proposed that buses will run on weekends providing a 7 day a week service to Broadmeadows where there is a weekday only service currently. The new Bus route will also provide direct connections to and from Johnsonville and Khandallah, making more destinations easily accessible by bus from Broadmeadows.

In order for the bus review to succeed and the new bus route to be run, GWRC requires seven (7) new bus stops to be installed and a reconfirmation of some of the existing stops to facilitate larger buses and being the stop location up to the required NZTA DRAFT standards. The bus stop locations have been selected to maximise the number of people within a 400m walking distance of a bus stop but also takes into account the topography of the Broadmeadows suburb.

In order to complete all the bus stop changes required across the network, GWRC and WCC are phasing the traffic resolutions for these, however they will not come into effect until January 2018.

PROPOSED TRAFFIC RESOLUTION

Proposal

GWRC will manage the installation of infrastructure at the new location in consultation with WCC in late 2017 to early 2018.

Traffic Safety Assessment

GWRC Officers have reviewed the site in conjunction with the submissions received and believe that the location as consulted on is in a safe and suitable position for a bus stop.

Parking on the proposed bus park side of the street will be affected.

A new footpath will be provided as part of these works to provide pedestrian linkages to the bus stop.

The site gives pedestrians and motorists good sight lines and vision of other traffic.

Consultation

WCC are the owners of the road and road reserve.

Feedback has been initial sought from 15 surrounding properties on these proposals, albeit the bus stop on the western side has been moved 8.5 metres further south away from the intersection.

GWRC Officers and WCC Officers have discussed the proposal and verbally agreed on the site detailed in this report for the bus stop's location.

Recommendation

GWRC recommends that WCC approves the new class restricted parking (a bus stop) to be installed on Kanpur Road, Broadmeadows as well as reconfirming the existing stop on the opposite side of the road.

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 July 2016 |
| 2) Feedback period closes. | 12 August 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 15 September 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
<i>Kanpur Road</i>	<i>Bus Stop, at all times</i>	<i>Western side, commencing 9 metres northeast of its intersection with Sita Way (Grid coordinates x= 1750488.9 m, y= 5433443.3 m), and extending in a north-easterly direction following the northern kerbline for 15 metres.</i>
<i>Kanpur Road</i>	<i>Bus Stop, at all times</i>	<i>Eastern side, commencing 36 metres south of its intersection with Rajkot Terrace (Grid coordinates x= 1750525.3 m, y= 5433467.3 m), and extending in a south-westerly direction following the eastern kerbline for 15 metres.</i>

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

Column One	Column Two	Column Three
<i>Kanpur Road</i>	<i>No Stopping, at all times</i>	<i>Western side, commencing from its intersection with Sita Way (Grid coordinates x= 1750488.9 m, y= 5433443.3 m), and extending in a north-easterly direction following the western kerbline for 9 metres.</i>
<i>Kanpur Road</i>	<i>No Stopping, at all times</i>	<i>Western side, commencing 24 metres northeast of its intersection with Sita Way (Grid coordinates x= 1750488.9 m, y= 5433443.3 m), and extending in a north-easterly direction to its intersection with Rajkot Terrace.</i>

PROPOSED TRAFFIC RESOLUTION

<i>Kanpur Road</i>	<i>No Stopping, at all times</i>	<i>Eastern side, commencing from its intersection with Rajkot Terrace (Grid coordinates x= 1750525.3 m, y= 5433467.3 m), and extending in a south-westerly direction following the eastern kerbline for 36 metres.</i>
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Delete from Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<i>Kanpur Road</i>	<i>No Stopping, at all times</i>	<i>East side, commencing at its intersection with Rajkot Terrace, and extending in a southerly direction following the eastern kerbline for 45.5metres.</i>
<i>Kanpur Road</i>	<i>No Stopping, at all times</i>	<i>West side, commencing at its intersection with Rajkot Terrace, and extending in a southerly direction following the western kerbline for 32 metres.</i>

Prepared By: Charles Kingsford
Approved By: Steve Spence
Date: 02/09/2016

(Principal Traffic Engineer/Team Lead)
Chief Transport Advisor)

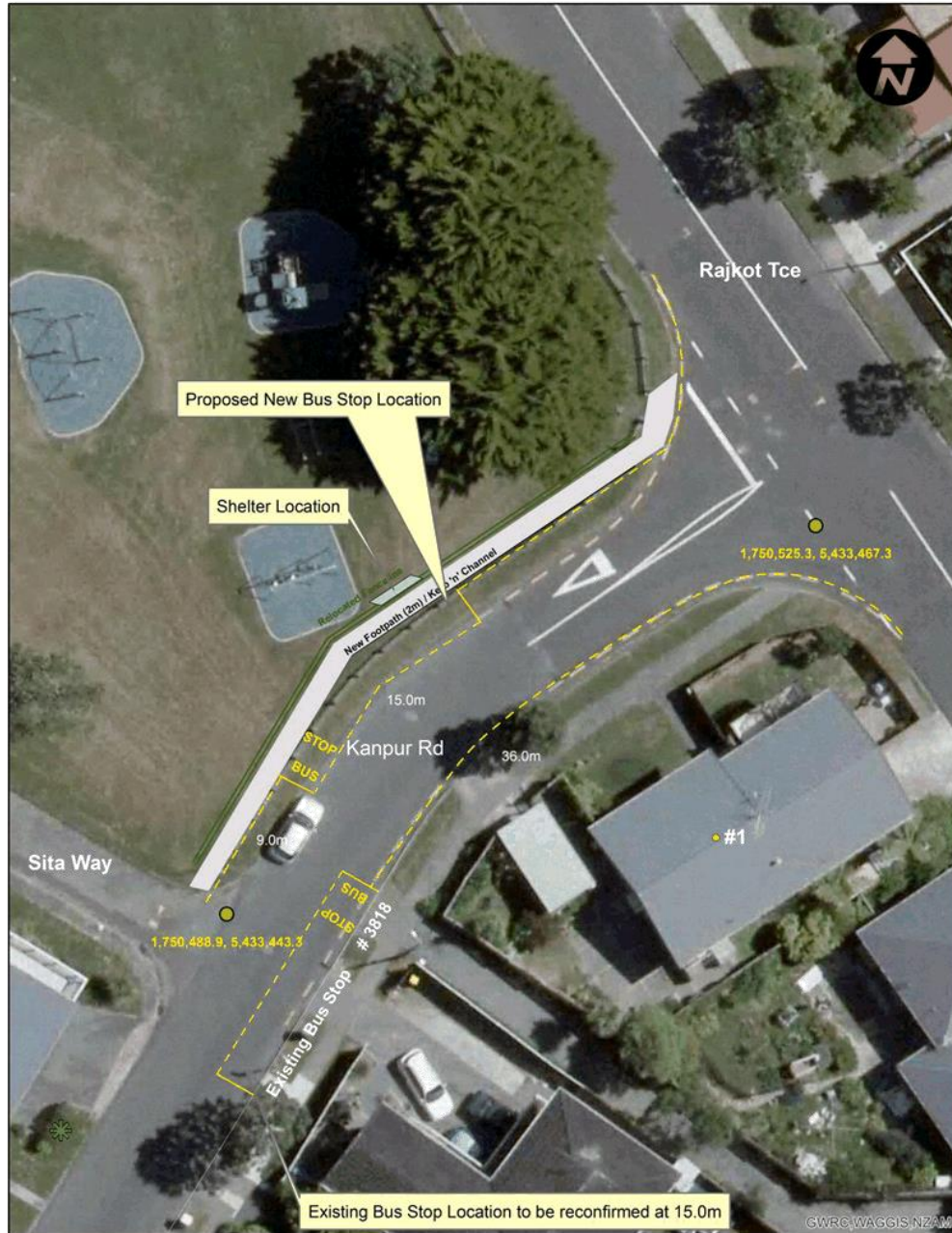
WCC Contact:
Lindsey Hill
Project Co-ordinator, Transport Group –
Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8753
Email: lindsey.hill@wcc.govt.nz

Feedback received: No feedback was received for this traffic resolution

PROPOSED TRAFFIC RESOLUTION

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

Item 2.3 Attachment 27



<p>greater WELLINGTON REGIONAL COUNCIL Te Pūnaha Matua Tokiora</p>	<p>Bus Stop - At All Times TR115-16 Kanpur Road, BROADMEADOWS</p>	<p>User Name: agatec Reference Scale: 1:300 Date: 13/07/2016</p>
	<p>Topographic and Cadastral data is copyright LINZ. LIDAR data is copyright GWRCC. Regional Orthophotography Copyright : GWRCC / NZAM 2010, 2013. Projection NZTM.</p>	

Document Path: C:\Users\agatec\Desktop\Master Bus Stop Base Map (Portrait).mxd
Date: 13/07/2016

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 117 – 16

Location: 42 – 44 Kanpur Road - Broadmeadows

Proposal: Class restricted parking – Bus Stop (New)
New bus stop on Kanpur Road (Outside #'s 42 - 44)
Reconfirm the existing bus stop on Kanpur Road (outside #'s 43 - 45)

Information: **Purpose**

To recommend that a new class restricted parking (bus stop) is formalised on Kanpur Road outside #'s 42 - 44, and reconfirm the existing bus stop outside #'s 43 - 45.

Background

From 2011 to 2015 Greater Wellington Regional Council (GWRC) undertook the first fundamental review of the bus network in Wellington City in over 20 years. The review resulted in a bus network design which will be easier to understand, will be more efficient, and increases the coverage and number of services for Wellington City residents.

As part of the Wellington City bus review, GWRC would like to provide an all-day service to Broadmeadows replacing the current peak only route 46 and infrequent shopper service route 50. It is proposed that buses will run on weekends providing a 7 day a week service to Broadmeadows where there is a weekday only service currently. The new Bus route will also provide direct connections to and from Johnsonville and Khandallah, making more destinations easily accessible by bus from Broadmeadows.

In order for the bus review to succeed and the new bus route to be run, GWRC requires seven (7) new bus stops to be installed and a reconfirmation of some of the existing stops to facilitate larger buses and being the stop location up to the required NZTA DRAFT standards. The bus stop locations have been selected to maximise the number of people within a 400m walking distance of a bus stop but also takes into account the topography of the Broadmeadows suburb.

In order to complete all the bus stop changes required across the network, GWRC and WCC are phasing the traffic resolutions for these, however they will not come into effect until January 2018.

PROPOSED TRAFFIC RESOLUTION

Proposal

GWRC will manage the installation of infrastructure at the new location in consultation with WCC in late 2017 to early 2018.

Traffic Safety Assessment

GWRC Officers have reviewed the site in conjunction with the submissions received and believe that the location as consulted on is in a safe and suitable position for a bus stop.

On-street parking will be reduced by five (5) parking spaces. The number of spaces required has been reduced by utilising existing property driveways. It should also be noted that the surrounding properties have the ability to accommodate a number of off-street vehicles.

The agreed site gives pedestrians and motorists good sight lines and vision of other traffic.

Consultation

WCC are the owners of the road and road reserve.

Feedback has been initially sought from 15 surrounding properties.

GWRC Officers and WCC Officers have discussed the proposal and verbally agreed on the site detailed in this report for the bus stop's location.

Recommendation

GWRC recommends that WCC approves the new class restricted parking (a bus stop) to be installed on Kanpur Road, Broadmeadows as well as reconfirming the existing stop on the opposite side of the road.

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 July 2016 |
| 2) Feedback period closes. | 12 August 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 15 September 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
Kanpur Road	Bus Stop, at all times	South side, commencing 48.5 metres east of its intersection with Bharat Terrace (Grid coordinates x= 1750285.2 m, y= 5433313.2 m), and extending in an easterly direction following the southern kerbline for 15 metres.
Kanpur Road	Bus Stop, at all times	Northern side, commencing 88 metres to west of its intersection with Nagpur Terrace (Grid coordinates x= 1750327.2 m, y= 5433319.8 m), and extending in a westerly direction following the northern kerbline for 15 metres.

Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
Kanpur Road	No Stopping, at all times	Northern side, commencing 79 metres west of its intersection with Nagpur Terrace (Grid coordinates x= 1750327.2 m, y= 5433319.8 m), and extending in a westerly direction following the northern kerbline for 9 metres.
Kanpur Road	No Stopping, at all times	Northern side, commencing 103 metres west of its intersection with Nagpur Terrace (Grid coordinates x= 1750327.2 m, y= 5433319.8 m), and extending in a westerly direction following the northern kerbline for 6 metres.

PROPOSED TRAFFIC RESOLUTION

Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Kanpur Road	Bus Stop, at all times	South side, commencing 50 metres east of its intersection with Bharat Terrace and extending in an easterly direction following the southern kerbline for 12 metres

Prepared By: Charles Kingsford
Approved By: Steve Spence
Date: 02/09/2016

(Principal Traffic Engineer/Team Lead)
Chief Transport Advisor)

WCC Contact:
Lindsey Hill
Project Co-ordinator, Transport Group –
Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8753
Email: lindsey.hill@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

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

Item 2.3 Attachment 28



Bus Stop - At All Times
TR117-16 Kanpur Road, BROADMEADOWS

User Name: agatec
Reference Scale: 1:300
Date: 13/07/2016

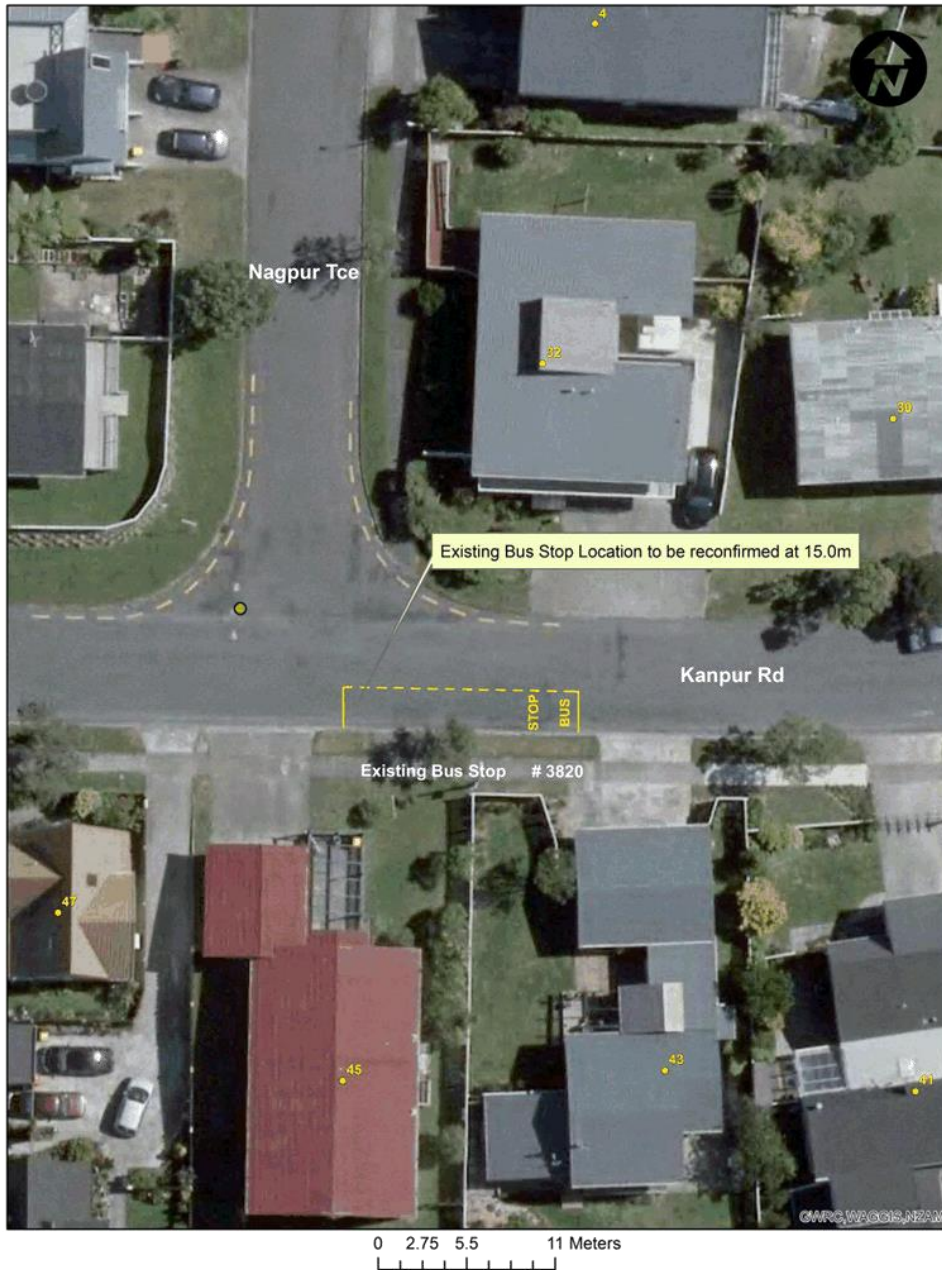
Topographic and Cadastral data is copyright LINZ. LIDAR data is copyright GWRC.
Regional Orthophotography Copyright : GWRC / NZAM 2010, 2013. Projection NZTM.

Document Path: C:\Users\agatec\Desktop\Master Bus Stop Base Map (Portrait).mxd
Date: 13/07/2016

PROPOSED TRAFFIC RESOLUTION

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

Item 2.3 Attachment 28



<p>greater WELLINGTON Whānau Kaitiaki Te Pūke Mōhio Taitai</p>	<p>Bus Stop - At All Times TR117-16 Kanpur Road, BROADMEADOWS</p>	<p>User Name: agatec Reference Scale: 1:300 Date: 13/07/2016</p>
	<p><small>Topographic and Cadastral data is copyright LINZ. LIDAR data is copyright GWRC. Regional Orthophotography Copyright : GWRC / NZAM 2010, 2013. Projection NZTM.</small></p>	

Document Path: C:\Users\agatec\Desktop\Master Bus Stop Base Map (Portrait).mxd
Date: 13/07/2016

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 118 – 16
- Location:** 11 Nalanda Crescent - Broadmeadows
- Proposal:** Class restricted parking – Bus Stop (New)
New bus stop on Nalanda Crescent (Outside #11)

Information: Purpose

To recommend that a new class restricted parking (bus stop) is formalised on Nalanda Crescent, outside #11.

Background

From 2011 to 2015 Greater Wellington Regional Council (GWRC) undertook the first fundamental review of the bus network in Wellington City in over 20 years. The review resulted in a bus network design which will be easier to understand, will be more efficient, and increases the coverage and number of services for Wellington City residents.

As part of the Wellington City bus review, GWRC would like to provide an all-day service to Broadmeadows replacing the current peak only route 46 and infrequent shopper service route 50. It is proposed that buses will run on weekends providing a 7 day a week service to Broadmeadows where there is a weekday only service currently. The new Bus route will also provide direct connections to and from Johnsonville and Khandallah, making more destinations easily accessible by bus from Broadmeadows.

In order for the bus review to succeed and the new bus route to be run, GWRC requires seven (7) new bus stops to be installed and a reconfirmation of some of the existing stops to facilitate larger buses and being the stop location up to the required NZTA DRAFT standards. The bus stop locations have been selected to maximise the number of people within a 400m walking distance of a bus stop but also takes into account the topography of the Broadmeadows suburb.

In order to complete all the bus stop changes required across the network, GWRC and WCC are phasing the traffic resolutions for these, however they will not come into effect until January 2018.

PROPOSED TRAFFIC RESOLUTION

Proposal

GWRC will manage the installation of infrastructure at the new location in consultation with WCC in late 2017 to early 2018.

Traffic Safety Assessment

GWRC Officers have reviewed the site in conjunction with the submissions received on both Nalanda Crescent and 60-62 Rajkot Terrace and have modified its location to reflect the concerns raised by the submitters. The new location (to be consulted on) is in a safe and suitable position for a bus stop.

On-street parking will be reduced by two (2) parking spaces; however the surrounding properties have some off street parking options.

The agreed site gives pedestrians and motorists good sight lines and vision of other traffic and is accessible by footpath.

Consultation

WCC are the owners of the road and road reserve.

Feedback has been initially sought from 24 properties surrounding both 21 Nalanda Crescent and 60-62 Rajkot Terrace. From these submissions it was decided to combine the proposed two (2) bus stops and locate a new stop mid-block between them.

After further consultation and concerns expressed around the loss of on street parking it has been agreed to position the bus stop between driveways servicing #11 and #13 Nalanda Crescent to reduce the on street impact.

GWRC Officers and WCC Officers have discussed the proposal and verbally agreed on the site detailed in this report for the bus stop's location.

Recommendation

GWRC recommends that WCC approves the new class restricted parking (a bus stop) to be installed on Nalanda Crescent.

PROPOSED TRAFFIC RESOLUTION

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 July 2016 |
| 2) Feedback period closes. | 12 August 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 15 September 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Nalanda Crescent	Bus Stop, at all times	Southern side, commencing 13 metres west of its intersection with Hindipur Terrace(Grid coordinates x= 1750340.2 m, y= 5433672.5 m), and extending in a westerly direction following the southern kerbline for 12 metres.

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

Column One	Column Two	Column Three
Nalanda Crescent	No Stopping, at all times	Southern side, commencing at its intersection with Hindipur Terrace(Grid coordinates x= 1750340.2 m, y= 5433672.5 m), and extending in a westerly direction following the southern kerbline for 9 metres.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: **Charles Kingsford** (Principal Traffic Engineer/Team Lead)
Approved By: **Steve Spence** (Chief Transport Advisor)
Date: 02/09/2016

WCC Contact:

Charles Kingsford
Principal Traffic Engineer / Team Leader
Transport Group – Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8641
Fax: +64 4 801 3009
Email: Charles.kingsford@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

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



	Bus Stop - At All Times TR118-16 Nalanda Cres., BROADMEADOWS	User Name: agatec Reference Scale: 1:300 Date: 13/07/2016
	<small>Topographic and Cadastral data is copyright LINZ. LIDAR data is copyright GWRC. Regional Orthophotography Copyright : GWRC / NZAM 2010, 2013. Projection NZTM.</small>	
	<small>Document Path: C:\Users\agatec\Desktop\Master Bus Stop Base Map (Portrait).mxd Date: 13/07/2016</small>	

PROPOSED TRAFFIC RESOLUTION

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

Item 2.3 Attachment 29



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Submitter: Neville Ching
Address: 3 Hindipur Terrace, Broadmeadows
Agree with proposal: Yes

Thank you for the letter of 25 July, Interestingly this is the first advice that we have received regarding the proposed change of the Broadmeadow's bus service. I assume, by the location of the proposed bus stop, that the buses will be travelling in the opposite direction to what they do at present i.e. up Nalanda Cres. – if so are all the bus stops going to be moved to the other side of the road? If it is proposed that the buses are to go up Nalanda Cres, then I wish to draw your attention that an accident occurred at this location a number of years ago. A truck was parked on the location of the proposed bus stop and a car travelling up the road drove into the back of the truck. The driver was blinded by the setting sun. Visibility in this area is affected by setting sun. Consideration also needs to be made as to the number of cars that are now being parked on the streets, especially given your indication re the possible use of larger buses. Residences are now parking on the streets (I guess rather on their own property). At times it is difficult to negotiate the roads if there are cars on both side. I wonder what would happen if the emergency services was called to an incident.

Officer's response: Buses will run in both directions from 2018 (date to be confirmed)

The new bus route(s) will provide an all-day service to Broadmeadows replacing the current peak only route 46 and infrequent shopper service route 50. Buses will run on weekends providing a 7 day a week service to Broadmeadows where there is currently only a weekday service. The bus route will provide direct connections to and from Johnsonville and Khandallah, making more destinations easily accessible by bus from Broadmeadows. Proposed service levels are as follows:

- Weekday peak – **more regular service** to Wellington every 10-20 minutes (currently every 20 minutes)
- Weekday daytime – hourly service to **Johnsonville, Khandallah and Wellington** (compared to current hourly service to Johnsonville only)
- Weekday evening – **later service** hourly until 10pm (currently no service after 6pm)
- Saturday – **new service** hourly until 10pm (currently no service)
- Sunday – **new service** hourly until 9pm (currently no service)

Buses from Broadmeadows will continue to Maupuia to reduce bus congestion along the Golden Mile and to enable direct travel between Broadmeadows, Evans Bay, Kilbirnie and Maupuia.

With regards your concerns around emergency services, the stop location will provide manoeuvring opportunities if required, and given that the buses are always attended, the bus will find a way to provide room for any emergency service to pass.

FEEDBACK RECEIVED

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

Submitter: Rhonda Whitfield
Address: 13 Nalanda Crescent, Broadmeadows
Agree with proposal: No

I wish to voice my objection to the proposed bus stop described as being at 11 Nalanda Crescent but the diagram provided shows that this will actually span the entire front of my property with buses stopping across my driveway. The traffic safety assessment noted that the affected properties all had good off street parking but my property only has 1 small off street park so the space in front of my house is required as my home has 2 licensed drivers. The front of my section is unfenced and as I have my children here living with me I am concerned with the safety and well being of my family. If the existing timetable remained then this would be less of an issue but with the proposed extensions to the timetable and making the service 7 days a week then these issues will need to be addressed. Broadmeadows is a family orientated neighbour in close proximity to a number of schools. Buses travelling in both directions will be confusing and dangerous for all the children living in the area.

The cost to local rate payers seems like it could be better spent on other issues. Bus services that travel both clockwise and anti-clockwise around Broadmeadows will require new bus stops to be set up at great expense. Surely the existing stops could be utilised for both services.

If this is required in close proximity to my property then there is now reason for the bus to stop across my driveway. There is sufficient distance between driveways for the buses to stop and this would allow the loss of on-street parking to spread across neighbours with me retaining one on street park either side of my driveway.

Due to the large impact that this will have on my property value and the safety and wellbeing of my family, I would appreciate being kept informed if this proposed change goes to the next stage. If this does occur then I will submit a more formal objection.

Officer's response: Thank you for your recent submission on the proposed bus stop outside your property at #13 Nalanda Crescent.

The concerns you have raised are consistent with those of other submitters in similar circumstances.

We have reviewed the proposed location given the concerns you have raised and are happy to modify it to facilitate the provision of additional parking spaces on road so that the stop is not drawn across your driveway.

We have insured that this stop is not what is called a timed stop, meaning you will not have a bus idling outside your property waiting to continue on to the next stop. Buses will only use this stop when picking up or letting off passengers.

Extending the bus route to Johnsonville at all times provides improved access for both workers as well as shoppers to Johnsonville. This was requested by residents as part of the route consultation pre 2014.

This extension does however result in buses travelling through Broadmeadows in two directions; to both Wellington and Johnsonville. We are looking to run these buses in opposite directions through Broadmeadows to make it easier for passengers, especially those with poor vision or other impairments, to be sure they are boarding the correct bus. In other locations where a route uses the same bus stops for two different directions we find people do accidentally board the wrong bus

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

and head the wrong way. It also causes delay for the bus as the driver has to stop at each stop even if passengers are actually waiting for the bus going in the other direction.

PROPOSED TRAFFIC RESOLUTION

Reference: TR 119 – 16

Location: 4 Rajkot Terrace - Broadmeadows

Proposal: Class restricted parking – Bus Stop (New)
New bus stop on Rajkot Terrace (Outside #4)
Reconfirm the existing bus stop on Rajkot Terrace (outside #7) at 15 metres in length.

Information: **Purpose**

To recommend that a new class restricted parking (bus stop) is formalised on Rajkot Terrace outside #4, and reconfirm the existing bus stop outside #7.

Background

From 2011 to 2015 Greater Wellington Regional Council (GWRC) undertook the first fundamental review of the bus network in Wellington City in over 20 years. The review resulted in a bus network design which will be easier to understand, will be more efficient, and increases the coverage and number of services for Wellington City residents.

As part of the Wellington City bus review, GWRC would like to provide an all-day service to Broadmeadows replacing the current peak only route 46 and infrequent shopper service route 50. It is proposed that buses will run on weekends providing a 7 day a week service to Broadmeadows where there is a weekday only service currently. The new Bus route will also provide direct connections to and from Johnsonville and Khandallah, making more destinations easily accessible by bus from Broadmeadows.

In order for the bus review to succeed and the new bus route to be run, GWRC requires seven (7) new bus stops to be installed and a reconfirmation of some of the existing stops to facilitate larger buses and being the stop location up to the required NZTA DRAFT standards. The bus stop locations have been selected to maximise the number of people within a 400m walking distance of a bus stop but also takes into account the topography of the Broadmeadows suburb.

In order to complete all the bus stop changes required across the network, GWRC and WCC are phasing the traffic resolutions for these, however they will not come into effect until January 2018.

PROPOSED TRAFFIC RESOLUTION

Proposal

GWRC will manage the installation of infrastructure at the new location in consultation with WCC in late 2017 to early 2018.

Traffic Safety Assessment

GWRC Officers have reviewed the site in conjunction with the submissions received and have modified its location to reflect the concerns of the submitters. The new location is believed to be in a safe and suitable position for a bus stop.

On-street parking will be reduced by two (2) parking spaces. The number of spaces required has been reduced by utilising existing 'No Stopping' restrictions as well as nearby property driveways.

The agreed site gives pedestrians and motorists good sight lines and vision of other traffic.

Consultation

WCC are the owners of the road and road reserve.

Feedback has been initially sought from 13 surrounding properties.

GWRC Officers and WCC Officers have discussed the proposal and verbally agreed on the site detailed in this report for the bus stop's location.

Recommendation

GWRC recommends that WCC approves the new class restricted parking (a bus stop) to be installed on Rajkot Terrace, Broadmeadows as well as reconfirming the existing stop on the opposite side of the road.

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 July 2016 |
| 2) Feedback period closes. | 12 August 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 15 September 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
<i>Rajkot Terrace</i>	<i>Bus Stop, at all times</i>	<i>Western side, commencing 26.5 metres south of its intersection with John Sims Drive (Grid coordinates x= 1750635.7 m, y= 5433488.7 m), and extending in a southerly direction following the western kerbline for 15 metres.</i>
<i>Rajkot Terrace</i>	<i>Bus Stop, at all times</i>	<i>Eastern side, commencing 56.5metres south of its intersection with John Sims Drive (Grid coordinates x= 1750648.9 m, y= 5433483.4 m), and extending in a southerly direction following the eastern kerbline for 15 metres.</i>

Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
<i>Rajkot Terrace</i>	<i>No Stopping, at all times</i>	<i>Western side, commencing from its intersection with John Sims Drive (Grid coordinates x= 1750635.7 m, y= 5433488.7 m), and extending in a southerly direction following the western kerbline for 26.5 metres.</i>
<i>Rajkot Terrace</i>	<i>No Stopping, at all times</i>	<i>Western side, commencing 41.5 metres south of its intersection with John Sims Drive (Grid coordinates x= 1750635.7 m, y= 5433488.7 m), and extending in a southerly direction following the western kerbline for 5 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
<i>Rajkot Terrace</i>	<i>Bus Stop, at all times</i>	<i>East side, commencing 56.5 metres east of its intersection with John Sims Drive and extending in a southerly direction following the eastern kerbline for 68.5 metres</i>

Delete from Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
<i>Rajkot Terrace</i>	<i>No Stopping, at all times</i>	<i>West side, commencing at its intersection with John Sims Drive and extending in a southerly direction following the western kerbline for 15.5 metres</i>

Prepared By: **Charles Kingsford**

(Principal Traffic Engineer/Team Lead)

Approved By: **Steve Spence**

Chief Transport Advisor)

Date: 02/09/2016

WCC Contact:

Lindsey Hill
Project Co-ordinator, Transport Group –
Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8753
Email: lindsey.hill@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

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

Item 2.3 Attachment 30



<p>greater WELLINGTON REGIONAL COUNCIL Te Rauwharua Takekōwhiri</p>	<p>Bus Stop - At All Times TR119-16 Rajkot Tce, BROADMEADOWS</p>	<p>User Name: agatec Reference Scale: 1:300 Date: 13/07/2016</p>
	<p><small>Topographic and Cadastral data is copyright LINZ. LIDAR data is copyright GWRC. Regional Orthophotography Copyright : GWRC / NZAM 2010, 2013. Projection NZTM.</small></p>	
	<p><small>Document Path: C:\Users\agatec\Desktop\Master Bus Stop Base Map (Portrait).mxd Date: 13/07/2016</small></p>	

PROPOSED TRAFFIC RESOLUTION

Reference: TR 120 – 16

Location: 208 Mark Avenue - Grenada Village
193 Mark Avenue - Grenada Village

Proposal: Class restricted parking – Bus Stop (New)
New bus stop on Mark Avenue (Outside #208)
New bus stop on Mark Avenue (Outside #193)

Information: **Purpose**

To recommend that two new class restricted parking (bus stops) are formalised on Mark Avenue – outside #'s 193 and 208.

Background

Between 2011 to 2015 Greater Wellington Regional Council (GWRC) undertook the first fundamental review of the bus network in Wellington City in over 20 years. The review resulted in a bus network design which will be easier to understand, will be more efficient, and increases the coverage and number of services for Wellington City residents.

From 2018, Grenada Village is proposed to be served by a branch of the new North-South Spine (A) linking Johnsonville, Wellington, Newtown and Island Bay. This route will provide the opportunity to travel to and from Wellington Hospital without changing buses.

The Grenada Village branch proposed is to extend northwards to service the new growth areas of Grenada Village along Mark Avenue.

The planned frequency of the route is:

Weekday Peak	As now bus every 15 to 30 minutes
Weekday Daytime	More frequent service every 30 minutes (currently every 60 minutes)
Weekday Evening	Additional evening buses every 120 minutes (currently no service after 7:45pm)
Saturday	As now every 60 minutes (buses to continue through to Wellington via Johnsonville)
Sunday	As now every 60 minutes (buses to continue through to Wellington via Johnsonville)

PROPOSED TRAFFIC RESOLUTION

Three (3) new bus stops are proposed along with a terminus at the Grenada Drive / Mark Avenue intersection. These stops are designed to provide an improved catchment and extension of the existing service which currently loops at Guadaloupe Crescent.

GWRC propose that the bus stop configuration (where able) consist of a 9m 'no stopping' entry taper; a 15m bus box in which the bus stops, and a 9m 'no stopping' exit taper. The value of this is that it will allow the bus to position itself parallel to the curb and exit the bus stop in a safe manner.

In some circumstances, existing driveways will form part of the tapers and bus stops.

In order for the bus review to succeed and the new bus route to be run, GWRC requires three (3) new bus stops and a terminus.

In order to complete all the bus stop changes required across the network, GWRC and WCC are phasing the traffic resolutions for these, however they will not come into effect until January 2018.

Proposal

GWRC will manage the installation of infrastructure at the new location in consultation with WCC in late 2017 to early 2018.

Traffic Safety Assessment

GWRC Officers have reviewed the site in conjunction with the submissions received and have modified its location to reflect the concerns of the submitters.

The new locations are believed to be in safe and suitable positions for a bus stop.

On-street parking will be reduced by ten (10) parking spaces. However the location for the stops has been chosen so that the spaces taken are not in front of any residential properties.

The agreed site gives pedestrians and motorists good sight lines and vision of other traffic.

PROPOSED TRAFFIC RESOLUTION

Consultation

WCC are the owners of the road and road reserve.

Feedback has been initially sought from 10 surrounding properties.

GWRC Officers and WCC Officers have discussed the proposal and verbally agreed on the site detailed in this report for the bus stop's location.

Recommendation

GWRC recommends that WCC approves the new class restricted parking (2x bus stop) to be installed on Mark Avenue, Grenada Village.

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 July 2016 |
| 2) Feedback period closes. | 12 August 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 15 September 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Mark Avenue	Bus Stop, at all times	Western side, commencing 143 metres north of its intersection with Saint Kitts Place (Grid coordinates x= 1753015.9 m, y= 5436880.8 m), and extending in a northerly direction following the western kerbline for 15 metres.
Mark Avenue	Bus Stop, at all times	East side commencing 174.5 metres north of its intersection with the prolongation of the northern kerb of Saint Kitts Place (Grid coordinates x= 1753021.5 m, y= 5436876.5 m), and extending in a northerly direction following the eastern kerbline for 15 metres.

PROPOSED TRAFFIC RESOLUTION

Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
Mark Avenue	No Stopping, at all times	Western side, commencing 134 metres north of its intersection with Saint Kitts Place (Grid coordinates x= 1753015.9 m, y= 5436880.8 m), and extending in a northerly direction following the western kerblines for 9 metres.
Mark Avenue	No Stopping, at all times	Western side, commencing 158 metres north of its intersection with Saint Kitts Place (Grid coordinates x= 1753015.9 m, y= 5436880.8 m), and extending in a northerly direction following the western kerblines for 9 metres.
Mark Avenue	No Stopping, at all times	East side commencing 165.5 metres north of its intersection with the prolongation of the northern kerb of Saint Kitts Place (Grid coordinates x= 1753021.5 m, y= 5436876.5 m), and extending in a northerly direction following the eastern kerblines for 9 metres.
Mark Avenue	No Stopping, at all times	East side commencing 189.5 metres north of its intersection with the prolongation of the northern kerb of Saint Kitts Place (Grid coordinates x= 1753021.5 m, y= 5436876.5 m), and extending in a northerly direction following the eastern kerblines for 9 metres.

PROPOSED TRAFFIC RESOLUTION

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

Prepared By: Charles Kingsford
Approved By: Steve Spence
Date: 02/09/2016

(Principal Traffic Engineer/Team Lead)
Chief Transport Advisor)

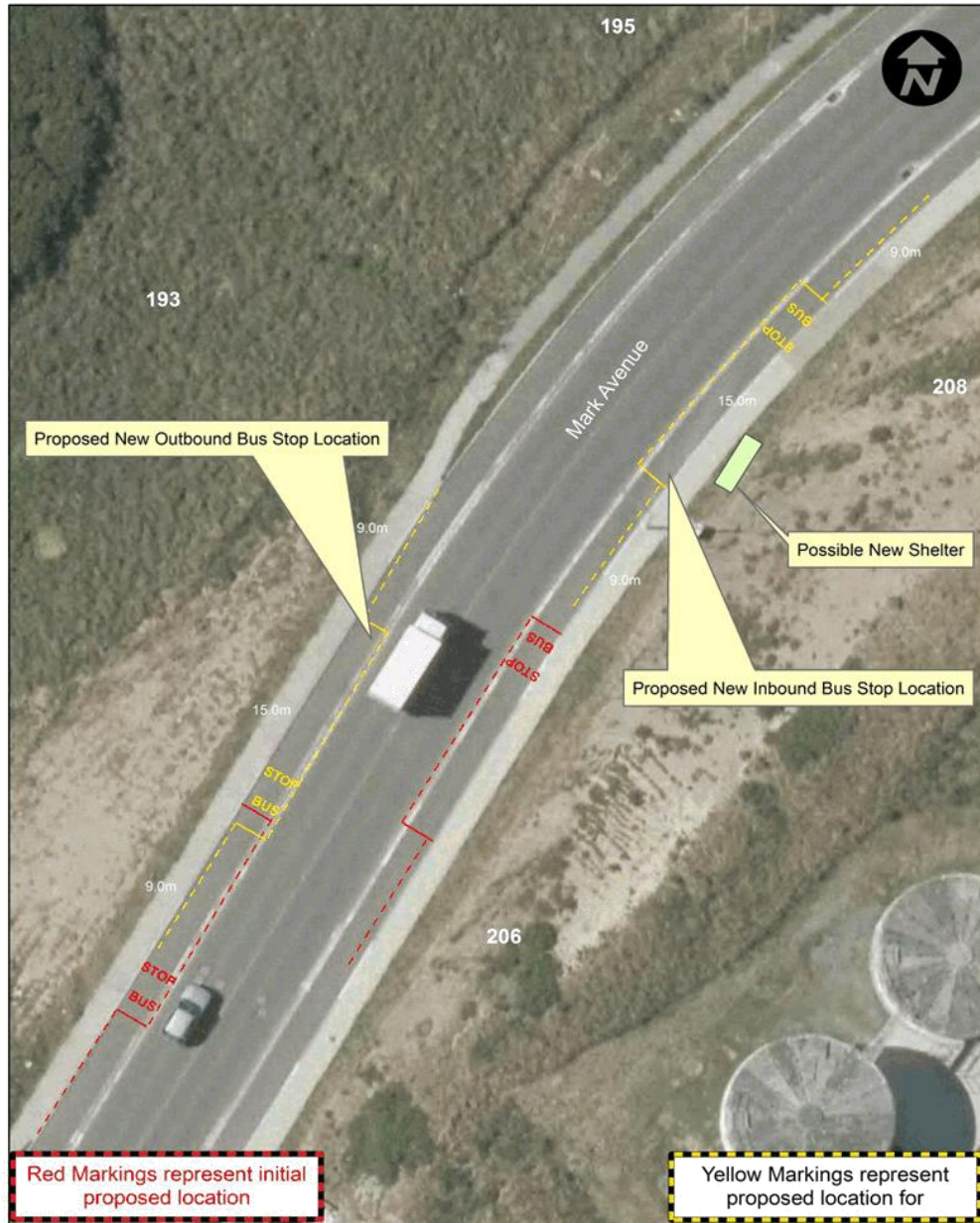
WCC Contact:

Lindsey Hill
Project Co-ordinator, Transport Group –
Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8753
Email: lindsey.hill@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

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

Item 2.3 Attachment 31



Red Markings represent initial proposed location

Yellow Markings represent proposed location for

<p>greater WELLINGTON REGIONAL COUNCIL Te Kaitiaki Takekōwhiri</p>	<p>Bus Stop - At All Times TR120-16, Mark Ave, GRENADA VILLAGE</p>	<p>User Name: agatec Reference Scale: 1:300 Date: 13/07/2016</p>
	<p><small>Topographic and Cadastral data is copyright LINZ. LIDAR data is copyright GWRC. Regional Orthophotography Copyright : GWRC / NZAM 2010, 2013. Projection NZTM.</small></p>	

Document Path: C:\Users\agatec\Desktop\Master Bus Stop Base Map (Portrait).mxd Date: 13/07/2016

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Submitter: Edwin Hermann
Address: 167 Mark Avenue, Grenada Village, Wellington
Agree with proposal: Yes

Great idea, fully support it, let's make it happen! The more bus stops, the better.

PROPOSED TRAFFIC RESOLUTION

Reference: TR 121 – 16

Location: Grenada Drive - Grenada Village

Proposal: Class restricted parking – Bus Stop (New)
Confirmation of bus stop (terminus) on Grenada Drive

Information: Purpose

To confirm a new class restricted parking (bus stop / terminus) which is in place on Grenada Drive – at its intersection with Mark Avenue.

Background

Between 2011 to 2015 Greater Wellington Regional Council (GWRC) undertook the first fundamental review of the bus network in Wellington City in over 20 years. The review resulted in a bus network design which will be easier to understand, will be more efficient, and increases the coverage and number of services for Wellington City residents.

From 2018, Grenada Village is proposed to be served by a branch of the new North-South Spine (A) linking Johnsonville, Wellington, Newtown and Island Bay. This route will provide the opportunity to travel to and from Wellington Hospital without changing buses.

The Grenada Village branch proposed is to extend northwards to service the new growth areas of Grenada Village along Mark Avenue.

The planned frequency of the route is:

Weekday Peak	As now bus every 15 to 30 minutes
Weekday Daytime	More frequent service every 30 minutes (currently every 60 minutes)
Weekday Evening	Additional evening buses every 120 minutes (currently no service after 7:45pm)
Saturday	As now every 60 minutes (buses to continue through to Wellington via Johnsonville)
Sunday	As now every 60 minutes (buses to continue through to Wellington via Johnsonville)

PROPOSED TRAFFIC RESOLUTION

Three (3) new bus stops are proposed along with a terminus at the Grenada Drive / Mark Avenue intersection. These stops are designed to provide an improved catchment and extension of the existing service which currently loops at Guadalupe Crescent.

GWRC propose that the bus stop configuration (where able) consist of a 9m 'no stopping' entry taper; a 15m bus box in which the bus stops, and a 9m 'no stopping' exit taper. The value of this is that it will allow the bus to position itself parallel to the curb and exit the bus stop in a safe manner.

In some circumstances, existing driveways will form part of the tapers and bus stops.

In order for the bus review to succeed and the new bus route to be run, GWRC requires three (3) new bus stops and a terminus.

In order to complete all the bus stop changes required across the network, GWRC and WCC are phasing the traffic resolutions for these, however they will not come into effect until January 2018.

Proposal

GWRC will manage the installation of infrastructure at the new location.

Traffic Safety Assessment

GWRC Officers have reviewed the site, and given that it is an off-road facility are happy with its design and safety aspects.

Consultation

WCC are the owners of the road and road reserve.

No surrounding properties were available to be consulted with.

GWRC and WCC Officers have previously discussed the location and agreed on the site detailed in this report.

The Terminus has already been constructed.

Recommendation

GWRC recommends that WCC approves the new class restricted parking (a bus stop) to be installed at the Grenada Drive / Mark Avenue intersection.

PROPOSED TRAFFIC RESOLUTION

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 July 2016 |
| 2) Feedback period closes. | 12 August 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 15 September 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Grenada Drive	Bus Stop, at all times	North side, commencing 22.5 metres east of a point 25.5 metres east of its intersection with Mark Avenue (Grid coordinates x= 1753433.7 m, y= 5437380.0 m), and extending in a easterly direction following the newly form terminus northern kerblne for 15 metres.

Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Grenada Drive	No Stopping, at all times	North side, commencing from a point 25.5 metres east of its intersection with Mark Avenue (Grid coordinates x= 1753433.7 m, y= 5437380.0 m), and extending in a easterly direction following the newly formed terminus's northern kerblne for 22.5 metres.

PROPOSED TRAFFIC RESOLUTION

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

Grenada Drive	No Stopping, at all times	North side, commencing 37.5 metres east of a point 25.5 metres east of its intersection with Mark Avenue (Grid coordinates x= 1753433.7 m, y= 5437380.0 m), and extending in a easterly direction following the newly formed terminus's northern kerbline for 23 metres.
Grenada Drive	No Stopping, at all times	North side, commencing from a point 25.5 metres east of its intersection with Mark Avenue (Grid coordinates x= 1753433.7 m, y= 5437380.0 m), and extending in a easterly direction following the newly formed terminus's southern kerbline for 15 metres.
Grenada Drive	No Stopping, at all times	West side commencing from the prolongation of the southern kerbline of the Mark Avenue Terminus (Grid coordinates x= 1753443.8 m, y= 5437331.9 m), and extending in a north-westerly direction following the western kerbline for 25 metres.

Prepared By: Charles Kingsford
Approved By: Steve Spence
Date: 02/09/2016

(Principal Traffic Engineer/Team Lead)
Chief Transport Advisor)

WCC Contact:

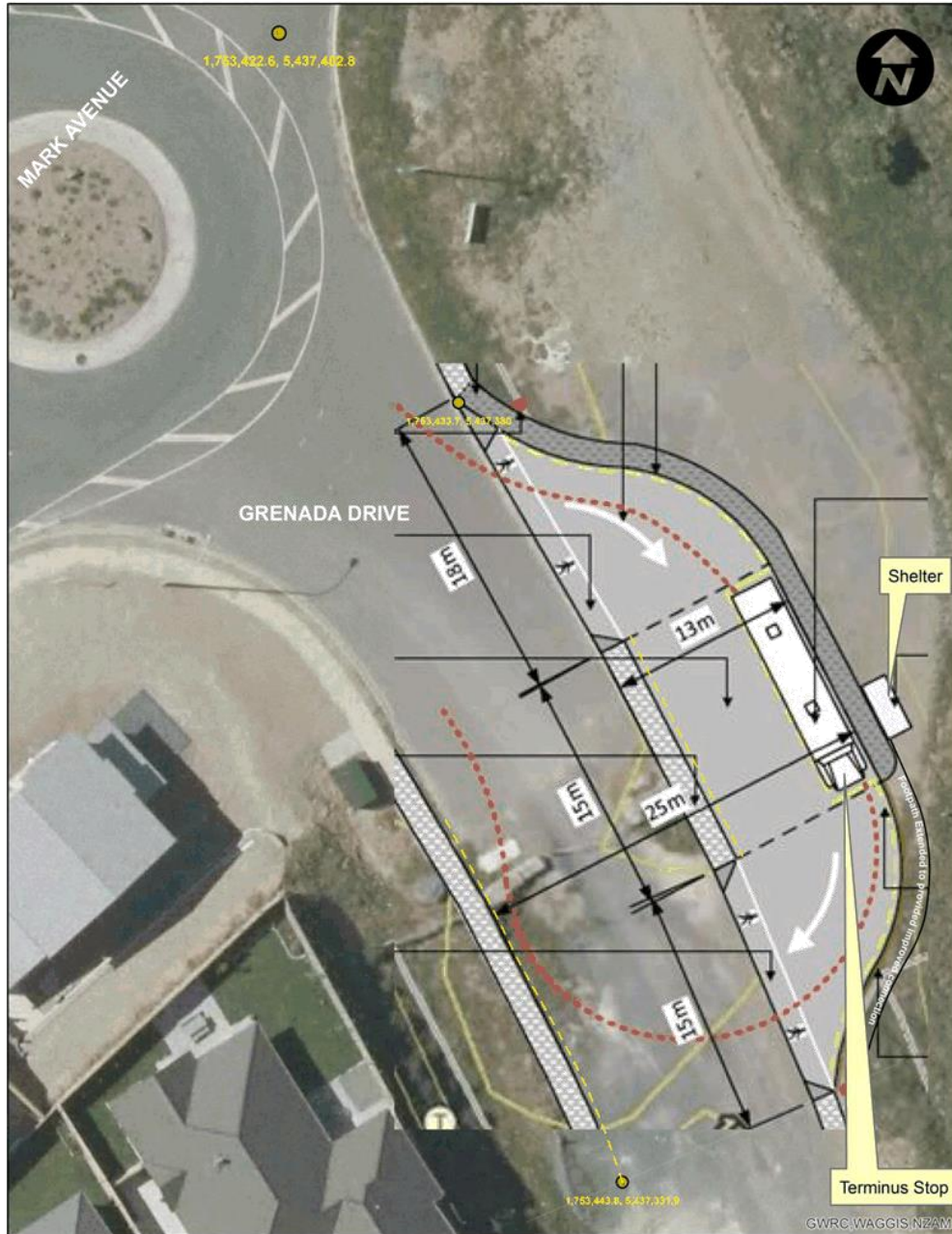
Lindsey Hill
Project Co-ordinator, Transport Group –
Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8753
Email: lindsey.hill@wcc.govt.nz

Feedback received: No feedback was received for this traffic resolution

PROPOSED TRAFFIC RESOLUTION

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

Item 2.3 Attachment 32



<p>greater WELLINGTON REGIONAL COUNCIL Te Kaitiaki Takekōwhiri</p>	<p>Bus Stop - At All Times Grenada Drive, GRENADA VILLAGE</p>	<p>User Name: agatec Reference Scale: 1:300 Date: 13/07/2016</p>
	<p><small>Topographic and Cadastral data is copyright LINZ. LIDAR data is copyright GWRC. Regional Orthophotography Copyright : GWRC / NZAM 2010, 2013. Projection NZTM.</small></p>	

Document Path: C:\Users\agatec\Desktop\Master Bus Stop Base Map (Portrait).mxd
Date: 13/07/2016

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 123 – 16

Location: 56 Hobart Street – Miramar

Proposal: Class restricted parking – Bus Stop (New)
New bus stop on Hobart Street (Outside #56)

Information: **Purpose**

To recommend that a new class restricted parking (bus stop) is formalised on Hobart Street.

Background

Between 2011 to 2015 Greater Wellington Regional Council (GWRC) undertook the first fundamental review of the bus network in Wellington City in over 20 years. The review resulted in a bus network design which will be easier to understand, will be more efficient, and increases the coverage and number of services for Wellington City residents.

East West Spine - Miramar Avenue, Hobart Street, Broadway

A new high frequency East-West Spine bus route (C) is proposed to service Miramar, linking Seatoun, Miramar, Kilbirnie, Hataitai, Wellington and Karori. By travelling via Miramar Shops the East-West Spine (C) will connect Seatoun and the southern area of Miramar around Broadway and Hobart Street to local facilities at Miramar Shops.

- Weekday peak – bus every 10 minutes with higher capacity buses.
- Weekday daytime – buses every 10 minutes.
- Weekday evening – buses every 30 minutes.
- Saturday – buses every 15 minutes daytime and every 30 minutes evening.
- Sunday – buses every 15 minutes daytime and every 30 minutes evening.

Devonshire Road and Caledonia Street

No public service is proposed on Devonshire Road or Caledonia Street. Bus stops affected are located within 5 minutes' walk from new services planned for Hobart Street (routes [C](#), [C1](#) and [C2](#)) and Ira Street (routes [Q](#) and [Q1](#)). School bus services on these streets are not proposed to change at this stage.

PROPOSED TRAFFIC RESOLUTION

One (1) new bus stop is proposed.

GWRC propose that the bus stop configuration consist of a 15m bus box in which the bus stops, and a 9m 'no stopping' exit taper. The value of this is that it will allow the bus to position itself parallel to the curb and exit the bus stop in a safe manner.

In this circumstance, an existing 'no stopping' restriction will be used to accommodate the entry taper.

In order to complete all the bus stop changes required across the network, GWRC and WCC are phasing the traffic resolutions for these, however they will not come into effect until January 2018.

Proposal

GWRC will manage the installation of infrastructure at the new location in consultation with WCC in late 2017 to early 2018.

Traffic Safety Assessment

GWRC Officers have reviewed the site in conjunction with the submissions received and have modified its location to reflect the concerns of the submitters.

The new location is believed to be in a safe and suitable position for a bus stop.

On-street parking will be reduced by three (3) parking spaces.

The agreed site gives pedestrians and motorists good sight lines and vision of other traffic.

Consultation

WCC are the owners of the road and road reserve.

Feedback has been sought and as a result of the issues and concerns raised GWRC have agreed to defer the inbound stop resolution pending further consultation and a review of the Hobart Street, Caledonia Street, Devonshire Road intersection.

The outbound stop (outside Miramar Uniting Church) is to proceed.

GWRC Officers and WCC Officers have discussed the proposal and verbally agreed on the site detailed in this report for the bus stop's location.

PROPOSED TRAFFIC RESOLUTION

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

Recommendation

GWRC recommends that WCC approves the new class restricted parking (a bus stop) to be installed on Hobart Street, Miramar.

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 July 2016 |
| 2) Feedback period closes. | 12 August 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 15 September 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
Hobart Street	Bus Stop, at all times	East side commencing 14 metres south of its intersection Devonshire Road (Grid coordinates x= 1751767.1 m, y= 5423949.5 m), and extending in a southerly direction following the eastern kerbline for 15 metres.

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

Column One	Column Two	Column Three
Hobart Street	No Stopping, at all times	East side commencing 29 metres south of its intersection Devonshire Road (Grid coordinates x= 1751767.1 m, y= 5423949.5 m), and extending in a southerly direction following the eastern kerbline for 9 metres

Prepared By: Charles Kingsford (Principal Traffic Engineer/Team Lead)
Approved By: Steve Spence (Chief Transport Advisor)
Date: 02/09/2016

WCC Contact:

Charles Kingsford
Principal Traffic Engineer / Team Leader
Transport Group – Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8641
Fax: +64 4 801 3009
Email: Charles.kingsford@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Item 2.3 Attachment 33



Bus Stop - At All Times
Hobart Street, MIRAMAR

User Name: agatec
Reference Scale: 1:300
Date: 6/07/2016

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Document Path: C:\Users\agatec\Desktop\Master Bus Stop Base Map (Portrait).mxd
Date: 6/07/2016

PROPOSED TRAFFIC RESOLUTION

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

Item 2.3 Attachment 33



greater WELLINGTON
Kaitiaki - Ōhāriu
Te Kaitiaki Takekōwhiri

**Bus Stop - At All Times
Hobart St, MIRAMAR**

User Name: agatec
Reference Scale: 1:300
Date: 29/08/2016

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Document Path: C:\Users\agatec\Desktop\Master Bus Stop Base Map (Portrait).mxd
Date: 29/08/2016

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Submitter: Fraser Shaw
Address: 61 Hobart Street, Miramar
Agree with proposal: No

I would like to oppose the proposed inbound bus stop at 63 Hobart Street in Miramar (near the corner of Caledonia). This is a very busy intersection, with Hobart & Caledonia/Devonshire roads being main roads through South Miramar. This is compounded by the shops (especially the dairy) on the corner. Attracting a high number of customers. My main concern with the proposed location of the bus stop is around safety. If a bus was parked at the bus stop, it would block the view back up Hobart St, for pedestrians/cyclists crossing the road from the dairy to the church. Also cars travelling north up Hobart St toward the intersection would not be able to see pedestrians waiting to cross at the corner. This runs the risk of pedestrians/cyclists crossing in front of the bus, into the path of traffic passing the stationary bus. Also, our garage at 61 Hobart St would be right by the bus stop. With people gathering around our garage. I am concerned that we could be reversed into someone crossing in front of our garage. I believe a better location for the bus stop would be further south on Hobart St, or on the northern side of the intersection. If GWRC do go ahead with the proposed location, I would ask that you consider paying to relocate the entrance to our garage from immediately on the footpath to the side of the garage, so that we can drive out forward using the existing car-pad, giving greater visibility.

Officer's response: GWRC/WCC have agreed not to go ahead with the 'inbound' stop on and to work with residents to find a better location. I refer you to the Greater Wellington Regional Council detailed website for detailed network proposals and consultation that has taken place. Consultation on the changes to the existing bus stops and new bus stops is currently taking place across the bus network.

Submitter: Jacki Couchman
Address: 53 Hobart Street, Miramar
Agree with proposal: No

We are users of public transport and understand the need to continuously improve transport links. We do, however have two concerns about proposal TR 123-16:

Our first concern is about this proposal further reducing on-street parking in Hobart Street. As you will be aware, there are already serious parking issues in our street caused by airport users. We would ask that any proposal to reduce car parking further also consider the desirability of creating time limited parking zones in the street.

Our second concern is that underlying the proposal appears to be an intention to stop the number 30 and 25 express buses. The new route will add significant time to the commute for those currently taking express buses to and from work. Will there be any consultation on the change to these bus routes, for those dependent on them for commuting?

Officer's response: As a result of the new stops, the current stops located on Caledonia will come available outside of school bus hours to be used of short term time limited parking etc

The current route 30 express services (C1 and C2) will continue to operate although the route is planned to change to run along Broadway, Hobart Street and Miramar Avenue to improve access to the Airport and the Miramar town centre, as well as avoiding morning traffic delays on Caledonia

FEEDBACK RECEIVED

Street. Likewise morning route 25 services (Q1) will also continue to operate however will travel via Ira Street and Miramar Avenue. New return services in the afternoon will be added on this route, currently there are none.

Consultation on changes to existing bus stops and new bus stops required for the new networks continues with directly affected households.

Submitter:	Darren & Anne Morgan
Address:	Unknown
Agree with proposal:	Yes

I am writing to express my concern about the proposal to put a bus stop in the following locations 56 Hobart Street Miramar and 61-63 Hobart Street.

I feel that nobody has taken into consideration the location of these bus stops and also the traffic and parking congestion already down Hobart Street on any given day.

Both locations are unbelievable they are just about on a very dangerous stretch of road. That intersection has had more accidents than I could ever explain it's a dangerous intersection with cars going thru the so called stop sign and being collected by cars coming down Devonshire Road and Caledonia Street many a time. Also both of your stops are so close to the corner that it is going to be near impossible to get through that intersection with buses sticking out when they pickup passengers. There is also the congestion of have Kiwi Cabs in that block of shops which add to extra congestion when it comes to parking.

If anything, it could go the other side of Hobart Street outside 65 Hobart street or down that way and outside the Fish and Chip store on the other side of the road.

You also haven't taken into consideration the so called cycle lane that has been proposed for this street which is going to cause more congestion.

Last but not least you have no idea what we as residents have to put up with AIRPORT PARKING we continually have problems with people parking their cars down Hobart Street and the whole way down to Caledonia and Devonshire Road. Generally every weekend we have to get up by 6.30am to get a park on the road outside our house so we can actually park our cars so by adding a bus stop on both sides of the road you are taking another 12 parks away from residents.

Unless you are going to put Resident Parking down Hobart Street all you are doing is causing more congestion and inconvenience to all residents.

Officer's response: GWRC/WCC have agreed not to go ahead with the 'inbound' stop on and to work with residents to find a better location. I refer you to the Greater Wellington Regional Council detailed website for detailed network proposals and consultation that has taken place. Consultation on the changes to the existing bus stops and new bus stops is currently taking place across the bus network.

Every bus stop needs be long enough to allow a standard bus to pull in at the correct angle to enable it to stop close and parallel to the kerb and manoeuvre out of the bus stop safely. Buses are often prevented from achieving the above due to vehicles being parked close to or at

FEEDBACK RECEIVED

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

the bus stop. The requirement for No Stopping restrictions is therefore required. The provision of an appropriate bus stop layout (with the associated parking restrictions) enables the bus to stop closely to the kerb, and assist in achieving the following objectives of

- minimise bus delay;
- maximise ease of access between the bus and the footpath;
- prevent/dissuade other vehicles from parking in the bus stop area;
- allow the bus to line up within 200mm of, and parallel to, the kerb, and
- maintain road safety.

Where possible we try to utilise existing driveways and/or no stopping areas, however in some cases these areas are not suitable and the loss of some on-street parking is required.

The proposed outbound stop (outside the church) is recommended to proceed as it is located in a safe location and the bus to pull up close to the kerb, allowing vehicles to pass comfortably on the left hand side of the road. The other issues you have raised are being considered by Wellington City Council. We will be engaging with the residents in the future to broadly identify some options in the streetscape surrounding parking, and parking control options in the area.

Reference: TR 125 – 16

Location: Evans Bay Parade (Kilbirnie Park) - Kilbirnie

Proposal: Class restricted parking – Bus Stop (New)
New bus stop on Evans Bay Parade (Kilbirnie Park)

Information: Purpose

To recommend that a new class restricted parking (bus stop) be formalised on Evans Bay Parade – Kilbirnie Park.

Background

Between 2011 to 2015 Greater Wellington Regional Council (GWRC) undertook the first fundamental review of the bus network in Wellington City in over 20 years. The review resulted in a bus network design which will be easier to understand, will be more efficient, and increases the coverage and number of services for Wellington City residents.

From 2018, this section of Evans Bay Parade will be serviced by route **p**, a local bus route serving Broadmeadows, Khandallah East, Evans Bay and Maupuia providing access to Johnsonville, Wellington and Kilbirnie.

GWRC proposed at consultation that the bus stop configuration consist of a 10m 'no stopping' entry taper; a 15m bus box in which the bus stops, and a 9m 'no stopping' exit taper. The value of this is that it will allow the bus to position itself parallel to the curb and exit the bus stop in a safe manner.

This Bus Stop is to come into effect from 1st October 2016 to provide additional 'inbound' capacity on the current route 24.

Proposal

GWRC will manage the installation of infrastructure at the new location in consultation with WCC.

Traffic Safety Assessment

GWRC Officers have reviewed the site and believe that the proposed location is the safest and most suitable position for a bus stop.

On-street parking will be reduced by six (6) parking spaces.

The agreed site gives pedestrians and motorists good sight lines and vision of other traffic.

Consultation

WCC are the owners of the road and road reserve.

Surrounding property owners include WCC Parks & Gardens and the Regional Aquatic Centre.

After consultation and in discussion with WCC Officers it has been agreed to modify the exit taper to 5 metres to reduce the impact on parking in the area.

The 10 metre lead- in taper will allow the bus to position close to the kerb and be able to enter back into the traffic stream.

GWRC Officers and WCC Officers have discussed the proposal and verbally agreed on the site detailed in this report for the bus stop's location.

Recommendation

GWRC recommends that WCC approves the new class restricted parking (a bus stop) to be installed on Evans Bay Parade, Kilbirnie to come into effect in October 2016.

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 July 2016 |
| 2) Feedback period closes. | 12 August 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 15 September 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Evans Bay Parade	Bus Stop, at all times	West side, commencing 72 metres north of the prolongation of the northern kerbline of Kemp Street (Grid coordinates x= 1750273.9 m, y= 5424671.8 m), and extending in a south-westerly direction following the southern kerbline for 15 metres.

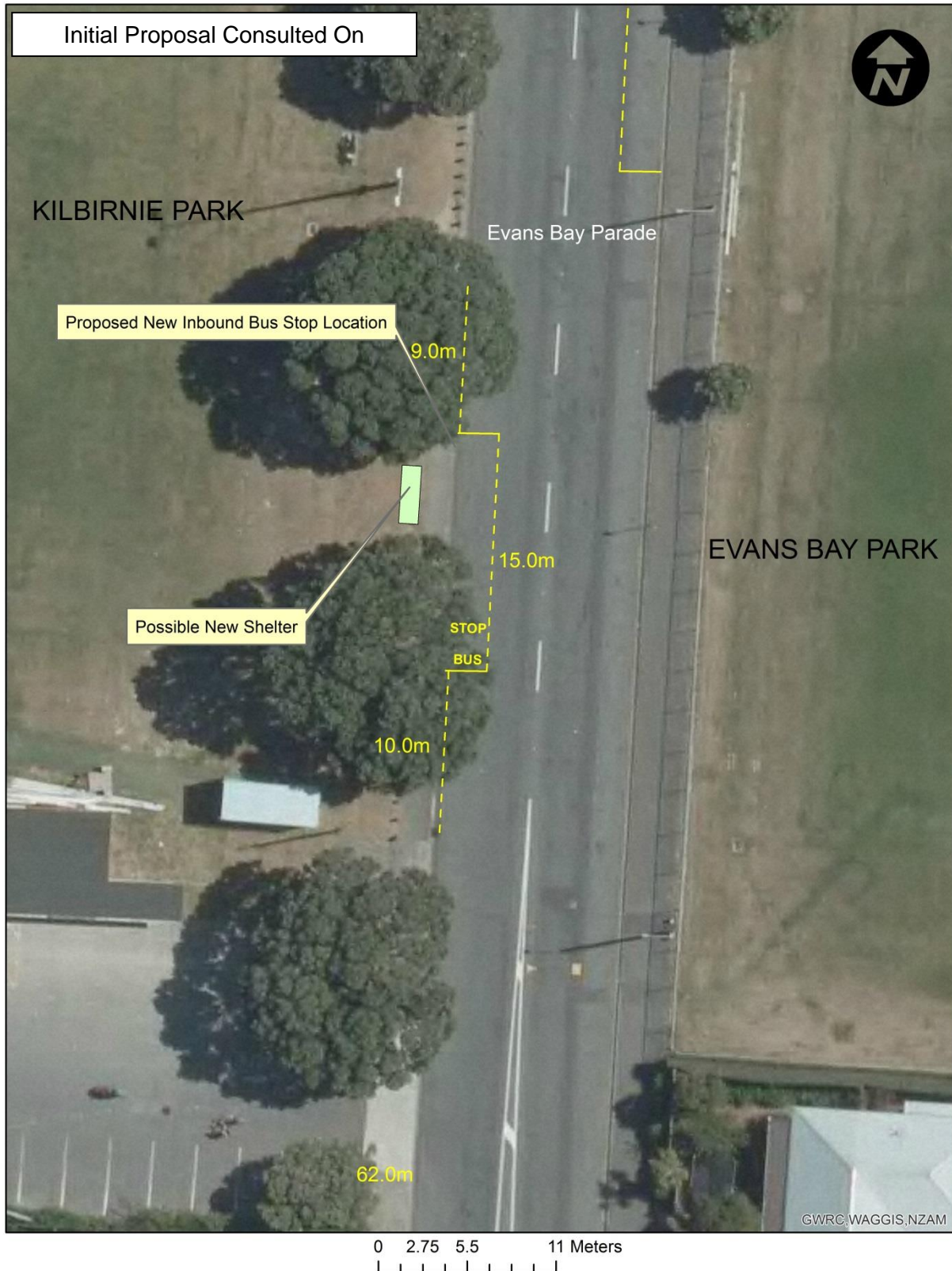
Add to Schedule D (No Stopping Restrictions) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Evans Bay Parade	No Stopping, at all times	West side, commencing 62 metres north of the prolongation of the northern kerbline of Kemp Street (Grid coordinates x= 1750273.9 m, y= 5424671.8 m), and extending in a south-westerly direction following the southern kerbline for 10 metres.
Evans Bay Parade	No Stopping, at all times	West side, commencing 87 metres north of the prolongation of the northern kerbline of Kemp Street (Grid coordinates x= 1750273.9 m, y= 5424671.8 m), and extending in a south-westerly direction following the southern kerbline for 5 metres.

Prepared By: **Charles Kingsford** (Principal Traffic Engineer/Team Lead)
Approved By: **Steve Spence** (Chief Transport Advisor)
Date: **02/09/2016**

WCC Contact:

Charles Kingsford
Principal Traffic Engineer / Team Leader
Transport Group – Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8641
Fax: +64 4 801 3009
Email: Charles.kingsford@wcc.govt.nz



Bus Stop - At All Times
TR125-16, Evans Bay Parade, KILBIRNIE

greater WELLINGTON REGIONAL COUNCIL
Te Pānui Mātaua Te Aotearoa

User Name: agatec
Reference Scale: 1:300
Date: 13/07/2016

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Document Path: C:\Users\agatec\Desktop\Master Bus Stop Base Map (Portrait).mxd
Date: 13/07/2016



<p>greater WELLINGTON REGIONAL COUNCIL Te Pahi Matua Teiao</p>	<p>Bus Stop - At All Times Evans Bay Parade - KILBIRNIE</p>	<p>User Name: agatec Reference Scale: 1:300 Date: 1/09/2016</p>
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Document Path: C:\Users\agatec\Desktop\Master Bus Stop Base Map (Portrait).mxd
Date: 1/09/2016

Feedback received:

Submitter: Catherine Johns
Address: 601 Evans Bay Parade, Kilbirnie
Agree with proposal: Not stated

Are you able to advise the timings of the first and last bus please. The buses already park here on weekday mornings and idle noisily until driving off at 0630. The loss of the 6 car parks will have significant impact as already very difficult to find a park in this area during weekdays and during weekend sport. In view of safety I think it will be dangerous for passengers waiting for buses to have their backs to Kilbirnie Park especially during cricket season when many cricket balls get hit onto the road, This could also damage/smash the glass of the bus shelter. I suspect the shelter will be used more by Saturday sport spectators.

Officer's response: Times given to submitter with no further feedback received.

PROPOSED TRAFFIC RESOLUTION

Reference: TR 126 – 16

Location: 93 Tirangi Road - Rongotai

Proposal: Class restricted parking – Bus Stop (Extended)
Extended bus stop on Tirangi Road (Outside #93)

Information: Purpose

To recommend that an existing class restricted parking (bus stop) is extended on Tirangi Road to facilitate longer buses and layover.

Background

Between 2011 to 2015 Greater Wellington Regional Council (GWRC) undertook the first fundamental review of the bus network in Wellington City in over 20 years. The review resulted in a bus network design which will be easier to understand, will be more efficient, and increases the coverage and number of services for Wellington City residents.

As part of the new network (due in 2018), the new route (E) is proposed to connect Rongotai and the Airport Retail Park to Kilbirnie, Newtown and Wellington.

The proposed route (E) is a high frequency bus route with two branches, one serving Rongotai and one serving Lyall Bay.

Proposed changes to service in Rongotai:

- Weekday peak – **more frequent buses** every 20 minutes (currently every 30 minutes)
- Weekday daytime – as now buses every 30 minutes
- Weekday evening – as now no service after 7pm (last bus is currently 6:58pm)
- Saturday – as now buses daytime every 30 minutes and no buses after 7pm (last bus is currently 6:28pm)
- Sunday – as now buses daytime every 30 minutes and no buses after 7pm (last bus is currently 6:28pm)

GWRC proposes that the bus stop configuration consist of a 15m bus box with a 6m lead in (NSAAT). The value of this is that it will allow the bus to position itself parallel to the kerb and exit the bus stop in a safe manner.

In order to complete all the bus stop changes required across the network, GWRC and WCC are phasing the traffic resolutions for these, however they will not come into effect until January 2018.

PROPOSED TRAFFIC RESOLUTION

Proposal

As part of the route change, GWRC proposes to extend the existing bus stop on Tirangi Road.

GWRC will manage the installation of infrastructure at the new location in consultation with WCC in late 2017 to early 2018.

Traffic Safety Assessment

GWRC Officers have reviewed the site and believe the location to be in safe and suitable positions for bus stops.

On-street parking will be reduced by two (2) parking spaces.

The agreed site gives pedestrians and motorists good sight lines and vision of other traffic along with access to a pedestrian crossing.

Consultation

WCC are the owners of the road and road reserve.

Feedback was sought and as a result GWRC have agreed to modify the original proposal and utilise the neighbouring stop to reduce the number of on-street parking spaces affected.

The bus stop will be reduced from 30m down to 15m with a 6m 'no stopping' lead-in to allow the bus to align correctly with the existing kerb line.

GWRC Officers and WCC Officers have discussed the proposal and verbally agreed on the site detailed in this report for the bus stop's location.

Recommendation

GWRC recommends that WCC approves the extension of the existing class restricted parking (bus stop) on Tirangi Road, Rongotai.

PROPOSED TRAFFIC RESOLUTION

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 July 2016 |
| 2) Feedback period closes. | 12 August 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 15 September 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Tirangi Road	Bus Stop, at all times	East side, commencing 149.5 metres south of its intersection with Coutts Street and extending in a southerly direction following the eastern kerbline for 12 metres

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Tirangi Road	Bus Stop, at all times	East side, commencing 146 metres south of its intersection with Coutts Street (Grid coordinates x= 1750972.0 m, y= 5423759.8 m), and extending in a southerly direction following the eastern kerbline for 15 metres.

Add to Schedule D (no stopping restriction) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Tirangi Road	No Stopping, At All Times	East side, commencing 140 metres south of its intersection with Coutts

PROPOSED TRAFFIC RESOLUTION

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

Street (Grid coordinates
x=1750972.0 m, y= 5423759.8 m),
and extending in a southerly
direction following the eastern
kerbline for 6 metres.

Prepared By: **Charles Kingsford** (Principal Traffic Engineer/Team Lead)
Approved By: **Steve Spence** (Chief Transport Advisor)
Date: 02/09/2016

WCC Contact:

Charles Kingsford
Principal Traffic Engineer / Team Leader
Transport Group – Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8641
Fax: +64 4 801 3009
Email: Charles.kingsford@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

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

Item 2.3 Attachment 35



<p>greater WELLINGTON REGIONAL COUNCIL Te Kaitiaki Māhira Te Kaitiaki</p>	<p>Bus Stop - At All Times Tirangi Road, RONGOTAI</p>	<p>User Name: agatec Reference Scale: 1:300 Date: 7/07/2016</p>
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Document Path: C:\Users\agatec\Desktop\Master Bus Stop Base Map (Portrait).mxd Date: 7/07/2016

PROPOSED TRAFFIC RESOLUTION

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

Item 2.3 Attachment 35



0 2.75 5.5 11 Meters

<p>greater WELLINGTON REGIONAL COUNCIL 10 Pōneke Whareroa Terrace</p>	<p>Bus Stop - At All Times Tirangi Road, RONGOTAI</p>	<p>User Name: agatec Reference Scale: 1:300 Date: 29/08/2016</p>
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Document Path: C:\Users\agatec\Desktop\Master Bus Stop Base Map (Portrait).mxd
Date: 29/08/2016

FEEDBACK RECEIVED

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

Feedback received:

Submitter: W. E. Shaw
Address: 93 Tirangi road, Wellington
Agree with proposal: Not stated

Note with concerns proposal to extend the existing bus stop south of our premises at the above address, northwards virtually to our footpath crossing. Having regard for the number of vehicles services at numbers 93 and 93A and widely fluctuating parking requirements this occasions from time to time, I am acutely aware of the increased difficulties our companies will suffer if a bus layover space is established as indicated in your report.

As a frequent passenger on the #14 bus route servicing this area I am well aware layovers official or otherwise are currently used adjacent to the next bus stop further south, designated as the retail park stop (#6346). Diagonally opposite that stop is another one on the west side of Tirangi Road. Buses layover here too, immediately south of the existing bus stop #7346.

I would further draw your attention to the west side of Tirangi Road directly opposite the location of your presently proposed bus layover position, is another existing bus stop #7345 with a sufficiency of space for a layover immediately south should need arise.

Any of these possibilities will I am sure serve your purposes very well without in any way constricting our company's customary road parking areas in our immediate vicinity. Now, more particularly, having regard to extending the bus stop alluded to under your traffic safety assessment paragraph, I see that our Company's will have to sacrifice (2 of its 3) on street parking spaces?

I submit that the existing situation works adequately and there is no need to eliminate our on street parking spaces as you suggest. The passenger numbers disembarking at the Stop #6345 are few and at a time of morning to attend their day's work. Our parking requirements are quite different at this time of the day and do not conflict with lines of sight or bus manoeuvres.

This area of Rongotai has long been developed and so increase of passenger traffic need not be expected.

As I disembark at this stop myself frequently I consider myself in a position to observe that there is no difficulty for buses servicing this stop and therefore no purpose to curtail road parking which is detrimental to our Company's. The present arrangement because unrestricted, is very flexible in practice as regards traffic parking and therefore does not call for any alteration.

Officer's response:

GWRC have reviewed the proposed stop in light of your submission and agree that the existing stop and the one opposite can be better utilised. GWRC do however, require the existing stop to be extended to 15m (currently 12m) with a 9m no stopping at all times restriction lead-in because as of 2018 the route direction is scheduled to change.

Currently this stop is near the end of route 14 with buses terminating at the Airport Retail Park then commencing their next run from the opposite side of the road.

From 2018 this stop will form part of a new route (E) which will connect Rongotai and the Airport Retail Park to Kilbirnie, Newtown and Wellington.

FEEDBACK RECEIVED

Route (E) will be a high frequency bus route with two branches, one serving Rongotai and the other Lyall Bay.

Proposed changes to service levels in Rongotai are as follows:

- Weekday peak – **more regular service** every 20 minutes (currently every 30 minutes)
- Weekday daytime – **more regular service** every 20 minutes (currently every 30 minutes)
- Weekday evening – as now (no service after 7pm)
- Saturday – daytime every 30 minutes and no service after 6.30pm
- Sunday – as now (daytime every 30 minutes and no service after 6.30pm)

The route will start from this stop and head down towards the Airport Retail Park and then on to Kilbirnie

PROPOSED TRAFFIC RESOLUTION

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

Reference: TR 127 – 16

Location: Cambrian Street - Churton Park

Proposal: Class restricted parking – Bus Stop (New)
New bus stop on Cambrian Street at #10

Information: Purpose

To recommend that a new class restricted parking (bus stop) is formalised on Cambrian Street at #10, Churton Park

Background

From 2011 to 2015 Greater Wellington Regional Council (GWRC) undertook the first fundamental review of the bus network in Wellington City in over 20 years. The review resulted in a bus network design which will be easier to understand, will be more efficient, and increases the coverage and number of services for Wellington City residents.

As part of the Wellington City bus review, GWRC would like to improve infrastructure and access to public transport in Churton Park. From 2018 the current Churton Park route 54 is to be replaced by two new routes. This new route design was the preferred option following extensive community consultation during 2014 and 2015.

In order for the bus review to succeed and the new Churton Park routes to be run, GWRC requires 12 new bus stops to be installed along the new routes. The proposed bus stops will improve community access to public transport, giving easier access to local shops, schools, the Johnsonville town centre and the Wellington CBD. The bus stop locations have been selected to maximise the number of people within a 400m walking distance of a bus stop.

In order to complete all the bus stop changes required across the network, GWRC and WCC are phasing the traffic resolutions for these, however they will not come into effect until January 2018.

The bi-directional route will use existing bus stops throughout the inbound journey. Seven new bus stops, to be paired with the existing stops, are required for the outbound journey. An additional two new stops will be located on Melksham Drive, an area of new housing development to the north (note: a further four stops will be located on Melksham Drive after the road has been extended).

PROPOSED TRAFFIC RESOLUTION

The local route will use existing bus stops for much of the journey. Three new bus stops are required on Abilene Crescent, Churton Drive and Furlong Crescent in order to extend the bus route to streets not currently serviced.

This bus stop was originally proposed to be located outside #20 (TR65-16), however after taking into account the concerns raised by submitters and in consultation with GWRC it was agreed that the location be revised to the location reflected in this report.

Proposal

One new bus stop is proposed.

The bus stop is an outbound stop and will be paired with an existing inbound stop to service the bidirectional route.

GWRC will manage the installation of infrastructure at the new location in consultation with WCC in early 2018.

Traffic Safety Assessment

GWRC Officers and WCC Officers have discussed the site and have agreed that the bus stop location is a safe and suitable position for a bus stop. There may be occasions when a vehicle is parked within the bus stop area.

It is noted that there are two unformed vehicle crossings within the bus stop area

The agreed site gives pedestrians and motorists good sight lines and vision of other traffic.

Consultation

WCC are the owners of the road and road reserve.

GWRC in December 2015 contacted adjacent properties (those on the same side of the road as the proposed bus stop) for feedback on the proposal for a new bus stop outside no.20. Two properties were opposed to the proposal for the following reasons:

- Traffic/congestion issues, especially when there is a bus stopped at each bus stop. Currently there is an existing bus stop on the opposite side of the road.
- Safety concerns regarding buses blocking sight lines
- Gradient of the road not flat

PROPOSED TRAFFIC RESOLUTION

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

- Increased noise from idling buses and a lack of privacy.

As bus stops are located on a suburban road, there are generally no congestion concerns. Safety issues do, however, have to be addressed. It is noted that replacing the on-street parking with a bus stop can improve visibility and congestion at the bus stop location, as on the occasion when a bus is stationary at the stop it is likely to be for 10-20 seconds only, compared with the longer duration cars and other vehicles may park in the area of the bus stop and no stopping restrictions.

The bus fleet proposed to service the new bus stop is designed to be able to stop on gradients such as this road has. GWRC is also working towards a fully electric bus fleet in the future which will reduce noise pollution from buses.

GWRC Officers and WCC Officers have discussed the proposal and agreed to re-consult on a new location outside #10, located approximately 50 metres north of the original proposal outside no.20.

This location is safer away from the crest in the road and has a staggered separation from the existing bus stop on the eastern side of the road for the southbound service.

Recommendation

GWRC recommends that WCC approves new class restricted parking (a bus stop) to be installed on Cambrian Street outside #10, Churton Park.

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 July 2016 |
| 2) Feedback period closes. | 12 August 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 15 September 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
Cambrian Street	<i>Bus Stop, at all times</i>	<i>Western side, commencing from a point 95 metres north from the projected intersection of the southern kerb line of Cunliffe Street with the western kerb line of Cambrian Street (x =1,751,343.7 m y= 5,436,171.8 m)and extending in a northerly direction for 15 metres</i>

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

Column One	Column Two	Column Three
Cambrian Street	<i>No Stopping at all times</i>	<i>Western side, commencing from a point 86metres north from the projected intersection of the southern kerb line of Cunliffe Street with the western kerb line of Cambrian Street (x =1,751,343.7m y = 5,436,171.8 m), and extending in a northerly direction for 9 metres</i>
Cambrian Street	<i>No Stopping at all times</i>	<i>Western side, commencing from a point 110 metres north from the projected intersection of the southern kerb line of Cunliffe Street with the western kerb line of Cambrian Street (x =1,751,343.7m y= 5,436,171.8 m)and extending in a northerly direction for 9 metres</i>

PROPOSED TRAFFIC RESOLUTION

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

Prepared By: Charles Kingsford
Approved By: Steve Spence
Date: 02/09/2016

(Principal Traffic Engineer/Team Lead)
(Chief Transport Advisor)

WCC Contact:


Lindsey Hill
Project Co-ordinator, Transport Group –
Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8753
Email: lindsey.hill@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

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

Item 2.3 Attachment 36



 <p>greater WELLINGTON WŌHĪKĀTA ŌHŌTĪKĀ Te Pūnui Mōhiohio</p>	<p>Bus Stop – At All Times TR127-16, Cambrian Street, CHURTON PARK</p>	<p>User Name: agatec Reference Scale: 1:300 Date: 13/07/2016</p>
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PROPOSED TRAFFIC RESOLUTION

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

Reference: TR 128 – 16

Location: Hamilton Road - Hataitai

Proposal: No Stopping, at all times in relation to a proposed Kea Crossing

Information: Kilbirnie School has consulted with school families about how children get to and from school, and with particular reference to the WCC proposal to install a Kea Crossing outside the school on Hamilton Road.

The school advises that there were 89 responses to the survey, which is approximately 51% of the school whanau. They believe that it is a good representative sample to base a decision on. Of those who responded, 73% have children who usually walk to or from school, and of that group, 60% cross at some point along Hamilton Road. They believe that the results show that if a Kea Crossing was located outside the school's Hamilton Road entrance, it would serve as a safe "funnel point" for pedestrians. The School were also heartened that a number of parents volunteered to do adult supervision of the Kea crossing between the 'before' and 'after' school times.

Wellington City Council have undertaken an informal consultation with adjacent properties to the proposals in early June regarding the proposed Kea Crossing outside Kilbirnie School, Hataitai.

The main concerns raised from local residents' feedback were:

- One loss of street parking outside No 65a Hamilton Road.
- Vehicles sometimes travel too fast in this area
- It is not necessary to operate two school patrols for Kilbirnie school

After receiving the submissions, Council traffic engineers have revisited the site to investigate to see if there are solutions to resolve the concerns that were raised.

Officers are now proposing to undertake a formal consultation on an amended proposal which includes the creation of one more parking space on the southern side of the school car park entrance (currently a no stopping restriction) and to install two speed humps outside No 73 and No 63 Hamilton Road to slow down the traffic. This will also improve the safe stopping sight distances to the users of the proposed Kea Crossing.

Parking changes: 0 lost

PROPOSED TRAFFIC RESOLUTION

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 July 2016 |
| 2) Feedback period closes. | 12 August 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 15 September 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
Hamilton Road	<i>No Stopping, at all times</i>	<i>West side 71.5m north of its intersection with Goa Street and extending in a northerly direction for 53m</i>
Hamilton Road	<i>No Stopping, at all times</i>	<i>West side, commencing 74.5m north of its intersection with Goa Street and extending in a northerly direction following the western kerbline for 7 metres</i>
Hamilton Road	<i>No Stopping, at all times</i>	<i>West side, commencing 99m north of its intersection with Goa Street and extending in a northerly direction following the western kerbline for 25 metres</i>

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

Hamilton Road	<i>No Stopping, at all times</i>	<i>West side, commencing 75m north of its intersection with Goa Street(Grid coordinates x= 1,750,122.3 m y= 5,425,387.3 m) and extending in a northerly</i>
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PROPOSED TRAFFIC RESOLUTION

Item 2.3 Attachment 37

<i>Hamilton Road</i>	<i>No Stopping, at all times</i>	<i>direction following the western kerbline for 35 metres East side, commencing 84m north of its intersection with Baden Road (Grid coordinates x= 1,750,125.2 m y= 5,425,379.7 m) and extending in a northerly direction following the eastern kerbline for 7 metres</i>
<i>Hamilton Road</i>	<i>No Stopping, at all times</i>	<i>East side, commencing 99m north of its intersection with Baden Road (Grid coordinates x= 1,750,125.2 m y= 5,425,379.7 m) and extending in a northerly direction following the eastern kerbline for 6 metres</i>

Prepared By: Frank Fan
Approved By: Steve Spence
Date: 02/09/2016

(Traffic Engineer)
(Chief Transport Advisor)

WCC Contact:
Lindsey Hill
Project Co-ordinator, Transport Group –
Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8753
Email: lindsey.hill@wcc.govt.nz



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Submitter: Garth Bloomfield
Address: 67A Hamilton Road, Hataitai
Agree with proposal: Yes

I would like to express my objection to the installation of a Kea Crossing outside Kilbirnie School in Hamilton Road. I appreciate the fact that the council has taken resident's previous feedback into consideration and I think the installation of speed humps is a really good idea to slow down traffic in Hamilton Road overall. What the proposal doesn't address is the frequent lack of parking in Hamilton Road owing to events taking place in the school particularly in the evenings. Residents who have no off-street parking available on their property and must park on the street frequently can't find a park near their house because of events taking place at the school. I appreciate that the net loss of parking is now 0 parks but it does mean that residents on the opposite side of Hamilton Road from the school lose a park closer to their property and now have even less of a chance of obtaining a park near their home. This is particularly relevant if you have heavy items that need to be carried up to your property and yet you can't get a park anywhere near your home. On a number of occasions we have been unable to find a park near our house and have had to park in Goa or Raupo Street because of a school event. I feel like residents in the street are being penalised for two small windows on school days where there is an issue with children crossing the road. Residents however lose the use of a park on their side of the road 24/7, 365 days a year which isn't fair given the issues the school already causes with parking in the street. I think wider consideration needs to be given to the impact events at the school have on residents parking. Surely the school has a responsibility to provide adequate parking for events it allows to take place on its premises so that they don't impact residents parking? Has the council considered looking at resident parking zones in Hamilton Road to assist with the problem? I'm reluctant to support this proposal until wider consideration is given to the parking issues we already have in Hamilton Road created by the school.

Officer's response: In response to the concerns regarding parking issues on Hamilton Road our Traffic Engineers will relay your concerns to Kilbirnie School regarding lack of parking due to school events in the evening. With regard to the request for residents parking on Hamilton Road, WCC have specific criteria that needs to be met regarding your request and will advise on the most appropriate way forward. We are aware of the need to balance parking for residents, and other competing activities in the area, and will monitor the situation on Hamilton Road.

ISLAND BAY RE-ENGAGEMENT

Purpose

1. To present the Transport and Urban Development Committee (TUD) with the community-led Island Bay re-engagement approach that has been collaboratively developed by representatives from the Island Bay Residents' Association, Cycle Aware Wellington, and Council officers, collectively representing the interests of local businesses and other interested stakeholders.

Summary

2. A partnership approach between the Island Bay Residents' Association (IBRA), Cycle Aware Wellington (CAW) and Council officers has been co-designed to respond to the Island Bay re-engagement resolution of the 30 June 2016 TUD meeting.
3. Branded "Love the Bay", the project has been established to act as a vehicle for constructive conversations and participation so as to develop a 10 year plan for Island Bay with a focus on The Parade.
4. The outcome of "Love the Bay" will inform the southern corridor element of the refreshed Wellington Urban Cycleway Programme (UCP) (along with separate engagement with other communities within the southern corridor) as well as a refreshed Council wide approach to engaging with communities within Wellington City.

Recommendations

That the Transport and Urban Development Committee:

1. Receive the information.
2. Agree to the Island Bay reengagement approach set out in the paper and attachments.

Background

5. On 30 June 2016, TUD considered the Wellington City – Urban Cycleways Programme paper. Subsequently it resolved that:
"...re-engagement with the Island Bay community commence as soon as practical and be community-led with the detailed engagement approach to be developed by representatives from the Island Bay Residents' Association, local businesses, Cycle Aware Wellington and interested stakeholders together with council and be ready for presentation to the September 2016 Transport and Urban Development Committee meeting".
6. This resolution followed disquiet from within some parts of the wider Wellington community, but particularly from community members within Island Bay. The disquiet was generally directed at the way the Council had approached the engagement on its implementation of the cycleway constructed along The Parade.

7. The Council approach had been to scope several options and then present a defined and limited option set to seek feedback from the community via, for example drop-in sessions and similar community oriented methods, prior to formal consultation.
8. The objectives of both the past engagement and implementation approach was to focus on delivery of cycleway infrastructure within a relatively predefined route, at the possible expense of taking a holistic and integrated approach to the wider streetscape that focuses on people and how The Parade is used by all.

Discussion

Engagement Objectives

9. Internationally¹ there is a raised expectation of governments to support greater participation and influence by people on decisions in which they have an interest. That interest has an increasingly broad interpretation to include that which goes beyond immediate effects, for example, impact of roading changes on a nearby householder.
10. This expectation is mirrored in Wellington and in response the Council is developing new approaches to how it engages with communities.
11. A key Council objective of the re-engagement with Island Bay is to recognise that the engagement approach needs to be broader and deeper than previous efforts, with the opportunity provided for a higher degree of participation by all stakeholders, and particularly those within the suburb of Island Bay. It must be an active process which seeks out different views rather than adopting a more traditional passive process.
12. A further Council objective is to ensure the re-engagement will support equity; balancing those hyper-local interests where the potential impact is seen as the greatest by those nearby, with those that see Island Bay as part of their extended neighbourhood or area of interest and accordingly wish to bear influence on an outcome.

Significance of the Engagement

13. The Island Bay re-engagement project is rated as one of high significance against the Council's Significance and Engagement Policy²:
 - a. *Importance to Wellington*: the project has high importance as a key part of the broader (UCP) and consequently informs how engagement approaches will be undertaken in future stages of the UCP.

¹ OECD Guiding Principles for Open and Inclusive Policy Making
<http://www.oecd.org/gov/46560128.pdf>

² <http://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/significance-and-engagement-policy>

- b. *Community Interest*: there is a high level of interest across a number of communities of place and interests, with diverse views and widespread public and media interest.
- c. *Consistency with Existing Policy and Strategy*: the current cycleway is broadly consistent with the Council's long-term integrated transport strategy. However, the participatory planning and place-based re-engagement approach is a change in the way the Council has engaged with communities. While in the medium to long term it will reduce the risk of future Island Bay situations, due to it being a significant change, in the short to medium term it carries a higher risk.
- d. *Impact on the Council's Capacity and Capability*: there is a medium to high impact given the potential for increased capital expenditure, and adjustment to timeframes for delivery of other Council-wide capex projects to allow for new participatory engagement approaches. This approach in future will not only lower Council costs but also ensure a greater success.

Developing the Appropriate Level of Public Engagement and Participation

- 14. The appropriate level of public participation for the Island Bay re-engagement project is to Collaborate and explore opportunities to Empower where feasible, as assessed against the International Public Participation (IAP2) spectrum³. This level recognises:
 - a. The challenges in addressing the needs and opportunities to engage more broadly where there are high levels of political, community and media interest;
 - b. Key stakeholders care about the outcome, with high potential impacts to the general public; and
 - c. There is a high degree of participation desired by both the local community and communities of interest, coupled with a strong desire to influence the outcome.

Recognising the Interests of Elected Members, and Communities of Place and Interest

- 15. Elected members will recognise that this project is part of an iterative participatory planning process which will change and adapt based on community feedback as the process unfolds.
- 16. As previously discussed when considering the refreshed Wellington UCP, united leadership at both the elected member (governance) and senior management level is essential to assure the community that Council is listening to their feedback so as to work with them and develop a plan for the future of Island Bay.
- 17. Officers will support elected members by communicating progress via regular updates and be available to answer questions and take feedback. Officers will provide key

³ <https://webtoolkit.govt.nz/files/iap2.png>

messages and talking points for communicating with media and keep elected members informed of opportunities to participate in engagement activities.

18. There exists a high degree of interest from communities of place, the most impacted being the residents and businesses of Island Bay, and key stakeholders within, such as IBRA which is an active partner in developing the community led re-engagement approach.
19. Communities of place also encompass those within neighbouring suburbs which regard Island Bay and its features and facilities as part of their wider neighbourhood, including those for example, living in the Wellington CBD who wish to access Island Bay's beach and parks.
20. A high level of additional interest lays within communities of interest, with other stakeholders such as CAW, also an active partner in developing the re-engagement approach.
21. Just as valid, there are those in Island Bay and other communities, both place and interest, who don't wish to be a member of a formal organisation, or otherwise be considered to be represented in some way, in order for their views to be heard and/or to participate in the re-engagement process.

Island Bay Re-engagement Activity - Undertaken, Underway and Planned

22. The first initiative was to establish the syndicate, acting as the coordinating group made up of representatives of the IBRA, CAW and Council officers. An experienced engagement officer was also employed to support the project.
23. The syndicate's primary purpose is to act as a custodian of the re-engagement process to ensure wide access by, and participation of, all interests. A Terms of Reference (ToR) (Attachment 1) was developed to guide the way the syndicate operates. This ToR has been ratified by both IBRA and CAW.
24. Alongside establishing the syndicate, the drop-in shop at 132 The Parade has been leased from Foodstuffs on a monthly basis. An encouraging number of people have visited this neutral space to provide their thoughts on what they like about, and what they would like to see in, Island Bay.
25. A recent communication has gone out to a wide range of people, and picked up by some social media channels, calling for volunteers to staff the drop-in shop, which should see uplift in the current opening hours, particularly in the evening and weekends.
26. The drop-in shop has been used to host several items on which public feedback was encouraged. Such as the Severn/Moselle Streets reconfiguration and Erskine College Special Housing Area proposal.

27. The syndicate recognised at the outset, the value in having a mechanism which could lift the conversations above those of the past, but still allow diversity of thinking to be expressed.
28. To achieve this, the conversations will be encouraged to move out into the open, and beyond a submission process that provides a choice, for example, of 'A' or 'B'. The conversations will provide for community participation, where people can openly discuss and actively provide various views in a constructive manner.
29. Taking inspiration from the Brooklyn Kaka Project, a competition was run within the two Island Bay Primary Schools, where the children were asked to design a motif that could be used to name the Island Bay Project.
30. The "Love the Bay" Project, which while having a focus on The Parade, also looks to develop a 10 year plan for Island Bay. An important tool to give effect to the engagement project has been development of the website www.lovethebay.nz, which will carry information about the project as it is developed.
31. Planning is underway for a series of workshops, to be independently facilitated. The workshops will take the form of a participatory planning process, the outline of which is detailed in the re-engagement workshop strategy (Attachment 2) and the goals of which are summarised:
 - Goal 1 - A shared purpose
 - Goal 2 - A shared sense of direction
 - Goal 3 - A shared respect for everyone's point of view
 - Goal 4 - A shared understanding of the basics of urban design
 - Goal 5 - A creative discussion
 - Goal 6 - A draft Island Bay plan
32. Workshop design will support participation of communities who are experts in their area of place and interest, with provision of technical expertise to shape an outcome which is viable and feasible.
33. The first workshop will take place at the Baptist Church 284 The Parade, on the afternoon of Sunday 18 September, and which will be replicated on Wednesday 21 September, the last workshop is scheduled for 2 November 2016, as contained in the timeline (Attachment 3)
34. A communications plan, which will continue to be adapted as the project unfolds, has been established to support the project, its key aim is to ensure support for wide and deep engagement with the Love the Bay Project (Attachment 4)
35. Promotion of the workshops commenced over the weekend of 3 and 4 September 2016, with a flier drop to all households in Island Bay (Attachment 5)
36. Workshops are envisaged as one portal for participation; with other communication channels including email, the website and an independent engagement specialist to provide a safe and secure means for all communities, place and interest, to voice and provide input.

37. By adopting the above methods the Council is demonstrating commitment to the aim of providing a “safe space” to voice and provide input that is respectful of others and is about the issues and opportunities, rather than a forum for personal commentary.

Attachments

Attachment 1.	Terms of Reference	Page 262
Attachment 2.	Workshop Strategy	Page 265
Attachment 3.	Workshop Timeline	Page 269
Attachment 4.	Communications Plan	Page 271
Attachment 5.	'Love the Bay' Flier	Page 274

Author	Phil Becker, Business Relations Manager
Authoriser	David Chick, Chief City Planner

SUPPORTING INFORMATION

Consultation and Engagement

This paper sets out a new community focussed engagement approach that has been co-developed with input from key stakeholders in Island Bay. The approach also draws on the Council's broader commitment to work with communities more closely, and providing them with greater opportunities for participation and influence on decisions which impact them.

Treaty of Waitangi considerations

There were no specific considerations as part of this paper.

Financial implications

Implementation and delivery timelines will need to take account of an extended engagement activity. For those projects already planned and which have not factored this activity in, there may be funding timelines which need to be adjusted, which in turn may have contractual implications.

Policy and legislative implications

The re-engagement approach is consistent with the Council's new commitment toward engagement, and the paper notes implications in regard to the Significance and Engagement Policy.

Risks / legal

The new community led engagement approach will result in longer and deeper engagement and consultation with the community. This will bring with it increased cost, timing, and resource implications. However by making these resource commitments explicit at the commencement of a project, the Council better mitigates the risk of dealing with issues raised by communities during and after implementation. And therefore manages project costs more effectively as they can be planned more effectively.

Climate Change impact and considerations

There were no specific considerations as part of this paper.

Communications Plan

A communications plan has been developed to support the Love the Bay project. It will be updated as the project continues.

Health and Safety Impact considered

There were no specific considerations as part of this paper.

“Love the Bay” Syndicate

Purpose / role of the Syndicate

The purpose of the Syndicate is to develop a community led process where the residents, organisations and businesses of Island Bay, and other stakeholders can develop a 10 year plan for Island Bay, with a focus on The Parade. The plan will include:

- A vision for Island Bay and The Parade developed with the people of Island Bay and its visitors.
- Creating a development plan for Island Bay, with a focus on giving priority to The Parade
- One of the proposals must be at least similar to the previous Parade Design as stated in the Council amendment of 30 June 2016.

The Syndicate will operate as custodians of the engagement process and will:

- Act as a conduit, and not a decision making group.
- Build participation from across the Island Bay community and other key stakeholders using a diverse range of networks and engagement methods.
- Build the confidence and ownership of the community in the design of the 10 year plan.
- Create a 10 Year plan that is able to be implemented.
- Be welcoming and respectful of all, including those who have views that may be different to those of the Syndicate members.
- Strengthen positive relationships across Island Bay.
- Strengthen the positive reputation of Island Bay so that visitors and potential residents and business would choose Island Bay with confidence.

Membership:

The Syndicate will comprise:

- 2 representatives of the Island Bay Residents Association.
- 2 representatives of the local cycling community.
- 1 representative from the Wellington City Council (to act as the liaison point and advisor).

The timeframe for the development of the plan and the engagement of the community is to be developed by the Syndicate with support from the Wellington City Council.

Accountability:

Each member of the Syndicate is committed to the following:

1. We will be honest, respectful and constructive
2. We will be patient, giving people time to talk and create an understanding of issues and the views of others.
3. We will look for answers that work.
4. We will be open to shaping the 10 year plan based on views of the community, even if the final shape of the plan does not match the personal views within the Syndicate
5. We will speak well of one another and the organisations we represent, and the project in public
6. If and when we have concerns about the behaviour or activities of others on the Syndicate during the project, then we will raise our concerns with the Syndicate
7. We will be open and listen with respect
8. We will seek to understand - stand in other people's shoes
9. We will create a safe place for people to express their views.
10. We will agree at the end of each meeting what information on the progress will be shared beyond the members of the Syndicate
11. We will have formal structured meetings including an agenda, minutes, risk register, and action points,
12. Decisions on process and how we move forward will be made in a timely manner and recorded.
13. We will collectively work to ensure an efficient, effective and timely process. No party shall deliberately stall the process.
14. We will respect that each of the Syndicate members will have other work and personal commitments.
15. We will use our best efforts to ensure that information provided to anyone outside the Syndicate is neutral, accurate and in accordance with the messages agreed by the Syndicate .
16. If a Syndicate member does not work in the way that is agreed or does not wish to be on the Syndicate then the rest of the Syndicate will ask the organisation they represent to propose an alternative member.

Meetings

The Syndicate will set a schedule for meetings. The schedule of the meetings will include a revolving chair for the Syndicate , who is supported by a revolving minute taker

The meetings are working meetings and not public forums and are therefore not open to the public, unless the full membership of the Syndicate decides to open the meetings up.

Sharing of information and resources (including confidential materials)

The Syndicate (supported by the Council) will set up an electronic forum to ensure that all information to be used by the Syndicate is available to all Syndicate members.

Media protocol

Any statement made in a public forum will have first been discussed and agreed by the Syndicate. This will include any statement made by any member(s) where it is reasonable to attribute the statement to the Syndicate, directly or perceived, by membership or otherwise.

Dispute Resolution

Having exhausted normal means of resolving a dispute or difference (by engaging in a process of good faith negotiation and information exchange), any party may give written notice specifying the nature of the dispute and its intention to refer such dispute or difference to mediation.

If a request to mediate is made then the party making the request will invite the chairperson of the New Zealand Chapter of Lawyers Engaged in Alternative Dispute Resolution (LEADR) to appoint a mediator to enable the parties to settle the dispute.

All discussions in the mediation will be without prejudice and will not be referred to in any later proceedings. The parties will bear their own costs in the mediation and will equally share the mediator's costs.

If the dispute is not resolved within 30 days after appointment of a mediator by LEADR, any party may then invoke the following provisions:

The dispute will be referred to arbitration by a sole arbitrator in accordance with the Arbitration Act 1996.

The award in the arbitration will be final and binding on the parties.

Island Bay Participatory Village Planning

A partnership between all stakeholders towards a shared vision.

Island Bay, come and participate in designing the
future of your community

Imagine a place created by and for the people who live,
work and play there. What makes participatory village
planning successful is the combination of professionals who
are experts in design and technical solutions, with citizens
who are experts about their living environment.

We are all experts in our own experiences. The residents of Island Bay are experts in living in Island Bay. Let's plan and develop our village based on the combined wisdom and goals in our community. The Island Bay Participatory Village Planning project will bring the diverse perspectives of residents and councillors, urban designers and engineers, strategic planners, and visitors together in partnership, to envisage a future for Island Bay that we can all be excited about.

If you want to have a constructive say about the future for Island Bay, come get involved in developing the collaborative Island Bay Plan.

Island Bay Parade / Cycleway refresh

A key driver in establishing a collaboratively developed Island Bay Plan was the local reaction to the cycleway on the Parade, and Wellington City Council's subsequent commitment to re-engage with the community to resolve the parade corridor. This provides an opportunity to reimagine how the council engages with its communities.

The Island Bay Plan is not focused on this single issue, however a proposed new solution to the Island Bay parade and cycleway will be a significant output of the village planning process, developed by all stakeholders together.

Building a partnership between the stakeholders requires all parties to engage differently and to work together. In this context, council officers need to take the approach that this is not a refresh of the cycleway project to placate the community, rather **this project is to experiment with a new way of working in partnership with a community to plan development of their place.**

Similarly, residents need to take the approach that this is not a process to choose one option over another, but rather an opportunity for everyone who wishes to participate to design a solution that as many people as possible are as happy as possible with. This will involve concessions and compromises from all stakeholders for a shared overall benefit.

Outputs

The participatory planning process will start from a blank slate with no preconceived ideas, and will develop a collaboratively designed village plan that

- represents a shared community vision
- identifies and records a strategic direction and the priorities for the Island Bay community, to be implemented in partnership with Council and other agencies.

Outcomes

The result of the process will

- encourage and inspire community engagement, leadership, volunteer input and action towards achieving the community's vision for their local area
- enhance an on-going sense of community ownership, including that of local facilities, and services
- foster a partnership of constructive working relationships between local residents, local agencies, City Councillors, and Council staff
- enable Council to provide services and fund projects which recognise and enhance the unique characteristics of Island Bay
- ensure Council's city-wide strategies and plans are informed by the visions and priorities of Island Bay
- be a stronger, more cohesive community, with increased connectedness, intensified sense of place, and a shared vision for what their village will look like in the future.

Principles

Successful participatory design relies on collaboration. With many differing points of view, interests, priorities and values it is important that all participants come to the table willing to work together in partnership. Participants must show each other respect. Everyone has something to contribute and everything is valid input towards the discussion. Everyone should be open to understanding other people's point of view, and changing their mind in light of learning new information. The process will focus towards seeing possibilities not barriers, will reject a culture of blame, and will emphasis action over introspection.

Process

The Island Bay Plan will be developed through a series of community workshops, drop-in-shop discussions, and online engagement, overseen by a neutral facilitator. The collaborative process to develop the plan is the responsibility of the neutral facilitator. This process will be approved as fair and appropriate by a committee representing the major stakeholders.

The process of collaborative design is guided by the input of the participants, therefore there is no firm process outlined. The creative process requires time and space to allow local ideas and innovation to flourish. The participatory programme has been designed to provide a skeleton structure for the community to flesh out as the process evolves.

Community workshops will be facilitated to encourage and enable participation from all attendees in a neutral environment, similar in nature to the resilience workshops held earlier in the year. The process will centre around the concepts of design thinking, appreciative inquiry, and participatory consensus.

The workshops will be held in pairs with a weekend session repeated on a weekday evening to provide multiple opportunities for people to participate. Discussions from these meetings will be continued in a drop-in-shop in the village centre and replicated online. This provides multiple opportunities for everyone to engage.

All outputs from the community workshops will be posted on the project website (www.lovethebay.nz) to be available for everyone to review and comment on. The same information will be posted in the drop-in-shop where comments can be made to shop volunteers, which will also be recorded. Everyone who wishes can register their email address for regular email updates.

Process goals

The following goals outline the first few paces on the journey to developing the Island Bay Plan. Each goal will be revisited throughout the journey and the goals aren't individually tied to specific workshop sessions.

Goal 1 - A shared purpose

All participants agree on the desired outputs of the project and where the facilitator will direct the group's energy. It is expected that this will be a ten year village plan for Island Bay, with associated areas of interest and focus, including a new proposal for the parade, safe cycling routes, and development of shoreland park, among other projects and activities.

Goal 2 - A shared sense of direction

Participants recognise where their community has come from, what it is now, and what is important to them, to develop a vision of how they would like their place to be in the future.

Goal 3 - A shared respect for everyone's point of view

Participants gain an understanding and empathy for the diverse range of perspectives and motivations different community members and stakeholders bring to the conversation.

Goal 4 - A shared understanding of the basics of urban design

Participants get a brief insight into the basics of village planning. Technical experts share some of the key parameters they must work within and the reasoning behind them. The council regulatory processes are explained, and national and international best practice, inspiration, and innovation are also explored. This provides the tools and foundation for community members to design their own space.

Goal 5 - A creative discussion

Participants use the shared direction, their empathy for each other's points of view, and the parameters of urban design to imagine a future Island Bay.

Goal 6 - A draft Island Bay Plan

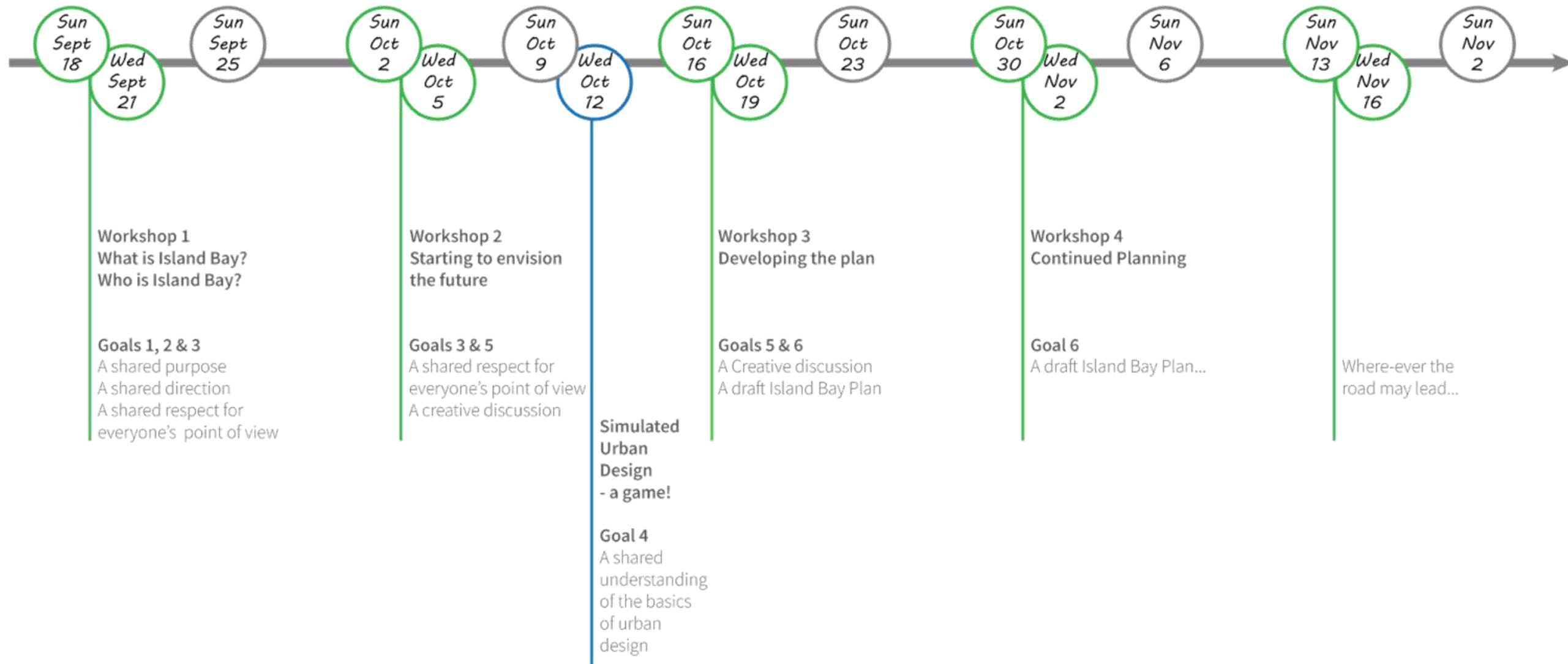
The shared community vision and roadmap to achieve it through changes to the environment, new features and facilities, and activities are recorded as a draft document.

What this looks like and how it is then implemented by the Community and the Council will become clearer as the process of developing the plan unfolds. Everyone and anyone is invited, come join in and together let's see where this journey goes !

Strategy developed by
the neutral facilitator
Jason Paul



Island Bay Participatory Community Planning Timeline



Specific goals and times may change as the project develops

Communications plan – Island Bay community workshops

Background

A syndicate of the Island Bay Residents Association, Cycle Aware Wellington and Wellington City Council is working together with the Island Bay community on a 10-year plan for the future of Island Bay. As a first step in the process, a drop-in shop was opened at 132 The Parade where people can provide their ideas and feedback in a neutral setting. The drop-in shop is available for use by members of the community who would like to be involved. The drop-in shop will be open for several months; information and feedback there will be updated regularly as workshops take place and the plan develops.

Key messages

- The Love the Bay project is a fresh start to include the whole Island Bay community, and all other interested stakeholders, working together in partnership.
- Branded “Love the Bay”, the project has been developed as a platform for constructive community participation and communication, rising above the discourse of the past.
- The logo was designed by local school pupils,
- The project is about the future of Island Bay
- The first stage of this project is focused on open-ended questions and high-level ideas. There are no designs or plans at this stage – all ideas are welcome.
- This is the start of an iterative and collaborative participatory planning process – people’s feedback and interactions will shape the content of community workshops to further refine priorities and issues.
- Each workshop will be held twice – on Sunday afternoons and Wednesday evenings. Everyone is invited.
- The results will be displayed at the drop-in shop and www.lovethebay.nz so residents can follow what’s happening and continue to give feedback even if they can’t attend the workshops.
- Workshops and opportunities for giving feedback will be ongoing. People will be kept up to date through a range of channels.

Planned communications

Event	Channels	Collateral	Timing
Workshops	drop-in shop	Poster Flyer Volunteer update	Wednesday of week before each workshop (7 Sep, 21 Sep, 5 Oct, 19 Oct)
	Local businesses	Poster	
	Cook Strait News The Wellingtonian The DomPost	Media advisory	Wednesday of week before each workshop (7 Sep, 21 Sep, 5 Oct, 19 Oct)

	Mailchimp	Newsletter	Fortnightly Friday between workshops (9 Sep, 23 Sep, 7 Oct, 21 Oct)
	Community stakeholders: IBRA CAW	Newsletter Social Media	1 week before each workshop (Weekends of 9 Sep, 23 Sep, 7 Oct, 21 Oct)
	Letterbox drop	Flyer	COB Wed of week before workshop for print, distribute on weekend (7 Sep, 21 Sep, 5 Oct, 19 Oct)
	Website/calendar	Event link	As soon as confirmed
	WCC	Social media	Monday of week of each workshop (12 Sep, 26 Sep, 10 Oct, 24 Oct)
Other events tbc	Website	Events	As soon as confirmed
	Mailchimp	newsletter	Fortnightly (9 Sep, 23 Sep, 7 Oct, 21 Oct)

Guidelines for communications and engagement

- Media advisories are to contain factual information only – such as events, dates, what was discussed and decided – with no commentary, quotes or opinions.
- Media enquiries should be directed to the Senior Mar Comms Advisor, who will consult with the Syndicate as required.
- All communications go out under the project logo, not organisations or individuals.
- Everyone who lives and works in Island Bay should participate
- Personal messages and social media activity from individuals and organisations must be identified as such, and clearly state that their views do not represent those of the Love the Bay project.
- Feedback received can be anonymous, from individuals, or organisations.
- All content is non-affiliated and belongs to the project.
- Communications are a process of collaboration and co-design.
- www.lovethebay.nz will be the central source of information and individual and organisational communications should refer back to it.

Considerations

- Media advisories and public communications will be written by a Senior MarComms Advisor, WCC, and approved by the Syndicate Leads.
- Content will be initiated and 'roughed in' by the Love the Bay Syndicate.
- Public communications will be in the third person voice - from the Love the Bay Project

-
- Contacts for media follow-up will be one of Vicki Greco, Ron Beernink or Phil Becker as appropriate, as Syndicate leads. Or as otherwise jointly agreed by the Syndicate leads.
 - Media advisories will be sent out, as agreed by the Syndicate leads, as outlined in the plan and on a case by case basis as required.
 - The project Engagement Officer will administer the communications with those on the database.
 - The Council will fund, host, set up and maintain the website - www.lovethebay.nz. The Engagement Officer is the current owner and contact for the domain and squarespace hosting.
 - Newsletter and website copy will be developed by the Engagement Officer and approved by the Syndicate Leads.



LOVE THE BAY

Aroha i te kokoru

WHAT WOULD MAKE ISLAND
BAY EVEN BETTER?

JOIN THE CONVERSATION AND
CO-DESIGN THE FUTURE
OF OUR COMMUNITY

Imagine a place created by and for the people who live, work and play there. What makes participatory village planning successful is the combination of professionals who are experts in design and technical solutions, with citizens who are experts about their living environment.

The Love the Bay project run by an independent facilitator and is not aligned with any particular organisation.

Join us for a series of workshops to develop a plan for Island Bay, including the Parade. You can also participate by visiting us at www.lovethebay.nz or the drop-in-shop at 132 The Parade.

Each workshop will be held twice, so you only need to attend one of each session.

Workshops will be held at Island Bay Baptist Church, 284 The Parade.

WORKSHOP 1

What is Island Bay? Who is Island Bay?

Sunday September 18

BBQ 1.00 – 1.30pm, Session 1.30 – 3.30pm

Wednesday September 21

Session 7.30 – 9.30pm

WORKSHOP 2

Starting to envision the future

Sunday October 2

BBQ 1.00 – 1.30pm, Session 1.30 – 3.30pm

Wednesday October 5

Session 7.30 – 9.30pm

Simulated Urban Design - a game!

Wednesday October 12

Session 7.30 – 9.30pm

WORKSHOP 3

Developing the plan

Sunday October 16

BBQ 1.00 – 1.30pm, Session 1.30 – 3.30pm

Wednesday October 19

Session 7.30 – 9.30pm

WORKSHOP 4

Continued planning

Sunday October 30

BBQ 1.00 – 1.30pm, Session 1.30 – 3.30pm

Wednesday November 2

Session 7.30 – 9.30pm



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	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.
3.2 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.