

ORDINARY MEETING

OF

CITY STRATEGY COMMITTEE

AGENDA

Time: 9.30am
Date: Thursday, 19 April 2018
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

MEMBERSHIP

Mayor Lester
Councillor Calvert
Councillor Calvi-Freeman
Councillor Dawson
Councillor Day
Councillor Fitzsimons
Councillor Foster
Councillor Free
Councillor Gilberd
Councillor Lee
Councillor Marsh
Councillor Pannett (Chair)
Councillor Sparrow
Councillor Woolf
Councillor Young

NON-VOTING MEMBERS

Te Rūnanga o Toa Rangatira Incorporated
Port Nicholson Block Settlement Trust

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 role of the City Strategy Committee is to set the broad vision and direction of the city, determine specific outcomes that need to be met to deliver on that vision, and set in place the strategies and policies, bylaws and regulations, and work programmes to achieve those goals.

In determining and shaping the strategies, policies, regulations, and work programme of the Council, the Committee takes a holistic approach to ensure there is strong alignment between the objectives and work programmes of the seven strategic areas of Council, including:

- Environment and Infrastructure – delivering quality infrastructure to support healthy and sustainable living, protecting biodiversity and transitioning to a low carbon city
- Economic Development – promoting the city, attracting talent, keeping the city lively and raising the city's overall prosperity
- Cultural Wellbeing – enabling the city's creative communities to thrive, and supporting the city's galleries and museums to entertain and educate residents and visitors
- Social and Recreation – providing facilities and recreation opportunities to all to support quality living and healthy lifestyles
- Urban Development – making the city an attractive place to live, work and play, protecting its heritage and accommodating for growth
- Transport – ensuring people and goods move efficiently to and through the city
- Governance and Finance – building trust and confidence in decision-making by keeping residents informed, involved in decision-making, and ensuring residents receive value for money services.

The City Strategy Committee also determines what role the Council should play to achieve its objectives including: Service delivery, Funder, Regulator, Facilitator, Advocate

The City Strategy Committee works closely with the Long-term and Annual Plan committee to achieve its objectives.

Quorum: 8 members

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1 Meeting Conduct

1.1 Mihi

The Chairperson invites a member of the City Strategy Committee to read the following mihi to open the meeting.

Taiō Pōneke[†] – City Strategy Committee

Te wero

Toitū te marae a Tāne
Toitū te marae a Tangaroa
Toitū te iwi
Taiō Pōneke – kia kakama, kia māia!
Ngāi Tātou o Pōneke, me noho ngātahi
Whāia te aratika

Our challenge

Protect and enhance the realms of the Land and the Waters, and they will sustain and strengthen the People.
City Strategy Committee, be nimble (quick, alert, active, capable) and have courage (be brave, bold, confident)!
People of Wellington, together we decide our way forward.

1.2 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.

1.3 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.

1.4 Confirmation of Minutes

The minutes of the meeting held on 12 April 2018 will be put to the City Strategy Committee for confirmation.

1.5 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.

1.6 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 City Strategy 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 City Strategy Committee.

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

[†] The te reo name for the City Strategy Committee is a modern contraction from 'Tai o Pōneke' meaning 'the tides of Wellington' – uniting the many inland waterways from our lofty mountains to the shores of the great harbour of Tara and the sea of Raukawa: ki uta, ki tai (from mountain to sea). Like water, we promise to work together with relentless synergy and motion.

2. Strategy

RESPONSE TO LOCAL GOVERNMENT COMMISSION RECOMMENDATIONS PAPER: STRENGTHENING THE WELLINGTON REGION

Purpose

1. To seek the Committee's approval of the response to the recommendations made by the Local Government Commission (LGC) in their paper *Strengthening the Wellington Region*.
2. The recommendations are not binding on councils but a formal response to LGC recommendations is required under the Local Government Act 2002. Responses are due by 30 April 2018.

Summary

3. The recommendations focus on integrated planning, land transport, and water services.
4. Key recommendations are:
 - To set up a robust productive joint council governance arrangement to make decisions and oversee action to address the urban area's integrated planning and transport issues
 - To actively support Wellington Water in a number of specified ways (*see para 10*)

The full set of recommendations is available in the *Strengthening the Wellington Region Recommendations Paper* (<http://www.lgc.govt.nz/the-reorganisation-process/reorganisation-current-applications/view/wellington-region-reorganisation/?step=main>).

5. The Council's draft response (Attachment 1):
 - Notes councils across the region are working to achieve the benefits sought: quicker, more comprehensive solutions, with reduced financial, social and economic costs
 - Notes the recommendations are light on detail and that the case for structural change has still not been made.
 - Sets out how the recommendations have been overtaken by events:
 - Integrated urban planning is being progressed through the National Policy Statement on Urban Development Capacity (NPS-UDC)
 - Transport planning is being progressed through the projects agreed with central government, and will progress further with upcoming decisions on *Let's Get Welly Moving (LGWM)*, expected in June/July this year
 - Notes the Council is already in discussions with Wellington Water and the other owner councils to pursue the matters raised.

Recommendations

That the City Strategy Committee:

1. Receive the information.
2. Approve the draft response to the Local Government Commission's recommendations

made in their paper *Strengthening the Wellington Region*, subject to any amendments agreed by the Committee.

3. Delegate to the Chief Executive, the Governance, Transport Strategy and Operations, Public Transport Cycling and Walking, and Urban Development Portfolio Leaders the authority to amend the response as per any proposed amendments agreed by the Committee at this meeting, and any minor consequential edits, prior to it being sent.

Background

6. The recommendations follow on from the formal reorganisation process and subsequent LGC proposals about regional organisation of spatial planning. The Council has submitted at each stage and has opposed the proposals. A significant reason being that the case for change has not been made. It has not been proven that a lack of a regional body was the cause of the issues, or that the establishment of such a body would provide the outcomes sought. The LGC states it is intended to wrap up this body of work “*in this up-to-date statement of what has been done, and what is yet to be tackled.*”
7. The Council’s understanding was that formal alignment was no longer being looked at; that instead the region was looking at non-structural ways to improve collaboration across the region. Council’s across the region have been working on that understanding and making substantial progress. This is outlined in the Council’s draft response.
8. Councils are already working together more frequently, seeking multi-council solutions to issues in the region. The draft response provides a number of examples.

Discussion

Integrated planning and transport

9. The Council’s draft response does not support the proposal to establish a new joint council governance arrangement for integrated planning and transport issues, for several reasons:
 - First, the legislative requirement to respond to the NPS-UDC takes precedence over establishing a new body.

If the NPS-UDC did not exist, additional reorganisation is opposed because:

- Action is needed now to address housing shortages and affordability, and to implement integrated transport and infrastructure solutions to manage growth across the region.
- The benefits sought by these recommendations may not be realised by the arrangement proposed, and in fact the opposite could occur.
- It is not clear what decisions the new body would be required to make.
- The majority of key regional transport decisions have been made, or are about to be made, e.g. Let’s Get Welly Moving.
- The Draft Government Policy Statement on land transport (GPS) 2018 has increased the focus on urban centres to ensure that transport and land use planning is used to improve access to urban areas and support mode shifts within those centres. This is consistent with and supports the work we’re doing with the NPS-UDC and LGWM.

- Increased regional collaboration and integration is already occurring.

Water services

10. The LGC recommends:

- *Wellington City, Porirua, Upper Hutt, Hutt City and Greater Wellington Regional Council continue to actively support the development of Wellington Water and specifically support:*
 - *Maintenance of the trusted advisor basis of the relationship between Wellington Water and the councils*
 - *Implementation of the one budget concept*
 - *Wellington Water's development of optimised 10-year Service Plans and 30-year Infrastructure Plans*
 - *Wellington Water to develop a more direct relationship with customers*
 - *Wellington Water to have the scope to respond to emergencies in an agile manner.*

11. The Council's draft response notes:

- Wellington Water is a good operational delivery arm and we are beginning to see the benefits of collective contracting.
- The recommendations cover Wellington Water and the 'trusted advisor' relationship, one budget concept, service and infrastructure plans, relationship with customers, and responding to emergencies in an agile manner. The Council is already in discussions with Wellington Water and the other owner councils to pursue these matters. An additional process to do this is not required.

Options

12. The Council is required under the Local Government Act 2002 to respond to the recommendations. This Committee could:

- Agree the draft response attached; or
- Agree the draft response with amendments.

Next Actions

13. To ensure the 30 April deadline is met:

- Agree the draft response attached or agree the draft response with amendments.
- Agree Recommendation 3 of this paper to delegate authority to the Chief Executive and Portfolio Leaders to amend the response as agreed by this Committee, and to make minor edits.

Attachments

Attachment 1. Draft response to LGC's Recommendations Paper -
Strengthening the Wellington Region [↓](#)

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Author	Carolyn Dick, Principal Advisor
Authoriser	Baz Kaufman, Manager Strategy David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

There is no requirement to consult on this response. This response is in line with feedback this Council has previously received on regional governance proposals.

Treaty of Waitangi considerations

There are no Treaty considerations associated with this Response to Local Government Commission Recommendations.

Financial implications

There are no financial implications associated with this Response to Local Government Commission Recommendations.

Policy and legislative implications

The Council's draft response does not recommend any change to existing policy or processes.

Risks / legal

Under the Local Government Act 2002 the Council is required to respond to the Local Government Commission's recommendations.

Climate Change impact and considerations

There are no climate change impacts or considerations associated with this Response to Local Government Commission Recommendations.

Communications Plan

The Council's response will be delivered to the Local Government Commission by 30 April 2018.

Health and Safety Impact considered

There are no health and safety implications associated with this Response to Local Government Commission Recommendations.

Local Government Commission

Feedback on recommendations for Strengthening the Wellington Region

Introduction

1. Thank you for the opportunity to provide feedback on the Local Government Commission's latest recommendations for Strengthening the Wellington Region.
2. Wellington City Council (the Council) has worked with the Local Government Commission (the Commission) through the development of reorganisation options, and contributed whenever possible.
3. The Commission has asked for feedback on recommendations specific to integrated planning and transport issues, and the relationship with and operation of Wellington Water.
4. The Local Government Commission is seeking feedback on whether alternative governance models are required to address these issues.
5. The region has been through several years of looking at amalgamation and related options for change. This Council's understanding was that changes to formal structures were no longer being looked at; and that instead the region was looking at non-structural ways to improve collaboration across the region. We have been working on that understanding and making substantial progress as you will see outlined in the Council's submission.

Summary of position

6. The Council notes the recommendations are light on detail. It is not always clear why change is needed and evidence has not been provided to show that the proposals would achieve the outcomes and benefits listed.
7. Options for alternative governance arrangements are also not clearly articulated at a level of detail that would allow for informed feedback.
8. The Council believes that the Commission's recommendations have been overtaken by practice and events. Councils are already working together more frequently, seeking multi-council solutions to issues in the region. Integrated urban planning is being progressed through the National Policy Statement on Urban Development Capacity (NPS-UDC) and transport planning is being progressed through the projects agreed with central government, and will progress further with upcoming decisions on *Let's Get Welly Moving (LGWM)*, expected in June/July this year.
9. We have noted the Local Government Commission has also made recommendations about Wellington Water and the 'trusted advisor' relationship, one budget concept, service and

infrastructure plans, relationship with customers, and responding to emergencies in an agile manner. More detail is required about the recommendations and what outcomes are being sought. Further, the recommendations are matters that the Council and other owner councils are already discussing directly with Wellington Water. It is not necessary, or appropriate, for these discussions to occur through a Local Government Commission forum.

10. The following section sets out the Council's position with regard to your recommendations for integrated planning and transport issues.

Integrated Planning and Transport issues

LGC recommendations:

- 1.1. *Note that integrating planning for urban Wellington issues that cross council boundaries would enable more comprehensive solutions, speed up joint action, save councils' money, and reduce the social costs and productivity losses due to delayed action*
- 1.2. *Note that fragmentation is impacting on the productivity of the urban Wellington transport network*
- 1.3. *Note that an effective, timely response to these issues will require a new approach from mayors and councillors*
- 1.4. *Build on your experience with Wellington Water, to set up*
 - *a robust productive joint council governance arrangement to make decisions and oversee action to address the urban area's integrated planning and transport issues and*
 - *a dedicated team of officials to support this joint governance group*

Wellington City Council's response

11. The Council does not support this proposal for several reasons: First, the legislative requirement to respond to the NPS-UDC is currently underway regionally, and takes precedence over establishing a new governing body tasked with setting a new spatial plan for the region.
12. Wellington, and the wider Wellington region is growing, and there is some urgency around responding to that growth through the NPS –UDC work. Action is needed now to address housing shortages and affordability, and to implement integrated transport and infrastructure solutions to manage growth across the region. Establishing a separate governance entity and new planning overlays will only delay this work.
13. The benefits sought by these LGC recommendations may not be realised by the arrangement proposed, and in fact the opposite could occur. Rather than simplifying the planning framework, additional planning overlays may increase the complexity of the planning environment, create less certainty and delay decision-making.

14. It is also worth noting that the majority of key transport decisions have been made (Transmission Gully, Kapiti expressway), or are about to be made (Let's Get Welly Moving), and these infrastructure investments will shape future growth areas well into the future.
15. Further to this, the region's Councils are already increasingly using collaborative or partnership models to address important regional issues, and these work streams must take priority e.g. Let's Get Welly Moving and the NPS-UDC work. This work is outlined in more detail below.

NPS-UDC supersedes requirement for additional reorganisation

16. In 2016 the Government issued the National Policy Statement on Urban Development Capacity. It requires medium and high growth Councils to provide sufficient business and housing development capacity for the next 3, 10 and 30 years.
17. Wellington City Council is leading and facilitating the implementation of the NPS-UDC for the region in partnership with other councils. This is based on a technical understanding of the local and wider regional planning issues in metro Wellington. This also ensures a consistent, evidence based approach to the development of the economic development model. Once the NPS-UDC modelling has been completed (over the next few months) all Wellington metro Councils will be able to individually and collectively develop a clear picture of where there is demand for growth and what capacity there is for this growth. Over the next 1-2 years, investment and planning decisions will likely need to be considered across all territorial authority boundaries by councils, Wellington Water, and NZTA. This will effectively be a 'spatial planning process'.
18. The Local Government Commission is clearly aware of the significance of this process, as indicated at the end of the Recommendations paper:

"the NPS-UDC encourages councils to integrate their planning to ensure housing and business land supply meets demand. In responding to the NPS-UDC Wellington's urban councils have an opportunity to put in place an efficient governance framework that captures the many other benefits from integrated planning and investment in Transport and infrastructure networks, and avoids placing a significant burden on stakeholders."
19. We can assure the LGC that Wellington's urban councils are taking this opportunity by working collaboratively and ensuring a consistent and robust approach to city and regional growth and development capacity.
20. This Council is leading and helping facilitate implementation of the NPS-UDC. This draws upon our technical understanding of the local and wider regional planning issues in metro Wellington. This also ensures a consistent evidence based approach to the development of the economic development model for the whole region. This process therefore supersedes the requirement for any additional reorganisation or alignment at this point.

21. Further, the Council notes that Wellington's local government structure is functional rather than hierarchical. The Regional Council has specific subject matter responsibilities, but unlike the other councils in the region, does not have a spatial planning function or responsibility. Spatial planning will continue to be led by collaboration with the councils that do have this function.

Action is needed now

22. Wellington City Council believes the focus should be on implementing projects that lead to positive growth, rather developing a new body that coordinates where existing growth should go.
23. As a city and as a region, there is capacity for more growth. There are greenfield and brown field development opportunities in every city to varying degrees. Each local authority in their region is actively identifying how and where growth can best occur in their jurisdictions.
24. For example in Wellington City we are experiencing strong population growth with limited land available, therefore we are focusing on intensification.
25. Council is actively responding to these growth pressures through our 2018-2028 Long Term Plan and integrated 30 year Finance and Infrastructure Strategy. We are investing additional funding to look at how and where the city will grow over time, and planning for a comprehensive review of our District Plan. As we work this with our community, we will liaise with neighbouring councils so that our planning framework is developed in the context of what neighbouring authorities are planning.
26. This is also reflected in our approach to housing and the supporting infrastructure – pipes, roads, modes of transport, by investing in economic projects that stimulate growth and diversification, and planning for population growth in ways that recognise the special character of the city.
27. At the time of making this submission we are talking to our community about the options through our LTP consultation. These are important decisions that require time and effort to be put into these discussions. That is where we are focused: discussing with the community how we plan for issues affecting their city and region so we can act on the issues they have elected their City Councillors to address. We do not believe that it would be beneficial to set up a regional body to talk about these issues again.
28. Successful cities draw together housing, transport, the economy and planning. We are already doing this. Wellington City and the wider region cannot delay this planning to wait for a new body to be established. It would take years to develop and establish a new joint governance arrangement. This would be costly and time consuming.

Proposal may not lead to benefits sought

29. The Council agrees with the benefits sought: quicker, more comprehensive solutions, with reduced financial, social and economic costs, but we do not agree that a change from the programme of work already underway would lead to them being realised faster or in a better

way. In fact, additional change could have the opposite effect and would duplicate and/or confuse efforts with those under the NPS-UDC.

30. In addition to the length of time required to establish a new body, determining personnel, funding, legislative and regulatory changes, there is no guarantee that a new body could deliver in the manner sought.
31. Fundamental to the success of a formal framework is an ability to require compliance with that framework. Current legislative settings do not allow us to have a framework or plan that is enforceable – unlike Auckland’s Unitary Plan. Without an ability to ensure decisions are consistent with a framework, there is a risk that councils would spend time and money developing the framework but it could ultimately be ignored by each council whenever they decide their particular issues should be prioritised. This would not achieve the outcomes of decreasing fragmentation or speeding up decision making.

Councils must retain ability to coordinate planning across their area

32. To fulfil their roles most effectively councils must retain some ability to plan in their local area.
33. Specifically, retaining land-use powers is essential for the Council’s ability to shape the city in accordance with macro growth trends but also with a detailed understanding of our own communities. The interrelationship between land-use and transport therefore highlights the need to maintain and enhance council’s ability to plan their local areas.
34. Further, the existing governance model ensures alignment of our policy and programmes across the whole of Council. If the Council loses those, depending how it is done, we could lose control over the form and functioning of the city. Regional planning would be slower and councils would lose agility and pace – the opposite of outcomes sought.
35. Instead the region’s councils are increasingly working together as a matter of practice on issues that cross council boundaries.

Integrated local and regional planning is already occurring

36. Wellington has a strong history of cooperation and collaboration on cross boundary issues including significant plan changes and joint resource consent hearings for developments on the waterfront; investment in regionally significant facilities (e.g. Wellington Regional Aquatic Centre and the Wellington Regional Stadium); resilience planning, waste planning and emergency management; and delivery of key services such as economic development and three waters.
37. The region’s councils are looking for opportunities to cooperate and collaborate on region-wide issues. Recently this has included establishing:

38. Regional Planning Managers Group

Over the last 8-10 years planning managers from the across the region have been meeting approximately every 2 months to discuss regional planning issues, and agree actions for joint research and planning processes. This has involved joint funding of key projects. It is

an opportunity to learn from each other, and to ensure consistent approaches to common issues. Some recent successes have included similar approaches being adopted for medium density housing, the protection of significant natural areas, landscapes and the coastal environment (the 'natural environment').

39. Community Infrastructure Resilience Programme

Councils throughout the Wellington region are working with Wellington Water and Central government on a co-funded project to establish 22 Community Water stations to reduce the risk to the region's communities after a major earthquake, with the potential for a significant water supply outage.

With an outage lasting from 40 to 100+ days the programme is creating water supply 'network Islands' across Wellington that are equipped with above-ground emergency water networks of water bores, tanks, water bladders and community water stations. The success of the region's water resilience is dependent on households storing sufficient water for the first 7 days, with this programme providing access to a community water point from day 8 that is within 1km of their home.

The programme has moved from strategy to implementation and sites for emergency wells have been confirmed, with establishment well underway.

40. Regional Steering Group for implementing the Wellington Region Natural Hazards Management Strategy

This Steering group has been set up to share research and jointly fund new natural hazards research, and importantly, to ensure consistent District Plan approaches across the Region to natural hazard management. This group has terms of reference and agreed actions.

41. The Wellington Region Waste Management and Minimisation Plan and Joint Committee

The councils in the Wellington region have worked together to produce the Wellington Region Waste Management and Minimisation Plan. The plan sets out what we intend to do over the next 10 years to make sure we manage our waste as best we can for the benefit of our communities, our local economies, and the environment. Supporting the regional plan, each council has identified initiatives in their own local action plans to meet the needs of their individual communities. To guide the process of developing this plan, the councils established the Wellington Region WMMP Joint Governance Committee. The Joint Governance Committee is made up of elected members from each council, and is responsible for overseeing the development and implementation of the regional WMMP.

42. A Regional Climate Change Working Group

In August 2017 NIWA presented a report detailing the climactic changes which may occur across the region over the rest of this century to the Regional Council and Mayors of City and District Councils in the greater Wellington Region. A need to act and respond was recognised and a resolution passed unanimously to establish a Wellington Region Climate

Change Working Group with members from all councils in the region. This will enable a regional response to climate change issues, including the implications outlined in the NIWA report.

The terms of reference are currently being considered for confirmation by each council.

Would a separate transport governance arrangement be beneficial?

43. With a joint governance arrangement for integrated planning and transport issues not being appropriate at this time, we have also considered whether a joint transport governance arrangement would be appropriate.
44. The Council agrees that some type of change is needed. We have talked to you in the past about the need for the Regional Transport Committee to be proportionally representative, but this hasn't changed. Our Council has 41% of the region's population but has only one of the nine seats on the Committee. When issues are voted on our ratepayers are not sufficiently represented. We would support amending the Land Transport Management Act 2003 to make Regional Transport Committees proportionally representative.
45. There are also other issues that have been raised in the past that could be addressed. For example this Council is often held to account for transport in the city but has very little control over two of the significant levers e.g. public transport and State Highways. At times, the Council only becomes aware of significant proposals relating to our population when the options have been narrowed down and nearly finalised. We would again ask that the Council is included early on in the development of options that impact on Wellington residents.
46. However, as with integrated planning, it is the wrong time to consider a structural solution as proposed. LGWM decisions and their implementation is the biggest strategic issue and it must be given priority. LGWM has developed from a transport evaluation project to a more holistic transport programme and urban development programme. This is where attention is being focused now and the existing partnership model between the three lead agencies is working well.

What would a new joint council governance arrangement do?

47. It is not clear what decisions would be required from the proposed joint governance arrangement and so what powers or delegations would be required. The nature of the region's land use and transport has been set. The region's topography, existing infrastructure and ingrained 'y' shaped transport structure means future growth will largely be accommodated in – and around – existing urban areas or where future greenfield opportunities have already been identified.
48. Decisions and processes have or are already being made:
 - Spatial planning is being progressed through the NPS-UDC
 - Consistent District Plan approaches for urban intensification, the natural environment and natural hazards management

- The government has largely made the majority of significant roading decisions e.g. Transmission Gully and the Kapiti Expressway, and Petone to Grenada is being investigated through a collaborative and integrated approach with the key stakeholders
- Decisions on LGWM are due in June/July
- The region's councils are working together on issues that cross council boundaries.

Wellington Water

LGC recommendations:

- 2. The Commission recommends Wellington City, Porirua, Upper Hutt, Hutt City and Greater Wellington Regional Council continue to actively support the development of Wellington Water and specifically support:**
- 2.1. Maintenance of the trusted advisor basis of the relationship between Wellington Water and the councils**
 - 2.2. Implementation of the one budget concept**
 - 2.3. Wellington Water's development of optimised 10-year Service Plans and 30-year Infrastructure Plans**
 - 2.4. Wellington Water to develop a more direct relationship with customers**
 - 2.5. Wellington Water to have the scope to respond to emergencies in an agile manner.**

Summary of position

49. Wellington Water is a good operational delivery arm and we are beginning to see the benefits of collective contracting.
50. We note the recommendations about Wellington Water and the 'trusted advisor' relationship, one budget concept, service and infrastructure plans, relationship with customers, and responding to emergencies in an agile manner.
51. The Council is already in discussions with Wellington Water and the other owner councils to pursue these matters. It is not necessary, or appropriate, for these discussions to occur through a Local Government Commission forum.

Conclusion

52. Wellington City Council is working with the region's councils to achieve the benefits sought: quicker, more comprehensive solutions on issues that cross council boundaries, with reduced financial, social and economic costs.
53. Wellington City Council does not support further resources being expended on establishing a joint council governance group for integrated planning and transport issues because central and local government action and decisions mean it is not required.

54. Spatial planning is being progressed through the NPS-UDC. The government has largely made the majority of significant roading decisions e.g. Transmission Gully and the Kapiti Expressway, and Petone to Grenada is being investigated. Decisions on LGWM are due in June/July.
55. The focus should be on these projects.
56. The Council has noted the Local Government Commission's recommendations about Wellington Water and are already these directly with Wellington Water and the other owner councils.

DRAFT

SUBMISSION ON GREATER WELLINGTON REGIONAL COUNCIL'S DRAFT LONG-TERM PLAN 2018-28

Purpose

1. To seek the Committee's approval of the submission on Greater Wellington Regional Council's draft Long-term Plan 2018-28.
2. Submissions close 29 April 2019.

Summary

3. Greater Wellington Regional Council's (GWRC) draft Long-term Plan (LTP) focuses on increasing resilience, improving transport services, managing water quality and the natural environment, and economic development. The consultation document is available at: <https://haveyoursay.gw.govt.nz/whatmatters>
4. The submission to GWRC (Attachment 1):
 - Supports additional investment in resilience: increasing funding for WREMO, contributing to the Prince of Wales/Omaroro project, and supports the key projects of the cross-harbour pipeline and planning for a new water source. This section also refers to concerns about GWRC's approach to funding capital expenditure.
 - Supports the public transport changes and allocation for Let's Get Welly Moving, but questions the balance of changes to rating for public transport in the Revenue and Finance Policy. Commercial rates are much higher than others and look to be bearing a disproportionate cost burden.
 - Support efforts and investment in water quality and the natural environment. The Council is also involved in the programmes identified: the Whaituas, Regional pest and predator control and managing sites of significance through the Key Native Ecosystem programme.
 - Supports economic development projects to develop a long-term strategy for port land and plans for a multi-user ferry terminal.
 - Disagrees with the proposal that GWRC review how they invest in regional economic development, that is, the focus of WREDA's activities and the delivery model. The draft submission sets out the Council's concerns with these proposals, including that they are contrary to existing agreement between the Council and GWRC about how this relationship is managed and how changes are to be proposed, as well as the practical implications of the proposals.
 - Supports the change to the Revenue and Finance Policy so that the flood protection rating reflects the benefit each group of ratepayers receives from this work.
5. The submission also notes that there are matters in both our draft LTPs that we need to have on-going conversations on at both operational and governance levels and we look forward to finding opportunities to discuss these. For this reason the draft submission has focused on key points raised in the consultation document.

Recommendations

That the City Strategy Committee:

1. Receive the information.
2. Approve the draft submission on Greater Wellington Regional Council's draft Long-term Plan 2018-28, subject to any amendments agreed by the Committee.
3. Delegate to the Chief Executive, the Governance, Transport Strategy and Operations, Public Transport Cycling and Walking, Economic Development and Natural Environment Portfolio Leaders the authority to amend the submission as per any proposed amendments agreed by the Committee at this meeting, and any minor consequential edits, prior to it being sent.

Options

5. The Committee could decide:
 - Not to make a submission; or
 - Agree the submission; or
 - Agree the submission with amendments agreed by the Committee.

Next Actions

6. If the Committee decides to agree the submission, any amendments also agreed will be incorporated and the document finalised as per recommendation 3 in order to meet the 29 April 2018 deadline.

Attachments

Attachment 1. Draft submission on GRWC's LTP [↓](#)

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Author	Carolyn Dick, Principal Advisor
Authoriser	Baz Kaufman, Manager Strategy Kane Patena, Director Governance and Assurance David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

There is no requirement to consult on this submission. Officers in the relevant business units have contributed to this submission.

Treaty of Waitangi considerations

None from this submission.

Financial implications

The financial implications of proposals in GWRC's draft LTP are included in the submission.

Policy and legislative implications

The submission includes the implications for the Council from proposed or potential policy decisions by GWRC.

Risks / legal

Risks to Council from proposed or potential policy decisions by GWRC are outlined in the submission.

Climate Change impact and considerations

None from this submission.

Communications Plan

If the Committee agrees to make a submission, the Council's submission will be delivered to GWRC by 29 April 2018.

Health and Safety Impact considered

None from this submission.

Submission on Greater Wellington Regional Council's LTP

Introduction

1. Wellington City Council (the Council) thanks you for the opportunity to provide feedback on the proposals in Greater Wellington Regional Council's (GWRC) Long Term Plan (LTP).
2. Wellington's local government structure is functional rather than hierarchical meaning each council has its areas of responsibility, but there are also issues we both work on. Some of these issues are raised in the draft LTP. The Council has a strong working relationship with GWRC and will continue to work with GWRC through existing channels but also wants to provide feedback through this formal process.
3. There is a lot of detail in both our LTP consultation documents that we need to have on-going conversations on at both operational and governance levels and we look forward to finding opportunities to discuss these so we can both deliver great results for our communities.
4. Some of the questions asked in GWRC's draft LTP are more closely connected to other councils in the region, such as the proposal to improve the Wairarapa and Capital Connection commuter services, and the Wairarapa Water Project, so we leave comment on these matters to them.
5. Our submission below notes the areas the Council supports GWRC's proposals, and highlights questions and/or concerns we have in other areas, specifically: public transport rating and economic development.
6. Given the significance of some of the proposals it is important that early and on-going engagement occurs. This is also important outside of the LTP process.
7. The Council's feedback focuses on:
 - Emergency Management and Resilience
 - Transport
 - Freshwater and Biodiversity
 - Economic Development
8. The Council wishes to be heard in support of this submission.

Emergency Management and Resilience

9. GWRC's draft LTP, like the Council's, is responding to the need to increase resilience. Therefore we support this approach.

WREMO

10. One of the three choices GWRC asks about (the other two relating to the Wairarapa) is: *Do you support an increased funding contribution by Greater Wellington for emergency management?* The proposal is to increase funding by \$297,000 starting in the 2018/19 year, bringing GWRC's share of funding to 33% of the total. Local councils are also increasing their funding.
11. The Council supports GWRC increasing funding to and improving the performance of WREMO. It is essential that WREMO is better funded to increase the region's readiness and ability to respond should it be required. The Council has made provision for a significant increase in the WREMO budget and are at the limit of what the Council can contribute. If GWRC

were to decide against increasing funding, WREMO would need to adjust their plans accordingly.

Lifelines

12. The Council supports improving the resilience of Wellington's lifeline services.

Flood protection

13. The Council is supportive of GWRC's proposal to increase investment in the Riverlink project to increase the region's resilience.

Flood protection rating

14. GWRC proposes amending the Revenue & Finance Policy regarding flood protection so that those most at risk pay their appropriate share.
15. In recent times, the approach to increasing resilience across the region and throughout the country has been that those most affected must take the most action. In a related example, with earthquake prone buildings, those most at risk have been targeted for quickest strengthening. The Wellington region as a whole is a high seismic area but the requirement to strengthen URM buildings has, in this region, targeted buildings within Hutt City Council and Wellington City Council's areas. These councils were required to contribute funding to enable subsidies for building owners to conduct this work, with ratepayers gaining a benefit from a safer city being increased sooner than otherwise required.
16. It is consistent with this approach that flood protection is funded to reflect the benefit each group of ratepayers receives from this work. The Council supports this.

Water supply

17. We support the proposed improvements to the resilience of water supply and their contribution to the Prince of Wales/Omaroro project.
18. The Council supports the key project planning for a new water source and if that is not viable, exploring the cross-harbour pipeline, both of which are designed to grow Wellington's resilience.

Depreciation funding

19. The Council continues to question GWRC's approach to funding capital expenditure.
20. Our understanding is that GWRC currently choose to fund long-life infrastructure investments based on the life of the related debt rather than over the full life of the asset. This is especially concerning in relation to the increased resilience investment planned for the GWRC water supply networks, which is passed on to Wellington City Council (and other councils) through the Bulk Water charge. We are concerned that this may result in current ratepayers being disproportionately burdened if, for example, they are required to pay for an asset with a life expectancy of 50-100 years within 25-30 years.
21. We support GWRC reviewing this approach.

Transport**Public transport**

22. The Council has previously submitted to GWRC on the Better Metlink Fares proposals. The Council supports work to improve the public transport network, as it is needed to help get Wellington moving. We note that following submissions changes to the proposal were made.
23. The Council supports the fare package as introduced. We particularly welcome integrated ticketing, retention of 30 day zone 1-3 bus passes and the introduction of public transport subsidies for students, children, people with disabilities and off-peak travel.
24. However, the inequity between fares paid by monthly rail and bus users remains. The fares adopted show a monthly rail pass for 3 zones will cost \$112.20 whereas a monthly bus pass for 3 zones this will still cost \$150.00.
25. The Council also notes that GWRC noted when adopting those fares:
*"that a separate pricing project will be undertaken to review fare equity between modes and develop the capping approach as part of the transition to Integrated Ticketing."*¹
26. This Council supports the work to implement fare equity and fare caps being progressed urgently so that monthly rail and bus users pay the same basic rates as soon as possible, and because merging fare zones one and two, to provide a zone similar in size to Porirua, would provide for more equitable bus services across the region by ensuring that bus users pay the same price for a journey of a similar distance within their respective cities.

Public transport rating

27. GWRC proposes to change the Revenue and Finance Policy to spread public transport rates across the region so each council pays the same basic rates, then adding a differential.
28. While we support the principle of those who benefit most paying more, we question whether the correct balance has been found with the proposal for public transport rating. The burden appears to be disproportionately borne by commercial ratepayers in the CBD. The Council's differential between commercial and residential ratepayers is 2.8:1. We deliberately brought this down over multiple years to what we believe to be a reasonable and fair level. We recognise that benefits do flow through to businesses but the differential of 8 seems totally disproportionate.
29. The Council also questions why rates in Wellington city are rising when there hasn't been investment in the network to justify an increase. Further we note the comment that the public transport changes *"will not meet all current and future patronage demands or customer expectations"*. Is it fair to be increasing rating for a service that will not meet current demand?

Let's Get Welly Moving (LGWM)

30. The Council, GWRC and NZTA are working together on LGWM and preparing for the decisions due in June/July. The Council supports the approach GWRC is taking regarding the upcoming decisions for LGWM. We have worked together to identify an approach for an initial funding allocation. We are working collaboratively on this and are taking a consistent approach by both making an allocation ahead of the decisions.

¹ GWRC, Public minutes of the Council meeting held on Tuesday, 31 October 2017, Item 8

Freshwater and Biodiversity

31. The Council is working with GWRC on freshwater and biodiversity initiatives, and makes the following comments:

Whaituas: Ruamāhanga and Porirua

32. The Council is a signatory to the Porirua Harbour Catchment Strategy and Action Plan (along with Porirua City Council, GWRC and Ngati Toa) and supports ongoing investment into this catchment. This is also covered by the Porirua Whaitua. We are looking forward to the Whaitua for Wellington Harbour progressing and will have close involvement in that committee and its outcomes.

Regional Pest and Predator control - reviewing Pest Management Strategy

33. We are partners in Predator Free Wellington, along with GWRC and NEXT Foundation. We applaud the investment of GWRC in this space and the important role they play in achieving our shared vision of a predator free Wellington. The Council will continue to be involved in the revision of the Pest Management Strategy.

Managing sites of significance through the Key Native Ecosystem programme

34. The Council and GWRC have a Memorandum of Agreement that covers biosecurity (both plant and animal), monitoring and freshwater initiatives. The Council anticipates the continuation of this close relationship, which includes co-funding work within Wellington City Key Native Ecosystem areas.

Economic Development

Centreport

35. GWRC is working with Centreport and key partners (including the Council) to develop a long-term strategy for the port land and plans for a multi-user ferry terminal.
36. The Council supports this work. In terms of city outcomes the Council thinks that a multi-user ferry terminal to the north is a positive outcome for the city and associated outcomes planned for the port land, especially land in closer proximity to our waterfront is critical as we start to think about the interface to the north.
37. More generally we see development in this area as critical from a city shaping perspective. It is the northern gateway to our central city and there are enormous tourism opportunities as well as opportunities to leverage future transport investments in the area, including mass transit.
38. As such the Council welcomes the integrated and collaborative approach that GWRC are taking for this strategically important part of the city.

Approach to regional economic development

39. GWRC asked whether they should review how to undertake Economic Development in the region, the questions in the draft LTP were:
- Continue with the status quo
 - Change the focus of the activities undertaken by WREDA to specific outcomes

- Focus on delivering activities at a local level allowing each council to pursue opportunities at a local level
- Divert some funding from these activities to accelerating regional infrastructure programmes.

Background

40. Following public consultation the Wellington Regional Strategy (WRS) was agreed between the region's councils in 2007. This strategy was in part based on the premise of a regional approach with one regional voice. As a result, the Wellington Regional Strategy Committee was formed comprising members of the local councils to provide oversight of the economic development agency.
41. To ensure funding certainty for the activity GWRC was asked by the other councils in the region to collect a regional rate on behalf of the councils to fund economic development for the region. Prior to this economic development in the region was carried out on an either ad hoc regional basis or at a purely at a local level, and was funded by local councils.
42. The WRS Committee is governed by the Multilateral Agreement which was agreed by all of the councils, under this Agreement GWRC undertook:
- Not to act independently of the Wellington Regional Strategy Committee (a committee of GWRC)
 - To allocate the funds received from the economic development rate to WREDA and will not allocate any part of the rate that are inconsistent with the WRS
 - To continue to collect the rate on behalf of the region
43. A Council Controlled Organisation (CCO) was formed (Grow Wellington) which was owned by GWRC on behalf of the region. In 2014 WREDA was established following public consultation combining Grow Wellington and the tourism, major events and venue management activities of Wellington City Council. WREDA is owned by the Council (80%) and GWRC (20%) on behalf of the region. The Multilateral Agreement was updated to account for this change.

Discussion

44. We are disappointed that this review was not discussed with the WRS Committee prior to being included in GWRC's draft LTP. The Multilateral Agreement is quite clear that GWRC will not act independently of the Committee. While no decisions have been made the inclusion in the draft LTP it does indicate some intent by GWRC.
45. In response to the questions raised in the draft LTP we have the following comments:
- *Change the focus of the activities undertaken by WREDA to specific outcomes*
46. The economic development activities of WREDA are currently based on a series of specific outcomes as detailed in their yearly Statement of Intent. If GWRC wants these outcomes to change, then they have the ability to influence this process through the WRS Committee as part of their consideration of WREDA's Statement of Intent.
47. Therefore we are a little unsure how this would mean a change to the operation of WREDA.
- *Focus on delivering activities at a local level allowing each council to pursue opportunities at a local level*

48. This implies that there should be no co-ordinated economic development within the region. This would be a significant step backward and indicate that regional economic development is not of value. Does this mean that WREDA will focus on projects at a more local level or will GWRC cease collecting the economic development rate on a regional basis? Thereby leaving it to each individual council to rate for economic development on their own account?
49. How would activities be split on a local level, who would decide? If the local councils want to spend more on economic development locally then this is in their power to do so.
50. WREDA was set up and funded to undertake economic development on a regional basis, directing it to be solely locally focused seems to defeat the reason for its establishment.
- *Divert some funding from these activities to accelerating regional infrastructure programmes.*
51. Over the next 10 years GWRC is proposing to spend in excess of \$740m on capital expenditure and \$222m on investment activities (largely investments in rolling stock). The economic development rate is around \$5m pa, diverting some of this to accelerate regional infrastructure projects is not going to have any meaningful impact on the speed of these projects. The economic development rate was never intended to be used to fund infrastructure. Therefore we do not agree with diverting some funding from WREDA to accelerate regional infrastructure projects.
52. Economic growth for the region is an enabler of making infrastructure investment more affordable by broadening the rating base.
53. This proposal could also lead us in a direction contrary to the recently released Government Policy Statement on Land Transport, where the government are keen to see transport planning more joined up with urban economic development.

Conclusions

54. GWRC was asked by the local councils to collect a regional rate to fund economic development on a regional basis. As a result, GWRC has always maintained that it holds their shareholding in WREDA on behalf of the region.
55. Any proposed changes to the outcomes, funding levels or activities of WREDA should be discussed and agreed (as noted in the Multilateral Agreement) by the WRS Committee before going out to the public for their views.
56. The Council is unclear what issue (if any) that GWRC is trying to resolve. If GWRC is unhappy with the performance of WREDA then this matter should be dealt with by discussions with WREDA and the WRS Committee.
57. The Council, whose ratepayers provide a significant portion of the funding for economic development, is of the firm view that the reasons for the collection of a regional rate to fund economic development are still valid, namely:
- Stronger economic leadership
 - One voice
 - Clearer strategic focus
 - Improve capacity and scale
 - More effective regional promotion

- Broaden pool of talent
- Better use of resources
- Improve perceptions
- Simplify governance

58. It is crucial for the region that GWRC continues to collect the regional economic development rate.

59. We believe it is right to question and challenge our performance in economic development as a region but strongly believe that a coordinated regional economic development approach is the right approach.

60. We can see no reason for a change in the funding of WREDA in respect of its economic development activities.

Conclusion

61. The Council supports initiatives and investment to increase resilience of the region, through capability, planning and projects to protect and improve water supply.

62. Council supports the principle of who benefits pays but questions whether GWRC has identified this correctly with a disproportionate cost falling on the CBD.

63. The Council reiterates the comments above about any reconsideration of how economic development is undertaken in the region. The Council can see no reason for a change and clearly favours retention of the status quo noting that GWRC are able to work on an outcomes basis currently.

64. There are many projects here we support and will continue to work together with GWRC. We look forward to using existing opportunities, and finding new ones, to make progress.

3. Operational

UPDATED FORWARD PROGRAMME FOR CITY STRATEGY COMMITTEE MEETINGS 2018

Purpose

1. To provide the forward programme for 2018.

Summary

2. This updated Forward Programme sets out the strategy, policy and briefing reports that are planned for City Strategy Committee meetings for 2018.
3. The Forward Programme includes both large scale strategy and policy documents, projects, unit work streams, and also a number of operational reports that require committee consideration.
4. The forward programme is a working document that is subject to change on a regular basis.
5. A number of items are listed which do not have as yet agreed reporting timeframes. These have been added separately to ensure that the Committee has visibility of the fuller work programme. These will be included as scheduled items as dates are confirmed.

Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Note the attached forward programme.

Attachments

Attachment 1. [Updated Forward Programme for CSC meeting 19 April 2018](#) Page 35
[↓](#)

Author	Angela Sopp, Senior Democracy Advisor
Authoriser	Kane Patena, Director Governance and Assurance Penny Langley, Manager Democracy Services

SUPPORTING INFORMATION

Engagement and Consultation

Not applicable for this report.

Treaty of Waitangi considerations

Not applicable for this report.

Financial implications

Not applicable for this report.

Policy and legislative implications

Timeframes and deliverables are reliant on organisational resourcing and priorities.

Risks / legal

Not applicable for this report.

Climate Change impact and considerations

Not applicable for this report.

Communications Plan

Not applicable for this report.

Health and Safety Impact considered

Not applicable for this report.

	Date	Meetings	Report Title	Description	Officer	ELT	Portfolio leader	Priority
2018 - Second Quarter (April to June)								
CSC meeting 19 April	19 Apr	City Strategy Committee	Traffic Resolutions		Lindsey Hill	D Chick	Cr Calvi-Freeman	BAU, Priority 2
	19 Apr	City Strategy Committee	Council Submission - Strengthening the Wellington Region	Council is required under the LGA to respond formally to the the LGC on their paper 'Strengthening the Wellington region'. There is a 30 April deadline for submissions.	Carolyn Dick / Baz Kaufman / Geoff Lawson	K Patena	Mayor/Deputy Mayor	Statutory Requirement, Priority 3
	19 Apr	City Strategy Committee	Submission to Greater Wellington Regional Council on their LTP	This was added by Councillors amendment at the CSC meeting 8 March 2018. Deadline is 29 April.	Carolyn Dick / Geoff Lawson	K Patena	Cr Free	BAU, Priority 2
	19 Apr	City Strategy Committee	Forward Programme	An updated forward programme (CSC) will be provided to Councillors for discussion	Angela Sopp / Penny Langley	K Patena	Cr Pannett	BAU, Priority 2
	19 Apr	City Strategy Committee	Wellington Urban Cycling Programme - Oriental Parade	Recommendations for Oriental Parade cycleway project	Paul Barker	D Chick	Cr Free	Triennium Plan, Priority 1
	19 Apr	City Strategy Committee	Wellington Urban Cycling Programme - Thorndon Quay	Recommendations for Thorndon Quay cycleway project	Paul Barker	D Chick	Cr Free	Triennium Plan, Priority 1
	19 Apr	City Strategy Committee	Wellington Urban Cycling Programme - Evans Bay (Kilbirnie)	Recommendations for Evans Bay cycleway project - the separate section of Evans Bay Parade adjacent to Kilbirnie Park	Paul Barker	D Chick	Cr Free	Triennium Plan, Priority 1
	19 Apr	City Strategy Committee	Traffic resolutions	Bus stop changes	Lindsay Hill	D Chick	Cr Calvi-Freeman	BAU, Priority 2
CSC meeting 3 May	3 May	City Strategy Committee	Draft Te Reo Maori Policy	Oral Hearing (this will be scheduled as the last item for the meeting)	Nicky Karu	K Patena	Mayor/Deputy Mayor	Triennium Plan, Priority 1
	3 May	City Strategy Committee	Local Government NZ AGM	Appoint a presiding delegate to vote on behalf of WCC at the LGNZ AGM	Angela Sopp / Anusha Guler	K Patena	Mayor / Deputy Mayor	BAU, Priority 2
	3 May	City Strategy Committee	Alex Moore Park indoor sport facility	Provide an update on the facility and recommend a way forward for the project	Glen McGovern / Paul Andrews	B McKerrow	Cr Fitzsimons	Triennium Plan, Priority 1
	3 May	City Strategy Committee	Public Places Bylaw following consultation	Final Report	Alice Bates, Geoff Lawson	K Patena	Cr Gilberd/ Cr Dawson	BAU, Priority 2
CSC meeting 10 May	10 May	City Strategy Committee	Land Transport Government Policy Statement	WCC submission	Geoff Lawson	K Patena	Cr Calvi-Freeman	Statutory Requirement, Priority 3
	10 May	City Strategy Committee	Accessible Wellington Action Plan - review	Draft Action Plan to be presented for approval including any requirement to consult	A Bates	K Patena	Cr Lee	BAU, Priority 2
CSC meeting 17 May	17 May	City Strategy Committee	3rd Quarterly Report	Committee to approve 3rd quarterly report	Bronwen Green/Lloyd Jowsey	K Patena	Cr Foster	BAU, Priority 2
	17 May	City Strategy Committee	Museum Stand - Basin Reserve	Development of the Basin Reserve	Warwick Hayes/Danny McComb	K Lavery	Mayor/ Cr Pannett	BAU, Priority 2
	17 May	City Strategy Committee	Representation Review	Hearings	Anusha Guler	K Patena	Deputy Mayor	Statutory Requirement, Priority 3
	17 May	City Strategy Committee	City Housing Operational Policy	social housing policy settings.	Geoff Lawson / Jim Robertson	B McKerrow	Cr Dawson	BAU, Priority 2
	TBA May	City Strategy Committee	Scoping of Urban Growth Plan and District Plan residential capacity reviews to provide for growth	Agree to the scoping, key issues, engagement strategy and approach to this review	John McSweeney	D Chick	Cr Foster	BAU, Priority 2
	TBA May	City Strategy Committee	Housing Strategy	Committee to approve WCC housing strategy	John McDonald	D Chick	Cr Dawson	Triennium Plan, Priority 1
	TBA	City Strategy Committee	Wellington Urban Cycling Programme - Island Bay	Recommendations for Island Bay cycleway project	Paul Barker	D Chick	Cr Free	Triennium Plan, Priority 1
CSC meeting 7 June	7 Jun	City Strategy Committee	Parking Policy Review	Problem definition and background report	Helen Bolton	D Chick	Cr Calvi-Freeman	BAU, Priority 2
	7 Jun	City Strategy Committee	Te Reo Policy and Action Plan following consultation	Report back following consultation	Tira Poutama - Iwi partnerships/ Policy	K Patena	Mayor/Deputy Mayor	BAU, Priority 2

CSC meeting 21 June	21 Jun	City Strategy Committee	Let's Get Welly Moving	Recommend report go to Council for adoption	Anna Harley	D Chick	Cr Calvi-Freeman	Triennium Plan, Priority 1
	21 Jun	City Strategy Committee	Housing Strategy and Action Plan	Seek approval for the Strategy and Action Plan (draft approved for consultation in Dec 2017).	Julie Rushton / John McDonald	D Chick	Cr Dawson / Cr Foster	Triennium Plan, Priority 1
	21 Jun	City Strategy Committee	Traffic Resolutions		Lindsey Hill	D Chick	Cr Calvi-Freeman	BAU, Priority 2
	21 Jun	City Strategy Committee	City Housing	Operational policy settings	Geoff Lawson / Jim Robertson	B McKerrrow	Cr Dawson	Triennium Plan, Priority 1
	21 Jun	City Strategy Committee	Smokefree Action Plan	The current plan has a limited timeframe and needs to reflect the 2025 commitment	Policy	K Patena	Cr Dawson	BAU, Priority 2
	21 Jun	City Strategy Committee	Health and Safety Report	This a Public Excluded item	Deb Hammond	Nicola Brown	Cr Foster	BAU, Priority 2
	TBA June	City Strategy Committee	Wellington Urban Cycling Programme - Newton		Paul Barker	D Chick	Cr Free	Triennium Plan, Priority 1
	TBA June	City Strategy Committee	Regional Waste Management Bylaw	Approval of the draft regional waste management bylaw as part of the regional waste management strategy	Adrian Mitchell	D Chick	Cr Pannett	Triennium Plan, Priority 1
	TBA June	City Strategy Committee	Business Improvement Districts Policy review	A 5 year review of the BID strategy and implementation within Wellington	Phil Becker/Policy	D Chick	Cr Marsh	BAU, Priority 2
	TBA June	City Strategy Committee	Trade Waste Charges Policy update	The current policy is out of date	Public health/Policy	K Patena/ D Chick	Cr Pannett	BAU, Priority 2
2018 - Third Quarter (July to September) NO CSC meetings in July								
	TBA August	City Strategy Committee	4th Quarterly Report	Committee to approve 4th quarterly report	Bronwen Green/Lloyd Jowsey	K Patena	Cr Foster	BAU, Priority 2
	TBA August	City Strategy Committee	Review of Standing Orders and incorporating tikanga into Council meetings		Penny Langley	K Patena	Deputy Mayor	BAU, Priority 2
	TBA August	City Strategy Committee	Revoking sections of the Local Public Health bylaw	The passing of the food Act requires the Council to revoke redundant conditions in this bylaw	Policy	K Patena	Cr Gilberd	Statutory Requirement, Priority 3
CSC meeting 26 Sept	26 Sep	City Strategy Committee	Annual Report	Agree to recommend that Council adopt the Annual Report. A special CSC meeting will need to be scheduled on the same day as the Council meeting for this report to be recommended for adoption by Council.	Bronwen Green/Lloyd Jowsey	K Patena	Deputy Mayor	Statutory Requirement
	TBA	City Strategy Committee	Outer Green Belt Management Plan	Committee to approve draft plan for consultation	Bec Ramsay	B McKerrrow	Cr Gilberd	BAU, Priority 2
	TBA	City Strategy Committee	Earthquake Prone Priority Buildings Policy for Consultation	Consultation required under the Building Act and consideration of emergency routes.	Geoff Lawson / Jim Lewis	D Chick	Cr Pannett	BAU, Priority 2
	TBA	City Strategy Committee	South Coast Management Plan review	A Reserves Management Plan prepared under the Reserves Act 1977. Current plan over 10 years old and planning in the coastal environment has undergone significant change since 2002.	Bec Ramsey / Tom Pettit	B McKerrrow/ D Chick	Cr Gilberd	BAU, Priority 2
	TBA	City Strategy Committee	Northern Reserves Management Plan Review	Scheduled for review, needs to be considered alongside wider urban growth plans for the northern area	Paul Andrews	B McKerrrow	Cr Gilberd	BAU, Priority 2
	TBA	City Strategy Committee	Events Policy	This was added by Councillors amendment at the CSC meeting 7 Dec 2017	City Arts and Events/ Policy	B McKerrrow/ K Patena	Cr Marsh	Triennium Plan, Priority 1
2018 - Fourth Quarter (October to December)								
	TBA October	City Strategy Committee	Liquor Control Bylaw oral hearings	The current bylaw requires review by December 2018	Policy	K Patena	Cr Dawson	Statutory Requirement, Priority 3
	TBA	City Strategy Committee	Earthquake Prone Priority Buildings Policy for Consultation	Oral Hearing and then Final Report	Jim Lewis / Geoff Lawson	D Chick	Cr Pannett	BAU, Priority 2
	TBA November	City Strategy Committee	Liquor Control Bylaw final report following consultation	The current bylaw requires review by December 2018	Policy	K Patena	Cr Dawson	Statutory Requirement, Priority 3

2018 - Papers to be scheduled

City Strategy Committee	Te Whare Okioki (Wet House)	Paper noting the funding (Council as the lease guarantor role), details of the activity, location and involvement of other agencies.	Jim Robertson	B McKerrow	Cr Dawson	Triennium Plan, Priority 1
City Strategy Committee	Review of Terms of Reference for Advisory and Reference Groups	Paper asking for approval to review all Advisory and Reference Group Terms of Reference - to update and improve consistency	Penny Langley / Baz Kaufman	K Patena	Deputy Mayor	BAU, Priority 2
City Strategy Committee	Regional Land Transport Plan	GWRC develop this plan every three years, in line with the LTP years. As part of implementation with the RCA's the plan is constantly reviewed.	Gunther Wild	D Chick	Cr Calvi-Freeman/ Cr Free	BAU, Priority 2
City Strategy Committee	Footpath Management Policy	Review the footpath management policy following the Public Places Bylaw review	Policy	K Patena	Cr Free	BAU, Priority 2
City Strategy Committee	Positive Aging Strategy		Alice Bates / Geoff Lawson	K Patena	Cr Dawson	Triennium Plan, Priority 1
City Strategy Committee	Landfill Stage 4 consent and future strategy	Currently seeking legal advice whether existing	Emily Taylor Hall	D Chick	Cr Pannett	BAU, Priority 2
City Strategy Committee	Regional Waste Management and Minimisation Plan	Papers on implementation actions of WMMP, including regional bylaw, optimal waste collection services etc.	Emily Taylor Hall	D Chick	Cr Pannett	Triennium Plan, Priority 1
City Strategy Committee	Wellington Biosolids Disposal	Options for the future disposal of Wellington's biosolids. Options under investigation with Wellington Water, currently consented to 2026	Emily Taylor Hall	D Chick	Cr Pannett	Triennium Plan, Priority 1
City Strategy Committee	Coastal Resilience Strategy	Developing an adaption strategy as one of the actions of the resilience strategy for the city's/regions coast. Report back on next steps for Island Bay's seawall and The Esplanade. This work is being rolled into The Resilience Strategy/Climate Adaption Plan	Moana Mackey / Derek Baxter	D Chick	Cr Lee/ Cr Sparrow/ Cr Pannett	BAU, Priority 2
City Strategy Committee	Climate Adaption Action Plan	Adapting to climate driven change - toward a framework and approach for making long-term decisions such as locating, upgrading or moving key infrastructure and defending or abandoning assets) that will be affected by future climate change effects. Very early days. Working with Hutt City Council to develop a shared approach but with enough flexibility to accommodate unique aspects of each city	Tom Pettit	D Chick	Cr Lee	Triennium Plan, Priority 1
City Strategy Committee	Civic Precinct Redevelopment	Future options for the Civic Precinct, including the upgrade and redevelopment of the Town Hall	Ian Pike/ P Brennan	K Lavery	Mayor	Triennium Plan, Priority 1
City Strategy Committee	Miramar Peninsula (Watts and Strathmore Park)	Planning for the development of Miramar Peninsula	Ian Pike	D Chick	Cr Foster	BAU, Priority 2
City Strategy Committee	Regional Sport and Active Recreation Plan	Seek Committee agreement to the plan	Joel de Boer/Paul Andrews	B McKerrow	Cr Fitzsimons	BAU, Priority 2
City Strategy Committee	Karori Community Plan	Development of a community plan for Karori with wide community engagement	Anna Harley	D Chick	Cr Foster/ Cr Calvert	Triennium Plan, Priority 1
City Strategy Committee	Speed Limits - CBD and Suburban	Recommendations on changing speed limits in the CBD and around school areas	Paul Barker	D Chick	Cr Calvi-Freeman	Triennium Plan, Priority 1
City Strategy Committee	Housing Accord Monitoring Report	Reporting against the Housing Accord	Anna Harley	D Chick	Cr Dawson	BAU, Priority 2
City Strategy Committee	District Plan Work Programme	Ongoing work programme for the District Plan, specific papers have been included in scheduled items. A proposed review of heritage trees is included	Anna Harley	D Chick	Cr Foster	BAU, Priority 2
City Strategy Committee	National Policy Statement for Urban Development Capacity	Reporting on urban development capacity	John McSweeney	D Chick	Cr Foster	Statutory Requirement, Priority 1
City Strategy Committee	Resilience Strategy updates		Mike Medonca	D Chick	Mayor	Triennium Plan, Priority 1
City Strategy Committee	Waste Management Seed Fund approvals		Mark Farrar	D Chick	Cr Pannett	BAU, Priority 2
City Strategy Committee	Iwi partnerships update		Nicky Karu	K Patena	Deputy Mayor	BAU, Priority 2
City Strategy Committee	Child Friendly Framework	This was added by Councillors amendment at the CSC meeting 7 Dec 2017	Policy	K Patena	Deputy Mayor	Triennium Plan, Priority 1
City Strategy Committee	Urban Development Agency options	This was added by Councillors amendment at the CSC meeting 8 March 2018	Mitch Lendowski	D Chick	Cr Pannett	Triennium Plan, Priority 1

City Strategy Committee	Bus Priority Programme	This was added by Councillors amendment at the CSC meeting 8 March 2018	Anna Harley	D Chick	Cr Pannett	Triennium Plan, Priority 1
City Strategy Committee	Predator Free Wellington entity	This was added by Councillors amendment at the CSC meeting 8 March 2018	Jim Robertson	B McKerrow	Cr Foster	Triennium Plan, Priority 1

THORNDON QUAY CYCLEWAY

Purpose

1. This report outlines the recommended interim amendments to the Wellington City Council traffic restrictions in Thorndon Quay from Davis Street to Mulgrave Street. These interim recommendations go some way to supporting the achievement of Council's Transport Strategy Outcomes of safety, accessibility, efficiency and sustainability, until such time as a longer term proposal is determined in conjunction with outcomes as a result of Let's Get Wellington Moving and Aotea Quay discussions.

Summary

2. An interim solution for this section of Thorndon Quay has been proposed. Although the solution is poor and fails to get close to meeting any recognised guidelines, it does offer a worthwhile improvement for people who currently travel through this part of Thorndon Quay by bike.
3. Long-term solutions for the corridor may see provision for bikes being on an alternative route.
4. In addition to installing on-road cycle lanes it is proposed to convert the existing 10 hour commuter parking to two-hour retailer parking.
5. Feedback was sought from submitters on whether they supported the overall schemes. 316 submissions were received.
6. A summary of the results were as follows:

Question	People answered	Yes	Yes, with changes	No	Not answered
Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?	313	33%	42%	24%	1%

7. A public hearing process was held in a Forum Style on the evening of Thursday 5 April and in Committee Style on Thursday 12 April. Officers attended both these sessions prior to finalising the report.

Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Agree to the proposed interim cycling facilities and associated changes on Thorndon Quay.
3. Acknowledge that officers are continuing to work on appropriate multi-modal solutions for the corridor in conjunction with Let's Get Wellington Moving and ongoing discussions around Aotea Quay.

4. Approve the amendments to the traffic restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.

Legal Description:

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

Column One	Column Two	Column Three
Thorndon Quay	<i>Bus Stop</i>	<i>East side, following the kerbline 1285.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 23 metres.</i>
Thorndon Quay	<i>Bus Stop</i>	<i>East side, following the kerbline 1314.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a south-westerly direction for 23 metres.</i>
Thorndon Quay	<i>Motorcycle Parking</i>	<i>East side, following the kerbline 1199 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a south-westerly direction for 4.5 metres.</i>

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

Column One	Column Two	Column Three
Thorndon Quay	<i>Clearway</i>	<i>East side, following the kerbline 1213.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 64 metres.</i>
Thorndon Quay	<i>Clearway</i>	<i>East side, following the kerbline 1121.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a south-westerly direction for 82 metres.</i>

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

Column One	Column Two	Column Three
Thorndon Quay	<i>Metered parking, P10 Hours Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 809.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 8.5 metres. (4 angle parking spaces)</i>

Thorndon Quay	<i>Metered parking, P10 Hours Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 834.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending initially in a southerly direction, and then following the direction of the kerbline for a total of 158 metres. (52 angle parking spaces)</i>
Thorndon Quay	<i>Metered parking, P10 Hours Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 1004.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a south-westerly direction for 32.5 metres. (11 angle parking spaces)</i>
Thorndon Quay	<i>Metered parking, P10 Hours Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 1051.0 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a south-westerly direction for 20.5 metres. (7 angle parking spaces)</i>
Thorndon Quay	<i>Metered parking, P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 1121.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a south-westerly direction for 77.5 metres. (13 parallel parking spaces)</i>
Thorndon Quay	<i>Metered parking, P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 1213.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 64 metres. (11 parallel parking spaces)</i>

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

Column One	Column Two	Column Three
Thorndon Quay	<i>Bus Stop, at all times</i>	<i>East side, following the kerbline 1299 metres south of its intersection with Hutt Road (Grid coordinates x= 1749119.9 m, y= 5428875.7 m), and extending in a southerly direction for 15 metres.</i>
Thorndon Quay	<i>Bus Stop, at all times</i>	<i>East side, following the kerbline 1321 metres south of its intersection with Hutt Road (Grid coordinates x= 1749109.5 m, y= 5428857.5 m), and extending in a south-westerly direction for 15 metres.</i>

Thorndon Quay	<i>Motorcycle Parking</i>	<i>East side, following the kerbline 1193 metres south of its intersection with Hutt Road (Grid coordinates x= 1749163.2 m, y= 5428984.4 m), and extending in a south-westerly direction for 6 metres.</i>
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Add to Schedule C (Direction, Placement and Lane Use) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Thorndon Quay	<i>Cycle Lane</i>	<i>East side, following the kerbline 770 metres south of its intersection with Hutt Road (Grid coordinates x= 1749376.8 m, y= 5429273.4 m), and extending in a southerly direction for 558 metres.</i>
Thorndon Quay	<i>Cycle Lane</i>	<i>West side, following the kerbline 1285 metres south of its intersection with Hutt Road (Grid coordinates x= 1749113.5 m, y= 5428896.2 m), and extending in a northerly direction for 471 metres.</i>

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

Column One	Column Two	Column Three
Thorndon Quay	<i>No Stopping, at all times</i>	<i>East side, following the kerbline 1187.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749162.2 m, y= 5428978.2 m), and extending in a south-westerly direction for 111 metres.</i>
Thorndon Quay	<i>No Stopping, at all times</i>	<i>East side, following the kerbline 1314 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749114.2 m, y= 5428861.4 m), and extending in a south-westerly direction for 6 metres.</i>
Thorndon Quay	<i>No Stopping, at all times</i>	<i>East side, following the kerbline 1336 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749103.2 m, y= 5428843.6 m), and extending in a south-westerly direction for 3 metres.</i>
Thorndon Quay	<i>Clearway</i>	<i>East side, following the kerbline 1121.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a south-westerly direction for 66 metres.</i>

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

Column One	Column Two	Column Three
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Thorndon Quay	<i>Metered Parking, P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 809.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 11 metres. (2 parallel parking spaces)</i>
Thorndon Quay	<i>Metered Parking, P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 837 metres south of its intersection with Hutt Road (Grid coordinates x= 1749393.5 m, y= 5429213.9 m), and extending initially in a southerly direction, and then following the direction of the kerbline for a total of 152.5 metres. (25 parallel parking spaces)</i>
Thorndon Quay	<i>Metered Parking, P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 1007 metres south of its intersection with Hutt Road (Grid coordinates x= 1749296.3 m, y= 5429085.9 m), and extending in a south-westerly direction for 30.5 metres. (5 parallel parking spaces)</i>
Thorndon Quay	<i>Metered Parking, P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 1051.0 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a south-westerly direction for 18.3 metres. (3 parallel parking spaces)</i>
Thorndon Quay	<i>Metered Parking, P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 1121.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a south-westerly direction for 71.4 metres. (10 parallel parking spaces)</i>

Background

8. A route along Thorndon Quay with dedicated facilities for people on bikes was first suggested in the 1994 Transport Strategy. This was again reconfirmed through the adoption of the 2008 Cycling Policy.
9. Over this time there have been at least two attempts to make significant improvements for those on bikes and to address the alarming crash rate.
10. Following the adoption of the 2008 Cycling Policy a minor improvement was made for the southbound route with the creation of a morning peak (7-9am, Mon-Fri) clearway for angle-parked cars. Cars parked in parallel spaces between Tinakori Road and Davis Street were exempted from the clearway.
11. The clearway resulted in a marked decrease in morning-peak crashes involving people on bikes but did nothing to address the evening-peak northbound flows and did very little to encourage uptake of cycling as viable transport option in this area.

12. In 2015 the then Government announced an injection of funding into urban cycling, to stimulate local government into delivery on its strategic cycling routes.
13. In Wellington City, funding was allocated in part to the northern corridor to create a route on the corridor between Melling in the Hutt Valley and the Wellington central area.
14. The text below is taken from the Governments documents at the launch of the Urban Cycleways Programme:

MELLING TO CBD (WELLINGTON TO HUTT VALLEY)

This 12km high quality cycleway will connect Melling in Lower Hutt to Bunny Street in Wellington central. This is a key corridor between the Hutt Valley and Wellington's CBD.

This cycle route will connect to existing Hutt City and Wellington City walking and cycling networks and will also link Lower Hutt residents to their workplaces and educational facilities both in Hutt City and Wellington central. By improving the connection between Hutt Valley and Wellington City, the cycleway will provide a better level of service compared with the existing facility along the route.

The route is currently well-used, but could attract over 900 people each day once the new cycleway, which is made up of three sections, is completed.

Benefits: This project will provide a high quality cycleway between Melling and Wellington's CBD, significantly improving the level of service for both cyclists and pedestrians. It will offer a safer and more attractive route for journeys between home and work or educational institutions, and will pay particular attention to how cyclists travel through intersections.

These additional facilities are expected to encourage new, less confident people to cycle as well as catering to the high numbers of people who use this route already. Connectivity with the larger cycling network will improve as a result and people will have alternative choices for their travel, which will help to decrease congestion along the route, and improve journey time reliability.

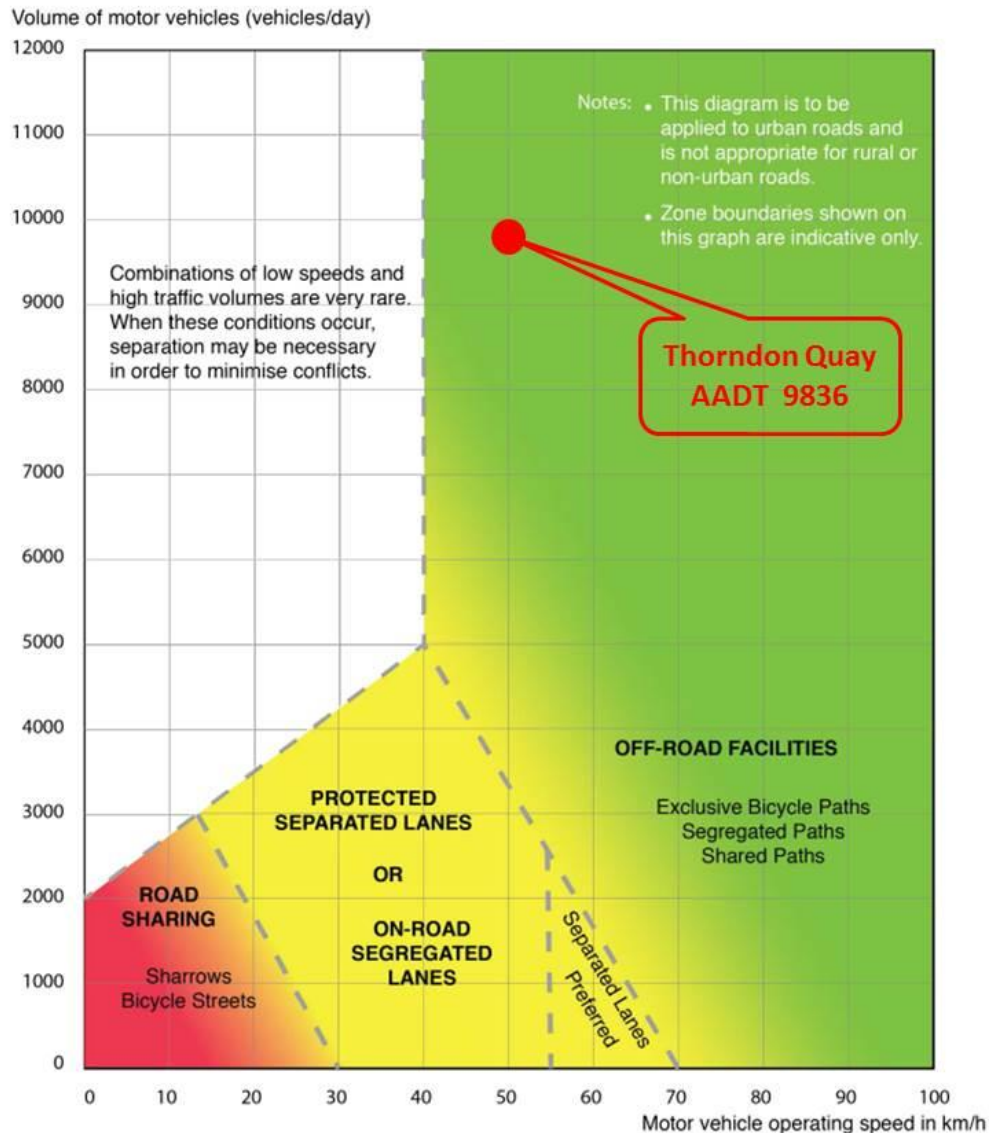
Improvements between Melling and Wellington CBD will also benefit tourism-related cycling and help boost the local economies of Wellington and the Hutt Valley.

15. All expectations were that improvements would be made to facilities on both the Hutt Road and Thorndon Quay.
16. A workshop with Councillors in December 2016 guided officers to look at alternatives in the corridor between Kaiwharawhara and the central city, these alternatives included using Aotea Quay, with additional land obtained from CentrePort and for potential cycle routes through the rail yards. The outcome of the workshop also guided officers to look towards sensible and pragmatic changes that could be made on Thorndon Quay while investigations continued on the alternative routes as well as what outcomes are achieved through Let's Get Wellington Moving and associated bus prioritisations. It was however noted that improvements along both routes are required in the long term.
17. Opportunities have been explored and there do not appear to be any viable opportunities in the short term, however we are still in discussion with CentrePort around integrating our long-term high-quality cycleway provision on the northern side of Aotea Quay with their redevelopment plans at the northern end of the Aotea Wharf.

18. The scope of the Let's Get Wellington Moving project includes the corridor between Kaiwharawhara and the central city for freight and vehicle access to and from the Motorway and for people walking, biking and using public transport.
19. A community working group was established in early 2017 to look specifically at how Thorndon Quay could be developed to better manage existing bike trips and to encourage more trips to be taken by bike. The scope of the working group was also to look at how best to manage bus movements and how all of this could be done to minimise impact on the existing commercial and retail business in the area.
20. It became apparent through the work of the working groups that any proposal for Thorndon Quay would have a perceived impact on existing businesses, and those options that had the least impact in this regard would offer little benefit to those on bikes and buses.
21. Given that there are a number of projects all looking at how to best manage movement in the corridor it is not appropriate that either significant changes or investment are made at this time.

Discussion

22. There was some agreement within the working group on the area south of Davis Street, where there is limited retail parking demand and an abundance of all day parking. Reallocation of road space to make improvements for those people on bikes can be achieved with minimal retailer disruption although all of the on-street commuter parks would be changed from angle to parallel with a two hour time restriction.
23. In order to achieve Council's objectives in relation to developing a network of high quality cycle routes that assist in cycling and playing its part in our transport system, fully protected lanes or separated cycle paths in this busy transport corridor need to be considered in the long-term.
24. The following graph, taken from the Victorian Design guidance for strategically important cycling corridors, shows clearly that with the current volume (approximately 9800 per day) and speed (50km/h) of traffic, separated bike paths are needed. Of particular note this best practice guidance means that only 2000 vehicles per day, indicate that on road separated lanes become appropriate and preferred.



25. While on-road segregated lanes are proposed at this time they are considered to be interim. They still provide a worthwhile improvement from the existing road sharing bike facilities that we have currently and as such an interim, pragmatic scheme has been developed.
26. It is however important to note that this truly is an interim scheme and more significant improvements required in the long-term to meet Council's strategic objectives.
27. Public consultation was undertaken on the Thorndon Quay cycle lanes with the traffic resolutions advertised for four weeks, which closing at 5pm, Monday 19 March 2018.
28. The consultation asked submitters if they supported the scheme. A full analysis of the feedback is in Attachment 1: Thorndon Quay Consultation Results.
29. To monitor traffic, Wellington City Council has commissioned traffic counts between 7am – 9am since 2000 which record all modes of transport. A set of 28 sites combine

to provide a cordon around the CBD monitoring cyclist movements entering and exiting the central city. Overall the number of cyclists commuting to the CBD, between 7am – 9am over the surveyed week, has more than doubled since the surveys started. In recent years the survey counted approximately 10,000 cyclists a week entering the CBD. On average the weekly volume of cyclists has increased by 350 each year.

30. The cycling growth is shown in Attachment 2 - CBD Cordon Count - Historic cycling growth 2000-2017.
31. Information on the relevant part of the Thorndon Quay, which forms part of the cordon, is in Attachment 3 CBD Cordon Count - Thorndon Quay and Oriental Parade site summary.
32. The CBD cordon counts show the percentage of commuters using each method of transport as well as a trend line illustrating the relative decline in private vehicle use from 60% to 40%. There was a proportional increase in bus passengers, cyclists and pedestrians from around 40% in 2000 to 60% in 2017.
33. The highest relative growth is in the numbers of people cycling, with volumes three times greater than in 2000.
34. The CBD cordon counts show that Thorndon Quay has the highest number of people travelling on bikes into the CBD.
35. A number of submitters asked why the remaining part of Thorndon Quay was not included in this proposal, this can generally be answered by responding that currently we are only looking at interim solutions until we have a better understanding of the long term transport plans for the corridor.
36. Other submitters have asked why not install protected lanes in the section south of Davis Street. While the road space would allow this our experience in Island Bay would suggest we would have to move the kerblines out to the parking line. This would be expensive and may need to be removed to accommodate other needs in the long term.
37. Submitters also commented on the need to retain the median. Turning requirements are high and vehicles turned right from the traffic lane other vehicles may pass on the left by driving through the cycle lane.
38. A number of submitters are concerned at the loss of all-day commuter parking. While this parking is well used, Council's current policy settings including the transport hierarchy would suggest the provision of cycling infrastructure for the movement of people and for short-stay parking, ahead of all day commuter parking.
39. Taking the above matters into account the proposed Traffic Resolution Drawings are provided in Attachment 4 – Thorndon Quay plans.

Next Actions

40. Subject to the outcome of Committee, officers will undertake a number of key actions over the next few months before an anticipated start date of July 2018. These key activities include:
 - Undertaking detailed design and preparing construction drawings
 - Completing the detailed business case and applying for construction funding from the NZ Transport Agency
 - Carrying out a design-stage safety audit
 - Developing and implementing a communications plan

- Engaging a contractor from our panel of contractors to undertake the work

Attachments

Attachment 1.	Thorndon Quay consultation results ↓	Page 50
Attachment 2.	CBD Cordon Count - Historic cycling growth 2000 - 2017 ↓	Page 66
Attachment 3.	CBD Cordon Count - Thorndon Quay and Oriental Parade site summary ↓	Page 67
Attachment 4.	Thorndon Quay plans ↓	Page 71

Authors	Daniel Cairncross, Principal Transport Engineer Paul Barker, Planning Manager, Network Improvement
Authoriser	Anna Harley, Manager City Design & Place Planning David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

Formal consultation that satisfies the consolidated bylaws requirements for making changes to parking and traffic changes by resolution was undertaken. The consultation also covered the wider aspects of the project and is the subject of this report.

Treaty of Waitangi considerations

There were no specific considerations as part of this paper.

Financial implications

Funding for the Thorndon Quay cycleway comes entirely from the Wellington City Council.

Policy and legislative implications

This is consistent with the Cycling Policy.

Risks / legal

Risks are being managed through the cycleways programme steering group as necessary.

Climate Change impact and considerations

Encouraging and providing for active transport has a positive effect in reducing vehicle emissions and reducing the impact of transport effects on climate change.

Communications Plan

A communications plan has been developed for this project to get it to this stage. An updated plan will make people aware of the decisions of this committee and cover the communication requirements through construction.

Health and Safety Impact considered

A road safety audit is to be undertaken at each stage of the design and construction process. All consultants and contractors on site have approved health and safety plans in place.



Thorndon Quay Consultation

Feedback Results - 316 submissions

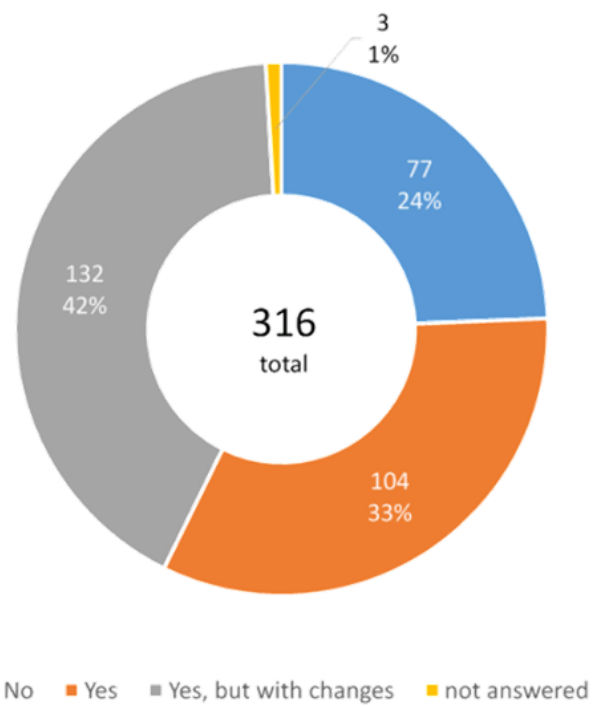
Wellington City Council

23 March 2018

Thorndon Quay consultation summary

Question	People answered	Yes	Yes, with changes	No	Not answered
Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?	313	33%	42%	24%	1%

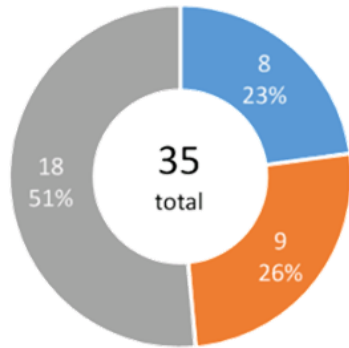
Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?



The highest portion of submissions answered 'Yes, but with changes' (42%).
75% of submission support the proposal or support the proposal with changes

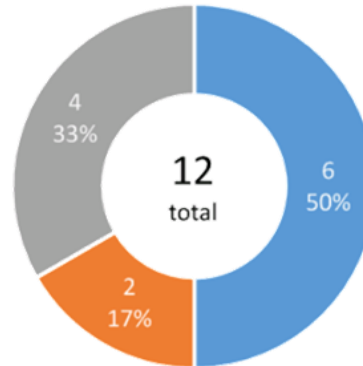
Overall support by relationship to street

I live in Wellington

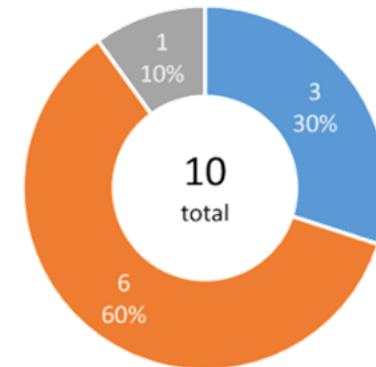


■ No ■ Yes ■ Yes, but with changes

I live on this street

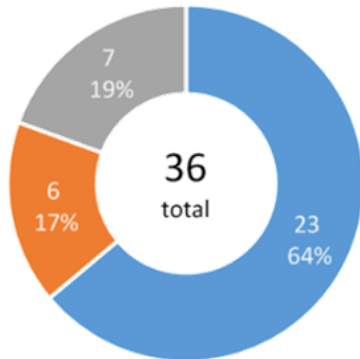


I live near this street

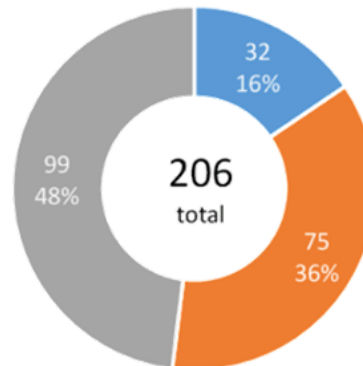


The majority of submissions came from people who regularly travel along this street and the highest proportion support the proposal with changes.

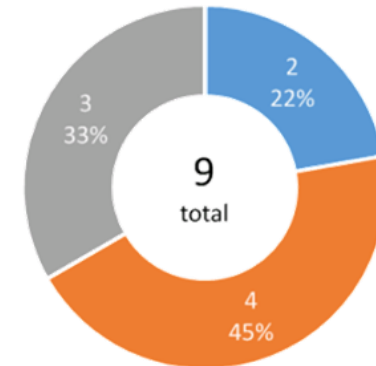
My work/business is on this street



I regularly travel along this street

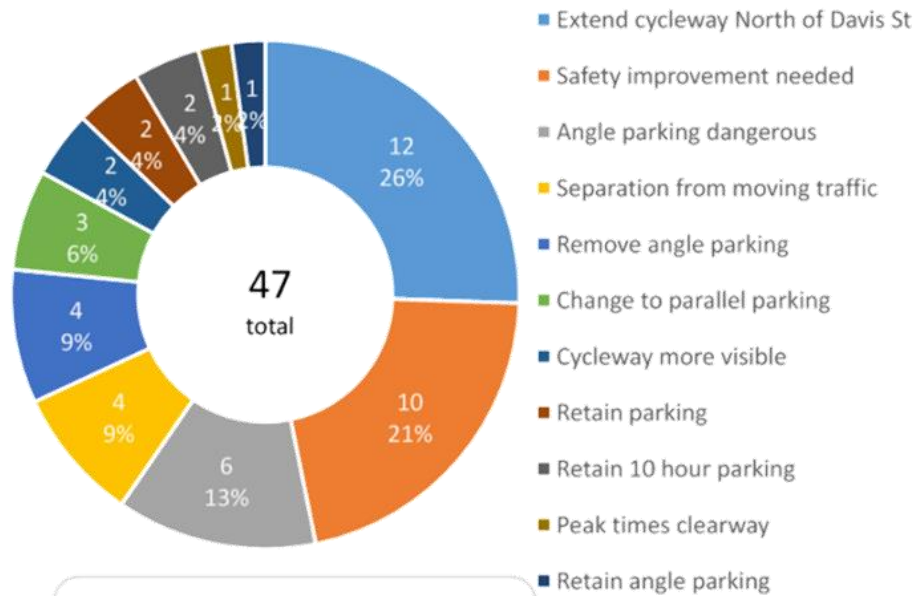


Other



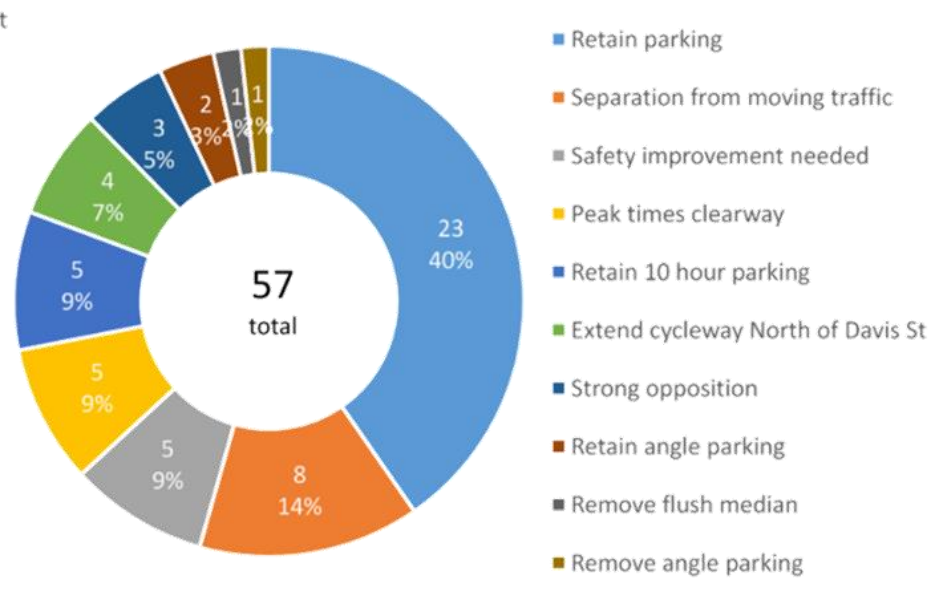
Overall comments by support

Yes comments



For those who support the proposal, most comments expressed that they would like safety issues to do with angle parking addressed.

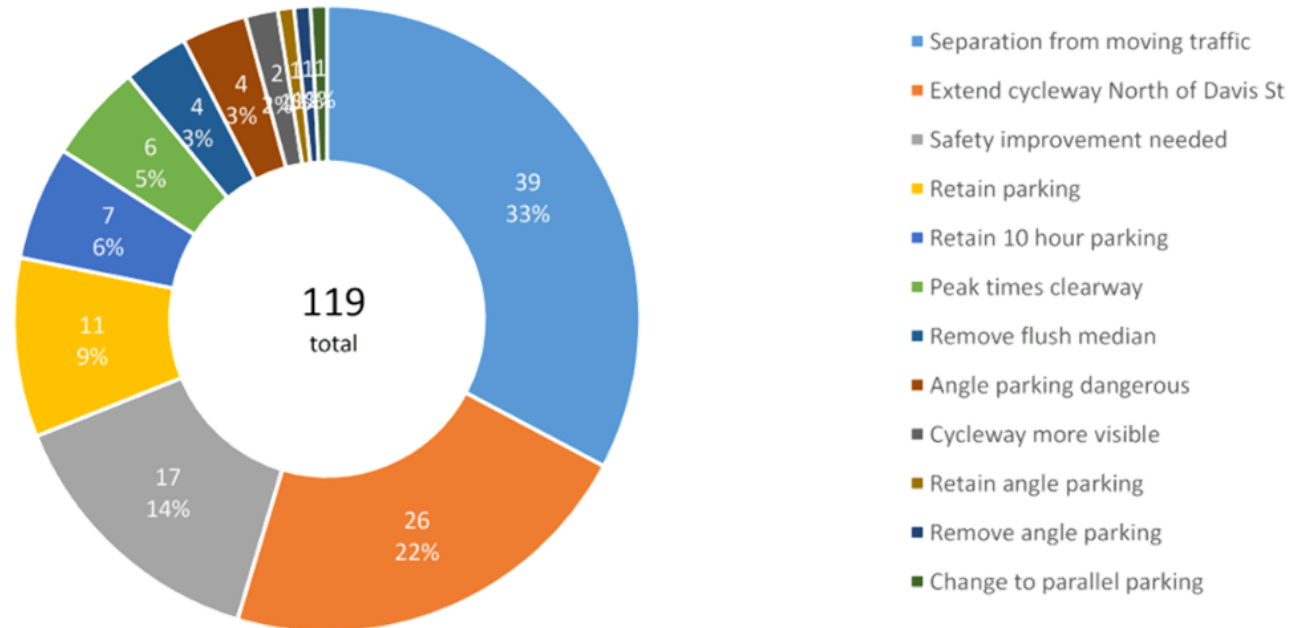
No comments



For those who did not support the proposal, most common comments were about the removal of parking

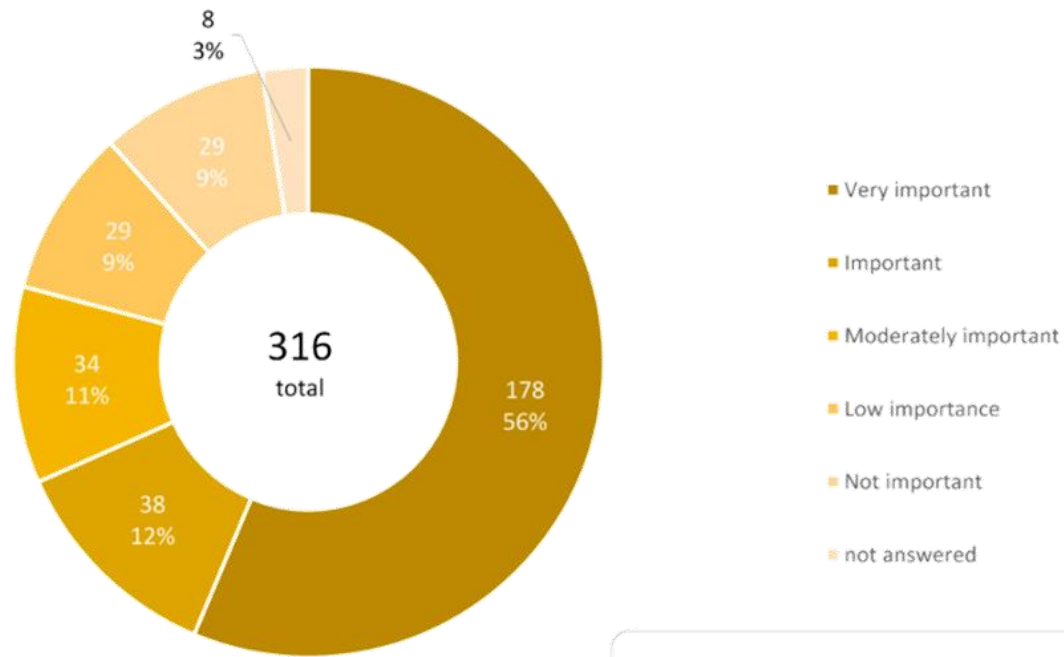
Overall comments by support cont...

Yes, but with changes comments



55% of submitters who supported the proposal with changes commented about extending the bike lanes north and making a better separation between people on bikes and people in cars.

How important is it to connect this proposed bike path with the safer city-wide cycling network?

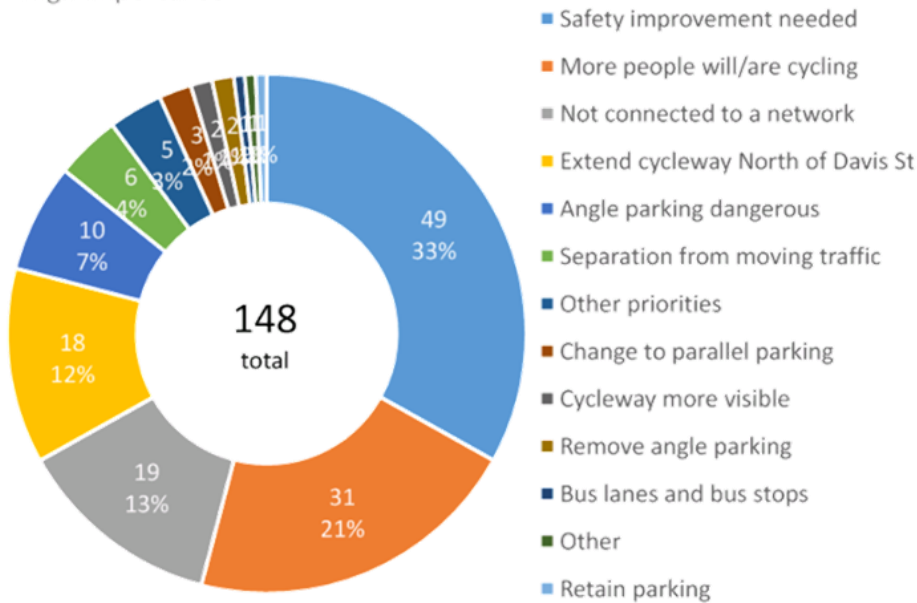


68% of submissions rated this bike connection as important or very important.

Importance comments by high and low importance

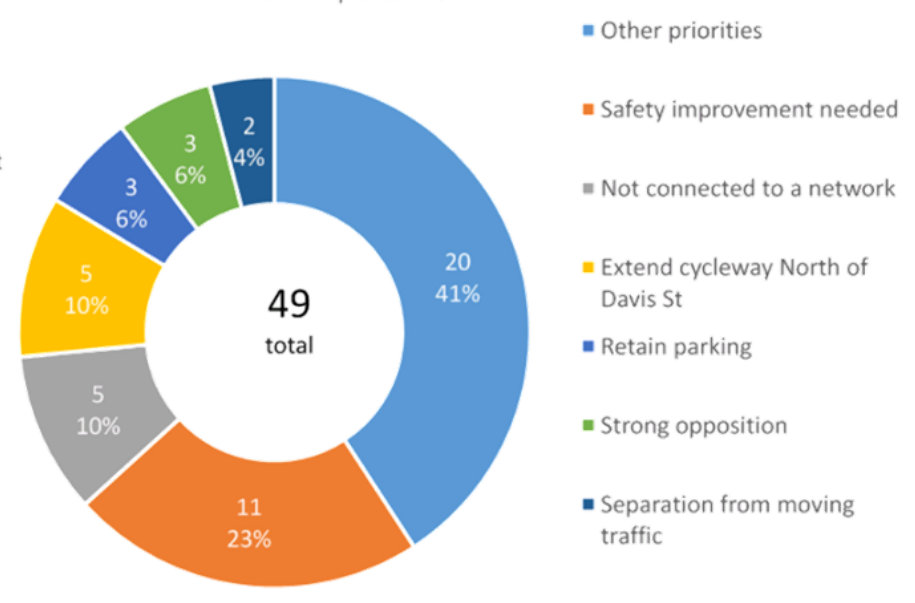
(High = 'very important' and 'important', Low = 'low importance' and 'not important')

High importance



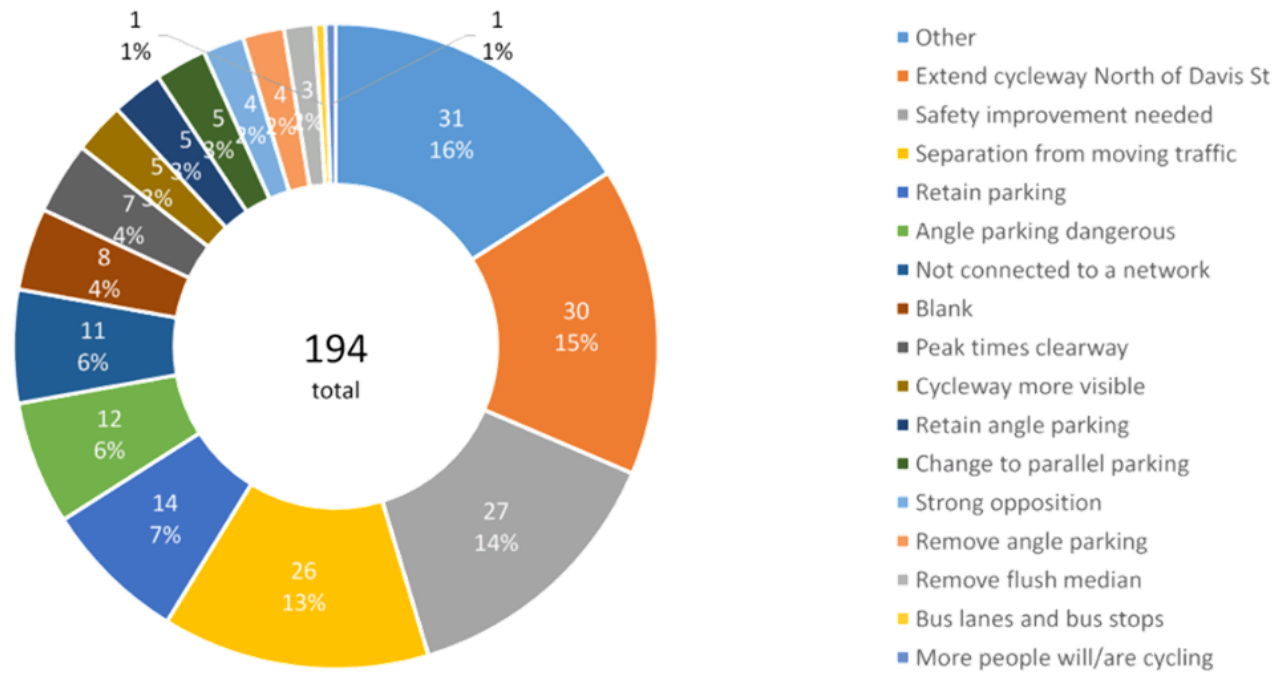
The top comment from people who thought the connection was of 'high importance' related to the safety of people on bikes

Low importance

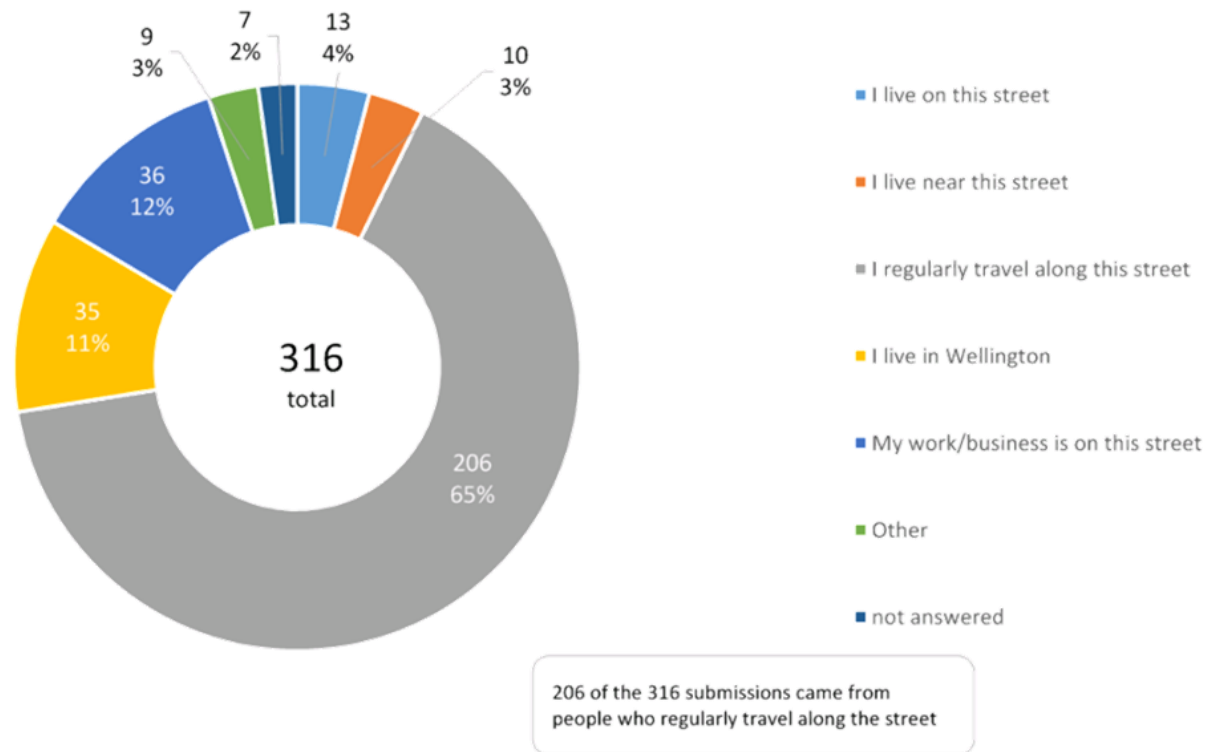


The top comments from those that thought the connection was of low importance believed there were higher priorities.

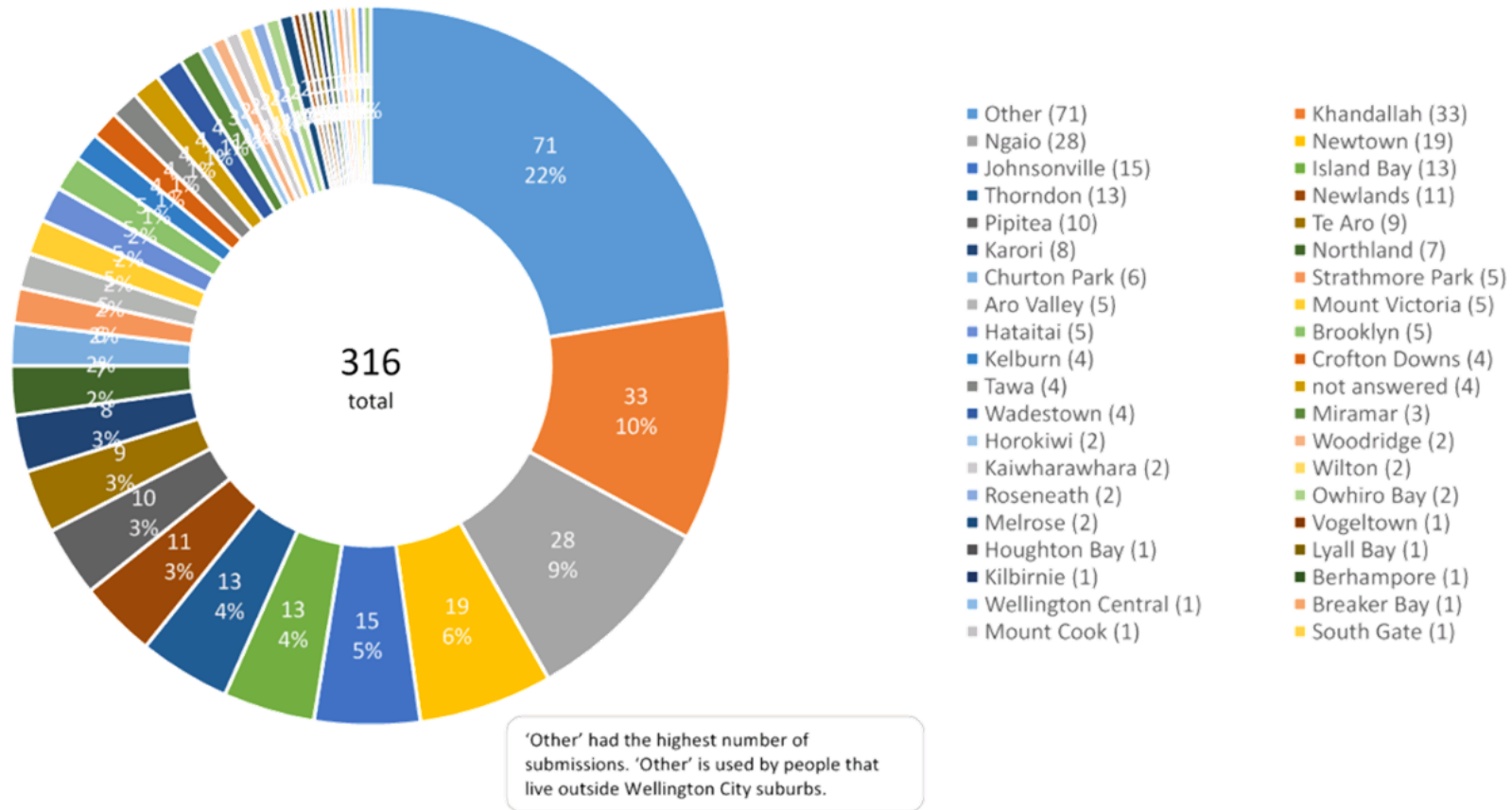
'Any other' comments



What is your primary relationship to this street?

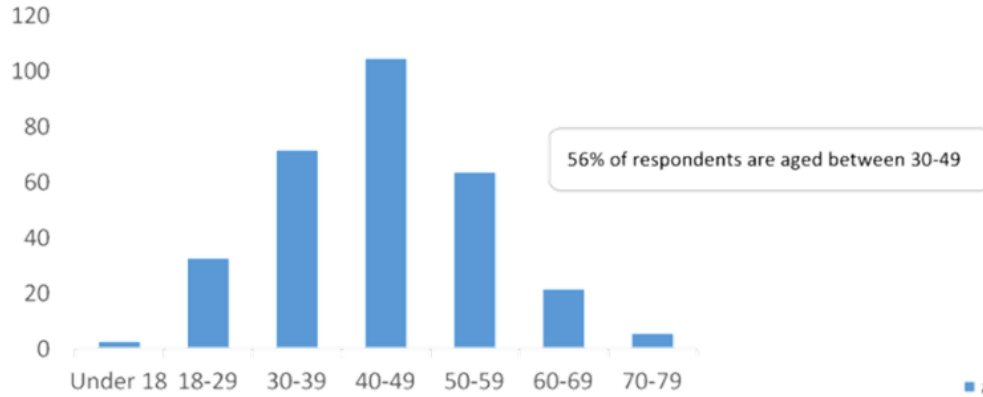


Respondents by suburb

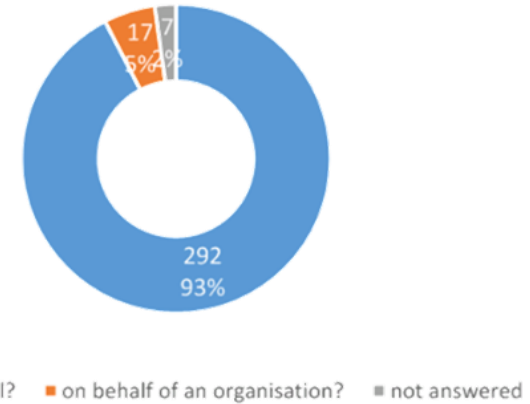


Demographics of respondents

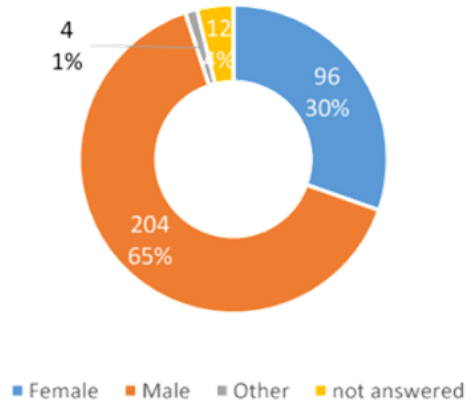
Age of respondents



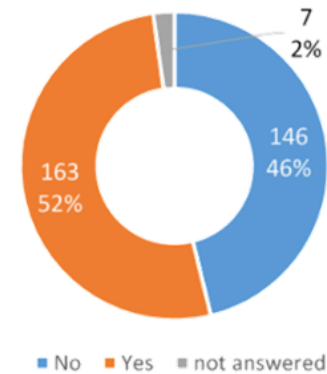
Individual vs organisational respondents



Gender of respondents



Would you like to be informed if there is an opportunity to talk to Councillors about these changes?



Appendix: Theme Descriptions

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

- Safety improvement needed - Remarking on a general need for improved safety in this proposal
- Peak times clearway - Support for a clearway in all peak hours (in addition to the already existing morning clearway)
- Extend cycleway North of Davis St - The area North of Davis Street was strongly remarked on as a much more dangerous section that needed to be added to the originally proposed cycleway area
- Cycleway more visible - The proposed cycleway needs increased visual distinction from the road
- Separation from moving traffic - The proposed cycleway needs to be physically separated from both driving and parked cars for safety reasons
- Remove flush median - Remove the flush median to provide more space for a physically separated cycleway
- Retain angle parking - Retain angle parking as the type of park
- Remove angle parking - Remove the angle parking as the type of park
- Change to parallel parking - Change the angle parks to parallel parks
- Parallel parking dangerous - The parallel parking in this proposal is dangerous
- Angle parking dangerous - The angle parking is a safety hazard
- Retain parking - The retention of general parking spaces need to be considered
- Retain 10 hour parking - The retention of 10 hour parks need to be considered
- Strong opposition - Strong criticism of proposal
- Other - Concern or factor not mentioned elsewhere

How important is it to connect this proposed bike path with the safer city-wide cycling network?

- Safety improvement needed - Remarking on a general need for improved safety in this proposal
- Not connected to a network - There needs to be consideration of how this proposal links up to the joining of key destinations
- Bus lanes and bus stops - The placement of bus lanes and bus stops need to be considered in this proposal
- Cycleway more visible - The proposed cycleway needs increased visual distinction from the road
- More people will/are cycling - Mention of growing demographic of cyclers and the need to cater to this demographic
- Extend cycleway North of Davis St - The area North of Davis Street was strongly remarked on as a much more dangerous section that needed to be added to the originally proposed cycleway area
- Retain angle parking - Retain angle parking as the type of park
- Change to parallel parking - Change the angle parks to parallel parks
- Remove angle parking - Remove the angle parking as the type of park
- Angle parking dangerous - The angle parking is a safety hazard
- Retain parking - The retention of general parking spaces need to be considered
- Separation from moving traffic - The proposed cycleway needs to be physically separated from both driving and parked cars for safety reasons
- Strong opposition - Strong criticism of proposal
- Other priorities - Other areas within the nearby cycle network need attention before this area of Thorndon Quay
- Other - Concern or factor not mentioned elsewhere

Other comments

- Safety improvement needed - Remarking on a general need for improved safety in this proposal
- Peak times clearway - Support for a clearway in all peak hours (in addition to the already existing morning clearway)
- Not connected to a network - There needs to be consideration of how this proposal links up to the joining of key destinations
- Bus lanes and bus stops - The placement of bus lanes and bus stops need to be considered in this proposal
- More people will/are cycling - Mention of growing demographic of cyclers and the need to cater to this demographic
- Remove flush median - Remove the flush median to provide more space for a physically separated cycleway
- Cycleway more visible - The proposed cycleway needs increased visual distinction from the road
- Separation from moving traffic - The proposed cycleway needs to be physically separated from both driving and parked cars for safety reasons
- Extend cycleway North of Davis St - The area North of Davis Street was strongly remarked on as a much more dangerous section that needed to be added to the originally proposed cycleway area
- Strong opposition - Strong criticism of proposal
- Other - Concern or factor not mentioned elsewhere
- Retain angle parking - Retain angle parking as the type of park
- Remove angle parking - Remove the angle parking as the type of park
- Change to parallel parking - Change the angle parks to parallel parks
- Angle parking dangerous - The angle parking is a safety hazard
- Retain parking - The retention of general parking spaces need to be considered



Cordon Cycle Survey

Historical Cyclist Growth

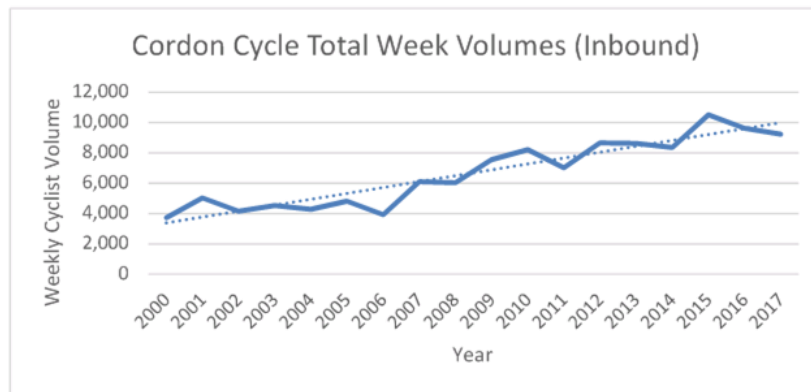
Prepared for: Wellington City Council
 Date: February 14th 2018
 TDG Ref.: 15297.000
 Prepared by: Andrew Liese
 Reviewed by: Mark Georgeson

1. Background

Since 2000 TDG has performed an annual set of surveys in March for Wellington City Council to monitor the different modes of transport used to access the Wellington CBD during weekday morning commuter hours (7am – 9am). As part of these surveys, a set of 28 sites combine to provide a cordon around the CBD monitoring cyclist movements entering and exiting the central city.

2. Bicycle Usage

The graph below shows the total number of cyclists observed entering the city during the morning commute period of each surveyed week since 2000. Overall the number of cyclists commuting to the CBD over the surveyed week has more than doubled since the inception of these surveys. On average the weekly volume of cyclists has increased by 350 each year.



Naturally some fluctuation can be observed which are caused by many external contributing factors and are common place in annual surveys. The overall trend shows a continual increase in cyclists over the years.

TDG

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Cordon Voumes Graph and Write Up2 - 2018 Data

Page 1



Cordon Site Breakdown

Thorndon Quay and Oriental Parade Mode Analysis

Prepared for: Wellington City Council

Date: February 14th 2018

TDG Ref.: 15297.000

Prepared by: Andrew Liese

Reviewed by: Mark Georgeson

1. Background

Since 2000 TDG has performed an annual set of surveys in March for Wellington City Council to monitor the different modes of transport used to access the Wellington CDB during the morning commuter hours (7am – 9am). As part of these surveys all cyclist and pedestrian movements were recorded at Thorndon Quay, Oriental Parade and 26 other sites. Vehicle volumes and occupancy were also recorded at these locations.

This report breaks down the utilisation of the different modes of transport recorded in TDG’s annual survey as well as the data provided by WCC from the public transport operator.

2. Thorndon Quay

Figure 1 below shows the overall growth in commuters as well as the method of transport used. This trend shows that on average around 85 additional commuters are entering the city daily via Thorndon Quay each year.

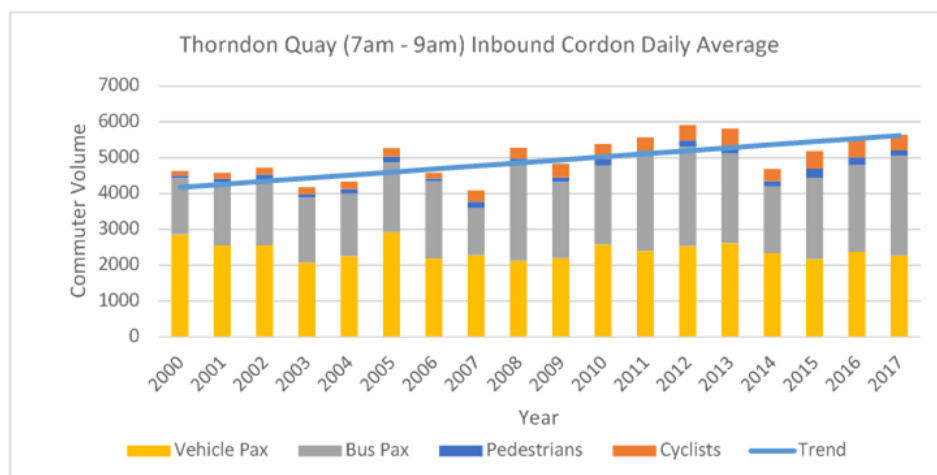


Figure 1: Thorndon Quay Volume Breakdown



Figure 2 below shows the percentage of commuters using each method of transport as well as a trend line illustrating the relative decline in private vehicle usage from 60% to 40%. The proportional increase in bus passengers, cyclists and pedestrians is apparent in this chart from around 40% to 60%.

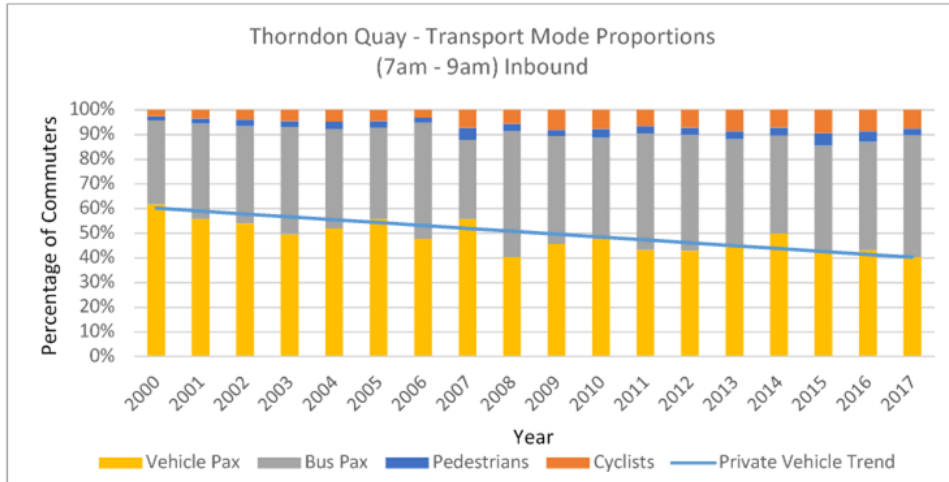


Figure 2: Thorndon Mode split Breakdown

Figure 3 below further illustrates the decline in the proportion of commuters using private vehicles to enter the CBD via Thorndon Quay by around 20%. The greatest relative growth is cyclists, with volumes three times greater than that observed in 2000.

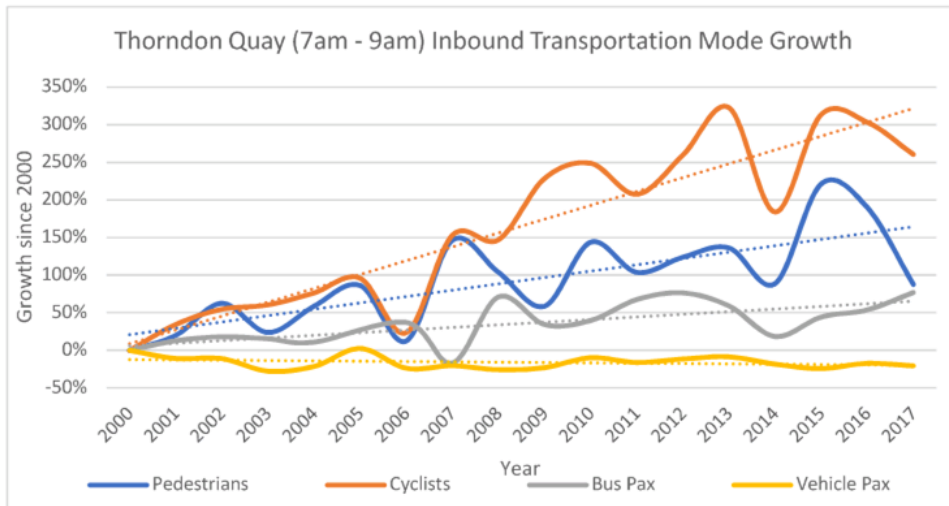


Figure 3: Thorndon Quay Mode Growth

3. Oriental Parade

Figure 4 below shows the overall growth in commuters as well as the method of transport used. This trend shows that on average around 25 additional commuters a year entered the city daily via Oriental Parade.

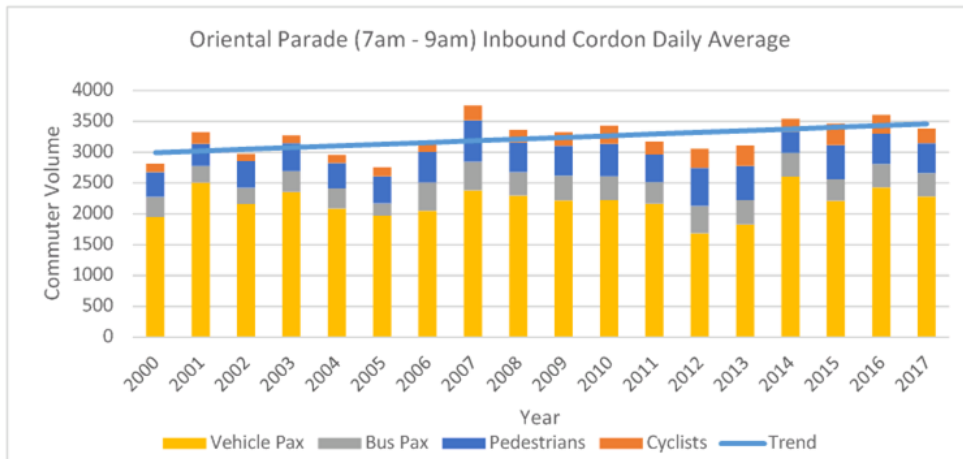


Figure 4: Oriental Parade Quay Volume Breakdown

Figure 5 below shows the percentage of commuters using each method of transport as well as a trend line illustrating the relative decline in private vehicle usage by about 10% over the past 17 years.

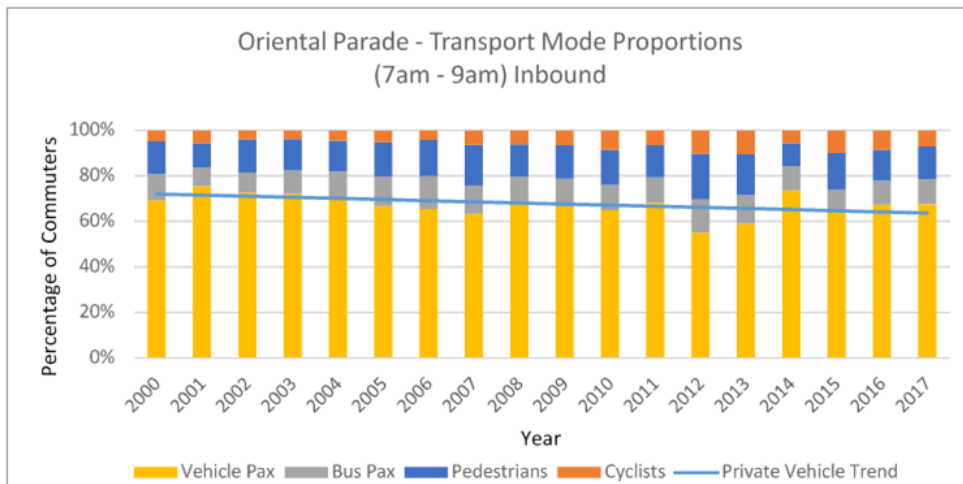


Figure 5: Oriental Parade Mode-split Breakdown



Figure 6 shows that the rate of growth of commuters using private vehicles is the smallest of all the modes of transport. The greatest relative growth can be seen to be cyclists with volumes more than twice what was observed in 2000.

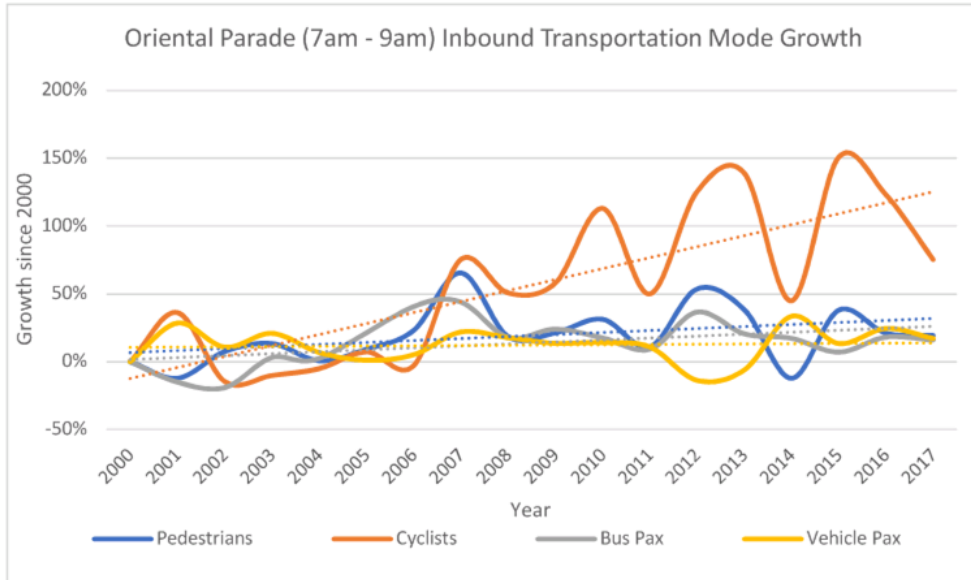
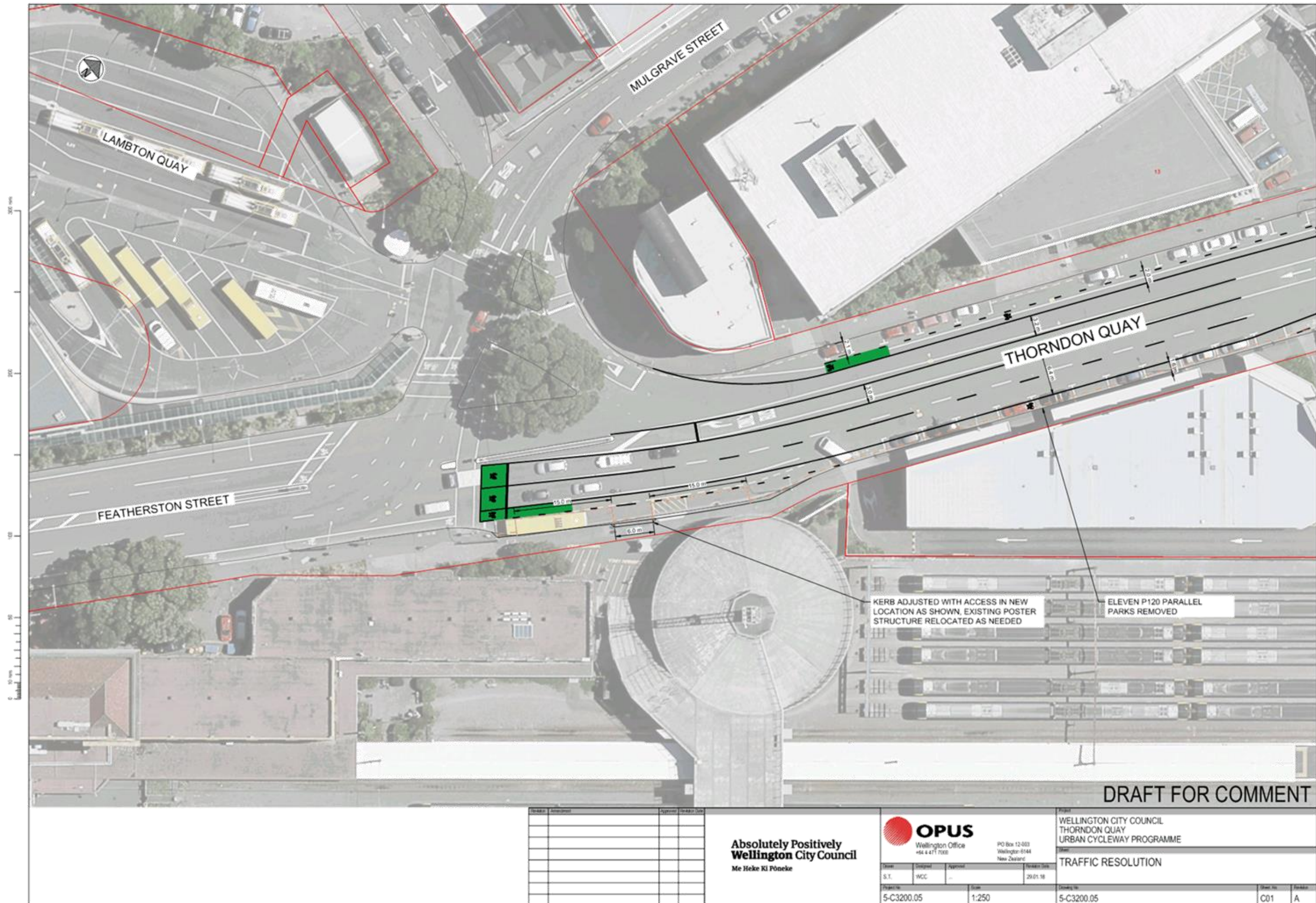


Figure 6: Oriental Parade Mode Growth

TDG



Check	Approved	Approved Date

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Wellington City Council
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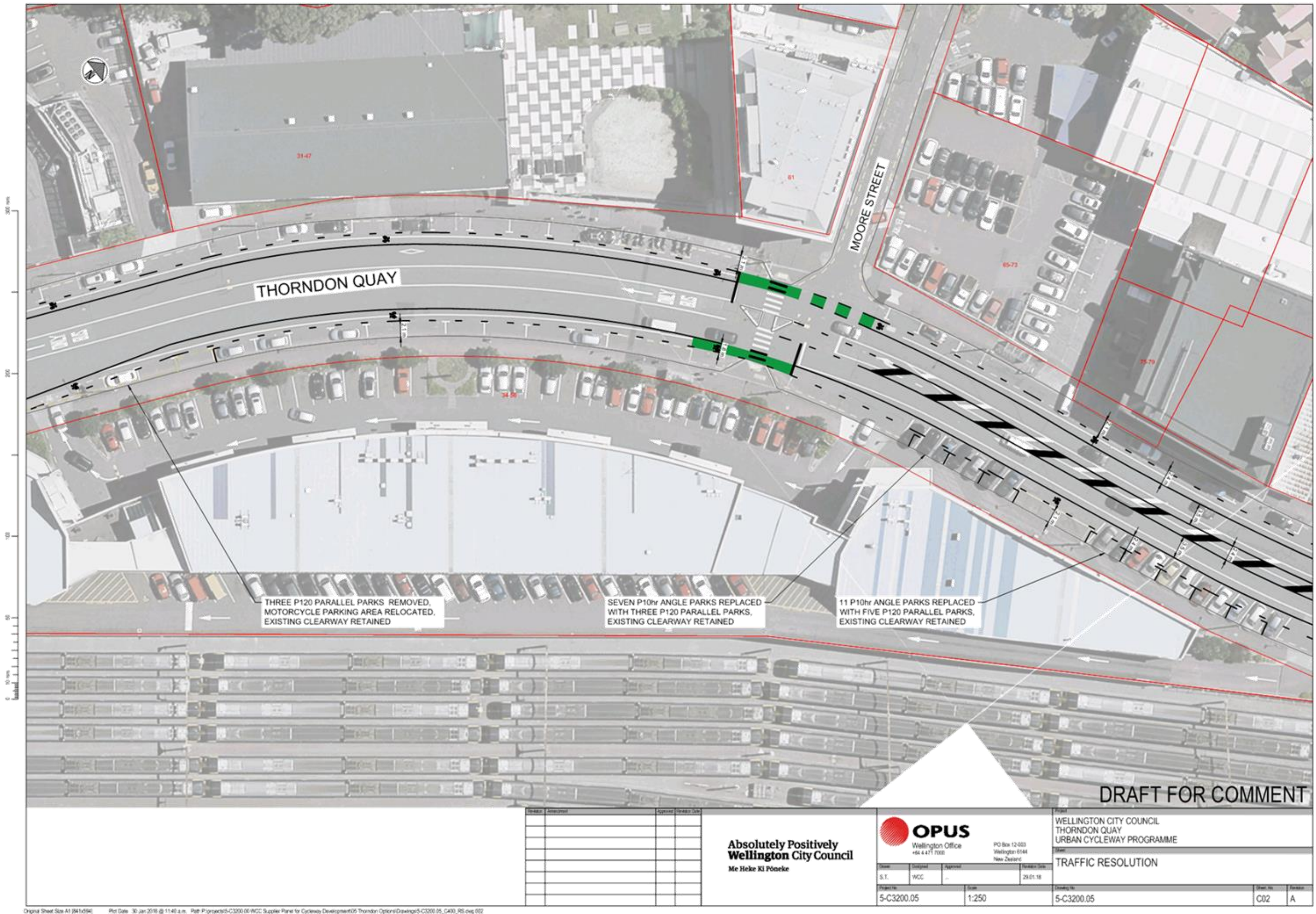
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WELLINGTON CITY COUNCIL
THORNDON QUAY
URBAN CYCLEWAY PROGRAMME

Drawn	Checked	Approved	Issue Date
S.T.	WCC	-	20/01/18
Project No:	5-C3200.05	Scale:	1:250
Drawing No:	5-C3200.05	Sheet No:	C01
		Revision:	A

DRAFT FOR COMMENT

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Check	Approved	Checked	Date

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New Zealand

WELLINGTON CITY COUNCIL
THORNDON QUAY
URBAN CYCLEWAY PROGRAMME

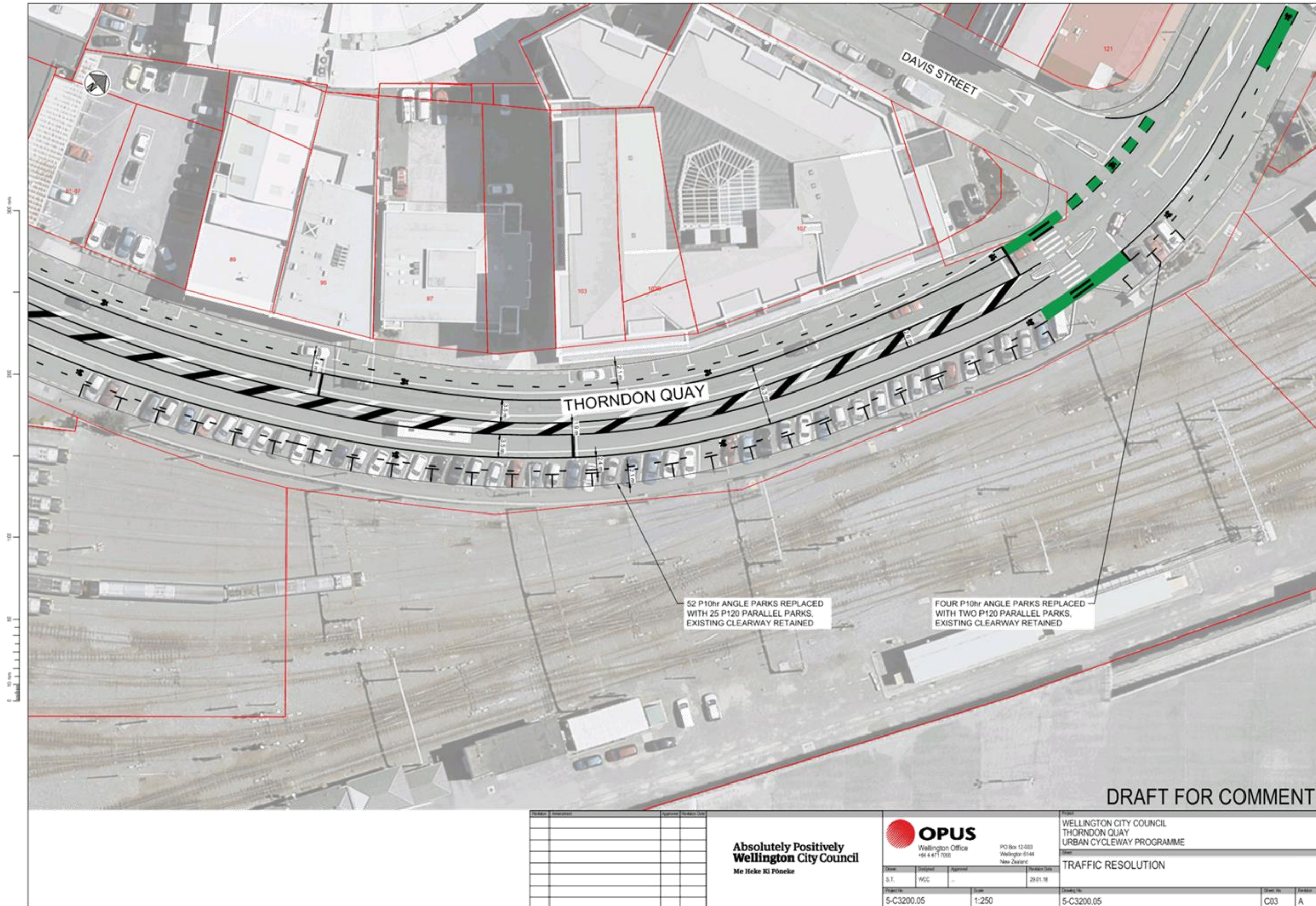
TRAFFIC RESOLUTION

Item	Issued	Approved	Adopted Date
S.T.	WCC	-	29/01/18

Project No.	Scale	Drawing No.
5-C3200.05	1:250	5-C3200.05

Sheet No.	Revision
C02	A

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Checklist	Reviewed	Approved	Checked Date

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Wellington 6144
New Zealand

Project
WELLINGTON CITY COUNCIL
THORNDON QUAY
URBAN CYCLEWAY PROGRAMME
Title
TRAFFIC RESOLUTION

Drawn	Checked	Approved	Issue Date
S.T.	WCC	-	29.01.18
Project No.	5-C3200.05	Scale	1:250
Drawing No.	5-C3200.05	Sheet No.	C03
		Revision	A

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EVANS BAY PARADE BIKE PATH AND BUS HUB (KILBIRNIE)

Purpose

1. This report outlines the recommended amendments to the Wellington City Council traffic restrictions in the Evans Bay Parade area (south of SH1) to facilitate the bike paths and the Bus Hub. These recommendations support the achievement of the Council's Transport Strategy Outcomes of safety, accessibility, efficiency and sustainability.

Summary

2. Improvements for people on bikes in Kilbirnie have been included as part of the national rollout of the Urban Cycleways Programme. Wellington City Council has allocated \$6 million to the development of safe bike paths cycleway in the Kilbirnie area in the 2015-2019 Long-term Plan. The \$6 million investment will receive a subsidy from central government and direct investment of \$4 million.
3. Public feedback has previously prioritised the routes through Kilbirnie as these provide critical connections between Miramar, Newtown and Evans Bay Parade.
4. The proposed improvements will include comprehensive upgrades to the cycling facilities with protected and separated bike paths on high-volume roads and improved on-road facilities on low-volume roads. The sizes and types of facilities will provide for future growth. A community working group developed options for 11 routes; progress on some of these routes has been deferred for now.
5. Consultation was undertaken on the Evans Bay Parade bike paths and Kilbirnie bus hub with the traffic resolutions advertised in February / March 2018.
6. Feedback was sought from submitters on whether they supported the overall schemes and how important it was to connect these facilities with the city-wide cycling network. 100 submissions were received.
7. A summary of the results were as follows:

Question	People answered	Yes	Yes with changes	No	Not answered
Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade, between Cobham Drive and Kilbirnie Crescent?	98	56%	14%	28%	2%
Overall, do you support the proposal for new bike paths and the associated changes on Evans Bay Parade between Kilbirnie Crescent and Rongotai Road?	93	50%	15%	28%	7%
Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed	95	60%	11%	24%	5%

bus changes?					
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8. Submitters were asked: "How important it was to connect this proposed bike path with the safer city-wide cycling network? 61% of submitters said that this connection is very important or important.
9. A public hearing process was held in a Forum Style on the evening of Thursday 5 April and in Committee Style on Thursday 12 April. Officers attended both these sessions prior to finalising the report.

Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Agree to the proposed cycling facilities and Kilbirnie bus hub and associated changes on Evans Bay Parade, Bay Road, Rongotai Road as shown in the drawings in Attachment 2.
3. Note that the detail design of the marking and signage of the bike path in Evans Bay Parade will be developed in liaison with St. Patrick's College in response to the concerns relating to pupil/bike conflict during arrival and departure times around the school entrance, raised during the submission forum on the 5th April 2018.
4. Approve the amendments to the traffic restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.

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

Rongotai Road	<i>P60 – Monday to Saturday 8:00am to 6:00pm</i>	<i>North side, commencing 63 metres east of its intersection with Crawford Road (Grid coordinates $x = 750126.9$ $y = 5424435.3$) and extending in an easterly direction following the northern kerbline for 10.9 metres.</i>
Rongotai Road	<i>P60 – Monday to Saturday 8:00am to 6:00pm</i>	<i>South side, commencing 32 metres east of its intersection with Childers Terrace (Grid coordinates $x=5012436.4$ $y = 5424422.8$) and extending in an easterly direction following the southern kerbline for 6 metres.</i>
Rongotai Road	<i>P60 – Monday to Saturday 8:00am to 6:00pm</i>	<i>North side, commencing 12 metres east of its intersection with Bay Road and extending in an easterly direction following the northern kerbline for 20 metres.</i>

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

Bay Road	<i>Taxi Stand</i>	<i>West side, commencing 3 metres north of its intersection with Rongotai Road and extending in a northerly direction following the western kerbline for 25.5 metres.</i>
Bay Road	<i>Bus Stop – At All Times</i>	<i>East side, commencing 11 metres east of its intersection with Rongotai Road and extending in a northerly direction following the eastern kerbline for 31 metres.</i>
Rongotai Road	<i>Bus Stop – At All Times</i>	<i>South side, commencing 23.5 metres east of its intersection with Bay Road and extending in an easterly direction following the southern kerbline for 15 metres.</i>
Rongotai Road	<i>Bus Stop – At All Times</i>	<i>South side, commencing 45.5 metres east of its intersection with Bay Road and extending in an easterly direction following the southern kerbline for 21.5 metres.</i>
Evans Bay Parade	<i>Bus Stop – Monday to Friday, 8:30am - 9:00am, 3:00pm - 3:30pm</i>	<i>East side, commencing 158 metres north of its intersection with Kemp Street (grid coordinates x= 1,750,285.3m, y= 5, 424,671.2m) and extending in a northerly direction following the eastern kerbline for 12 metres.</i>

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

Evans Bay Parade	<i>No Stopping – At All Times</i>	<i>East side, commencing 30.5 metres from its intersection with Kemp Street and extending in a southerly direction following the eastern kerbline for 36 metres.</i>
Evans Bay Parade	<i>No Stopping – At All Times</i>	<i>East side, commencing 35 metres south of its intersection with Cobham Drive (grid coordinates x= 1,750,309.8m, y= 5,424,990.3m) and extending in a southerly direction following the eastern kerbline for 7 metres.</i>
Evans Bay Parade	<i>No Stopping – At All Times</i>	<i>East side, commencing 70.5 metres from its intersection with Kemp Street and extending in a southerly direction following the eastern kerbline for 17.5 metres.</i>

Evans Bay Parade	<i>No Stopping – At All Times</i>	<i>East side, commencing from its intersection with Kemp Street and extending in northerly direction following the eastern kerbline for 14 metres.</i>
Evans Bay Parade	<i>No Stopping – At All Times</i>	<i>East side, commencing from its intersection with Kemp Street and extending in a southerly direction following the eastern kerbline for 16 metres.</i>
Evans Bay Parade	<i>No Stopping – At All Times</i>	<i>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 southwesterly direction following the southern kerbline for 5 metres.</i>
Bay Road	<i>No Stopping – At All Times</i>	<i>West side, commencing 28.5 metres west of its intersection with Rongotai Road and extending in a northerly direction following the western kerbline for 18.5 metres.</i>
Rongotai Road	<i>No Stopping – At All Times</i>	<i>South side, commencing at its intersection with Bay Road and extending in an easterly direction following the southern kerbline for 12 metres.</i>
Rongotai Road	<i>No Stopping – At All Times</i>	<i>South side, commencing 83 metres east of its intersection with Bay Road and extending in an easterly direction following the southern kerbline for 15.5 metres to its intersection with Onepu Road.</i>
Rongotai Road	<i>No Stopping – At All Times</i>	<i>North side, commencing 4.5 metres east of its intersection with Bay Road and extending in an easterly direction following the northern kerbline for 7.5 metres.</i>

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

Bay Road	<i>P30 – Monday to Saturday, 8:00am - 6:00pm.</i>	<i>West side, commencing 11 metres north of its intersection with Rongotai Road (Grid Coordinates x = 401558m, y = 798154m) and extending in a northerly direction following the western kerbline for 14 metres.</i>
Bay Road	<i>P30 – Monday to Saturday, 8:00am - 6:00pm.</i>	<i>West side, commencing 50 metres north of its intersection with Rongotai Road (Grid Coordinates x = 401568m, y = 798193m) and extending in a northerly direction</i>

Rongotai Road	<i>P60 – Monday to Saturday 8:00am to 6:00pm</i>	<i>following the western kerbline for 10 metres. North side, commencing 63 metres east of its intersection with Crawford Road (Grid coordinates $x = 750126.9$ $y = 5424435.3$) and extending in an easterly direction following the northern kerbline for 5.5 metres.</i>
Rongotai Road	<i>P60 – Monday to Saturday, 8:00am - 6:00pm.</i>	<i>South side, commencing 41 metres east of its intersection with Bay Road (Grid Coordinates $x = 401606m$, $y = 798115m$) and extending in a easterly direction following the southern kerbline for 11 metres.</i>
Rongotai Road	<i>P60 – Monday to Saturday, 8:00am - 6:00pm.</i>	<i>South side, commencing 57 metres east of its intersection with Bay Road (Grid Coordinates: $x = 401622.m$, $y = 798111 m$) and extending in a easterly direction following the southern kerbline for 5.5 metres.</i>
Rongotai Road	<i>P60 – Monday to Saturday, 8:00am - 6:00pm.</i>	<i>South side, commencing 71 metres east of its intersection with Bay Road (Grid Coordinates: $x = 401638m$, $y = 798107m$) and extending in a easterly direction following the southern kerbline for 5.5 metres.</i>
Rongotai Road	<i>P60 – Monday to Saturday 8:00am to 6:00pm</i>	<i>North side, commencing 5 metres east of its intersection with Bay Road (Grid Coordinates: $x = 401583m$, $y = 798134m$) and extending in an easterly direction following the northern kerbline for 28 metres.</i>

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

Evans Bay Parade	<i>Bus Stop – At All Times</i>	<i>South side, commencing 16 metres west of its intersection with Rongotai Road (Grid Coordinates $x = 401658m$, $y = 798140m$) and extending in a westerly direction following the southern kerbline for 50 metres.</i>
Evans Bay Parade	<i>Bus Stop – At All Times</i>	<i>South side, commencing 86 metres west of its intersection with Rongotai Road (Grid Coordinates $x = 401617m$, $y = 798192m$) and extending in a westerly direction</i>

Evans Bay Parade	<i>Bus Stop – At All Times</i>	following the southern kerbline for 15 metres. North side, commencing 85 metres west of its intersection with Rongotai Road (Grid Coordinates x = 401635m, y = 798200m) and extending in a westerly direction following the northern kerbline for 30 metres.
Evans Bay Parade	<i>Bus Stop – At All Times</i>	West side, commencing 160 metres north of its intersection with Kemp Street (Grid Coordinates x= 401593m, y = 798563m) and extending in a northerly direction following the western kerbline for 12 metres.
Evans Bay Parade	<i>Bus Stop – At All Times</i>	East side, commencing 158 metres north of its intersection with Kemp Street (Grid Coordinates x= 401604m, y = 798566 m) and extending in a northerly direction following the eastern kerbline for 12 metres.
Rongotai Road	<i>Taxi Stand</i>	South side, commencing 28 metres east of its intersection with Bay Road (Grid Coordinates x = 401589m, y= 798121m) and extending in an easterly direction following the southern kerbline for 11 metres.

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

Evans Bay Parade	<i>No Stopping – At All Times</i>	South side, commencing 5 metres west of its intersection with Rongotai Road (Grid Coordinates x = 401662m, y = 798130m) and extending in a westerly direction following the southern kerbline for 10 metres.
Evans Bay Parade	<i>No Stopping – At All Times</i>	West side, commencing 67 metres north of its intersection with Rongotai Road (Grid Coordinates x = 401631m, y = 798182m) and extending in a northerly direction following the western kerbline for 18 metres.
Evans Bay Parade	<i>No Stopping – At All Times</i>	South side, commencing 100 metres north of its intersection with Rongotai Road (Grid Coordinates x = 401605m, y = 798201m) and extending in a westerly direction

following the southern kerbline for 9 metres.

Evans Bay Parade	<i>No Stopping – At All Times</i>	North side, commencing 48 metres west of its intersection with Rongotai Road (Grid Coordinates x = 401663m, y = 798164m) and extending in a westerly direction following the northern kerbline for 149 metres.
Evans Bay Parade	<i>No Stopping – At All Times</i>	North side, commencing 115 metres west of its intersection with Rongotai Road (Grid Coordinates x = 401616m, y = 798219m) and extending in a westerly direction following the northern kerbline for 11 metres.
Evans Bay Parade	<i>No Stopping – At All Times</i>	East side, commencing 170 metres south of its intersection with Kemp Street (Grid Coordinates x = 401593m, y = 798234m) and extending in a northerly direction following the eastern kerbline for 57 metres.
Evans Bay Parade	<i>No Stopping – At All Times</i>	East side, commencing 93 metres south of its intersection with Kemp Street (Grid Coordinates x = 401595m, y = 798311m) and extending in a northerly direction following the eastern kerbline for 19 metres.
Evans Bay Parade	<i>No Stopping – At All Times</i>	East side, commencing 50 metres south of its intersection with Kemp Street (Grid Coordinates x = 401593m, y = 798234m) and extending in a northerly direction following the eastern kerbline for 41 metres.
Evans Bay Parade	<i>No Stopping – At All Times</i>	East side, commencing at its intersection with Kemp Street (Grid Coordinates x = 401600m, y = 798413m) and extending in a northerly direction following the eastern kerbline for 55 metres.
Evans Bay Parade	<i>No Stopping – At All Times</i>	East side, commencing 91 metres north of its intersection with Kemp Street (Grid Coordinates x = 401601m, y = 798506m) and extending in a northerly direction following the eastern kerbline for 6 metres.

Evans Bay Parade	<i>No Stopping – At All Times</i>	<i>West side, commencing 126 metres south of its intersection with Kemp Street (Grid Coordinates x = 401585m, y = 798279m) and extending in a northerly direction following the western kerbline for 12 metres.</i>
Evans Bay Parade	<i>No Stopping – At All Times</i>	<i>West side, commencing 62 metres south of its intersection with Kemp Street (Grid Coordinates x = 401516m, y = 798338m) and extending in a northerly direction following the western kerbline for 10 metres.</i>
Evans Bay Parade	<i>No Stopping – At All Times</i>	<i>West side, commencing 24 metres north of its intersection with Kemp Street (Grid Coordinates x = 401590m, y = 798429m) and extending in a northerly direction following the western kerbline for 3 metres.</i>
Evans Bay Parade	<i>No Stopping – At All Times</i>	<i>West side, commencing 37 metres north of its intersection with Kemp Street (Grid Coordinates x = 401590m, y = 7984447m) and extending in a northerly direction following the western kerbline for 17 metres.</i>
Evans Bay Parade	<i>No Stopping – At All Times</i>	<i>West side, commencing 157 metres north of its intersection with Kemp Street (Grid Coordinates x = 401593m, y = 798560m) and extending in a northerly direction following the western kerbline for 5 metres.</i>
Evans Bay Parade	<i>No Stopping – At All Times</i>	<i>West side, commencing 173 metres north of its intersection with Kemp Street (Grid Coordinates x = 401593m, y = 798576m) and extending in a northerly direction following the western kerbline for 5 metres.</i>
Bay Road	<i>No Stopping – At All Times</i>	<i>East side, commencing 16 metres north of its intersection with Rongotai Road (Grid Coordinates x = 401572m, y = 798155m) and extending in a northerly direction following the western kerbline for 25 metres.</i>
Rongotai Road	<i>No Stopping – At All Times</i>	<i>South side, commencing 32 metres east of its intersection with Childers Terrace (Grid Coordinates x = 4014572m, y = 798151m) and</i>

Rongotai Road	<i>No Stopping – At All Times</i>	<i>extending in an easterly direction following the southern kerbline for 20 metres.</i> <i>North side, commencing 75 metres east of its intersection with Crawford Road (Grid Coordinates x = 401517m, y = 798153m) and extending in an easterly direction following the southern kerbline for 5 metres.</i>
Rongotai Road	<i>No Stopping – At All Times</i>	<i>South side, commencing at its intersection with Onepu Road (Grid Coordinates: x = 401649m, y = 798105m) extending in a westerly direction following the southern kerbline for 6 metres.</i>
Rongotai Road	<i>No Stopping – At All Times</i>	<i>South side, commencing 14.5 metres west of its intersection with Onepu Road (Grid Coordinates: x = 401643m, y = 798106m) extending in a westerly direction following the southern kerbline for 9 metres.</i>
Rongotai Road	<i>No Stopping – At All Times</i>	<i>South side, commencing 29 metres west of its intersection with Onepu Road (Grid Coordinates: x = 401623m, y = 798111m) extending in a westerly direction following the southern kerbline for 5 metres.</i>

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

Evans Bay Parade	<i>Cycle Path</i>	<i>South side, commencing at its intersection with Rongotai Road (Grid Coordinates x = 401660m, y = 798129m) and extending in a westerly direction following the southern kerbline for 62 metres until its intersection with Bay Road.</i>
Evans Bay Parade	<i>Cycle Path</i>	<i>East side, commencing 166 metres south of its intersection with Kemp Street (Grid Coordinates x = 401596m, y = 798232m) and extending in a northerly direction following the eastern kerbline for 166 metres.</i>
Evans Bay Parade	<i>Cycle Path</i>	<i>East side, commencing at its intersection with Kemp Street (Grid Coordinates x = 401602m, y = 798410m) and extending in a northerly direction following the eastern kerbline for 319 metres.</i>
Evans Bay Parade	<i>Cycle Lane</i>	<i>North side, commencing 40 metres west of its intersection with</i>

Rongotai Road (Grid Coordinates x = 401664m, y = 798164m) and extending in an easterly direction following the northern kerbline for 56 metres.

Background

10. Wellington City Council is working to make cycling safer and more convenient for people travelling on bikes. Over recent years, Wellington City Council (the Council) has committed a significant amount of capital funding for cycleway development through its Long-term Plan and Annual Plan processes. The investment aims to contribute towards cycling becoming “safer and more convenient” by increasing the level of service for people who ride bikes, and to encourage more people to cycle.
11. The proposed Kilbirnie network of bike paths will provide active transport improvements to make it safer and more convenient for people on bikes and those on foot to get around.
12. The cycle network through Kilbirnie provides critical connections from Miramar to Newtown and to Evans Bay Parade. The network will provide connections to the existing Leonie Gill shared pathway and incorporate this into the overall cycling network.
13. The consultation for the Kilbirnie cycle connections has followed a comprehensive community process to come to the final options. The diagram below summarises the steps that were followed.



14. Following open days and community feedback about routes in 2016, we've worked closely with three eastern suburbs community working groups.
15. In March 2017, two open days were held at the ASB Sports Centre to gather initial thoughts about these eastern connector roads. Locals identified safety concerns, talked

about things they valued, made suggestions, and some registered interest in being part of a community working group.

16. Key organisations, including business groups and residents associations, were invited to participate, along with a mix of people who had said they were interested. In addition, representatives from Cycle Aware Wellington and pedestrian advocacy group, Living Streets Aotearoa, participated in the groups.
17. Three community working groups were set up in the east to look at different parts of the network:
 - Evans Bay Parade – Carlton Gore Road to Cobham Drive
 - Kilbirnie – including a connection to Newtown
 - Miramar – including a connection to Seatoun via Broadway.
18. Participants in the groups had a wide range of different views, hopes and concerns, and a willingness to consider all perspectives and work together to find solutions.
19. The working groups spent many hours poring over plans, asking questions, looking at things from a range of different perspectives, debating the pros and cons, grappling with challenges and trade-offs, thinking about all the possibilities, and whittling down the alternatives. They talked about parking, resident and business needs, pedestrian amenity, trees, heritage features, lane widths, safer speeds, driveways, existing safety issues, pedestrian crossings, intersections and bus stops.
20. Decisions on which options to progress were influenced by what people told us, the funding available, more detailed information about likely costs for the different projects, and a desire to start with busy sections that will make the biggest contribution to the planned network.
21. In September 2017, Wellingtonians had the opportunity to comment on short-listed options for more than 11 streets in Kilbirnie and the connection to Newtown.
22. More than 400 people attended open days at ASB Sports Centre, and 582 people made online or written submissions. The Council analysed the feedback to help determine which design for the various streets to progress, and then sought final feedback on revised proposals in late 2017. This included more open days at the ASB Sports Centre.

Discussion

23. Public consultation was undertaken on the final option of the two-way bike path on the St Patrick's College side of Evans Bay Parade, a bike path related to the bus hub on the KFC side and other cycling improvements, with the traffic resolutions advertised for four weeks which closed at 5pm, Monday 19th March 2018.
24. The consultation asked the submitters if they supported the schemes. A full analysis of the feedback is in Attachment 1: Evans Bay Parade (Kilbirnie) Consultation Results.
25. Some submitters felt that the two-way bike path was too narrow. Within the Austroad design guide, the 2.5m bike path is suitable for the expected number of users.
26. There were some requests to install the bike path in the park. In the early stages of the design, the park was considered but due to the high usage of the park, the less than desirable size of the field for existing sports, the New Zealand Transport Agency having already taken ownership of a section of the field on the northern end for future road construction and the poor connections at each end, this option was not pursued.

27. There were other requests to create bike paths on each side of the road. Providing a two-way bike path on one side of the road uses less space than separate facilities on each side of the road. A two-way path can be constructed with one buffer at a total width of 3.5m. Two narrow protected cycles lanes with two separate buffers are a minimum width of 5m. The road reserve width is restricted by the pohutukawa trees along the edge of the park.
28. Outside the college there is an existing shared pathway and this proposal will allow a much wider space for people walking and cycling, and those accessing the school and boarding the buses.
29. The changes associated with the bus hub are well supported with 60% of submitters in support.
30. Taking the above matters into account the proposed Traffic Resolution Drawings are provided in Attachment 2 – Evans Bay Parade (Kilbirnie) plans.

Next Actions

31. Subject to the outcome of Committee, officers will undertake a number of key actions over the next few months before an anticipated start date of July 2018. These key activities include:
 - Undertake a detailed tree impact assessment of the existing pohutukawa trees
 - Undertaking a concept-stage safety audit
 - Undertaking detailed design and preparing construction drawings
 - Completing the detailed business case and applying for construction funding from the NZ Transport Agency
 - Carrying out a design-stage safety audit
 - Developing and implementing a communications plan
 - Engaging a contractor from our panel of contractors to undertake the work

Attachments

- Attachment 1. Evans Bay Parade Cycleway (Kilbirnie) Consultation Results [↓](#) Page 88
Attachment 2. Evans Bay Parade (Kilbirnie) plans [↓](#) Page 111

Authors	Daniel Cairncross, Principal Transport Engineer Stephen Harte, PM: Transport Network Developmt Paul Barker, Planning Manager, Network Improvement
Authoriser	Anna Harley, Manager City Design & Place Planning David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

Formal consultation that satisfies the consolidated bylaws requirements for making changes to parking and traffic changes by resolution was undertaken. The consultation also covered the wider aspects of the project and is the subject of this report.

Treaty of Waitangi considerations

There were no specific considerations as part of this paper.

Financial implications

Funding for the cycleway comes from the Urban Cycleways Programme eastern package and will receive a two-thirds subsidy.

Policy and legislative implications

This is consistent with the Cycling Policy.

Risks / legal

Risks are being managed through the cycleways programme steering group as necessary.

Climate Change impact and considerations

Encouraging and providing for active transport has a positive effect in reducing vehicle emissions and reducing the impact of transport effects on climate change.

Climate Change impact and considerations

Encouraging and providing for active transport has a positive effect in reducing vehicle emissions and reducing the impact of transport effects on climate change.

Communications Plan

A communications plan has been developed for this project to get it to this stage. An updated plan will make people aware of the decisions of this committee and cover the communication requirements through construction.

Health and Safety Impact considered

A road safety audit is to be undertaken at each stage of the design and construction process. All consultants and contractors on site have approved health and safety plans in place.



Evans Bay Parade Consultation

(between Cobham Drive and Rongotai Road)
Feedback Results - 100 submissions

Wellington City Council

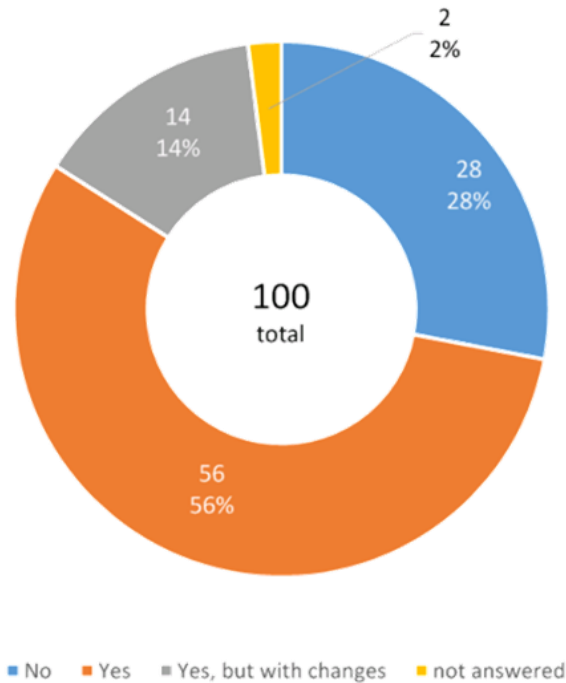
23 March 2018

Evans Bay Parade consultation summary

(Cobham Drive to Rongotai Road)

Question	People answered	Yes	Yes, with changes	No	Not answered
Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade, between Cobham Drive and Kilbirnie Crescent?	98	56%	14%	28%	2%
Overall, do you support the proposal for new bike paths and the associated changes on Evans Bay Parade between Kilbirnie Crescent and Rongotai Road?	93	50%	15%	28%	7%
Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?	95	60%	11%	24%	5%

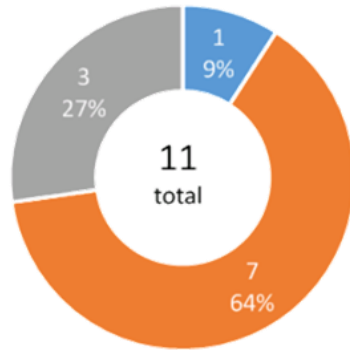
Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade, between Cobham Drive and Kilbirnie Crescent?



A majority of submissions support the proposal for this section. 84% answered 'Yes' or 'Yes, but with changes'.

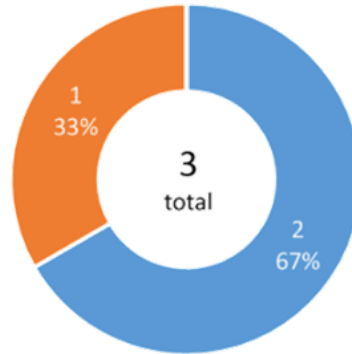
Cobham Drive to Kilbirnie Crescent support by relationship to street

I live in Wellington

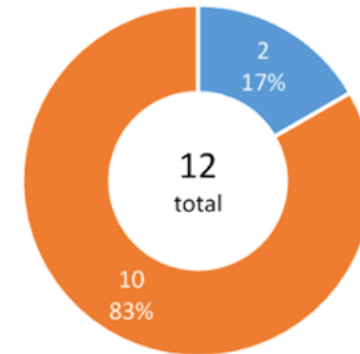


■ No ■ Yes ■ Yes, but with changes

I live on this street

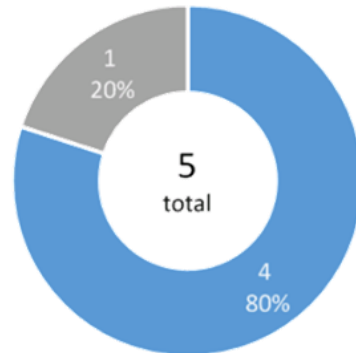


I live near this street

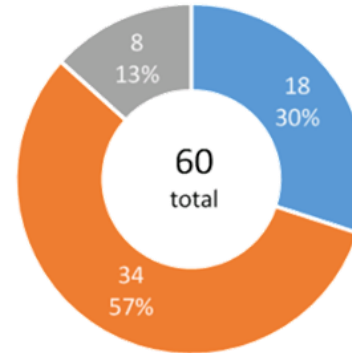


Submitters who regularly travel along the street represent the highest portion responses. People who work or live on the street were the least supportive of the proposal.

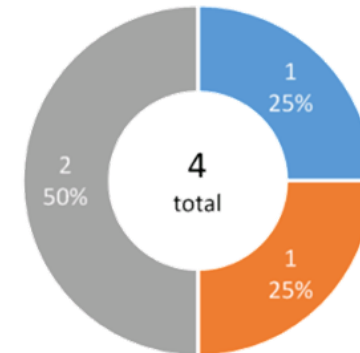
My work/business is on this street



I regularly travel along this street

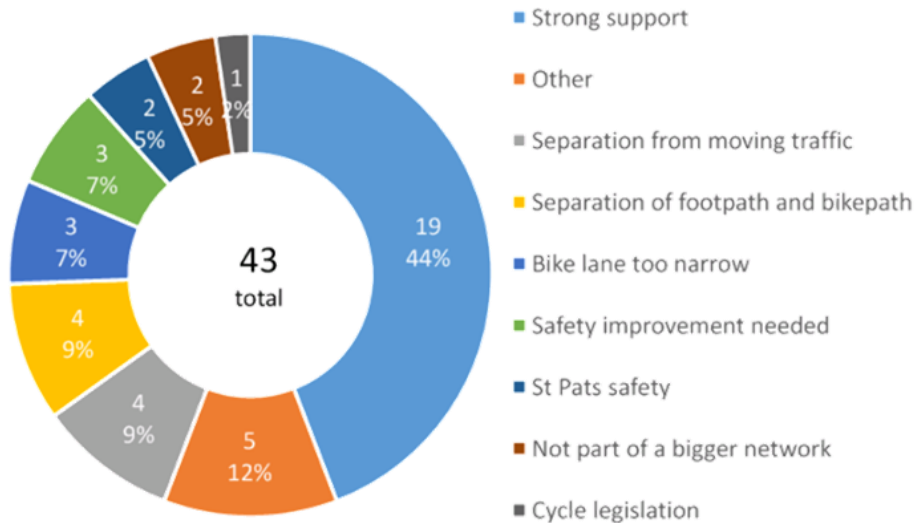


Other



Cobham Drive to Kilbirnie Crescent comments by support

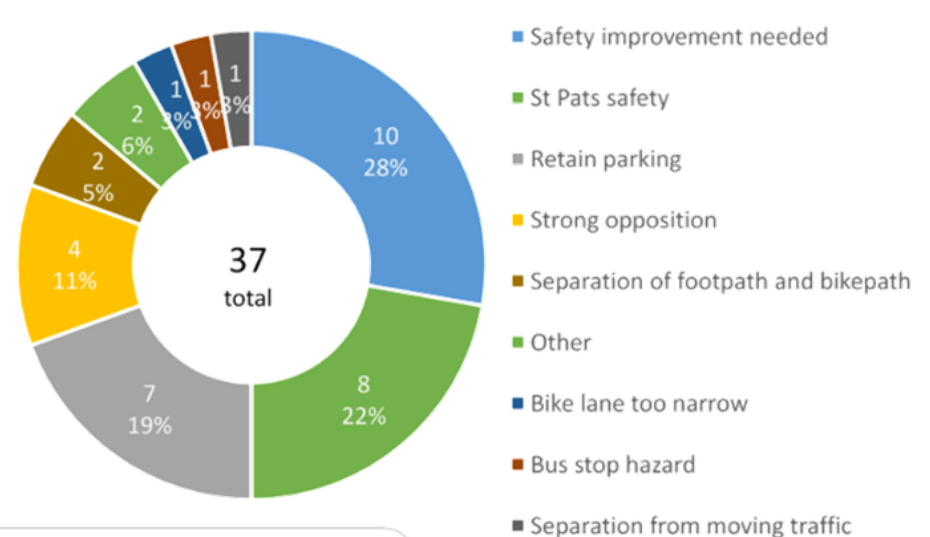
Yes comments



44% of those who support the proposal show strong support in their comments.

"Proposals overall look good and should make things safer and more comfortable by bike, and just as good by car."

No comments

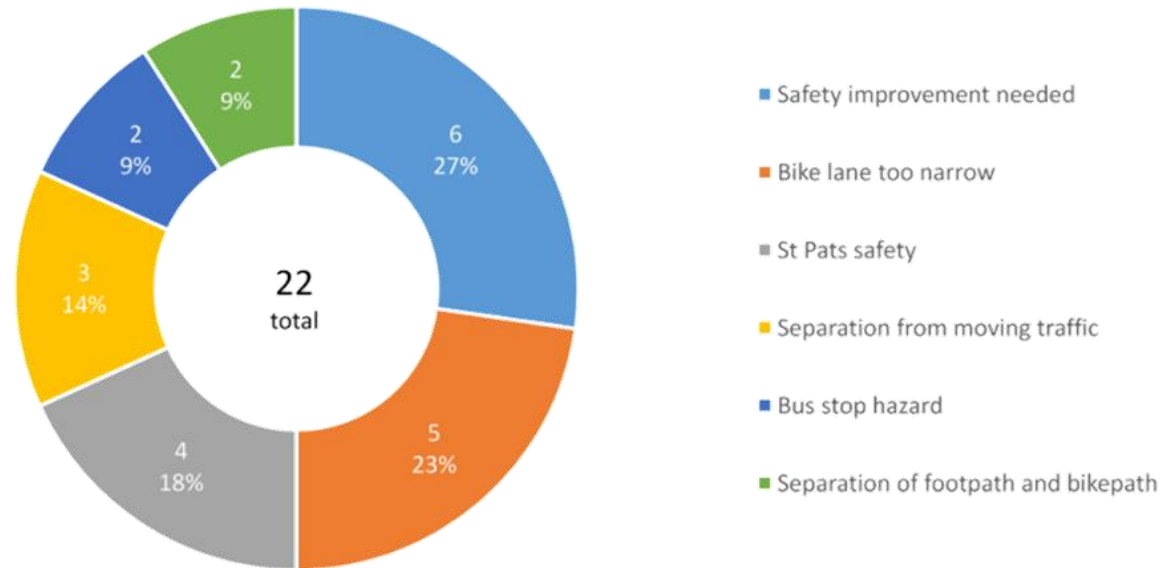


50% of those who did not support the proposal noted safety or the impacts on St Pats college

"The current plan will be dangerous for the 800+ St Pats students what will have to cross the cycleway as well as the cyclists using the cycleway."

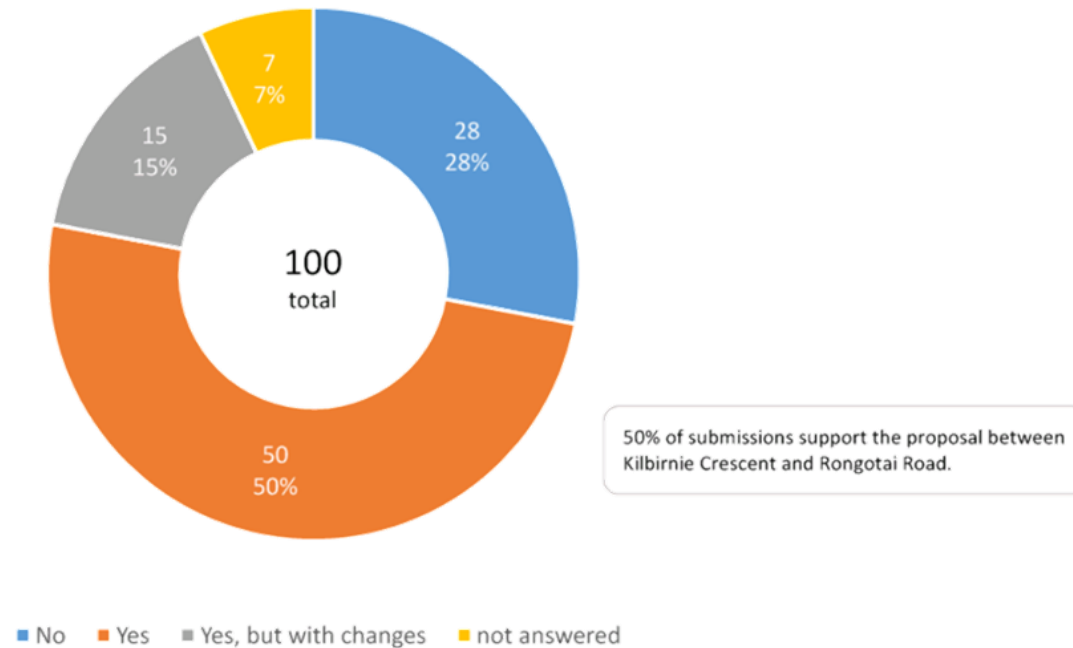
Cobham Drive and Kilbirnie Crescent comments by support cont...

Yes, but with changes comments



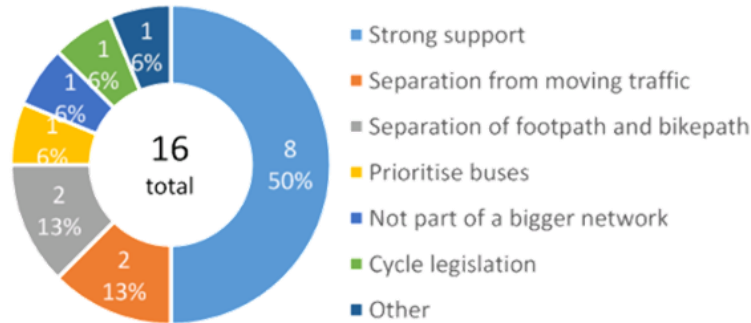
Top comments for those who support the proposal with changes were related to safety, St Pats and the width of the proposed bike path.

Overall, do you support the proposal for new bike paths and the associated changes on Evans Bay Parade between Kilbirnie Crescent and Rongotai Road?

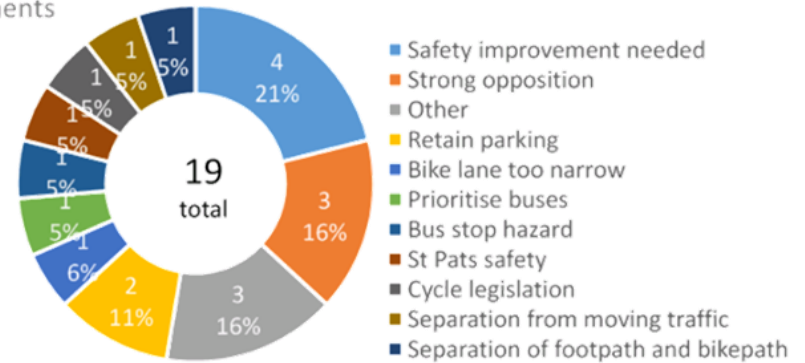


Kilbirnie Crescent to Rongotai Road comments by support...

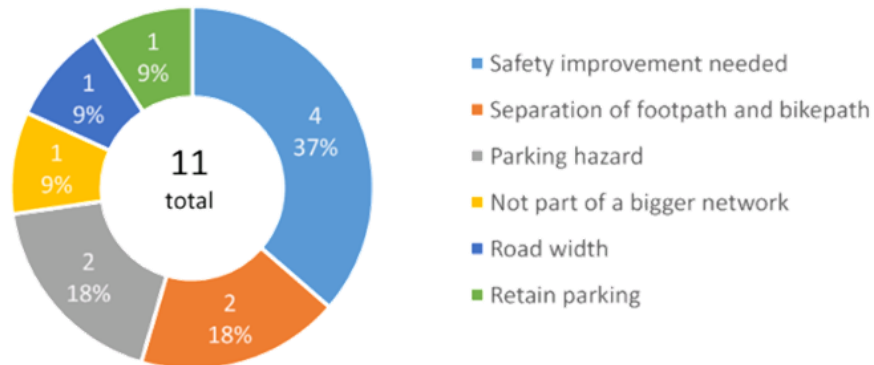
Yes comments



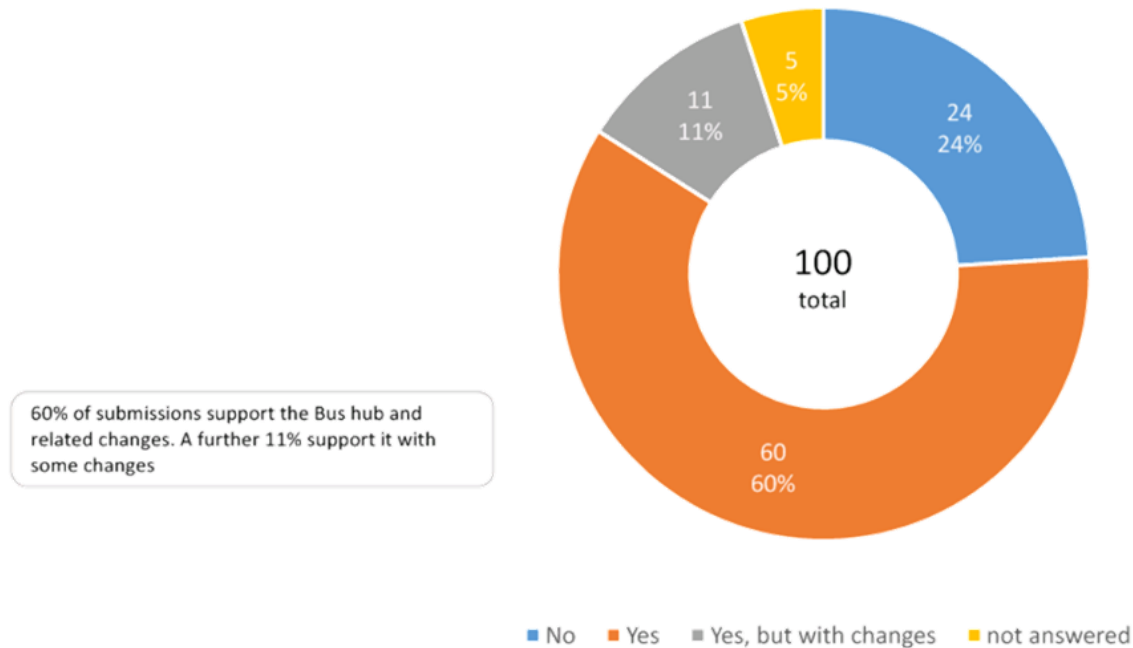
No comments



Yes, but with changes comments

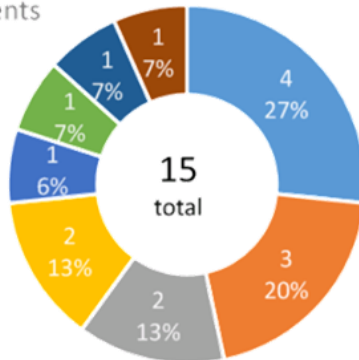


Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

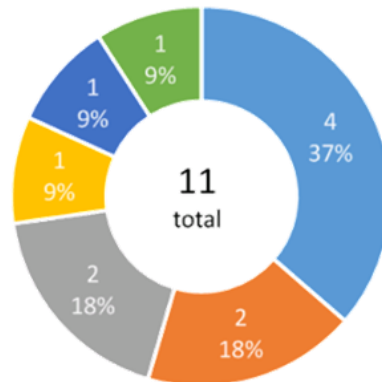


Bus hub comments by support.

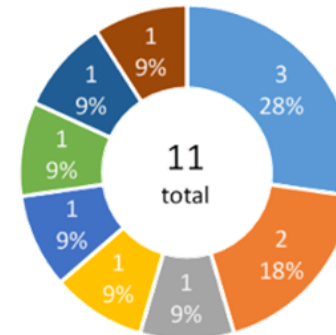
Yes comments



Yes, but with changes comments



No comments

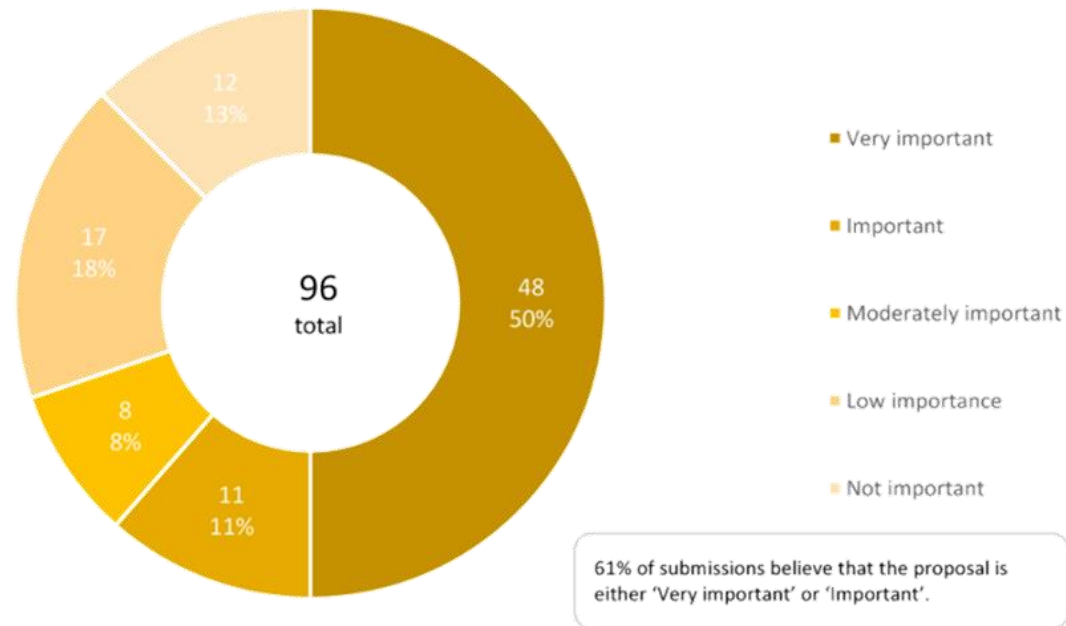


- Other
- Safety improvement needed
- Don't care
- Strong support
- Prioritise buses
- Bus stop hazard
- Not part of a bigger network
- Separation of footpath and bikepath

- Safety improvement needed
- Other
- Prioritise buses
- Bus stop hazard
- Don't care
- Strong opposition
- Parking hazard
- Retain parking

- Safety improvement needed
- Separation of footpath and bikepath
- Parking hazard
- Not part of a bigger network
- Road width
- Retain parking

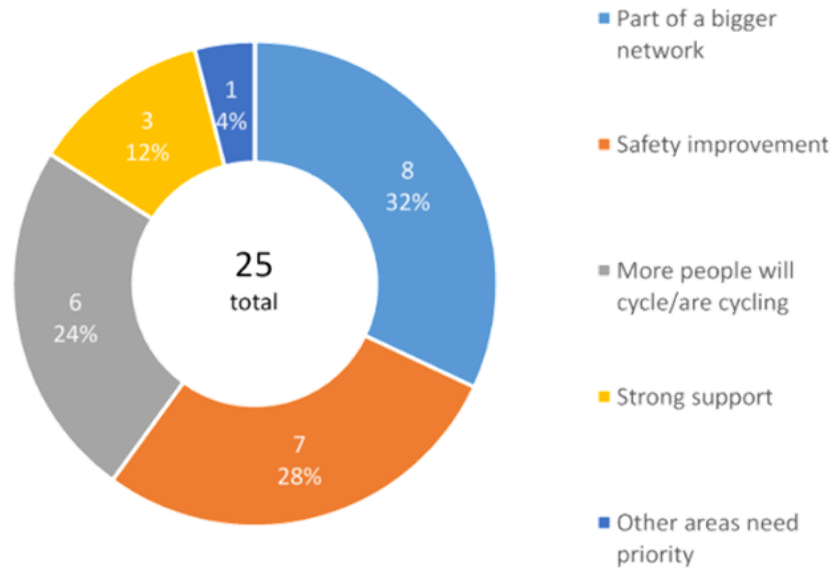
How important is it to connect this proposed bike path with the safer city-wide cycling network?



Importance comments by high and low importance

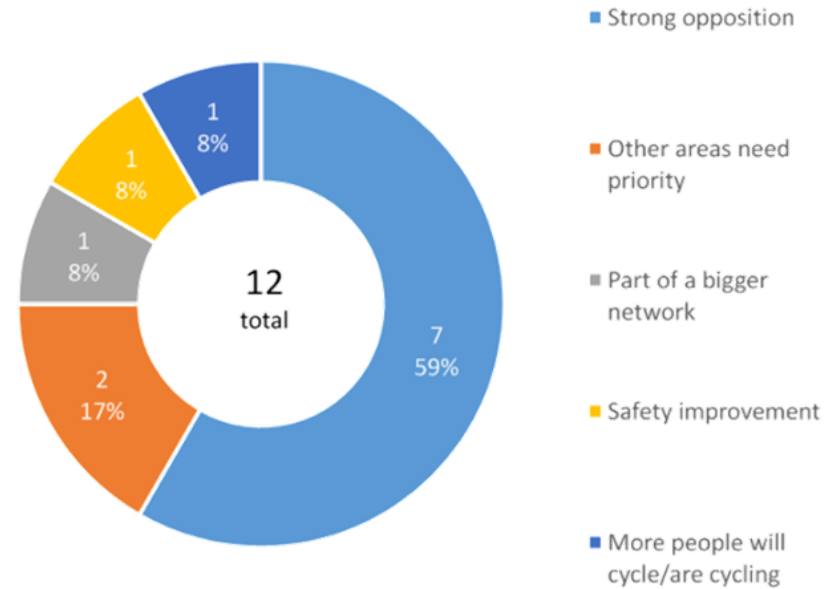
(High = 'very important' and 'important', Low = 'low importance' and 'not important')

High importance



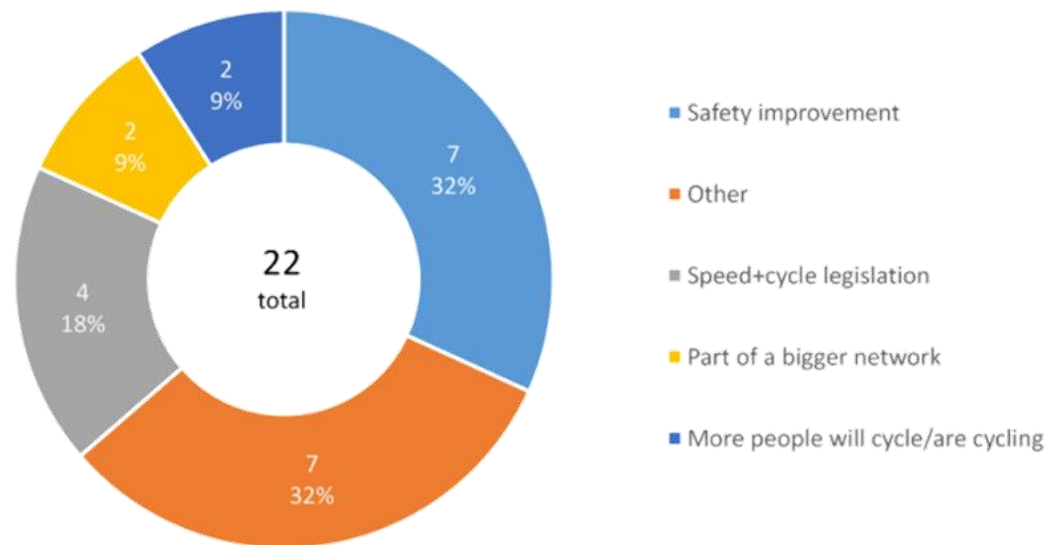
Submitters that believe the proposal is 'High importance' mainly commented about the connections to the bigger network, the safety improvements and the increased uptake in cycling.

Low importance

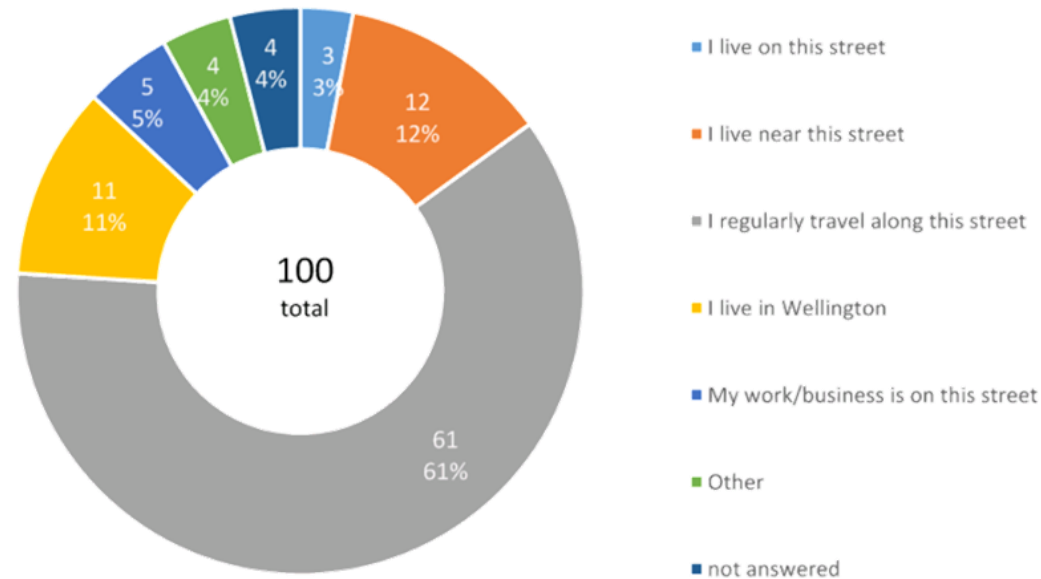


Submitters that believe the proposal is 'Low importance' mainly commented with strong general opposition.
"I am totally against this insane proposal."

'Any other' comments by support

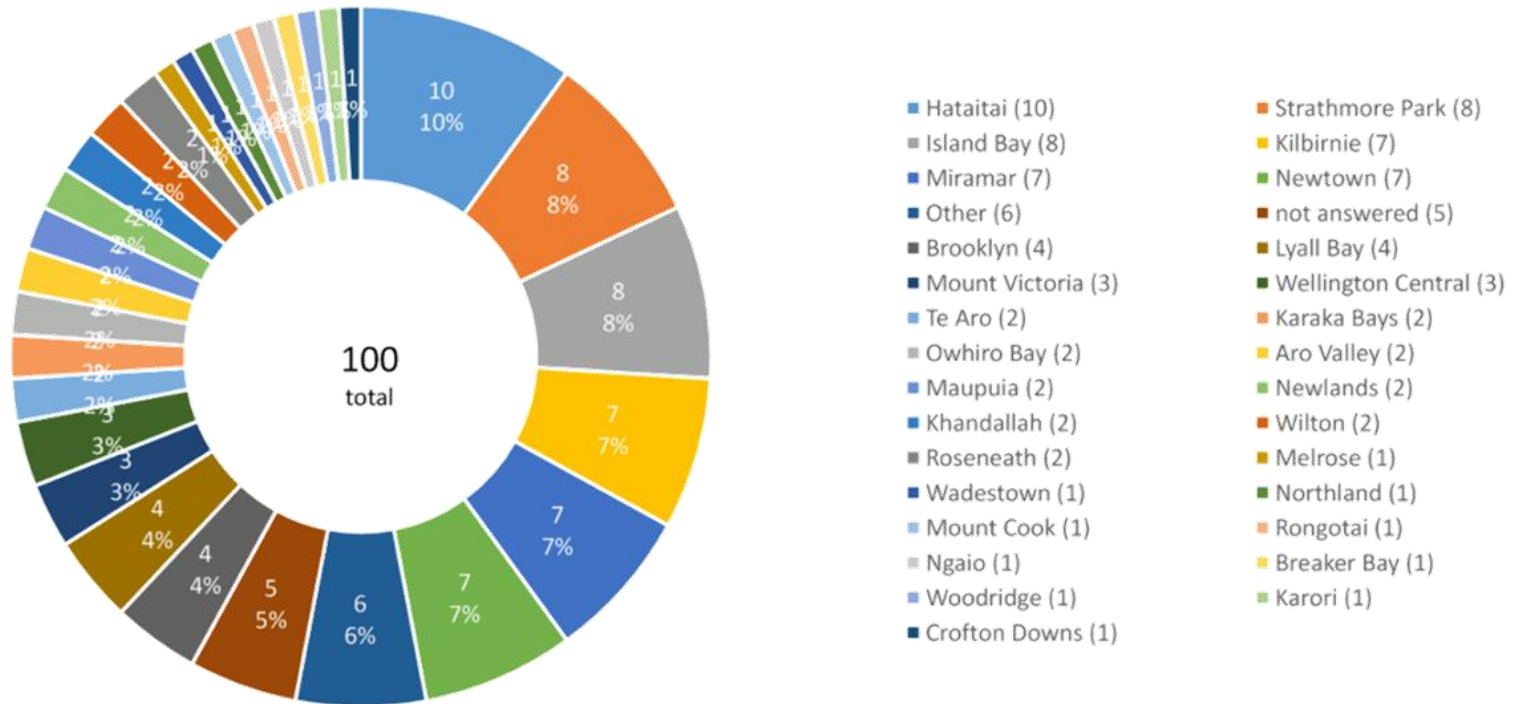


What is your primary relationship to this street?



72% of submissions came from people who regularly travel along the street or live in Wellington. 7% of submissions came from people who work or live on the street.

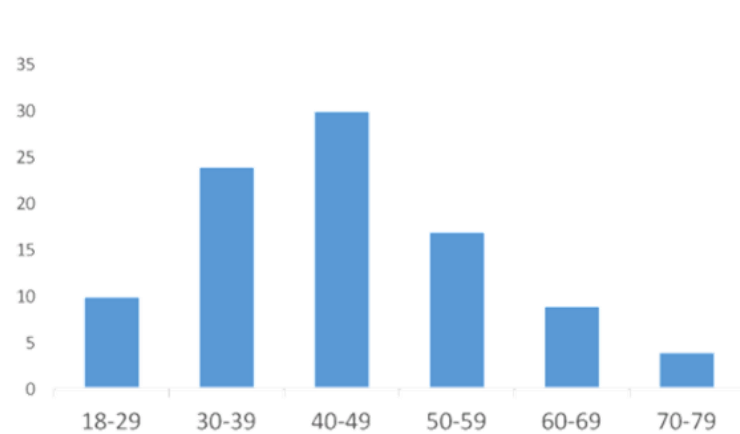
Respondents by suburb



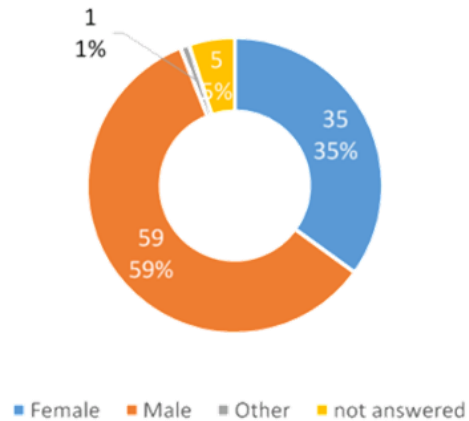
43% of submission came from nearby suburbs - Hataitai, Strathmore, Kilbirnie, Miramar, Newtown and Lyall Bay.

Demographics of respondents

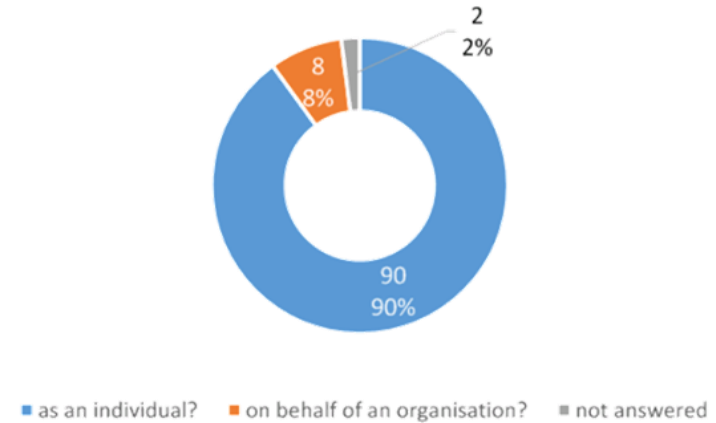
Age of respondents



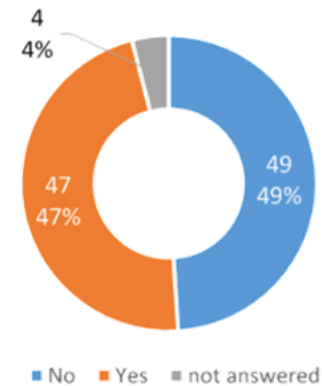
Gender of respondents



Individual vs organisational respondents



Would you like to be informed if there is an opportunity to talk to Councillors about these changes?



Appendix: Theme Descriptions

Overall, do you support the proposal for a two-way bike path and the associated changes on Evans Bay Parade, between Cobham Drive and Kilbirnie Crescent?

- Bike lane too narrow - The proposed bike lane is too narrow to accommodate cyclists going two different directions.
- Safety improvement needed - Remarking on a general need for improved safety in this proposal
- Bus stop hazard - The bus stop is dangerous here
- Strong support - Strong support for proposal
- St Pats safety - There needs to be consideration of how St Patrick traffic will affect the proposal's safety
- Not part of a bigger network - There needs to be consideration of how this proposal links up to the joining of key destinations
- Cycle legislation - Legislation of how cyclists use the road and cycleway needs to be considered
- Separation from moving traffic - Increased visual/physical separation of cars (parked and driving) and cycleway needed
- Separation of footpath and bikepath - Increased visual/physical separation of pedestrian area and cyclist areas needed
- Strong opposition - Strong criticism of proposal
- Retain parking - The general retention of parking spaces need to be considered
- Other - Other specific concern not mentioned elsewhere

Overall, do you support the proposal for new bike paths and the associated changes on Evans Bay Parade between Kilbirnie Crescent and Rongotai Road?

- Bike lane too narrow - The proposed bike lane is too narrow to accommodate cyclists going two different directions.
- Safety improvement needed - Remarking on a general need for improved safety in this proposal
- Prioritise buses - Buses need to be given a higher priority
- Bus stop hazard - The bus stop is dangerous here
- Strong support - Strong support for proposal
- St Pats safety - There needs to be consideration of how St Patrick traffic will affect the proposal's safety
- Not part of a bigger network - There needs to be consideration of how this proposal links up to the joining of key destinations
- Cycle legislation - Legislation of how cyclists use the road and cycleway needs to be considered
- Separation from moving traffic - Increased visual/physical separation of cars (parked and driving) and cycleway needed
- Separation of footpath and bikepath - Increased visual/physical separation of pedestrian area and cyclist areas needed
- Strong opposition - Strong criticism of proposal
- Retain parking - The general retention of parking spaces need to be considered
- Other - Other specific concern not mentioned elsewhere

Do you support the proposed parking and traffic changes related to Greater Wellington Regional Council's proposed bus changes?

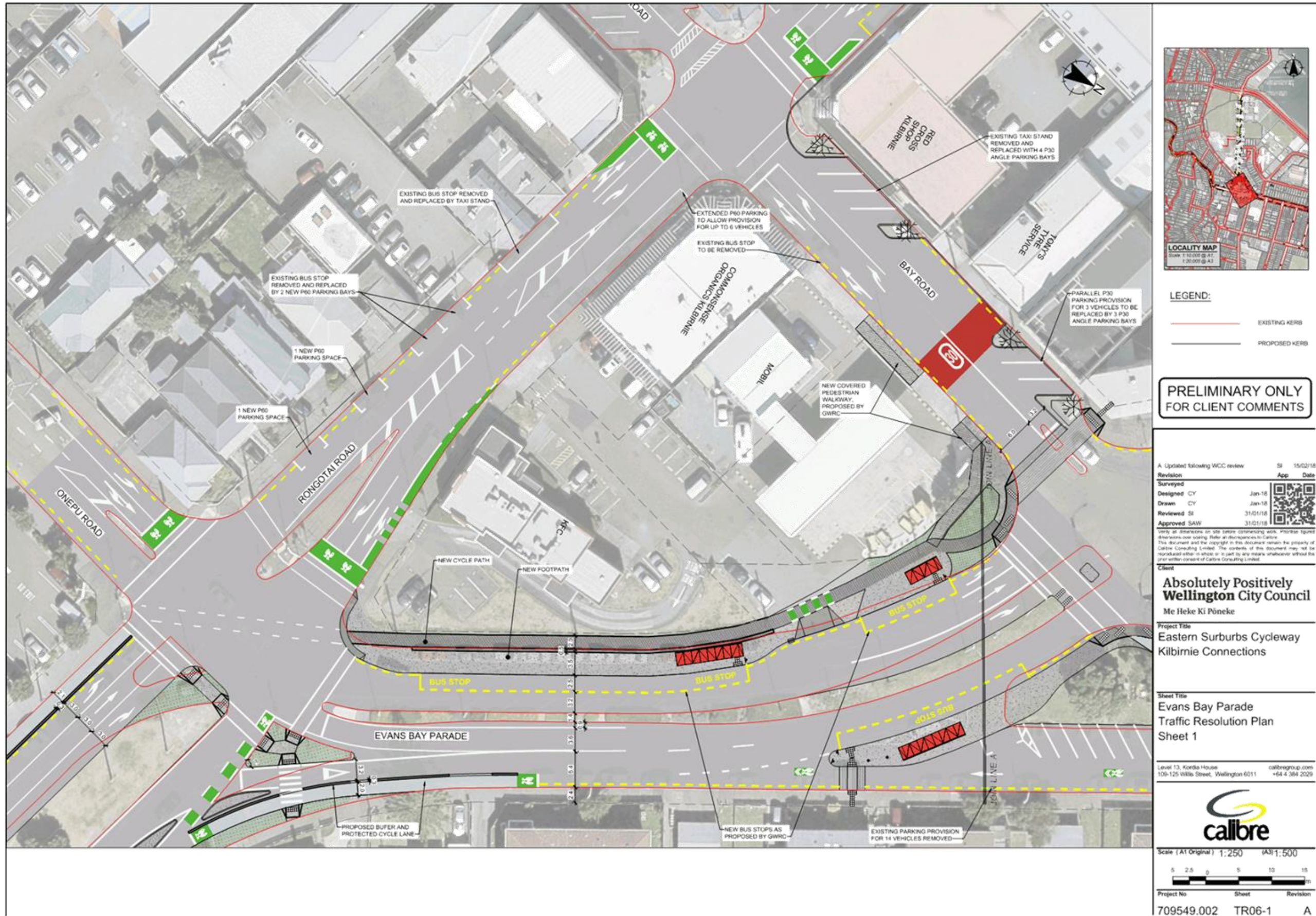
- Bike lane too narrow - The proposed bike lane is too narrow to accommodate cyclists going two different directions.
- Safety improvement needed - Remarking on a general need for improved safety in this proposal
- Bus stop hazard - The bus stop is dangerous here
- Prioritise buses - Buses need to be given a higher priority
- Don't care - Specific remark that this is not a concern
- Strong support- Strong support for proposal
- Not part of a bigger network - There needs to be consideration of how this proposal links up to the joining of key destinations
- Separation from moving traffic - Increased visual/physical separation of cars (parked and driving) and cycleway needed
- Separation of footpath and bikepath - Increased visual/physical separation of pedestrian area and cyclist areas needed
- Strong opposition - Strong criticism of proposal
- Parking hazard - The parking here is a safety hazard
- Retain parking - The general retention of parking spaces need to be considered
- Other - Other specific concern not mentioned elsewhere

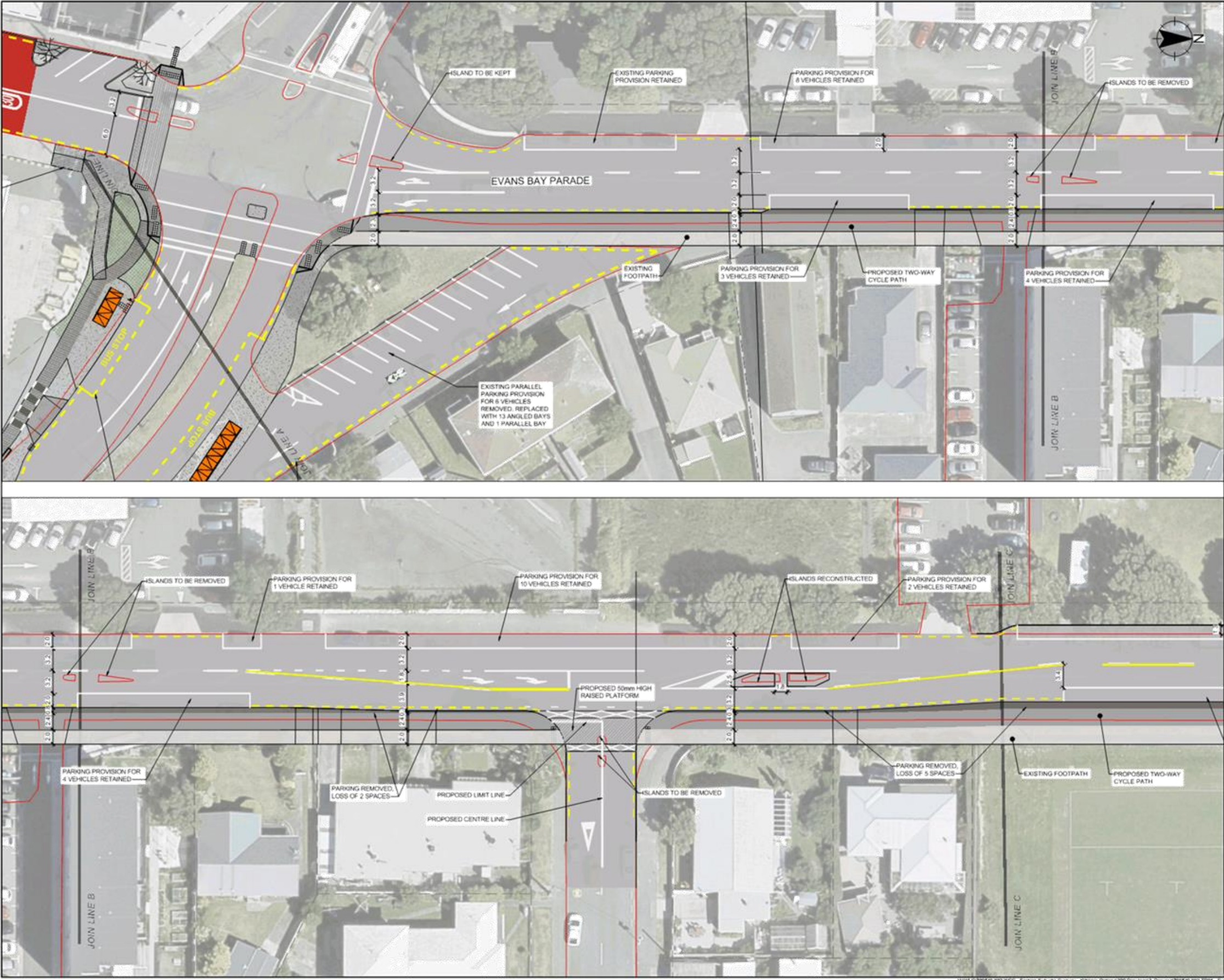
How important is it to connect this proposed bike path with the safer city-wide cycling network?

- Other areas need priority - Other areas within the cycle network need attention before this area of Evans bay
- Part of a bigger network - There needs to be consideration of how this proposal links up to the joining of key destinations
- Safety improvement - Consider how much this proposal will increase or decrease safety for everyone
- More people will cycle/are cycling - Mention of growing demographic of cyclers and the need to cater to this demographic
- Strong support - Strong support for proposal
- Strong opposition - Strong criticism of proposal
- Other - Concern or factor not mentioned elsewhere

Other comments

- Other areas need priority - Other areas within the nearby cycle network need attention before this area of Evans bay
- Part of a bigger network - There needs to be consideration of how this proposal links up to the joining of key destinations
- Safety improvement - Consider how much this proposal will increase or decrease safety for everyone
- Speed+cycle legislation - Specific legislation about how cyclists use the cycleways and roads needs to be considered
- More people will cycle/are cycling - Mention of growing demographic of cyclers and the need to cater to this demographic
- Strong support - Strong support for the proposal
- Strong opposition - Strong criticism of the proposal
- Other - Concern or factor not mentioned elsewhere





LEGEND:
 ——— EXISTING KERB
 ——— PROPOSED KERB

**PRELIMINARY ONLY
 FOR CLIENT COMMENTS**

A Updated following WCC review		SI	15/02/18
Revision		App	Date
Designed	CY	Jan-18	
Drawn	CY	Jan-18	
Reviewed	SI	31/01/18	
Approved	SAW	31/01/18	

Verify all dimensions on site before commencing work. Intermediate figure dimensions over leading. Refer all discrepancies to Calbre.
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Client
Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

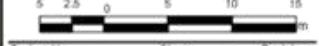
Project Title
 Eastern Suburbs Cycleway
 Kilbirnie Connections

Sheet Title
 Evans Bay Parade
 Traffic Resolution Plan
 Sheet 2

Level 13, Kordia House
 120-125 Willie Street, Wellington 6011
 calbrereg.com
 +64 4 384 2029

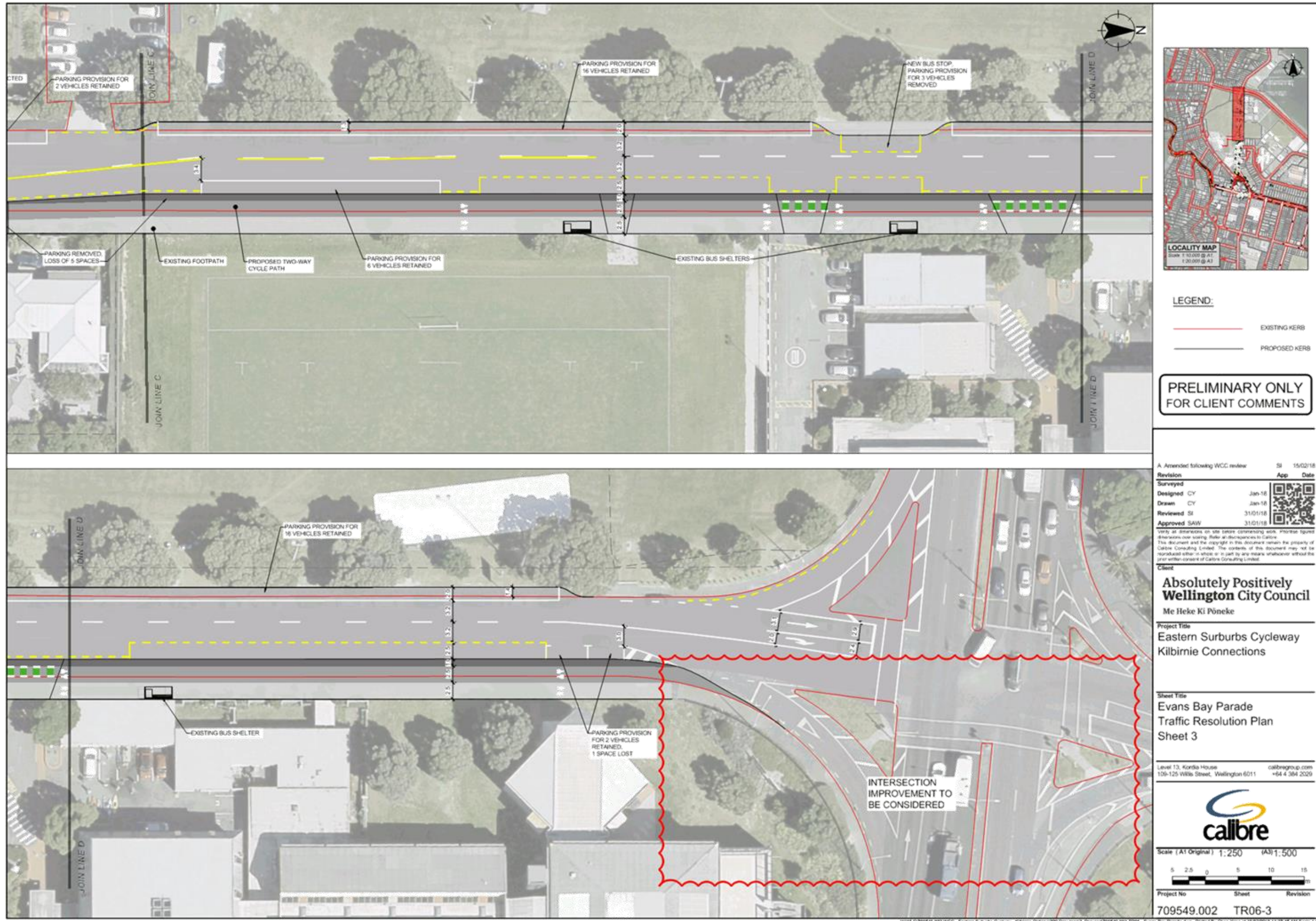


Scale (A1 Original) 1:250 (A3) 1:500



Project No: 709549.002
 Sheet: TR06-2
 Revision: A

H:\W\709549.002\WCC - Eastern Suburbs Cycleway - Kilbirnie Connections\07 Drawings\1_Drawing\709549.002 TR06 - Evans Bay Parade.dwg. Plotted By Chen Yang at 18/02/2018 4:48:02 PM Scale 1:250



LEGEND:
 ——— EXISTING KERB
 - - - - PROPOSED KERB

PRELIMINARY ONLY
FOR CLIENT COMMENTS

A Amended following WCC review		SI	15/02/18
Revision	App	App	Date
Designed	CY	Jan-18	
Drawn	CY	Jan-18	
Reviewed	SI	31/01/18	
Approved	SAW	31/01/18	

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Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Project Title
Eastern Suburbs Cycleway
Kilbirnie Connections

Sheet Title
Evans Bay Parade
Traffic Resolution Plan
Sheet 3

Level 13, Kordia House
126-128 Willis Street, Wellington 6011
calbre@group.com
+64 4 384 2029

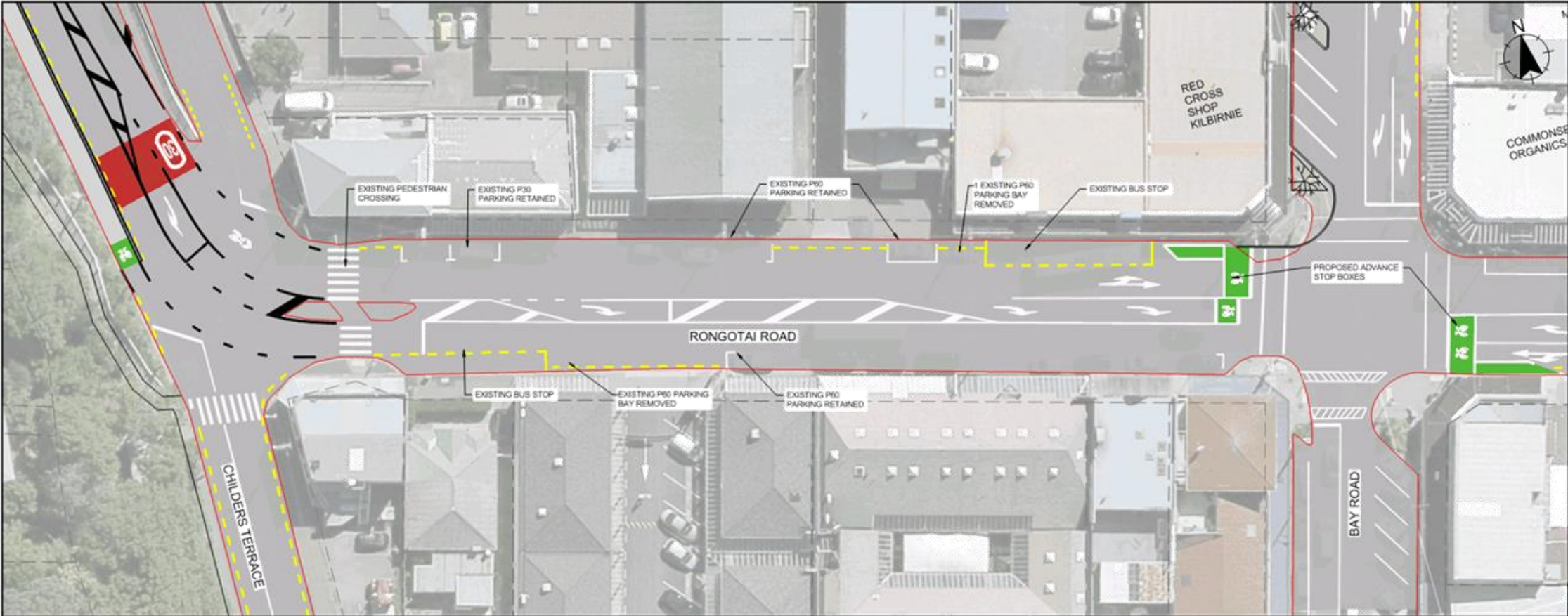


Scale (A1 Original) 1:250 (A3) 1:500



Project No: 709549.002
Sheet: TR06-3

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LEGEND:
 ——— EXISTING KERB
 - - - - - PROPOSED KERB

PRELIMINARY ONLY
FOR CLIENT COMMENTS

Revision	App	Date
Surveyed		
Designed	CY	Feb-18
Drawn	CY	Feb-18
Reviewed	SI	15/02/18
Approved	SAW	15/02/18

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Client
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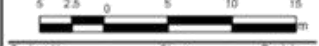
Project Title
 Eastern Suburbs Cycleway
 Kilbirnie Connections

Sheet Title
 Evans Bay Parade
 Traffic Resolution Plan
 Sheet 4

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Scale (A1 Original) 1:250 (A3) 1:500



Project No: 709549.002
 Sheet: TR06-4
 Revision:

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ORIENTAL BAY TWO-WAY BIKE PATH

Purpose

1. This report outlines the recommended amendments to the Wellington City Council traffic restrictions in Oriental Parade to facilitate the Oriental Parade two-way bike path. These recommendations support the achievement of the Council's Transport Strategy Outcomes of safety, accessibility, efficiency and sustainability.

Summary

2. Improvements for people on bikes in Oriental Bay have been included as part of the national rollout of the Urban Cycleways Programme. Wellington City Council has allocated \$6 million to the development of a safe bike path around the bays in the 2015-2019 Long-term Plan. The \$6 million investment will receive a subsidy from central government and direct investment of \$4 million.
3. Public feedback has previously prioritised the routes around the bays that provide critical connections between Miramar, Kilbirnie and the city centre.
4. Consultation was undertaken on the Oriental Parade proposals with the traffic resolutions advertised in February / March 2018.
5. Feedback was sought from submitters on whether they supported the overall scheme and the proposed bus stop removal. 232 submissions were received.
6. A summary of the results were as follows:

Question	People answered	Yes	Yes with changes	No	Not answered
Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?	224	48%	34%	14%	4%
Do you support the proposed bus stop removal, near Herd Street?	214	76%	N/A	16%	8%

7. Submitters were asked "How important is it to connect this proposed bike path with the safer city-wide cycling network?" 77% of submitters answered that this connection is very important or important.
8. There are no proposed changes to the existing 10-hour parking time limit although there were discussions for possible changes in the early rounds of consultation.
9. A public hearing process was held in a Forum Style on the evening of Thursday 5 April and in Committee Style on Thursday 12 April. Officers attended both these sessions prior to finalising the report.

Recommendation/s

That the City Strategy Committee:

1. Receive the information.

2. Agree to the proposed 2.5m-wide two-way cycleway facility and associated changes on Oriental Parade as shown in the drawings in Attachment 4.
3. Agree to the removal of the bus stop near Herd Street.
4. Approve the amendments to the traffic restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.

Legal Description:

Delete from Schedule B (Class Restricted Parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Oriental Parade	<i>Bus Stop, at all times</i>	<i>North side, following the kerbline 26.5 metres east of its intersection with Herd Street (Grid Coordinates X=2659613.439627 m, Y=5989030.810441 m) and extending in an easterly direction for 18.5 metres.</i>
Oriental Parade	<i>Mobility parking – displaying an operation mobility permit only. P120 Maximum, At All Times.</i>	<i>Northwest side, following the kerbline 281 metres east of its intersection with Herd Street (Grid Coordinates X=2659613.439627 m, Y=5989030.810441 m) and extending in a north-easterly direction for 11.5 metres.</i>

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

Column One	Column Two	Column Three
Oriental Parade	<i>No Stopping, at all times</i>	<i>North side, following the kerbline from its intersection with Herd Street (Grid Coordinates X=2659613.439627 m, Y=5989030.810441 m) and extending in an easterly direction for 26.5 metres.</i>
Oriental Parade	<i>No Stopping, at all times</i>	<i>North side, commencing 45 metres east of its</i>

intersection with Herd Street (Grid coordinates x= 1749591.1 m, y= 5427318.6 m), and extending in an easterly direction following the northern kerbline for 5.5 metres.

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

Column One	Column Two	Column Three
Oriental Parade	<i>Metered Parking. P10 hours Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>North side, following the kerbline 108 metres east of its intersection with Herd Street (Grid coordinates x= 1749591.4 m, y= 5427318.6 m), and extending in an easterly direction, and then north-easterly for a total of 173 metres. (48 angle carparks)</i>
Oriental Parade	<i>Metered Parking. P10 hours Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>North side, following the kerbline 50.5 metres east of its intersection with Herd Street (Grid coordinates x= 1749591.4 m, y= 5427318.6 m), and extending in an easterly direction for 47 metres. (13 angle carparks)</i>

Delete from Schedule H (Pedestrian Crossing) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Oriental Parade	<i>Pedestrian Crossing</i>	<i>North side, following the kerbline 100.5 metres east of its intersection with Herd Street (Grid Coordinates X=2659613.439627 m, Y=5989030.810441 m)</i>

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

<i>Oriental Parade</i>	<i>Mobility parking – displaying an operation mobility permit only. P120 Maximum, At All Times.</i>	<i>Northwest side, following the kerbline 277.1 metres east of its intersection with Herd Street (Grid Coordinates X=2659613.439627 m, Y=5989030.810441 m) and extending in a north-easterly direction for 15.4 metres.</i>
<i>Oriental Parade</i>	<i>Motorcycle Parking, at all times</i>	<i>Northwest side, following the kerbline 110.9 metres east of its intersection with Herd Street (Grid Coordinates X=2659613.439627 m, Y=5989030.810441 m) and extending in an easterly direction for 5.2 metres.</i>

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Oriental Parade</i>	<i>No Stopping, at all times</i>	<i>North side, following the kerbline from its intersection with Herd Street (Grid Coordinates X=2659613.439627 m, Y=5989030.810441 m) and extending in an easterly direction for 16.2 metres.</i>
<i>Oriental Parade</i>	<i>No Stopping, at all times</i>	<i>North side, commencing 51.8 metres east of its intersection with Herd Street (Grid coordinates x= 1749591.1 m, y= 5427318.6 m), and extending in an easterly direction following the northern kerbline for 6.0 metres.</i>

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

Column One	Column Two	Column Three
Oriental Parade	<i>Metered Parking. P10 hours Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>North side, following the kerbline 16.2 metres east of its intersection with Herd Street (Grid coordinates x= 1749591.4 m, y= 5427318.6 m), and extending in an easterly direction for 35.6 metres. (6 parallel carparks)</i>
Oriental Parade	<i>Metered Parking. P10 hours Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>North side, following the kerbline 57.8 metres east of its intersection with Herd Street (Grid coordinates x= 1749591.4 m, y= 5427318.6 m), and extending in an easterly direction for 49.0 metres. (14 angle carparks)</i>
Oriental Parade	<i>Metered Parking. P10 hours Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>North side, following the kerbline 116.1 metres east of its intersection with Herd Street (Grid coordinates x= 1749591.4 m, y= 5427318.6 m), and extending in an easterly direction, and then north-easterly for a total of 161.0 metres. (44 angle carparks)</i>

Add to Schedule H (Pedestrian Crossing) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Oriental Parade	<i>Pedestrian Crossing</i>	<i>North side, following the kerbline 106.8 metres east of its intersection with Herd Street (Grid Coordinates X=2659613.439627 m, Y=5989030.810441 m)</i>

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Oriental Parade</i>	<i>Two-way cycle path</i>	<i>North side, following the kerbline from its intersection with Herd Street (Grid Coordinates X=2659613.439627 m, Y=5989030.810441 m) and extending in an easterly direction for 277.1 metres.</i>

Background

10. Wellington City Council is working to make cycling safer and more convenient for people travelling on bikes. Over recent years, Wellington City Council (the Council) has committed a significant amount of capital funding for cycleway development through its Long-term Plan and Annual Plan processes. The investment aims to contribute towards cycling becoming “safer and more convenient” by increasing the level of service for people who ride bikes, and to encourage more people to cycle.
11. The consultation for the Oriental Bay bike path has followed a comprehensive community process to come to the final option.
12. In March 2017, two open days were held at the ASB Sports Centre to gather initial thoughts about the eastern cycleways connections. Locals identified safety concerns, talked about things they valued, made suggestions, with some registering interest in being part of a community working group.
13. Key organisations, including business groups and residents’ associations, were invited to participate, along with a mix of individuals who had expressed interest. Participants in the groups held a wide range of different views, hopes and concerns with a willingness to consider all perspectives and work together to find solutions. The Oriental Bay working group membership was comprised of local homeowners, Oriental Bay Resident Association (OBRA) members, Royal Port Nicholson Yacht Club representation as well as the Chaffers Marina manager. In addition, the group had a representative from Cycle Aware Wellington and pedestrian advocacy group Living Streets Aotearoa.
14. The community working group had previously looked for the best ways of improving the narrowest section of shared path around Oriental Bay to provide more space and make walking and biking easier and safer. The group considered existing safety issues, parking, the needs of residents, businesses and people who use the area, trees, heritage and urban landscape features, traffic lane widths and central median strip, safer speeds, larger vehicles that have to use this route, and pedestrian crossings. The group undertook this task by trying to apply the lens of all road users as far as possible.
15. The Oriental Bay working group met six times between May and September 2017. During these 2 to 3-hour evening workshops the members worked together to consider the Council and Government’s investment objectives for the funding on offer, developed their own community objectives, and came up with a long-list of possible options. The long list was evaluated against all criteria and objectives, resulting in a short list of options. The short list of options was reviewed with the working group that would be presented for public consultation. Following discussion between Councillors

and OBRA, a final workshop was held to review the two options to go out for public comment.

16. Public feedback on the two options highlighted the following three main points:
 1. People favoured retaining all the angle carparks over converting them to parallel parking;
 2. A dedicated cycle path is favoured over a shared path; and
 3. People considered the flush median useful and wanted it to be maintained where possible.

Discussion

17. Public consultation was undertaken on the final option of the Oriental Bay bike path with the traffic resolutions advertised for four weeks which closed at 5pm, Monday 19th March 2018.
18. The consultation asked submitters if they supported the schemes. A full analysis of the feedback is in Attachment 1: Oriental Parade consultation results.
19. There were 66 comments the bike path width of 2.5m was too narrow. Within the Austroads design guides, 2.5m is the minimum width of a two way cycleway. While the proposed width is suitable for the existing number of cyclists, it is anticipated the growth of cycling from the eastern suburbs will exceed the capacity in the coming years. It should be noted that the proposed Evans Bay Parade cycleway is proposed to be 3.0m wide.
20. The Wellington City Council has commissioned traffic counts between 7am – 9am since 2000 which record all modes of transport. A set of 28 sites combine to provide a cordon around the CBD monitoring cyclist movements entering and exiting the central city. Overall the number of cyclists commuting to the CBD, between 7am – 9am over the surveyed week, has more than doubled since the first survey in 2000. In recent years the survey has counted approximately 10,000 cyclists a week entering the CBD. On average the weekly volume of cyclists has increased by 350 each year.
21. The cycling growth is in Attachment 2 - CBD Cordon Count - Historic cycling growth 2000-2017.
22. A study was undertaken on the Oriental Parade site which forms part of the cordon and is in Attachment 3 CBD Cordon Count - Thorndon Quay and Oriental Parade site summary.
23. As part of these surveys the trend shows that on average around 25 additional commuters a year entered the city during the two hour morning daily peak via Oriental Parade. The greatest relative growth seen is cyclists, with volumes more than twice what was observed in 2000. It may be of interest that the trend line illustrates the relative proportional decline in private vehicle usage by about 10% over the past 17 years.
24. The bike path could be widened to 3.0m to cater for future growth by further narrowing down the carriageway and reducing the median / buffer space. A small change to the lanes widths, median area and buffer would make very little difference to these allocated spaces, with a substantial increase in the cycleway path from 2.5m to 3.0m.
25. As a reference, the Christchurch City Council Major Cycleway Design Guide has a desirable design width of 3.5m with a recommended minimum of 3.0m. The Auckland Transport Code of Practice states cycle path widths for two-way operation should be 3.0m.

26. However, there is opposition to reducing the median width and narrowing the traffic lanes from people who are opposed to the cycleway.
27. The bus stop removal near Herd Street was recommended by Greater Wellington Regional Council officers. The bus stop does not have another bus stop on the opposite side of the road and is 215m from the previous stop at Waitangi Park on Cable Street and 273m from the next stop adjacent to Freyberg Pool. 232 people responded to the proposed bus stop removal question, with 76% supporting the removal.
28. The bus stop and shelter could be retained by moving the shelter and bus stop closer to the road so the bike path goes behind the shelter. This proposal would not affect any trees but would require the grassed area to be reduced. Retaining the bus stop would not allow for the additional car parking spaces that were included in the consultation proposals.
29. From the oral submissions on the 12 April 2018, there were concerns raised regarding the transition of the cycle path outside the Freyberg Pool and going on to Herd Street. Appropriate details for the transition to the shared path will be further developed during the detailed design stage.
30. Taking the above matters into account the proposed Traffic Resolution Drawings are provided in Attachment 4 - Oriental Parade plans.

Next Actions

31. Subject to the outcome of Committee, officers will undertake a number of key actions over the next few months before an anticipated start date of July 2018. These key activities include:
32. Undertaking a concept-stage safety audit
33. Undertaking detailed design and preparing construction drawings
34. Completing the detailed business case and applying for construction funding from the NZ Transport Agency
35. Carrying out a design-stage safety audit
36. Developing and implementing a communications plan

Attachments

Attachment 1.	Oriental Bay Parade consultation results ↓	Page 124
Attachment 2.	CBD Cordon Count - Historic cycling growth 2000-2017 ↓	Page 143
Attachment 3.	CBD Cordon Count - Thorndon Quay and Oriental Parade site summary ↓	Page 144
Attachment 4.	Oriental Parade plans ↓	Page 149

Authors	Daniel Cairncross, Principal Transport Engineer Paul Barker, Planning Manager, Network Improvement
Authoriser	Anna Harley, Manager City Design & Place Planning David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

Formal consultation that satisfies the consolidated bylaws requirements for making changes to parking and traffic changes by resolution was undertaken. The consultation also covered the wider aspects of the project and is the subject of this report.

Treaty of Waitangi considerations

There were no specific considerations as part of this paper.

Financial implications

Funding for the cycleway comes from the Urban Cycleways Programme eastern package and will receive a two-thirds subsidy.

Policy and legislative implications

This is consistent with the Cycling Policy.

Risks / legal

Risks are being managed through the cycleways programme steering group as necessary.

Climate Change impact and considerations

Encouraging and providing for active transport has a positive effect in reducing vehicle emissions and reducing the impact of transport effects on climate change.

Communications Plan

A communications plan has been developed for this project to get it to this stage. An updated plan will make people aware of the decisions of this committee and cover the communication requirements through construction.

Health and Safety Impact considered

A road safety audit is to be undertaken at each stage of the design and construction process. All consultants and contractors on site have approved health and safety plans in place.



Oriental Bay Consultation

Feedback Results - 232 submissions

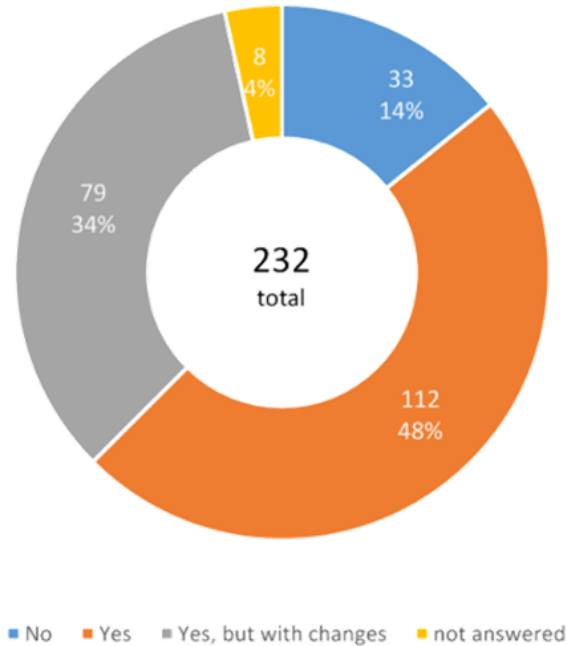
Wellington City Council

23 March 2018

Oriental Parade consultation summary

Question	People answered	Yes	Yes, with changes	No	Not answered
Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?	224	48%	34%	14%	4%
Do you support the proposed bus stop removal, near Herd Street?	214	76%	N/A	16%	8%

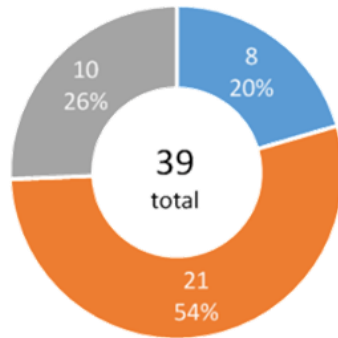
Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?



82% of respondents support the proposal or support the proposal with changes.

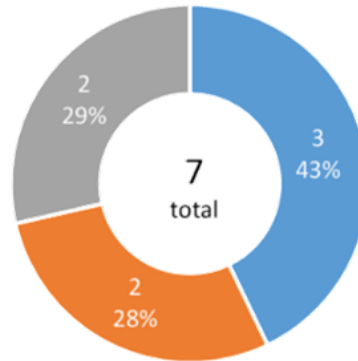
Overall support by relationship to street

I live in Wellington

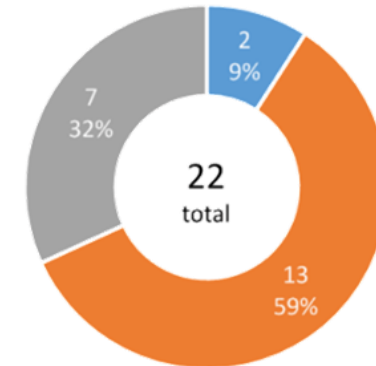


■ No ■ Yes ■ Yes, but with changes

I live on this street

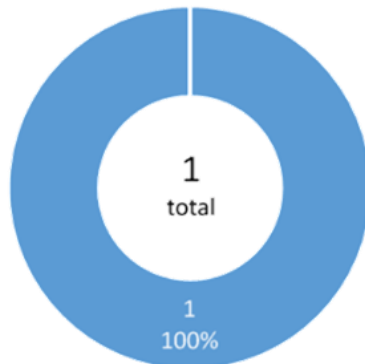


I live near this street

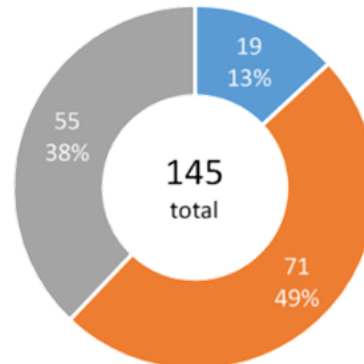


Highest number of responses came from people who regularly travel along this street. 87% support or support with changes and 13% do not.

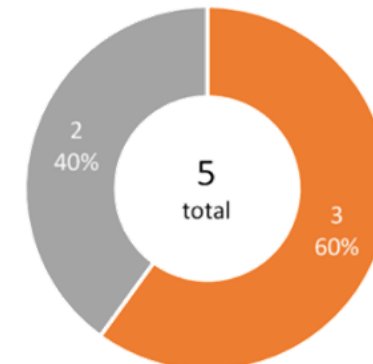
My work/business is on this street



I regularly travel along this street

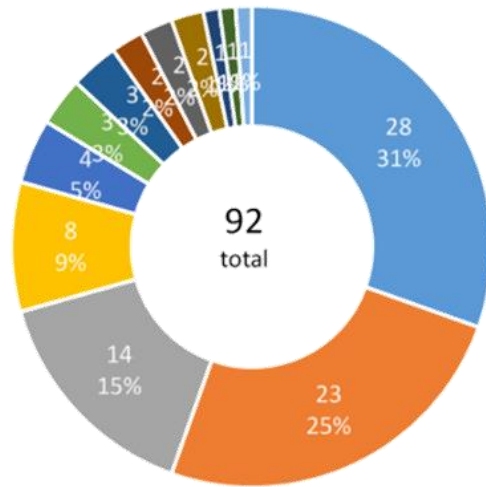


Other



Overall comments by support

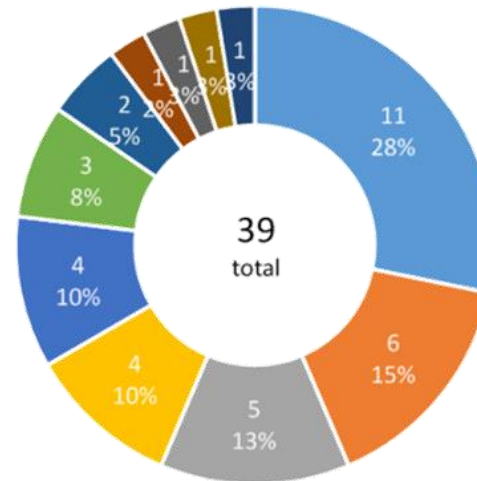
Yes comments



- Separation of footpath and bikepath
- Strong support
- Bike lane too narrow
- Speed+cycle laws
- Retain parking
- Safety improvement needed
- Not part of a bigger network
- Angle parking dangerous
- Median unnecessary
- Other
- Keep angle parking
- Change to parallel parking
- Remove flush median

The importance of separation and general support for the project were the most common comments for those who support the proposal – but 15% of commenters felt that the lane is too narrow.

No comments

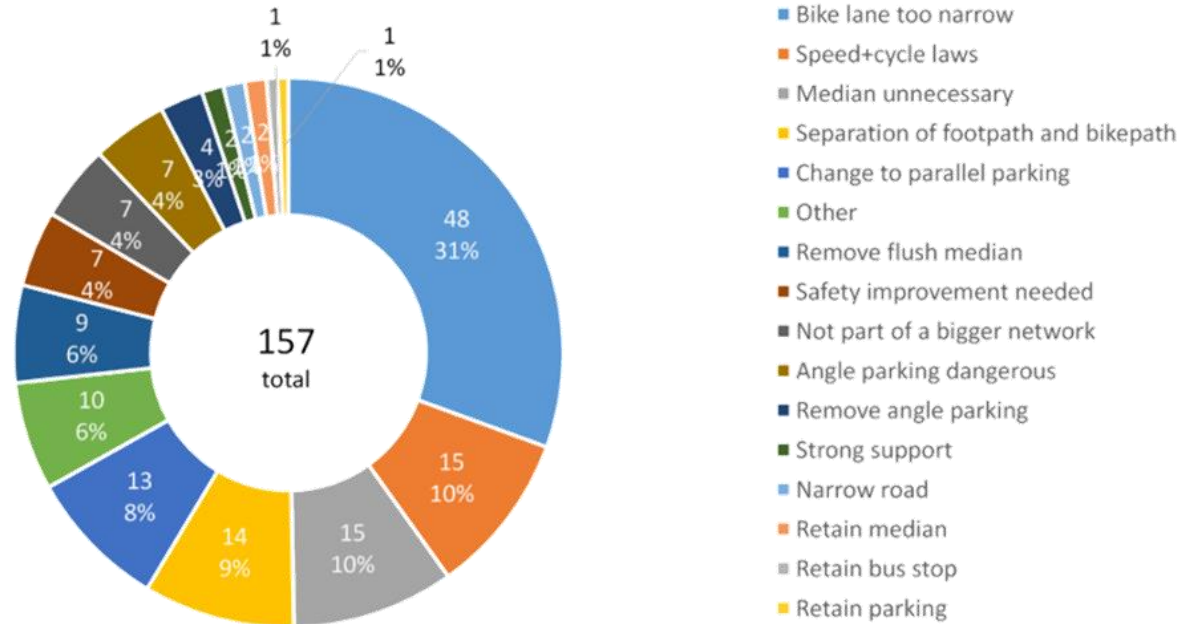


- Strong opposition
- Other
- Speed+cycle laws
- Bike lane too narrow
- Narrow road
- Safety improvement needed
- Separation of footpath and bikepath
- Retain bus stop
- Keep angle parking
- Change to parallel parking
- Median unnecessary

General oppositions to the proposal were most common at 28%, other comments focused on the details such as the speed of cyclists, the type of parking and width of the lane.

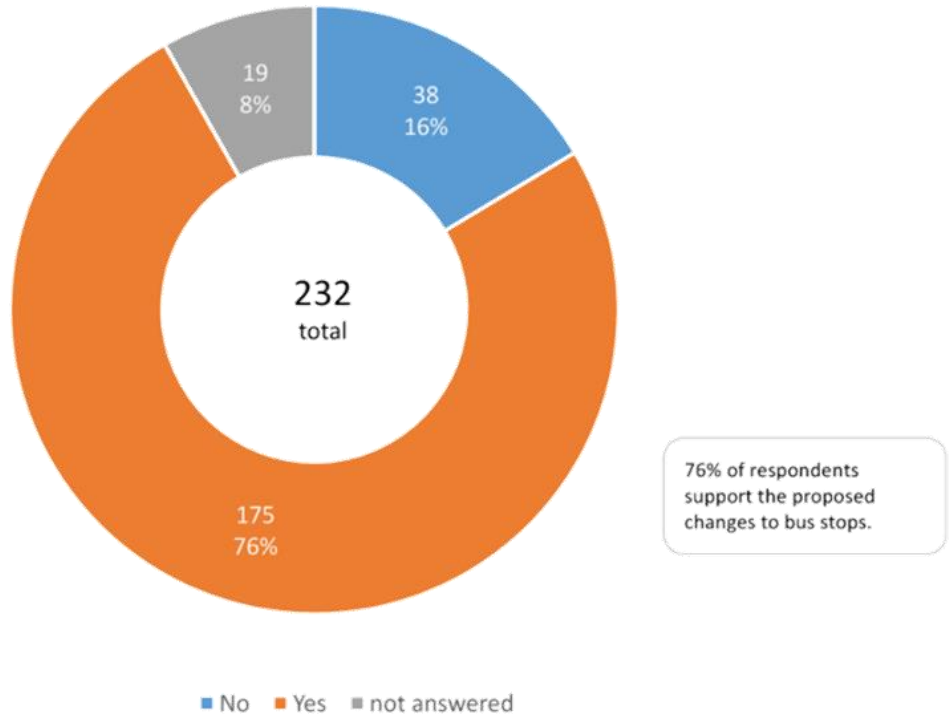
Overall comments by support cont...

Yes, but with changes comments



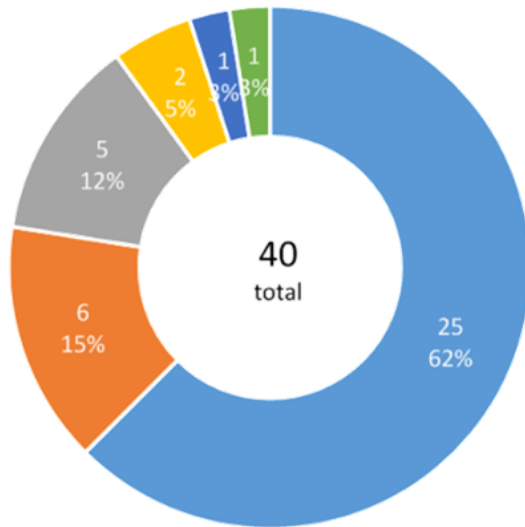
31% of comments highlighted that the width of the bike lane was too narrow.

Do you support the proposed bus stop removal, near Herd Street?

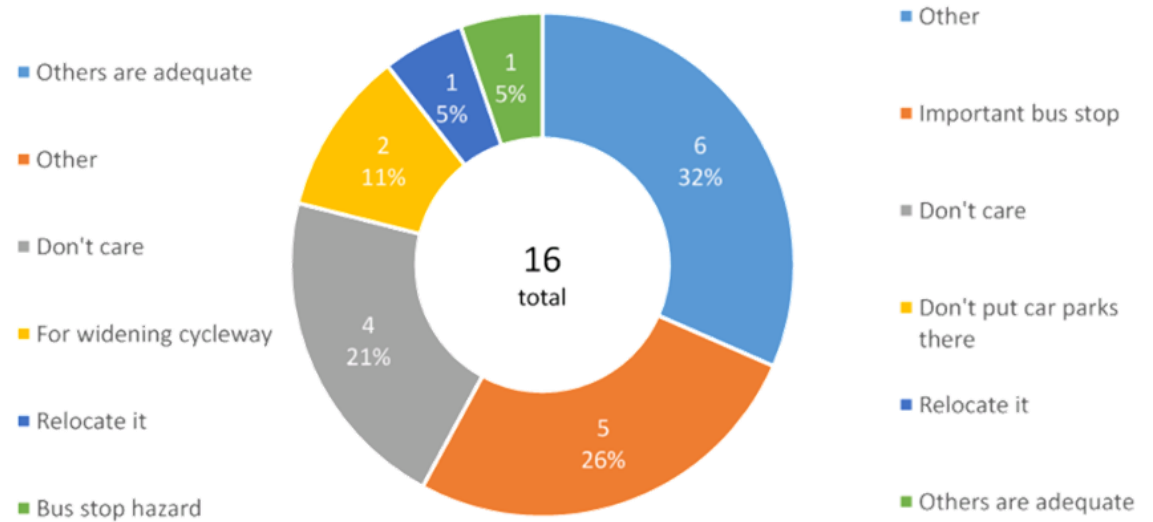


Bus stop comments by support.

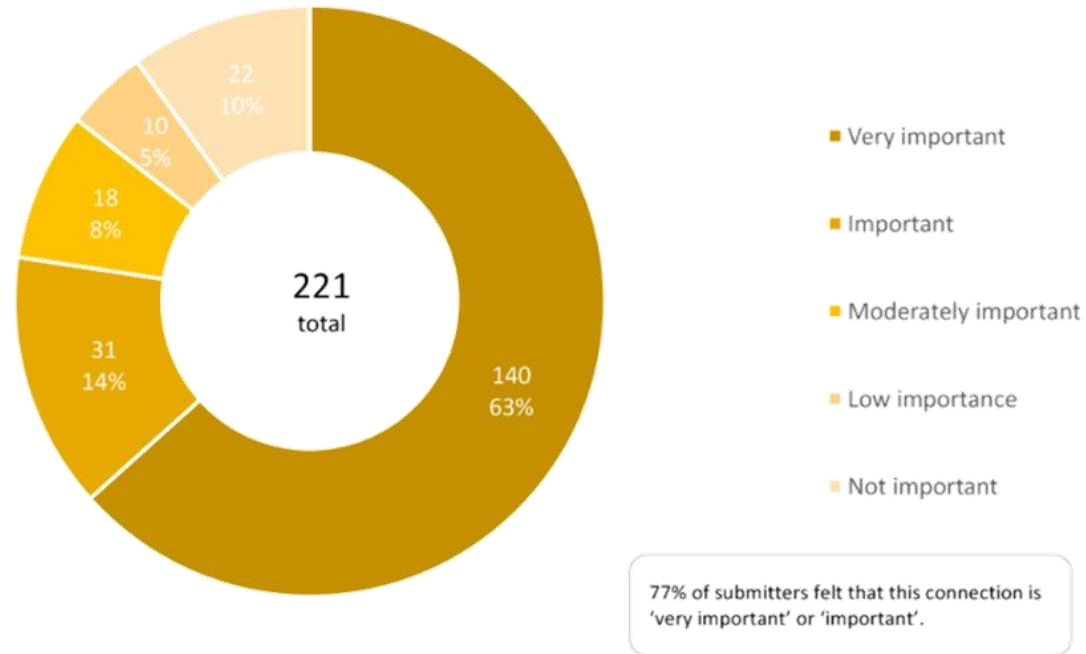
Yes comments



No comments



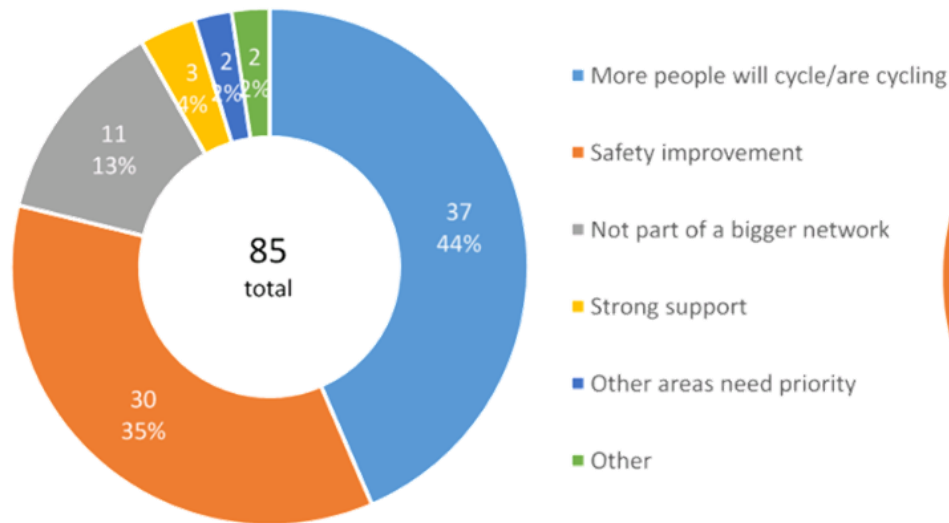
How important is it to connect this proposed bike path with the safer city-wide cycling network?



Importance comments by high and low importance

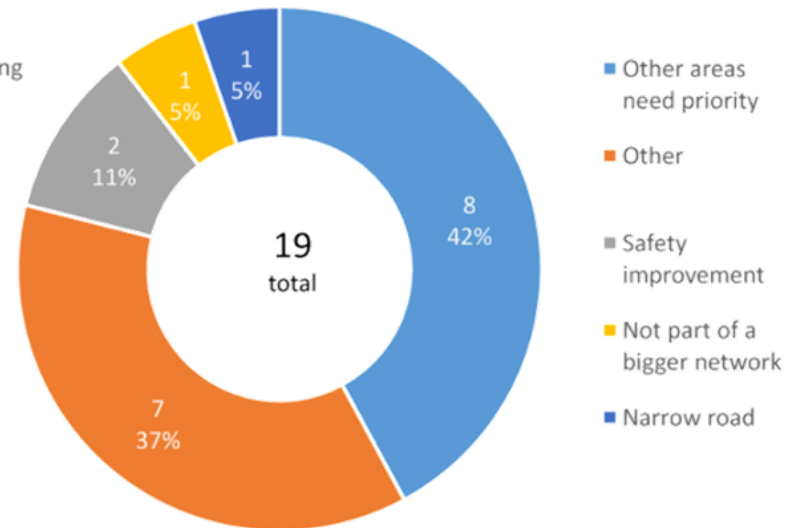
(High = 'very important' and 'important', Low = 'low importance' and 'not important')

High importance



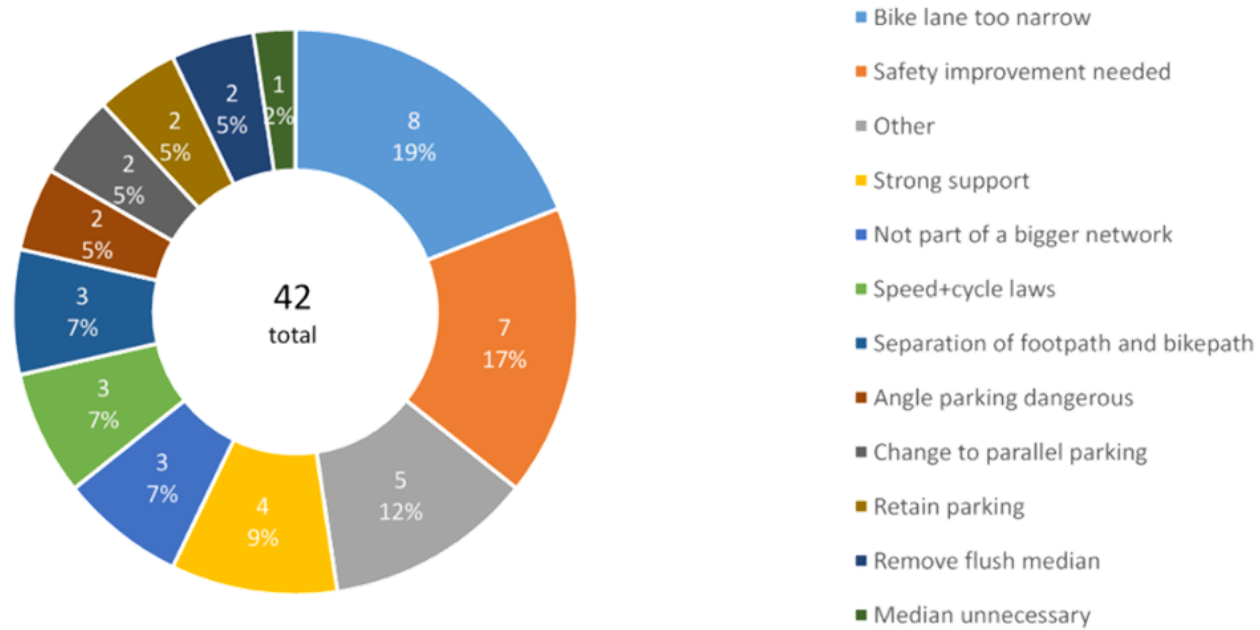
44% of submitters who indicated that the route is important feel that it will encourage uptake of cycling

Low importance

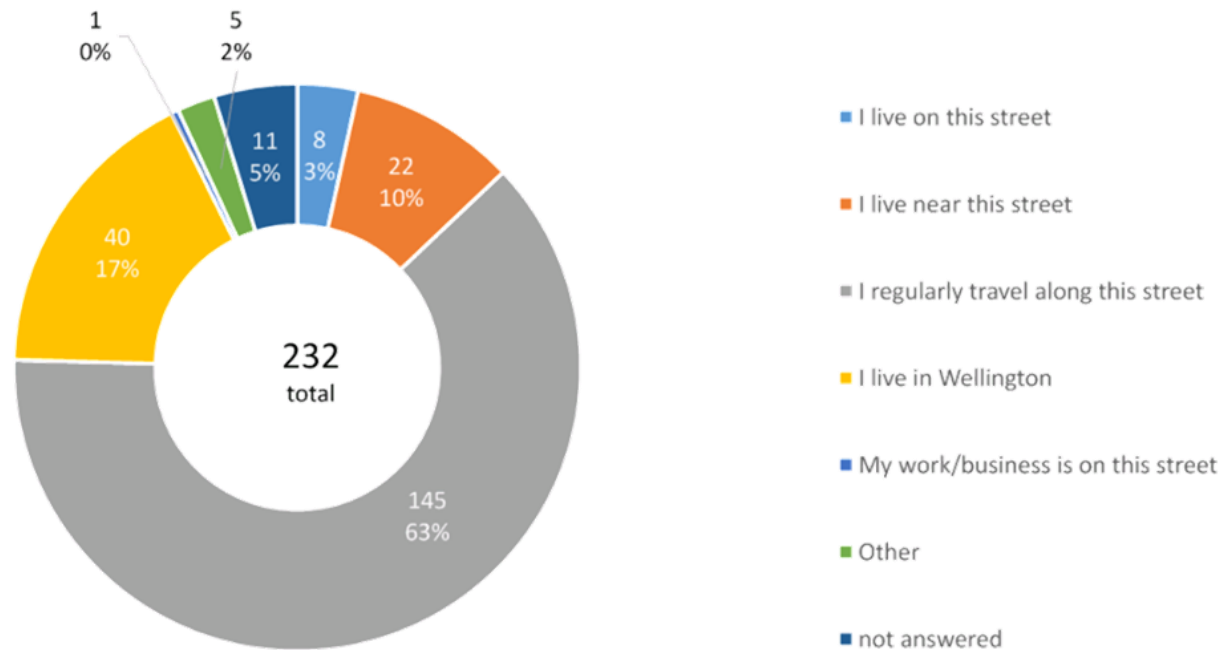


42% of submitters who indicated low importance felt that other areas are more important to work on

'Any other' comments

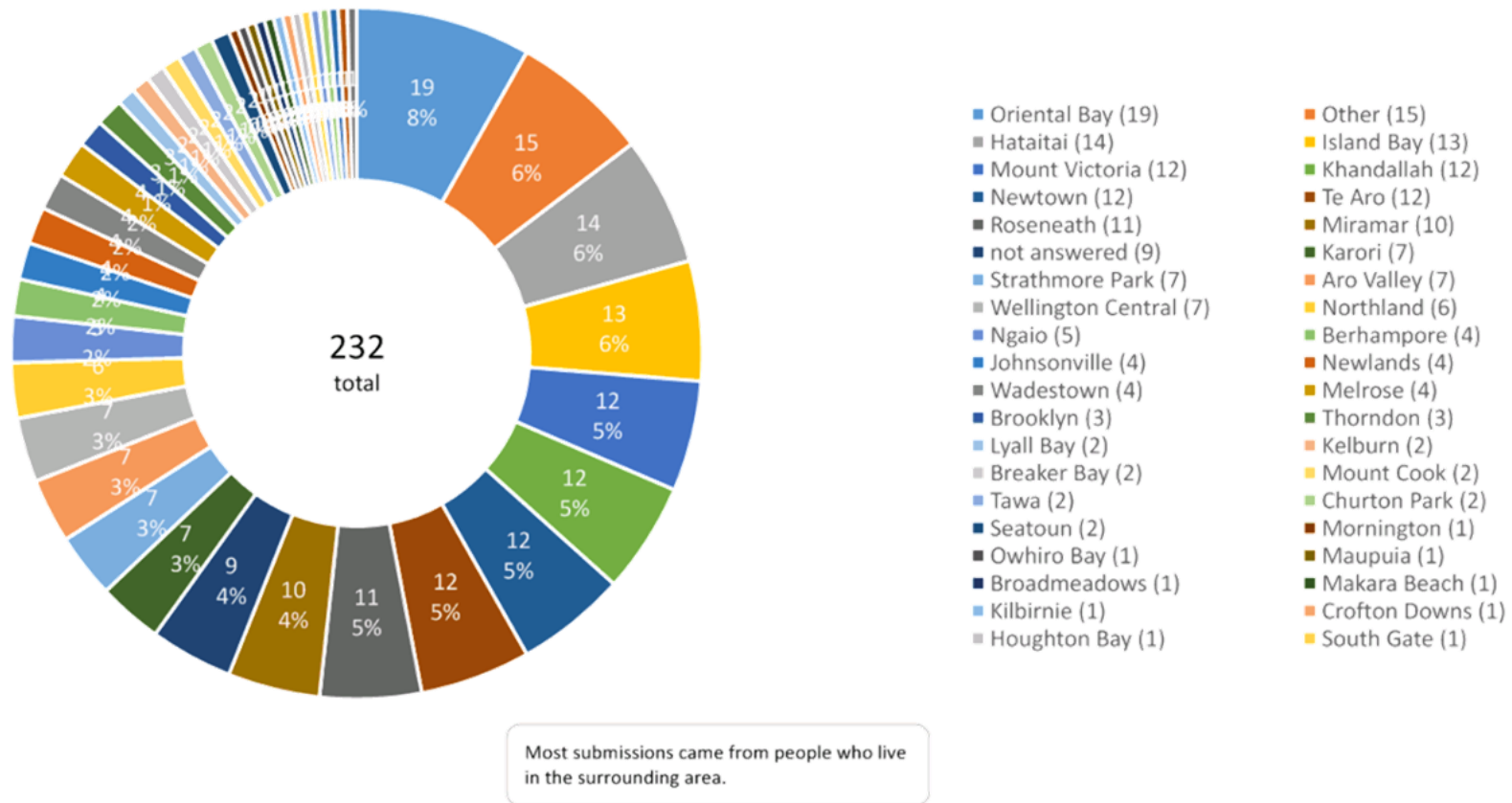


What is your primary relationship to this street?



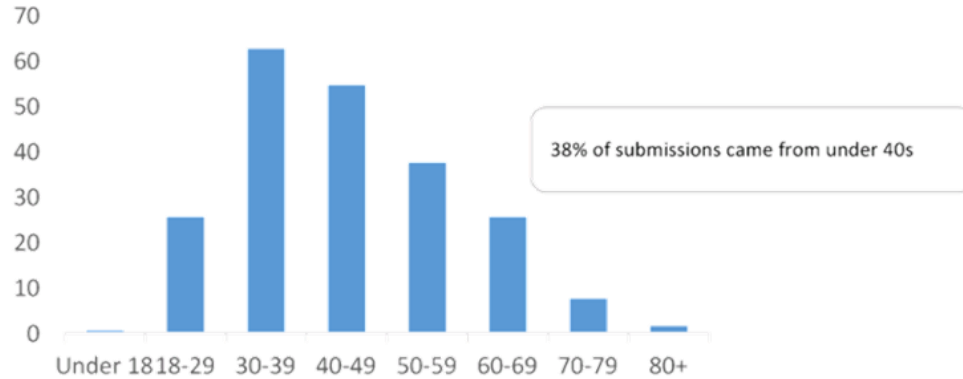
63% of submissions came from people who regularly travel along Oriental Parade

Respondents by suburb

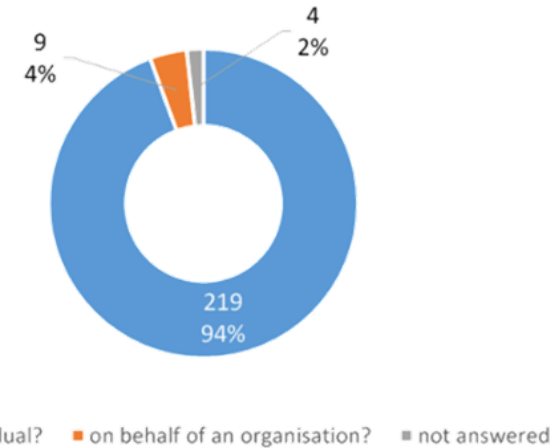


Demographics of respondents

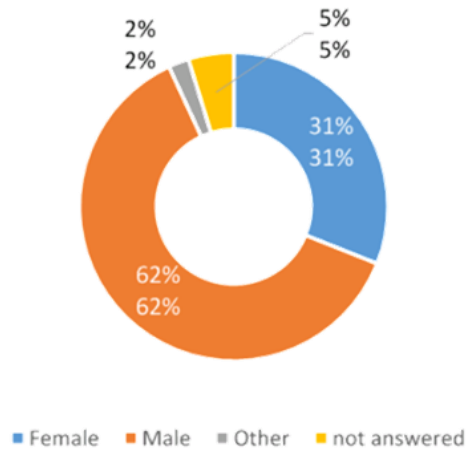
Age of respondents



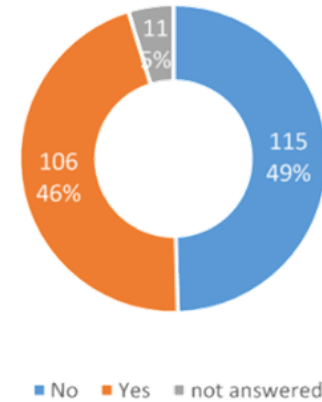
Individual vs organisational respondents



Gender of respondents



Would you like to be informed if there is an opportunity to talk to Councillors about these changes?



Appendix: Theme Descriptions

Overall, do you support the proposal for a separated bike path and footpath, and the associated changes on Oriental Parade?

- Bike lane too narrow - The proposed bike lane is too narrow to accommodate cyclists going two different directions.
- Safety improvement needed - Remarking on a general need for improved safety in this proposal
- Retain bus stop - Retain the Herd Street bus stop
- Strong support - Strong support for the proposal
- Not part of a bigger network. - There needs to be consideration of how this proposal links up to the joining of key destinations
- Speed+cycle laws - Specific legislation about how cyclists use the cycleways and roads needs to be considered
- Separation of footpath and bikepath - Increased visual/physical separation of pedestrian area and cyclist areas needed
- Strong opposition - Strong criticism of the proposal
- Keep angle parking - Keep the type of parks as angle parking
- Remove angle parking - Remove the angle parking
- Narrow road - Criticism of the narrowing of the road in this proposal
- Angle parking dangerous - Angle parking is a hazard
- Change to parallel parking - Change the angle parks to parallel parks
- Retain parking - The general retention of parking spaces need to be considered
- Retain median - Retain the flush median
- Remove flush median - Remove the flush median
- Median unnecessary - The median in this proposal is unnecessary
- Other - Concern or factor not mentioned elsewhere

Do you support the proposed bus stop removal, near Herd Street?

- Don't put car parks there - Specific opposition around the replacement of the bus stop with car parks instead
- For widening cycleway - Specific support around the removal of the bus stop to allow for more space for the cycleway
- Relocate it - Consider replacing the bus stop at another location
- Others are adequate - Other bus stops around this area are close enough to be an adequate replacement for the removed bus stop
- Important bus stop - This bus stop is important
- Bus stop hazard - This bus stop is dangerous
- Don't care - No opinion
- Other - Concern or factor not mentioned elsewhere

How important is it to connect this proposed bike path with the safer city-wide cycling network?

- Other areas need priority - Other areas within the nearby cycle network need attention before this area of Oriental bay
- Not part of a bigger network - There needs to be consideration of how this proposal links up to the joining of key destinations
- Safety improvement - Consider how much this proposal will increase or decrease safety for everyone
- Narrow road - Criticism of the narrowing of the road in this proposal
- More people will cycle/are cycling - Mention of growing demographic of cyclers and the need to cater to this demographic
- Strong support - strong support for the proposal
- Other - Concern or factor not mentioned elsewhere

Other comments

- Bike lane too narrow - The proposed bike lane is too narrow to accommodate cyclists going two different directions.
- Safety improvement needed - Remarking on a general need for improved safety in this proposal
- Strong support - Strong support for the proposal
- Not part of a bigger network - There needs to be consideration of how this proposal links up to the joining of key destinations
- Speed+cycle laws - Specific legislation about how cyclists use the cycleways and roads needs to be considered
- Separation of footpath and bikepath - Increased visual/physical separation of pedestrian area and cyclist areas needed
- Narrow road - Criticism of the narrowing of the road in this proposal
- Strong opposition - Strong criticism of the proposal
- Angle parking dangerous - Angle parking is a hazard
- Change to parallel parking - Change the angle parks to parallel parks
- Retain parking - The general retention of parking spaces need to be considered
- Retain median - Retain the flush median
- Median unnecessary - The median in this proposal is unnecessary
- Remove flush median - Remove the flush median
- Other - Concern or factor not mentioned elsewhere



Cordon Cycle Survey

Historical Cyclist Growth

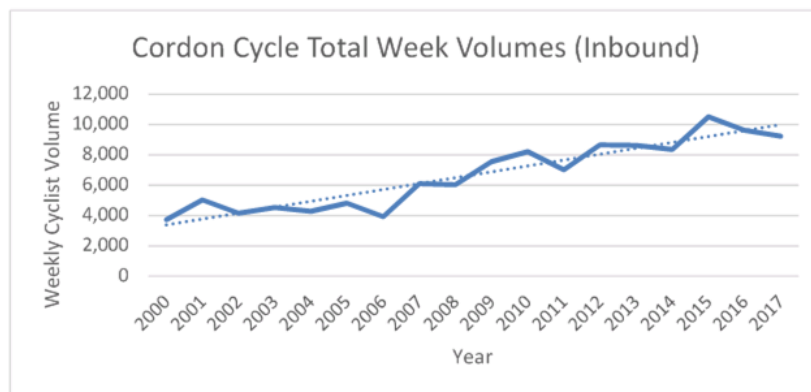
Prepared for: Wellington City Council
Date: February 14th 2018
TDG Ref.: 15297.000
Prepared by: Andrew Liese
Reviewed by: Mark Georgeson

1. Background

Since 2000 TDG has performed an annual set of surveys in March for Wellington City Council to monitor the different modes of transport used to access the Wellington CBD during weekday morning commuter hours (7am – 9am). As part of these surveys, a set of 28 sites combine to provide a cordon around the CBD monitoring cyclist movements entering and exiting the central city.

2. Bicycle Usage

The graph below shows the total number of cyclists observed entering the city during the morning commute period of each surveyed week since 2000. Overall the number of cyclists commuting to the CBD over the surveyed week has more than doubled since the inception of these surveys. On average the weekly volume of cyclists has increased by 350 each year.



Naturally some fluctuation can be observed which are caused by many external contributing factors and are common place in annual surveys. The overall trend shows a continual increase in cyclists over the years.

TDG

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Cordon Voumes Graph and Write Up2 - 2018 Data

Page 1



Cordon Site Breakdown

Thorndon Quay and Oriental Parade Mode Analysis

Prepared for: Wellington City Council
 Date: February 14th 2018
 TDG Ref.: 15297.000
 Prepared by: Andrew Liese
 Reviewed by: Mark Georgeson

1. Background

Since 2000 TDG has performed an annual set of surveys in March for Wellington City Council to monitor the different modes of transport used to access the Wellington CBD during the morning commuter hours (7am – 9am). As part of these surveys all cyclist and pedestrian movements were recorded at Thorndon Quay, Oriental Parade and 26 other sites. Vehicle volumes and occupancy were also recorded at these locations.

This report breaks down the utilisation of the different modes of transport recorded in TDG’s annual survey as well as the data provided by WCC from the public transport operator.

2. Thorndon Quay

Figure 1 below shows the overall growth in commuters as well as the method of transport used. This trend shows that on average around 85 additional commuters are entering the city daily via Thorndon Quay each year.

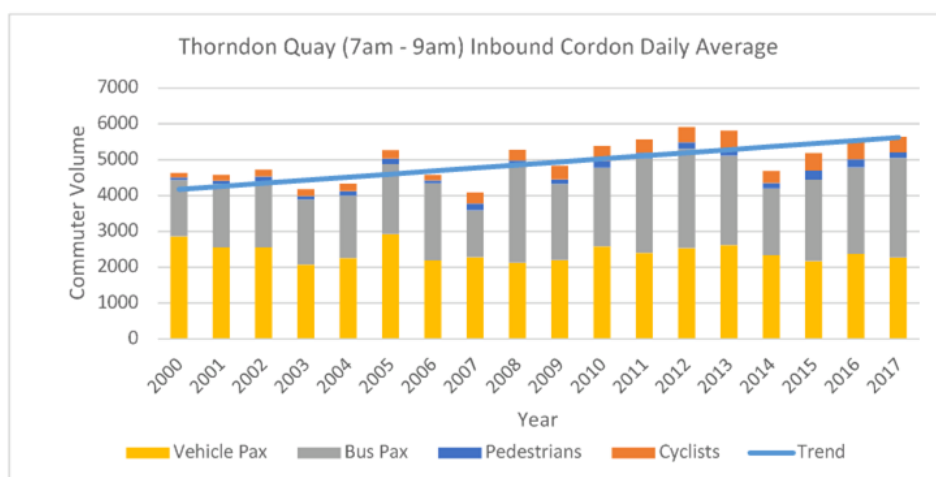


Figure 1: Thorndon Quay Volume Breakdown

Figure 2 below shows the percentage of commuters using each method of transport as well as a trend line illustrating the relative decline in private vehicle usage from 60% to 40%. The proportional increase in bus passengers, cyclists and pedestrians is apparent in this chart from around 40% to 60%.

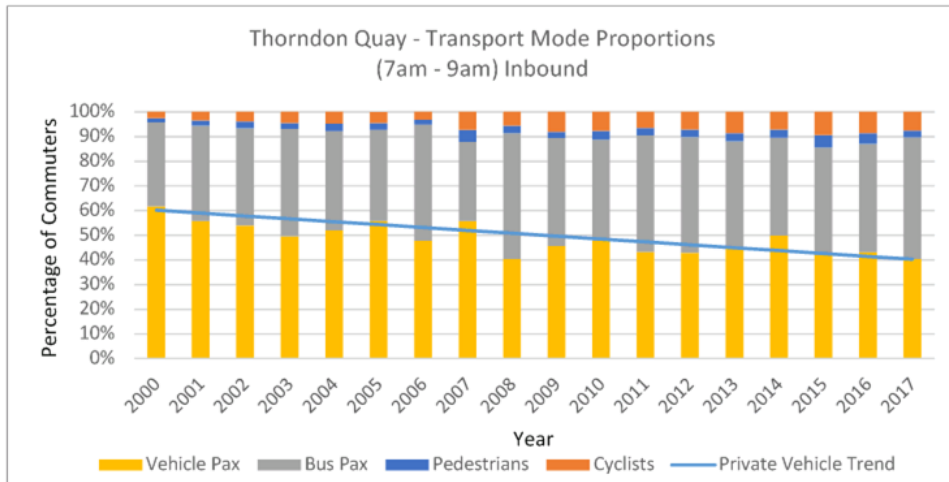


Figure 2: Thorndon Mode split Breakdown

Figure 3 below further illustrates the decline in the proportion of commuters using private vehicles to enter the CBD via Thorndon Quay by around 20%. The greatest relative growth is cyclists, with volumes three times greater than that observed in 2000.

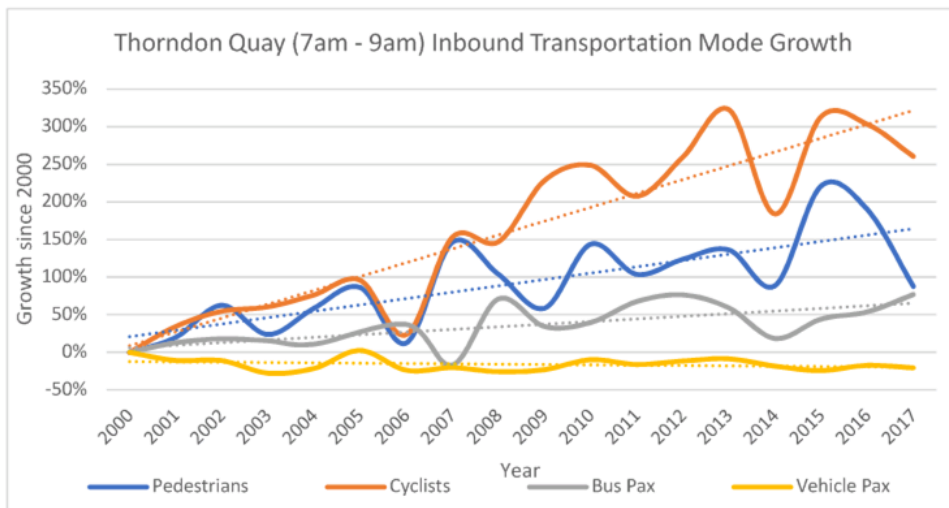


Figure 3: Thorndon Quay Mode Growth



3. Oriental Parade

Figure 4 below shows the overall growth in commuters as well as the method of transport used. This trend shows that on average around 25 additional commuters a year entered the city daily via Oriental Parade.

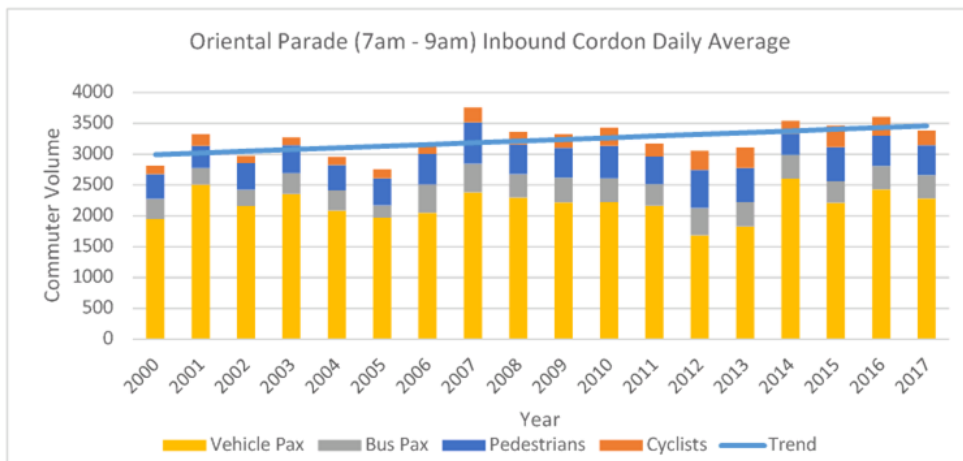


Figure 4: Oriental Parade Quay Volume Breakdown

Figure 5 below shows the percentage of commuters using each method of transport as well as a trend line illustrating the relative decline in private vehicle usage by about 10% over the past 17 years.

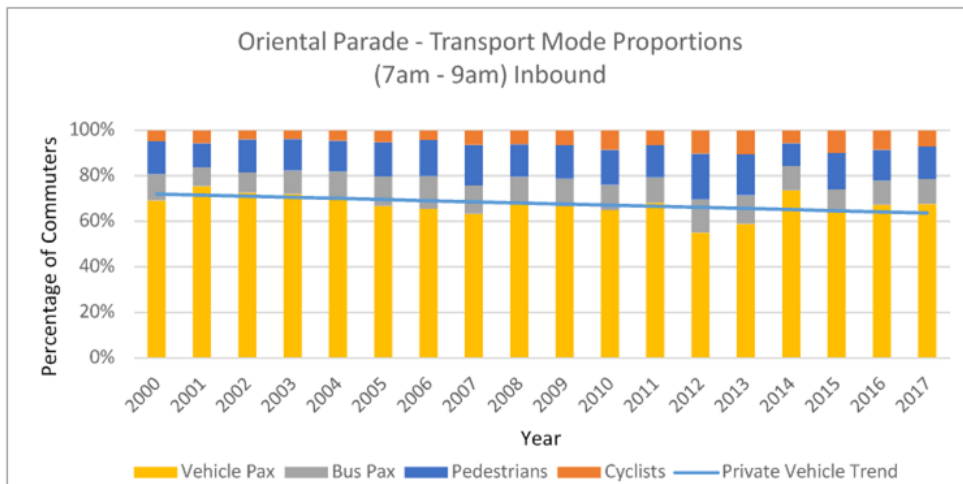


Figure 5: Oriental Parade Mode-split Breakdown



Figure 6 shows that the rate of growth of commuters using private vehicles is the smallest of all the modes of transport. The greatest relative growth can be seen to be cyclists with volumes more than twice what was observed in 2000.

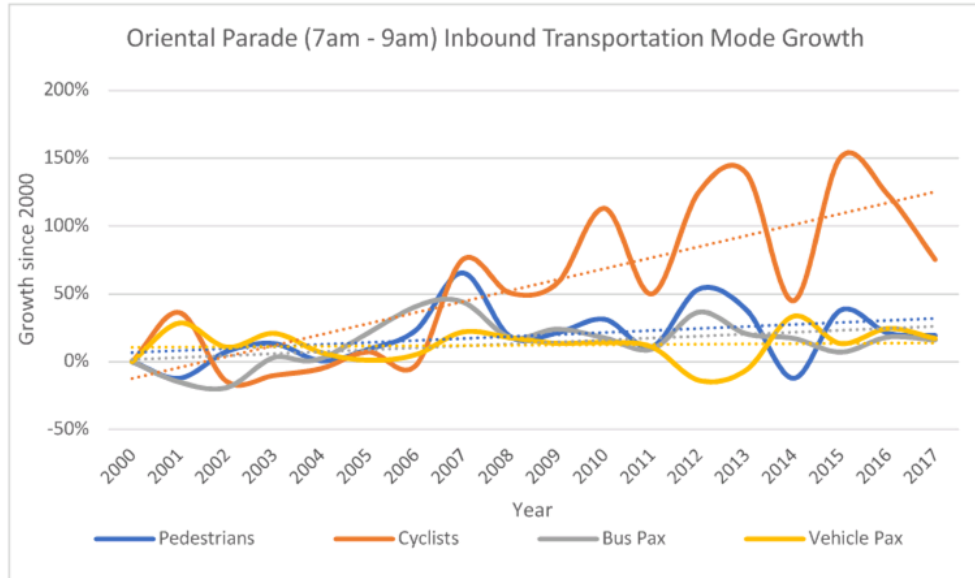


Figure 6: Oriental Parade Mode Growth

TDG

Item 3.4 Attachment 4

ORIENTAL BAY CYCLE IMPROVEMENTS - CONSULTATION PLANS



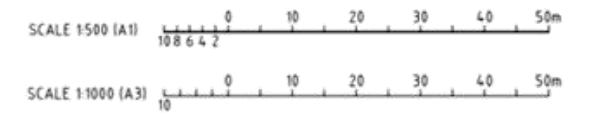
LEGEND

- EXISTING KERB (INFERRED)
- NEW MARKINGS
- NEW RAISED KERB OR RAMP
- CYCLEWAY / CYCLE LANE
- BUS STOP
- BUFFER

- EXISTING TREE RETAINED (INFERRED)
- PROPERTY BOUNDARY
- EXISTING SIGN POST TO BE RELOCATED
- NEW PEDESTRIAN CROSSING BELISHA BEACON
- NEW SHARED PATH SIGN POST
- EXISTING PARKING STALL TO BE RELOCATED/ORIENTATED
- FIRE HYDRANT LOCATION

- NOTES**
1. DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
 2. EXISTING KERB FACE, KERB TOP, ROAD MARKINGS AND KEY FEATURES ARE SHOWN INDICATIVELY ONLY, BASED ON AERIAL PHOTOS AND LIMITED ON SITE MEASUREMENTS. ACTUAL POSITIONS FOR ALL FEATURES SUCH AS TREES, KERBS AND MARKINGS ARE TO BE VERIFIED ON SITE.
 3. THE ROAD LAYOUT AND CYCLE LANE ARRANGEMENT IS SHOWN FOR SCHEME DESIGN ONLY. THESE PLANS ARE NOT FOR CONSTRUCTION.
 4. COORDINATES ARE IN TERMS OF NZTM 2000.

LOCALITY PLAN



FOR PUBLIC CONSULTATION

REV	DATE	DRAWN	REVISED BY	APPROVED	REVISION
B	26.01.18	NLJ	AL		FOR TRAFFIC RESOLUTION CONSULTATION
A	27.11.17	JMF	AL		CLIENT COMMENT

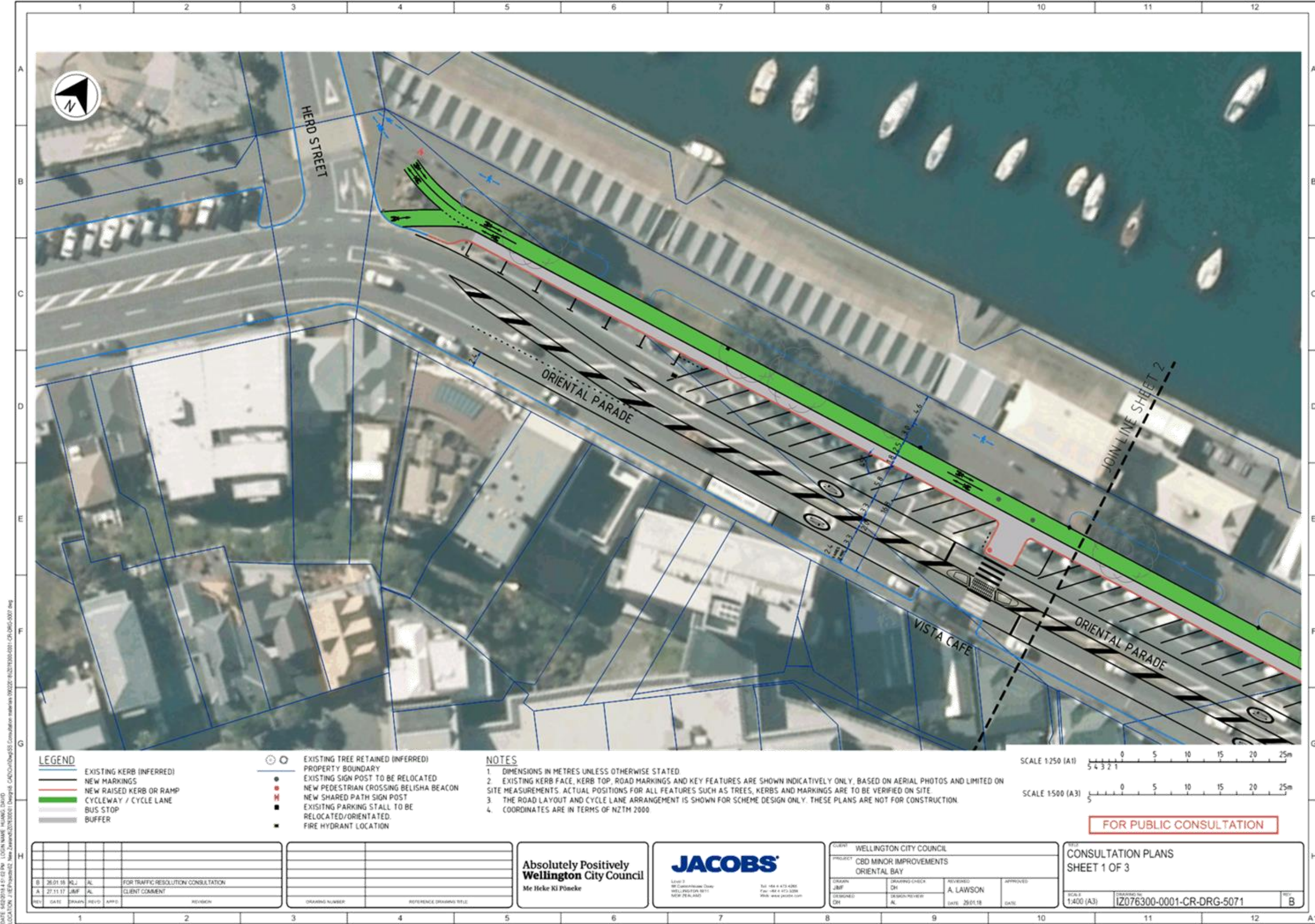
DRAWING NUMBER	REFERENCE DRAWING TITLE

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

JACOBS
Level 5
80 Colson Street
Wellington 6111
New Zealand
Tel: +64 4 475 4300
Fax: +64 4 475 5088
Web: www.jacobs.com

CLIENT: WELLINGTON CITY COUNCIL		PROJECT: CBD MINOR IMPROVEMENTS ORIENTAL BAY	
DRAWN: JMF	DRAWING CHECK: CH	REVIEWED: A. LAWSON	APPROVED:
DESIGNED: CH	DESIGN REVIEW: AL	DATE: 26.01.18	DATE:

TITLE: COVER PAGE - ORIENTAL BAY CYCLEWAY SCHEME CONSULTATION PLANS	
SCALE: 1:1000 (A3)	DRAWING NO: IZ076300-0001-CR-DRG-5070
REV: B	



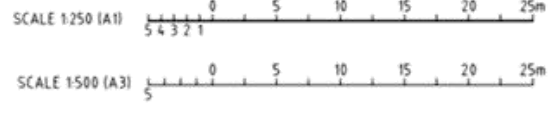
LEGEND

- EXISTING KERB (INFERRED)
- NEW MARKINGS
- NEW RAISED KERB OR RAMP
- CYCLEWAY / CYCLE LANE
- BUS STOP
- BUFFER

- EXISTING TREE RETAINED (INFERRED)
- PROPERTY BOUNDARY
- EXISTING SIGN POST TO BE RELOCATED
- NEW PEDESTRIAN CROSSING BELISHA BEACON
- NEW SHARED PATH SIGN POST
- EXISTING PARKING STALL TO BE RELOCATED/ORIENTATED
- FIRE HYDRANT LOCATION

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FOR PUBLIC CONSULTATION

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B	26.01.18	AL	AL		FOR TRAFFIC RESOLUTION CONSULTATION
A	27.11.17	JMF	AL		CLIENT COMMENT

DRAWING NUMBER	REFERENCE DRAWING TITLE

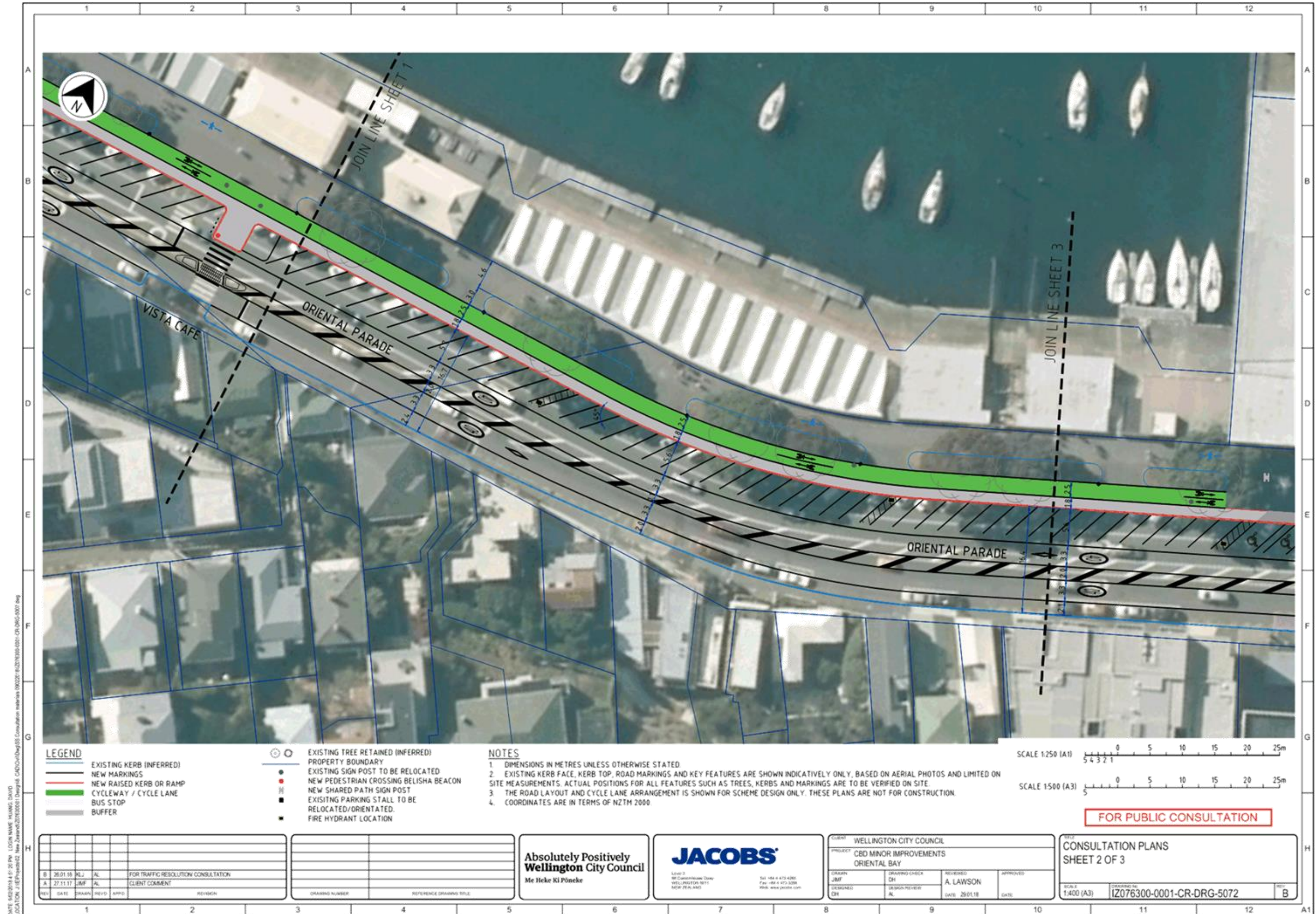
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



CLIENT: WELLINGTON CITY COUNCIL	
PROJECT: CBD MINOR IMPROVEMENTS ORIENTAL BAY	
DESIGNED: JMF	DESIGNED/REVIEWER: AL
DRAWING CHECK: CH	REVIEWED: A. LAWSON
DATE: 29.01.18	DATE:

CONSULTATION PLANS SHEET 1 OF 3	
SCALE: 1:400 (A3)	DRAWING NO: IZ076300-0001-CR-DRG-5071

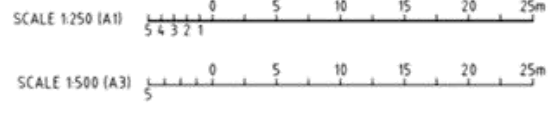
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- LEGEND**
- EXISTING KERB (INFERRED)
 - NEW MARKINGS
 - NEW RAISED KERB OR RAMP
 - CYCLEWAY / CYCLE LANE
 - BUS STOP
 - BUFFER

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REV	DATE	DRAWN	REVISED	APPROVED	REVISION
B	26.01.18	MLJ	AL		FOR TRAFFIC RESOLUTION CONSULTATION
A	27.11.17	JMF	AL		CLIENT COMMENT

DRAWING NUMBER	REFERENCE DRAWING TITLE

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Wellington City Council
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CLIENT: WELLINGTON CITY COUNCIL	
PROJECT: CBD MINOR IMPROVEMENTS ORIENTAL BAY	
DRAWN: JMF	DESIGNED: CH
DRAWING CHECK: CH	REVIEWED: A. LAWSON
DATE: 26.01.18	DATE:

CONSULTATION PLANS SHEET 2 OF 3	
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DATE: 14/02/2018 4:51:26 PM | LOGIN NAME: MLJ | DRAWN: JMF | REVISED: AL | APPROVED: AL | REVISION: FOR TRAFFIC RESOLUTION CONSULTATION | CLIENT COMMENT:



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. Thirty one proposed resolutions were advertised in February, and the public were given 18 days to provide feedback. Twelve were initiated by Officers/Council, seventeen initiated by residents/businesses, and two were initiated by other stakeholders (Greater Wellington Regional Council).
3. All feedback received during the Consultation periods has been included in the attachments of this report and, where appropriate, officer's responses have been included.
4. After reviewing the feedback received:
 - 26 proposals are being recommended for approval as advertised
 - 2 have been amended:
 - TR 23-18 Mitchell Street – Reduced length of no stopping restriction
 - TR 25-18 Nevay Road - Reduced length of no stopping restriction
 - 3 have been withdrawn/deferred:
 - TR 27-18 Seatoun Heights Road – Withdrawn due to objections
 - TR 39-18 Sunrise Boulevard – Withdrawn due to objections
 - TR 43-18 Quetta Street – Withdrawn due to objections

Recommendation/s

That the City Strategy 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.

(Unshaded sections of the table indicate a deletion to the Traffic Restrictions and the shaded sections indicate an addition to the Traffic Restrictions)

a.	Gloucester Street, Wilton (TR 15 - 18) No Stopping At All Times		
	Add to Schedule C (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Gloucester Street	No Stopping At All Times	South side, commencing 159 metres south of its intersection with Wilton Road (grid coordinates

			x= 1,747,174.8892 m , y= 5,429,967.8732 m), and extending in a westerly direction following the southern kerbline for 63.5 metres
	Gloucester Street	No Stopping At All Times	North side, commencing 131 metres north of its intersection with Worcester Street (grid coordinates x= 1,747,153.1794 m, y= 5,429,764.1709 m), and extending in an easterly direction following the northern kerbline for 44.5 metres
b.	Silverstream Road, Crofton Downs (TR 16 - 18) No Stopping At All Times		
	Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Silverstream Road	No stopping at all times	West side, commencing 108 metres west of its intersection with Thatcher Crescent (Grid coordinates X= 1,747,945.1928 m Y= 5,431,512.6512 m) and extending in a southerly direction following the western kerbline for 44 metres
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Silverstream Road	No stopping at all times	West side, commencing 88 metres west of its intersection with Thatcher Crescent (Grid coordinates X= 1,747,945.1928 m Y= 5,431,512.6512 m) and extending in a southerly direction following the western kerbline for 64 metres
c.	Ohariu Road, Johnsonville (TR 17 - 18) No Stopping At All Times, and confirming existing restrictions		
	Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Ohariu Road	P10 At All Times	South side, commencing 14 metres west of its intersection with Morgan

			Street and extending in a westerly direction following the southern kerbline for 21 metres
Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Ohariu Road	Bus Stop At All Times	South side, commencing 116 metres west of its intersection with Morgan Street and extending in a westerly direction following the southern kerbline for 14 metres
Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Ohariu Road	No Stopping At All Times	South side, commencing from its intersection with Morgan Street and extending in a westerly direction following the southern kerbline for 14 metres
	Ohariu Road	No Stopping At All Times	South side, commencing 35 metres west of its intersection with Morgan Street and extending in a westerly direction following the southern kerbline for 81 metres
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Ohariu Road	Bus Stop At All Times	South side, commencing 14.5 metres west of its intersection with Morgan Street (grid coordinates x= 1,751,397.4729 m, y= 5,435,412.1739 m), and extending in a westerly direction following the southern kerbline for 14 metres
Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Ohariu Road	No Stopping At All Times	South side, commencing from its intersection with Morgan Street (grid coordinates x= 1,751,397.4729 m, y= 5,435,412.1739 m), and extending in a westerly direction following the southern kerbline for

			14.5 metres
	Ohariu Road	No Stopping At All Times	South side, commencing 28.5 metres west of its intersection with Morgan Street (grid coordinates x= 1,751,397.4729 m, y= 5,435,412.1739 m), and extending in a westerly direction following the southern kerbline for 102.5 metres
	Ohariu Road	No Stopping At All Times	Eastside, commencing 147 metres south of its intersection with Morgan Street (grid coordinates x= 1,751,397.4729 m, y= 5,435,412.1739 m), and extending in a southerly direction following the eastern kerbline for 56.5 metres
d.	Evans Bay Parade, Hataitai (TR 18 - 18) Time Limited Parking P5 (Monday to Friday 7:00am - 9:00am, 4:00pm - 6:00pm)		
	Delete from Schedule A (Time Restriction) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Evans Bay Parade	P15, Monday to Friday, 8:00am - 6:00pm	West side, commencing 534.5 metres north of its intersection with Rata Road (Grid coordinates X= 1750712.59m, Y= 5425815.8 m), and extending in a northerly direction following the western kerbline for 28.5 metres
	Add to Schedule A (Time Restriction) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Evans Bay Parade	P5, Monday to Friday 7:00am - 9:00am, 4:00pm - 6:00pm	West side, commencing 548 metres north of its intersection with Rata Road (Grid coordinates X=1750710.3m, Y=5425800.1m), and extending in a northerly direction following the western kerbline for 28 metres (4 parallel parks)
e.	Goa Street & Moxham Avenue Intersection, Kilbirnie (TR 19 - 18) No Stopping At All Times		
	Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule		

	Column One	Column Two	Column Three
	Goa Street	<i>No stopping at all times</i>	<i>South side, commencing from its intersection with Moxham Avenue and extending in a westerly direction following the southern kerbline for 6.5 metres</i>
	Goa Street	<i>No stopping at all times</i>	<i>North side, commencing 65.5 metres north of its intersection with Hamilton Road and extending in a westerly direction following the northern kerbline for 6.5 metres to its intersection with Moxham Avenue</i>
	Moxham Avenue	<i>No stopping at all times</i>	<i>West side, commencing 328.5 metres north of its intersection with Wellington Road and extending in a northerly direction following the western kerbline for 17 metres</i>
Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Goa Street	No stopping at all times	South side, commencing from its intersection with Moxham Avenue (Grid coordinates X= 1,750,039.9m, Y= 5,425,399.5m, and extending in a westerly direction following the southern kerbline for 11 metres
	Goa Street	No stopping at all times	North side, commencing 60.5 metres north of its intersection with Hamilton Road (Grid coordinates X= 1,750,122.2m, Y= 5,425,387.7m, and extending in a westerly direction following the northern kerbline for 11 metres to its intersection with Moxham Avenue
	Moxham Avenue	No stopping at all times	West side, commencing 318.5 metres north of its intersection with Wellington Road (Grid coordinates X= 1,749,937.3m, Y= 5,425,073.5m, and extending in a northerly direction following the western kerbline for 23.5 metres to its intersection with Goa Street
f.	Maupuia Road, Miramar (TR 20 - 18) No stopping at all times		
Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule			

	Column One	Column Two	Column Three
	Maupuia Road	No stopping at all times	West side, commencing 34m north from its intersection with Miramar Avenue (grid coordinates X= 1,751,720.1m, Y= 5,424,706.3m), and extending in a northerly direction following the western kerbline for 11 metres
	Maupuia Road	No stopping at all times	East side, commencing 70m north from its intersection with Miramar Avenue (grid coordinates X= 1,751,730.2m, Y= 5,424,701.2m), and extending in a northerly direction following the western kerbline for 30 metres
g.	Miramar North Road, Miramar (TR 21 - 18) No stopping at all times		
	Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Miramar North Road	No stopping at all times	East side, commencing 142.5 metres north of its intersection with Park Road and extending in a northerly direction following the eastern kerbline for 43.5 metres
	Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Miramar North Road	No stopping at all times	East side, commencing 120 metres north from its intersection with Park Road (grid coordinates X= 1,747,181.2m, Y= 5,425,622.9m), and extending in a northerly direction following the eastern kerbline for 60.5 metres
h.	Miro Street, Miramar (TR 22 - 18) No stopping at all times		
	Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Miro Street	No stopping at all times	West side, commencing 78 metres west of its intersection with Broadway and extending in a southerly direction following the western kerbline for 14 metres

Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Miro Street	No stopping at all times	West side, commencing 83m west from of its intersection with Broadway (grid coordinates X= 1,751,472.2049m, Y= 5,423,540.0707m), extending in a southerly direction following the western kerbline for 40 metres
i. Mitchell Street, Brooklyn (TR 23 - 18) No stopping at all times		
Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Mitchell Street	No stopping at all times	West side, commencing 31m from its intersection with Karepa Street (grid coordinates X= 1,747,181.2m, Y= 5,425,622.9m), and extending in a northerly direction following the western kerbline for 11metres
j. Monorgan Road – Strathmore (TR 24 - 18) No stopping at all times		
Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Monorgan Road	No stopping at all times	West side, commencing 334 metres west of its intersection with Broadway and extending in a southerly direction following the western kerbline for 16 metres to its intersection with Raukawa Street
Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Monorgan Road	No stopping at all times	West side, commencing from of its intersection with Raukawa Street(grid coordinates X= 1,752,149.4m, Y= 5,423,200.5m), and extending in a northerly direction following the western kerbline for 18 metres
Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule		

	Column One	Column Two	Column Three
	Raukawa Street	No stopping at all times	North side, commencing from of its intersection with Raukawa Street (grid coordinates X= 1,752,149.4m, Y= 5,423,200.5m), and extending in a westerly direction following the northern kerbline for 14 metres
k.	Nevay Road, Karaka Bays (TR 25 - 18) No stopping at all times		
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Nevay Road	No stopping at all times	West side, commencing 93m from its intersection with Totara Road (grid coordinates X= 1,753,144.2m, Y= 5,425,925.9m), and extending in a southerly direction following the western kerbline for 43 metres
I.	Ontario Street, Kingston (TR 26 - 18) No stopping at all times		
	Add to the Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Ontario Street	No stopping at all times	South side, commencing 96 m east from its intersection with Kingston Heights road (Grid coordinates, X= 1,747,653.1m, Y= 5,423,980.5m), and extending in an easterly and westerly direction around the Cul-de-sac, following the kerbline for 50 metres
m.	Tacy Street, Kilbirne (TR 28 - 18) Time Limited Parking P120, (8am – 6pm, Mon – Sun)		
	Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Tacy Street	P120, Monday to Sunday, 8:00am-6:00pm	West side, commencing 51m north from its intersection with Kemp street (Grid coordinates, X= 1,750,446.5m, Y=5,424,465.6m), and extending in a southerly direction following the western kerbline for 31 metres.

			(6 angle parks)
	Tacy Street	P120, Monday to Sunday, 8:00am-6:00pm	East side, commencing 24m north from its intersection with Kemp street (Grid coordinates, X=1,750,459.2m, Y= 5,424,464.1m), and extending in a southerly direction following the eastern kerbline for 27 metres. (5 parallel parks)
	Tacy Street	P120, Monday to Sunday, 8:00am-6:00pm	East side, commencing 59m north from its intersection with Kemp street (Grid coordinates, Grid coordinates, X=1,750,459.2m, Y=5,424,464.1m), and extending in a southerly direction following the eastern kerbline for 24 metres. (4 parallel parks)
n.	Kelburn Parade – Kelburn (TR 32 - 18) Time Limited Parking (P120, Mon-Sun, 8am-6pm) Class Restricted (Motorcycle Parking, At All Times No Stopping, At All Times		
	Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Kelburn Parade	P120, Monday to Saturday, 8:00am – 6:00pm	East side, commencing 163 metres north of its intersection with Fairlie Terrace and extending in a northerly direction following the eastern kerbline for 24.5 metres
	Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Kelburn Parade	No Stopping, At All Times	East side, commencing 187.5 metres north of its intersection with Fairlie Terrace and extending in a northerly direction following the eastern kerbline for 10 metres
	Kelburn Parade	No Stopping, At All Times	East side, commencing 43.5 metres north of its intersection with Fairlie Terrace and extending in a northerly direction following the eastern kerbline for 119.5 metres
	Add from Schedule A (Time Limited) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Kelburn Parade	P120, Monday to	East side, commencing 20 metres

		Sunday, 8:00am – 6:00pm	south of its intersection with Kelburn Parade (Grid Coordinates X=1,748,002.1601 m, Y=5,427,594.2499 m) and extending in a southerly direction following the eastern kerbline for 11.4 metres
	Kelburn Parade	P120, Monday to Sunday, 8:00am – 6:00pm	East side, commencing 79 metres south of its intersection with Kelburn Parade (Grid Coordinates X=1,748,002.1601 m, Y=5,427,594.2499 m) and extending in a southerly direction following the eastern kerbline for 19 metres
	Kelburn Parade	P120, Monday to Sunday, 8:00am – 6:00pm	East side, commencing 115 metres south of its intersection with Kelburn Parade (Grid Coordinates X=1,748,002.1601 m, Y=5,427,594.2499 m) and extending in a southerly direction following the eastern kerbline for 11.5 metres
	Kelburn Parade	P120, Monday to Sunday, 8:00am – 6:00pm	East side, commencing 131.8 metres south of its intersection with Kelburn Parade (Grid Coordinates X=1,748,002.1601 m, Y=5,427,594.2499 m) and extending in a southerly direction following the eastern kerbline for 12.6 metres
Add from Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Kelburn Parade	Motorcycle Parking, At All Times, Monday to Sunday, 8:00am – 6:00pm	East side, commencing 126.5 metres south of its intersection with Kelburn Parade (Grid Coordinates X=1,748,002.1601 m, Y=5,427,594.2499 m) and extending in a southerly direction following the eastern kerbline for 5.4 metres
Add from Schedule D (No Stopping) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Kelburn Parade	No Stopping, At All Times	East side, commencing at its intersection with Kelburn Parade (Grid Coordinates X=1,748,002.1601 m, Y=5,427,594.2499 m) and extending in a southerly direction following the eastern kerbline for 20 metres
	Kelburn Parade	No Stopping, At All Times	East side, commencing 59.5 metres south of its intersection with Kelburn Parade (Grid Coordinates

			X=1,748,002.1601 m, Y=5,427,594.2499 m) and extending in a southerly direction following the eastern kerbline for 17 metres
o.	Tory Street, Te Aro (TR 33-18) Time Limited Parking (P2, 8:30-9am, 2:45-3:15pm, Mon-Fri, School Days) Metered Parking Other Times		
	Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Tory Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 81.5 metres north of its intersection with Buckle Street (Grid Coordinates X=2658894.012258 m, Y=5988273.098364 m) and extending in a northerly direction following the kerbline for 17.5 metres. (3 parallel carparks)
	Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Tory Street	P2, 8:30-9am, 2:45- 3:15pm, Mon-Fri, School Days. Metered Parking, P120 Maximum, Other Times.	West side, commencing 82 metres south of its intersection with Haining Street (Grid Coordinates X= 1748946.4002 m, Y= 5,426,725.4706 m) and extending in a southerly direction following the kerbline for 17.5 metres. (3 parallel carparks)
p.	Barnett Street, Te Aro (TR 34 - 18) Electric Vehicle Charging Station, P60 Maximum, at all times		
	Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Barnett Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southeast side, following the kerbline 18 metres northeast of its intersection with Cable Street (Grid coordinates x= 1749272.1 m, y= 5427349.1 m), and extending in a north-easterly direction for 28 metres. (11 angle carparks)
	Barnett Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am -	Southeast side, following the kerbline 56.5 metres northeast of its intersection with Cable Street (Grid coordinates x= 1749272.1 m, y=

		8:00pm, Saturday and Sunday 8:00 - 6:00pm.	5427349.1 m), and extending in a north-easterly direction for 16.5 metres. (6 angle carparks)
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Barnett Street	Parking place in the form of electric vehicles only parking, P60 maximum, At all times. Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	Southeast side, following the kerbline 12 meters of its intersection with Cable Street (Grid coordinates x=1749272.1 m y=5427349.1 m) and extending in a north-easterly direction for 2.5 meters (1 angle carpark)
Add to Schedule F (Metered parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Barnett Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southeast side, following the kerbline 14.5 meters of its intersection with Cable Street (Grid coordinates x=1749272.1 m y=5427349.1 m) and extending in a north-easterly direction for 54.5 meters (21 angle carparks)
q.	Grey Street, Wellington Central (TR 35 - 18) Electric Vehicle Charging Station, P60 Maximum, at all times		
Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Grey Street	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	North side, commencing 5.5 metres west of its intersection with Featherston Street (Grid coordinates, x = 1748738.7 m, y = 5428125.0 m), and extending in a westerly direction following the northern kerbline for 4.8 metres (2 angled parking spaces)
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Grey Street	Parking place in the form of electric vehicles only parking, P60	North side, commencing 5.5 metres west of its intersection with Featherston Street (Grid

		maximum, At all times. Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	coordinates, x = 1748738.7 m, y = 5428125.0 m), and extending in a westerly direction following the northern kerbline for 2.4 metres (1 angled parking space)
Add to Schedule F (Metered parking) of the Traffic Restrictions Schedule			
	Grey Street	P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	North side, commencing 7.9 metres west of its intersection with Featherston Street (Grid coordinates, x = 1748738.7 m, y = 5428125.0 m), and extending in a westerly direction following the northern kerbline for 2.4 metres (1 angled parking space)
r.	Inglewood Place, Te Aro (TR 36 - 18) Electric Vehicle Charging Station, P60 Maximum, at all times		
Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Inglewood Place	Metered Parking, P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, following the kerbline 25 metres north of its intersection with Taranaki Street (Grid coordinates, x= 1748900.7 m, y= 5427180.5 m), and extending in a northerly direction following the eastern kerbline for 37.8 metres (14 angle parking spaces)
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Inglewood Place	Parking place in the form of electric vehicles only parking, P60 maximum, At all times. Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm	East side, following the kerbline 35.3 metres north of its intersection with Taranaki Street (Grid coordinates, x= 1748900.7 m, y= 5427180.5 m), and extending in a northerly direction following the eastern kerbline for 2.5 metres (1 angle parking space)
Add to Schedule F (Metered parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Inglewood Place	Metered Parking, P120	East side, following the kerbline 25

		maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	metres north of its intersection with Taranaki Street (Grid coordinates, x= 1748900.7 m, y= 5427180.5 m), and extending in a northerly direction following the eastern kerbline for 35.3 metres (13 angle parking spaces)
s.	Upland Road, Kelburn (TR 37 - 18) Loading Zone, P60		
	Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Upland Road	P30, Mon- Sat, 8:00am - 6:00pm	South side, commencing 38.5 metres west of its intersection with St Michaels Crescent and extending in a westerly direction following the southern kerbline for 36 metres
	Upland Road	P30, Mon- Sat, 8:00am - 6:00pm	South side, commencing 91.5 metres west of its intersection with St Michaels Crescent and extending in a westerly direction following the southern kerbline for 25 metres
	Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Upland Road	Bus Stop At All Times	South side, commencing 22.5 metres west of its intersection with St Michaels Crescent and extending in a westerly direction following the southern kerbline for 16 metres
	Upland Road	Loading Zone, Goods Vehicles Only P5 Monday to Saturday, 8:00am - 6:00pm	South side, commencing 116.5 metres west of its intersection with St Michaels Crescent and extending in a westerly direction following the southern kerbline for 27 metres
	Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Upland Road	No Stopping At All Times	South side, commencing from its intersection with St Michaels Crescent and extending in a westerly direction following the southern kerbline for 22.5 metres

Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule			
Column One	Column Two	Column Three	
Upland Road	P60, Mon-Sun, 8:00am - 6:00pm	South side, commencing 38 metres west of its intersection with St Michaels Crescent Road (grid coordinates x= 1,747,643.3453 m, y= 5,427,631.4479 m), and extending in a westerly direction following the southern kerbline for 20 metres	
Upland Road	P60, Mon-Sun, 8:00am - 6:00pm	South side, commencing 58 metres west of its intersection with St Michaels Crescent Road (grid coordinates x= 1,747,643.3453 m, y= 5,427,631.4479 m), and extending in a westerly direction following the southern kerbline for 11 metres	
Upland Road	P30, Mon-Sun, 8:00am - 6:00pm	South side, commencing 86 metres west of its intersection with St Michaels Crescent Road (grid coordinates x= 1,747,643.3453 m, y= 5,427,631.4479 m), and extending in a westerly direction following the southern kerbline for 24 metres	
Upland Road	P30, Mon-Sun, At other times	South side, commencing 110 metres west of its intersection with St Michaels Crescent Road (grid coordinates x= 1,747,643.3453 m, y= 5,427,631.4479 m), and extending in a westerly direction following the southern kerbline for 27 metres	
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
Column One	Column Two	Column Three	
Upland Road	Bus Stop At All Times	South side, commencing 24.5 metres west of its intersection with St Michaels Crescent Road (grid coordinates x= 1,747,643.3453 m, y= 5,427,631.4479 m), and extending in a westerly direction	

			following the southern kerbline for 13.5 metres
	Upland Road	P5 Loading Zone, Goods Vehicles Only Mon-Sun, 8:00am - 2:00pm	South side, commencing 110 metres west of its intersection with St Michaels Crescent Road (grid coordinates x= 1,747,643.3453 m, y= 5,427,631.4479 m), and extending in a westerly direction following the southern kerbline for 27 metres
Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Upland Road	No stopping, at all times	South side, commencing from its intersection with St Michaels Crescent Road (grid coordinates x= 1,747,643.3453 m, y= 5,427,631.4479 m), and extending in a westerly direction following the southern kerbline for 24.5 metres
t.	Morgan Street - Johnsonville (TR 38 - 18) Drop Off / Pick Up only		
Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Morgan Street	No parking , except for Drop off / Pick Up only, Mon- Fri, 8.30 – 9.00 am, 2.45 – 3.15 pm, During school terms	West side, commencing 16 metres south of its intersection with Ohariu Road (grid coordinates x= 1,751,397.4729 m, y= 5,435,412.1739 m), and extending in a southerly direction following the western kerbline for 26.5 metres
u.	Wadestown Road – Wadestown (TR 40 - 18) No Stopping at all times		
Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Wadestown Road	No stopping at all times	East side, commencing 143 metres south of its intersection with Lennel Road (grid coordinates x= 1,748,748.5738 m, y= 5,430,671.2976 m), and extending in a southerly direction

			following the eastern kerbline for 33 metres
Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Wadestown Road	No stopping at all times	East side, commencing 143 metres south of its intersection with Lennel Road (grid coordinates x= 1,748,748.5738 m, y= 5,430,671.2976 m), and extending in a southerly direction following the eastern kerbline for 61 metres
	Wadestown Road	No Stopping At All Times	West side, commencing 69 metres north of its intersection with Roscoe Terrace (grid coordinates x= 1,748,793.4496 m, y= 5,430,456.4926 m), and extending in a northerly direction following the western kerbline for 18 metres
v.	Huxley Grove- Churton Park (TR 41 - 18) No Stopping at all times		
Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Huxley Grove	No Stopping At All Times	North side, commencing from its intersection with Furlong Crescent (grid coordinates x= 1,751,044.8106 m, y= 5,436,268.1046 m), and extending in an easterly then northerly direction following the northern kerbline for 31 metres
	Huxley Grove	No Stopping At All Times	South side, commencing from its intersection with Furlong Crescent (grid coordinates x= 1,751,043.2537 m, y= 5,436,260.8568 m), and extending in an easterly then northerly direction following the southern kerbline for 32 metres
w.	Jubilee Road- Khandallah (TR 42 - 18) No Stopping at all times		
Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three

	Jubilee Road	No Stopping At All Times	North side, commencing 41metres south of its intersection with Nicholson Road at (Grid coordinates X= 1,750,189.2326 m Y= 5,431,936.0067m) and extending in a westerly direction following the northern kerbline for 42 metres
x.	Thorndon Quay – Thorndon (TR 44 - 18) Parking changes		
	Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Thorndon Quay	P120 Maximum, Monday to Sunday 8:00am - 6:00pm.	West side, following the kerbline 305 metres north of its intersection with Davis Street (Grid coordinates x= 1749377.0 m, y= 5429242.3 m), and extending in a northerly direction for 14 metres. (5 angled parking spaces)
	Add to Schedule F (Metered parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Thorndon Quay	P120 Maximum, Monday to Sunday 8:00am - 6:00pm.	West side, following the kerbline 305 metres north of its intersection with Davis Street (Grid coordinates x= 1749377.0 m, y= 5429242.3 m), and extending in a northerly direction for 14 metres. (2 parallel car parks)
y.	Griffiths Grove, Newlands (TR 45 - 18) No Stopping restriction		
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Griffiths Grove	No Stopping At All Times	North side, commencing 90 metres north of its intersection with Glanmire Road (grid coordinates x= 1,752,918.2136 m, y= 5,434,198.9023 m), and extending in an easterly direction following the northern kerbline for 5 metres
	Griffiths Grove	No Stopping At All Times	South side, commencing 125.5

			metres north of its intersection with Glanmire Road (grid coordinates x= 1,752,924.9957 m, y= 5,434,197.4545 m), and extending in an easterly direction following the southern kerbline for 5 metres
z.	Johnsonville Road, Johnsonville (TR 46 - 18) Confirming existing P5, P30, Clearway		
Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Johnsonville Road	P5 Monday to Saturday, 8:00am - 6:00pm	West side, commencing 17 metres south of its intersection with Broderick Road and extending in a southerly direction following the western kerbline for 17 metres
	Johnsonville Road	P30 At Other Times	West side, commencing 34 metres south of its intersection with Broderick Road and extending in a southerly direction following the western kerbline for 23 metres
Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Johnsonville Road	Clearway Monday to Friday, 4:00pm - 6:00pm	West side, commencing 34 metres south of its intersection with Broderick Road and extending in a southerly direction following the western kerbline for 23 metres
Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Johnsonville Road	P5 , Mon-Sun, At other times	West side, commencing 17 metres south of its intersection with Broderick Road (grid coordinates x= 1,751,475.7244 m, y= 5,434,711.9769 m), and extending in a southerly direction following the western kerbline for 17 metres
	Johnsonville Road	P30 , Mon-Sun, At other times	West side, commencing 34 metres south of its intersection with Broderick Road (grid

			coordinates x= 1,751,475.7244 m, y= 5,434,711.9769 m), and extending in a southerly direction following the western kerbline for 20 metres
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Johnsonville Road	Clearway Monday to Friday, 4:00pm - 6:00pm	West side, commencing 17 metres south of its intersection with Broderick Road (grid coordinates x= 1,751,475.7244 m, y= 5,434,711.9769 m), and extending in a southerly direction following the western kerbline for 37 metres
aa.	Grey Street, Central Wellington (TR 47 - 18) Authorised Vehicle Parking, At All Times Loading Zone P10, Goods Vehicles & Authorised Vehicles Only, At All Times, Metered Parking P120 Removal, Mobility Parking Relocation		
	Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Grey Street	Metered mobility parking - displaying an operation mobility permit only, at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	North side, commencing 23.5 metres west of its intersection with Featherston Street (Grid coordinates x= 1748738.7 m, y= 5428125.0 m), and extending in a westerly direction following the kerbline for 4.5 metres. (1 angle carpark)
	Grey Street	Metered mobility parking - displaying an operation mobility permit only, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	North side, commencing 22 metres west of its intersection with Featherston Street (Grid coordinates, x = 1748738.7 m, y = 5428125.0 m), and extending in a westerly direction following the northern kerbline for 6.8 metres (2 angled parking spaces)
	Grey Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	North side, commencing 5.5 metres west of its intersection with Featherston Street (Grid coordinates, x = 1748738.7 m, y = 5428125.0 m), and extending in a westerly direction following the northern kerbline for 4.8 metres (2 angled parking spaces)

	Grey Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	North side, commencing 12 metres west of its intersection with Featherston Street (Grid coordinates, x = 1748738.7 m, y = 5428125.0 m), and extending in a westerly direction following the northern kerbline for 2.4 metres (1 angled parking space)
Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Grey Street	Loading zone - goods service and authorised vehicles only, P10, Monday to Sunday 8:00am - 6:00pm.	North side, commencing 14.3 metres west of its intersection with Featherston Street (Grid coordinates x= 1748738.7 m, y= 5428125.0 m), and extending in a westerly direction following the northern kerbline for 2.4 metres (1 angled parking space)
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Grey Street	Loading zone, goods vehicles and authorised vehicles only, P10, Monday to Sunday 8:00am - 6:00pm.	North side, commencing 12.9 metres west of its intersection with Featherston Street (Grid Coordinates X=1,748,740.052 m, Y=5,428,127.2808 m) and extending in a westerly direction following the kerbline for 5.2 metres. (2 angled parking spaces)
	Grey Street	Metered mobility parking - displaying an operation mobility permit only, P120 Maximum, at all times.	North side, commencing 15.5 metres west of its intersection with Featherston Street (Grid Coordinates X=1,748,740.052 m, Y=5,428,127.2808 m) and extending in a westerly direction following the kerbline for 7.7 metres
	Grey Street	Authorised Vehicles Only, At All Times	North side, commencing 23.2 metres west of its intersection with Featherston Street (Grid Coordinates X=1,748,740.052 m, Y=5,428,127.2808 m) and extending in a westerly direction following the kerbline for 5.2 metres
bb.	Turnbull Street, Thorndon (TR 54 - 18) No Stopping At All Times		
Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three

	Turnbull Street	No Stopping At All Times	North side, commencing 65 metres east of its intersection with Murphy Street and extending in an easterly direction following the northern kerbline for 29 metres
	Turnbull Street	No Stopping At All Times	South side, commencing 72 metres from its intersection with Murphy Street and extending in an easterly direction for 5.5 metres
	Turnbull Street	No Stopping At All Times	South side, commencing 82.5 metres east of its intersection with Murphy Street and extending in an easterly direction following the southern kerbline for 5 metres
Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Turnbull Street	No Stopping Except for Authorised Resident Vehicles At All Times	South side, commencing 31.5 metres east of its intersection with Murphy Street and extending in an easterly direction following the southern kerbline for 32 metres
Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Turnbull Street	P120 Except for Authorised Vehicles Thorndon Parking Scheme	South side, commencing 77.5 metres east of its intersection with Murphy Street and extending in an easterly direction following the southern kerbline for 5 metres
	Turnbull Street	P120 Except for Authorised Vehicles Thorndon Parking Scheme	South side, commencing 87.5 metres east of its intersection with Murphy Street and extending in an easterly direction following the southern kerbline for 6.5 metres
Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Turnbull Street	No Stopping At All Times	North side, commencing 58.0 metres east of its intersection with Murphy Street (Grid Coordinates X=1,748,999.50 m, Y=5,429,287.66 m) and extending in an easterly direction following the northern and eastern

			kerbline for 25 metres
	Turnbull Street	No Stopping At All Times	South side, commencing 63.0 metres east of its intersection with Murphy Street (Grid Coordinates X=1,749,002.04 m, Y=5,429,281.55 m) and extending in an easterly direction following the southern kerbline and cul-de-sac turning area for for 24 metres
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Turnbull Street	No Stopping except for Authorised Resident Parking At All Times	South side, commencing 31.5 metres east of its intersection with Murphy Street(Grid Coordinates X=1,749,002.04 m, Y=5,429,281.55 m)and extending in an easterly direction following the southern kerbline for 29 metres
Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Turnbull Street	P120 Except for Authorised Users Thorndon Parking Scheme	North side, commencing 47 metres east of its intersection with Murphy Street(Grid Coordinates X=1,748,999.50 m, Y=5,429,287.66 m) and extending in an easterly direction following the northern kerbline for 12 metres

Background

5. 31 proposed traffic resolutions were publicly advertised in the Dominion Post in February 2018. 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.
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.	TR 15-18 Gloucester Street, Wilton ↓	Page 178
Attachment 2.	TR 16-18 Silverstream Road, Crofton Downs ↓	Page 183
Attachment 3.	TR 17-18 Ohariu Road, Johnsonville ↓	Page 188
Attachment 4.	TR 18-18 Evans Bay Parade, Hataitai ↓	Page 196
Attachment 5.	TR 19-18 Goa Street-Moxham Avenue, Kilbirnie ↓	Page 199
Attachment 6.	TR 20-18 Maupuia Road, Miramar ↓	Page 206
Attachment 7.	TR 21-18 Miramar North Road, Miramar ↓	Page 211
Attachment 8.	TR 22-18 Miro Street, Miramar ↓	Page 220
Attachment 9.	TR 23-18 Mitchell Street, Brooklyn (Amendment recommended) ↓	Page 223
Attachment 10.	TR 24-18 Monorgan Road, Strathmore ↓	Page 229
Attachment 11.	TR 25-18 Nevay Road, Karaka Bays (Amendment Recommended) ↓	Page 234
Attachment 12.	TR 26-18 Ontario Street, Kingston ↓	Page 241
Attachment 13.	TR 28-18 Tacy Street, Kilbirnie ↓	Page 244
Attachment 14.	TR 32-18 Kelburn Parade, Kelburn ↓	Page 248
Attachment 15.	TR 33-18 Tory Street, Wellington Central ↓	Page 258
Attachment 16.	TR 34-18 Barnett Street, Wellington Central ↓	Page 261
Attachment 17.	TR 35-18 Grey Street, Wellington Central ↓	Page 269
Attachment 18.	TR 36-18 Inglewood Place, Wellington Central ↓	Page 277
Attachment 19.	TR 37-18 Upland Road, Kelburn ↓	Page 285
Attachment 20.	TR 38-18 Morgan Street, Johnsonville ↓	Page 293
Attachment 21.	TR 40-18 Wadestown Road, Wadestown ↓	Page 296
Attachment 22.	TR 41-18 Huxley Grove, Churton Park ↓	Page 301
Attachment 23.	TR 42-18 Jubille Road, Khandallah ↓	Page 305
Attachment 24.	TR 44-18 Thorndon Quay, Thorndon ↓	Page 313
Attachment 25.	TR 45-18 Griffiths Grove, Newlands ↓	Page 317
Attachment 26.	TR 46-18 Johnsonville Road, Johnsonville ↓	Page 322
Attachment 27.	TR 47-18 Grey Street, Wellington Central ↓	Page 326
Attachment 28.	TR 54-18 Turnbull Street, Thorndon ↓	Page 332

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. Where possible and where appropriate, the Council's transport hierarchy approach is considered and applied, nothing that not all resolutions result in improved outcomes for pedestrians and other active modes.

Risks / legal

None identified.

Climate Change impact and considerations

Not applicable.

Communications Plan

Not required.

Health and Safety Impact considered

Not applicable.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 15 – 18
- Location:** Gloucester Street- Wilton
- Proposal:** No Stopping At All Times
- Information:** Go Wellington has requested No Stopping At All Times on two bends in Gloucester Street. The road is a bus route and vehicles park on both sides of the road. The buses have problems travelling the road when vehicles are parked on both sides of Gloucester Street as buses need more manoeuvring space around bends. Frequently buses on this road are unable to pass or are delayed. Officers, therefore, propose broken yellow lines on two bends (63.5m and 44.5m) to allow Go Wellington buses unhindered access on this stretch of road.

Net parking loss: 9 parking spaces

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 27 February 2018 |
| 2) Feedback period closes. | 16 March 2018 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 19 April 2018 |
| 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 C (No Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Gloucester Street	<i>No Stopping At All Times</i>	<i>South side, commencing 159 metres south of its intersection with Wilton Road (grid coordinates x= 1,747,174.8892 m , y= 5,429,967.8732 m), and extending in a westerly direction following the southern kerbline for 63.5 metres</i>
Gloucester Street	<i>No Stopping At All Times</i>	<i>North side, commencing 131 metres north of its intersection with Worcester Street (grid coordinates x= 1,747,153.1794 m , y= 5,429,764.1709 m), and extending in an easterly direction following the northern kerbline for 44.5 metres</i>

Prepared By: **Lubna Abdullah** (Northern Area Traffic Engineer)
Approved By: **Steve Spence** (Chief Transport Advisor)
Date: **9 April 2018**

WCC Contact:

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Transport Group – City Networks
Wellington City Council
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Gloucester St - Obstructed Buses - TR(15 - 18)
Proposed NSAAT On Bends

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Penny Hickey
Address: 30 Gloucester Street, Wilton
Agree: Yes

I would also suggest that the same restrictions pertain to the corner further down Gloucester Street, or a minimum on one side of the bend as people park on both sides and can make it almost impossible to get through safely. Also on the corner of Gloucester and Wilton Road (even numbers) that yellow lines are placed on the corner as people park on the corner and if you turn to drive up Gloucester street you cannot do so safely. Some people literally park right on the corner - part of the car is on Wilton road and part is on Gloucester Street.

Officers Response:

Further no-stopping restrictions in other locations will require further investigation as they are outside the current proposal.

Name: Robert Davies (Wilton Residents' Association)
Address: Not given
Agree: Not stated

I requested comments from the Wilton Residents' Association committee and from others on our mailing list and received a number of emails supporting the proposal but also suggesting that the restrictions don't go far enough.

Gloucester Street residents usually park responsibly and generally do not park on the inside of bends. The problem is from non-residents who may not realise that Gloucester Street is a bus route. So the restriction is not going to cause a problem for residents. At the present time we want to strongly support the proposal and do not want to delay implementation by offering amendments.

However, at some stage, it might be worth discussing with you other places in Gloucester Street and Warwick Street where the buses can have problems.

Officers Response:

Further no-stopping restrictions in other locations will require further investigation as they are outside the current proposal.

Name: Andrew Pillay
Address: 49 Gloucester Street, Wilton
Agree: Yes

I understand the need for this proposal, but I am concerned at the implications for public parking for parents dropping children off at Otari School. There is limited parking available in the area and people already park badly in the neighbourhood, including parking in such a way as to obstruct driveways. For my own driveway, I had to request yellow lines be painted on the small distance between my driveway and that of number 51. However people still park there, ignoring the yellow lines. I think that the parking restrictions will mean that people will park illegally and obstruct

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

driveways. Perhaps parents could be encouraged to park in the car park at Wilton Bush for pick-up and drop-off? The City Council would need to educate people about this option, backed up by parking enforcement.

Officers Response:

WCC have a Sustainable Transport Co-ordinator who liaises with local schools and encourages walking to school. We will refer the matter of a pick-up and drop-off zone within the Wilton Bush car park for further consideration. WCC have recently engaged with the school in improving pedestrian access and had placed no stopping lines and child active warning signs on the approaches to warn motorists of school activity ahead.

Name: Brian Steele
Address: Not given
Agree: Not stated

We have no objection to the proposal to install No Stopping At All Times on the two bends in Gloucester Street as this has been a problem for many years for buses and vehicles. The other area of concern in Gloucester Street is during the mornings and afternoons when parents or caregivers are dropping off or collecting children who are attending Otari School.

They park their cars **on the corner of** Wilton Road where it turns left into Gloucester Street. Consequently it has become dangerous for drivers making a left hand turn into Gloucester Street when a car is parked on that particular corner.

This problem could be resolved by having **broken yellow lines** from the corner of Gloucester Street on Wilton Road up to the first available parking space in Gloucester Street on the left hand side.

The other area of concern is when drivers make a right hand turn from Gloucester Street into Wilton Road which is **very dangerous** as some drivers do not slow down at this intersection. This corner is blind for traffic turning right into Wilton Road and we have witnessed near misses at this intersection over many years.

Officers Response:

WCC have a Sustainable Transport Co-ordinator who liaises with local schools and encourages walking to school. We will refer the matter of a pick-up and drop-off zone within the Wilton Bush car park for further consideration. WCC have recently engaged with the school in improving pedestrian access and had placed no stopping lines and child active warning signs on the approaches to warn motorists of school activity ahead.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 16 – 18

Location: Silverstream Road – Crofton Downs

Proposal: No Stopping at all times

Information: There are ongoing complaints from residents regarding parking on Silverstream Road. Officers in their observation have noticed that the parked cars between #14 to #20 force the traffic to drive in the middle of the road while their forward sightline to approaching traffic is obscured. There is no room to pull in when a vehicle is met travelling in the opposite direction around the corner. The new subdivision, with increased traffic flows, has exacerbated the situation, particularly in relation to the larger trucks now on the road.

Officers therefore recommend extending existing broken yellow lines 20m to improve safety.

Net parking loss: 2 car spaces

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 27 February 2018 |
| 2) Feedback period closes. | 16 March 2018 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 19 April 2018 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Legal Description:***Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
Silverstream Road	No stopping at all times	West side, commencing 108 metres west of its intersection with Thatcher Crescent (Grid coordinates X= 1,747,945.1928 m Y= 5,431,512.6512 m) and extending in a southerly direction following the western kerbline for 44 metres.

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

Column One	Column Two	Column Three
Silverstream Road	No stopping at all times	West side, commencing 88 metres west of its intersection with Thatcher Crescent (Grid coordinates X= 1,747,945.1928 m Y= 5,431,512.6512 m) and extending in a southerly direction following the western kerbline for 64 metres.

Prepared By:	Lubna Abdullah	(Northern Area Traffic Engineer)
Approved By:	Steve Spence	(Chief Transport Advisor)
Date:	9 April 2018	

WCC Contact:

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 Transport Group – City Networks
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 Wellington
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Silverstream Rd - Crofton Downs - TR (16 - 18)
Proposed NSAAT In Front 14-20 Close Bend



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

ORIGINAL MAP SIZE: A3
DATE: 20/04/18
AUTHOR: R. BOULTON
REFERENCE:

Absolutely
POSITIVELY
No Time to Waste
Wellington
MULTIMEDIA CITY DESIGN

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Feedback Received:**

Name: Michael Ryan
Address: 14A Silverstream Road, Crofton Downs
Agree: No

Why penalize the residents that this restriction will effect? People who park in the proposed no stopping zone during the day are Mitre Ten employees and train commuters. So instead of hitting Mitre Ten up to provide car parking for its employees and making Trans Metro enlarge its car park which has had a constant over flow for years now, you the council punish instead the residents this will effect. As usual the little guy is easier to push round than big commercial entities. Instead of yellow lines, that will devalue the houses effected, turn those parks into residents parking meaning it'd be clear during the day for the so call 'safety reasons' and only used after hours by residents when traffic is negligible. The argument that these parks force people to drive in the middle of the road while their forward sightline to approaching traffic is obscured is nothing other than misdirection by the traffic engineers. This reason could be applied to that whole end of Silverstream Road so why not install even more yellow lines and make the it all a no stopping zone if this was such a safety issue? There are countless streets in Wellington with the same, even worse so labelled 'safety issues' yet the council has not installed no stopping zones in these streets. If the 'complaining residents' just slowed down and drove according to the conditions and road code and exercised a bit of patience, courtesy and common sense as we have to do on most streets this would not be the problem someone somewhere has perceived it to be. Or make that stretch of road 30 kph if such a big safety concern. This be more about the new sub division developers trying for easier access for their trucks and not wanting the cost of a Pilot Vehicle that by traffic law most of those bigger trucks transporting to the new sub division need. The bigger trucks should be using the other route, Spencer Rd, if this is such a big deal. Most of the time two cars pass each other safety with no fuss on that part of the road. When a big truck comes through a car cannot get by anyway even if there were no cars parked. Punishing the residents this will effect is not the answer. Tackle Mitre Ten and Trans Metro about their own car parking if the Council believes this is actually an issue. Or a 30kph zone. Or residents parking. I think it's not actually a problem to start with.

Officers Response:

We have carefully considered the road safety on this stretch of road and are concerned with the sightlines on the corner in the eastbound direction. We have observed cars parked between #14 to #20 which in turn, forces vehicles to drive in the middle of the road. The sightline to approaching westbound traffic is not sufficient to comfortably avoid an approaching vehicle travelling uphill. We agree that the increased traffic to the new subdivision has increased our concerns on this stretch of road and hence the need for the proposed restriction. We note that the proposed parking restriction stops at a point to allow parking either side of your property boundaries.

Name: John White (Ngaio Crofton Downs Residents Association)
Address: Not given
Agree: Yes

Thank you for notifying us of proposed traffic resolutions in Silverstream Road (Crofton Downs) and Quetta Street (Ngaio) and inviting our feedback. In both cases we have inspected the sites of the proposed changes and consulted with a small number of the local residents affected by the proposals.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Both streets are among many in Ngaio and Crofton Downs where streets as currently laid out are not wide enough to allow solutions that adequately address all three important issues: traffic safety, pedestrian safety and residential parking. You would probably agree that in both streets the proposed changes are band aids rather than solutions.

In the case of Silverstream Road we strongly support the intent of the proposal to improve sight lines around the blind corner near the junction with Thatcher Crescent. As lay people it appears to us that the proposed yellow lines would further reduce the real risk of a dangerous collision if extended further towards Thatcher Crescent. We would also like you to cut back vegetation on the inside of the corner by 1-2 metres, or as much as property boundaries allow. This would give motorists better visibility and earlier warning of approaching traffic without any further impact on car parking.

We do not object to the proposed changes in Quetta Street, although we are not confident they will lead to any significant improvement in traffic or pedestrian safety. We support the proposal from one local resident we spoke to that WCC needs to seriously consider using road reserve to widen Quetta Street to allow both increased parking and greater safety for the many pedestrians who use it.

We greatly appreciate your invitation to us for feedback, and would like to see this become common practice. It is frustrating for us when we have no avenue to comment as we are not directly-affected residents, yet we are trying to support affected residents who may be unfamiliar with Council processes to make their case as well as representing the interests of the wider community. So again, a very big thank you.

Officers Response:

We have recently instructed the contractor to cut back vegetation on Silverstream Road.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 17 – 18
- Location:** Ohariu Road - Johnsonville
- Proposal:** No Stopping At All Times, and confirming existing restrictions
- Information:** Johnsonville School has an entrance on Ohariu Road opposite Braemar Terrace, and there are 4 parking spaces next to this entrance. The Ohariu Road/ Braemar Terrace intersection can become congested in the afternoon pick-up times. Based on Council officers' observations, we are proposing to remove one car park space (uphill side) to ease the traffic manoeuvring near this intersection, and to also confirm the existing bus stop on Ohariu Road near Morgan Street.

Net parking loss: One parking space

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 27 February 2018
- 2) Feedback period closes. 16 March 2018
- 3) If no objections received report sent to City Strategy Committee for approval. 19 April 2018
- 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) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Ohariu Road	<i>P10 At All Times</i>	<i>South side, commencing 14 metres west of its intersection with Morgan Street and extending in a westerly direction following the southern kerbline for 21 metres</i>

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

Column One	Column Two	Column Three
Ohariu Road	<i>Bus Stop At All Times</i>	<i>South side, commencing 116 metres west of its intersection with Morgan Street and extending in a westerly direction following the southern kerbline for 14 metres</i>

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

Column One	Column Two	Column Three
Ohariu Road	<i>No Stopping At All Times</i>	<i>South side, commencing from its intersection with Morgan Street and extending in a westerly direction following the southern kerbline for 14 metres.</i>
Ohariu Road	<i>No Stopping At All Times</i>	<i>South side, commencing 35 metres west of its intersection with Morgan Street and extending in a westerly direction following the southern kerbline for 81 metres</i>

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke*Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
Ohariu Road	<i>Bus Stop At All Times</i>	<i>South side, commencing 14.5 metres west of its intersection with Morgan Street (grid coordinates x= 1,751,397.4729 m, y= 5,435,412.1739 m), and extending in a westerly direction following the southern kerbline for 14 metres</i>

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

Column One	Column Two	Column Three
Ohariu Road	<i>No Stopping At All Times</i>	<i>South side, commencing from its intersection with Morgan Street (grid coordinates x= 1,751,397.4729 m, y= 5,435,412.1739 m), and extending in a westerly direction following the southern kerbline for 14.5 metres</i>
Ohariu Road	<i>No Stopping At All Times</i>	<i>South side, commencing 28.5 metres west of its intersection with Morgan Street (grid coordinates x= 1,751,397.4729 m, y= 5,435,412.1739 m), and extending in a westerly direction following the southern kerbline for 102.5 metres</i>

PROPOSED TRAFFIC RESOLUTION **Absolutely Positively**
Wellington City Council
Me Heke Ki Pōneke

Ohariu Road *No Stopping At All Times* *Eastside, commencing 147 metres south of its intersection with Morgan Street (grid coordinates x= 1,751,397.4729 m, y= 5,435,412.1739 m), and extending in a southerly direction following the eastern kerbline for 56.5 metres*

Prepared By: **Lubna Abdullah** (Northern Area Traffic Engineer)
Approved By: **Steve Spence** (Chief Transport Advisor)
Date: **9 April 2018**

WCC Contact:

Lubna Abdullah
Northern Area Traffic Engineer
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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



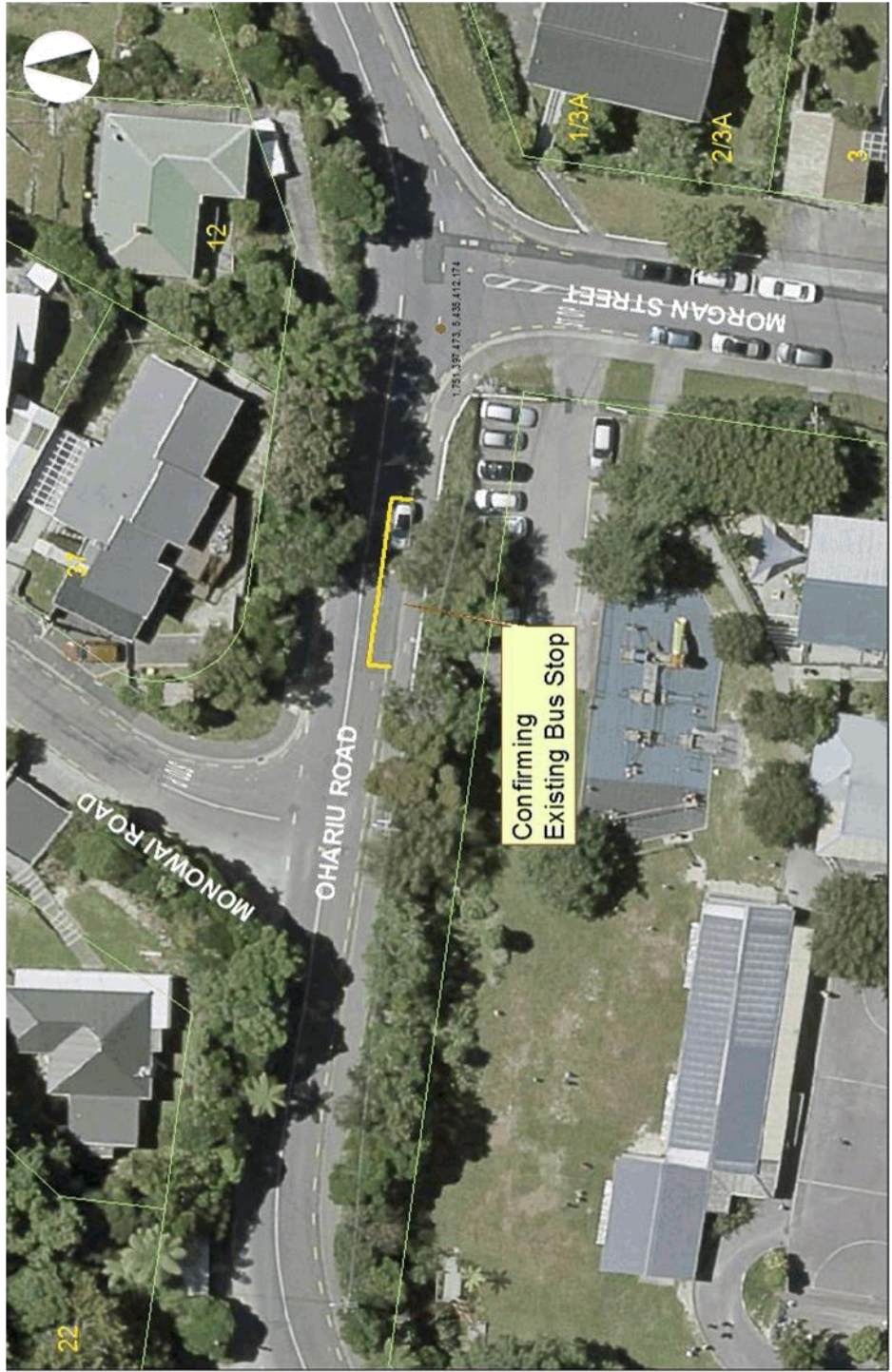
**Ohariu Rd School Entrance TR(17 - 18)
Proposed One Parking Space Removal**

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

ORIGINAL MAP SIZE: A3
DATE: 20/02/2018
AUTHOR: JBS/STJ
REFERENCE:
ABSOLUTELY POSITIVELY
We look to Advance Wellington
Wellington City Council

1:397 scale
0 5 10 20 meters

PROPOSED TRAFFIC RESOLUTION
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



**Ohariu Rd School Entrance TR(17 - 18)
Proposed One Parking Space Removal**

MAP PRODUCED BY:
Wellington City Council
WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
DATE: 20/02/2018
SCALE: 1:397
REFERENCE:

Absolutely Positively
We Are All Moving Wellington
Wellington City Council

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Feedback Received:**

Name: Niki Cahill
Address: Not given
Agree: No

Please take the time to factor in what I am saying as I speak on behalf of an enormous amount of other school parents and residents, which I know many of whom, will not find the time to respond to your proposition.

My husband and I are the owners of the property featured on your proposal. We feel passionate about this proposal and getting it right.

We have 3 children whom frequent across this road on a daily basis multiple times (school aged children). We have lived in this property for the last 15 years so really, really, really know the road well and the parking situation.

I understand that given finances available you are endeavouring to come to a solution that will fit within a budget so see where you are coming from by merely removing a car parking space – easy fix!

In all honesty I know that by **only doing this change it will not make any improvement whatsoever** to this dangerous piece of road. The only time parents will not park on this spot is when a traffic warden is visible. Even on the day, your traffic crew came to monitor the situation they will vouch for the fact that this even then did not stop parents from parking anywhere illegal. Parents are only there to pick up their children and have no need to get out of their vehicles. This means (as I am sure you will understand) they will continue to park in the proposed removal of one car space spot. I can guarantee it.

My children, along with many, many, more play Russian roulette everyday poking their heads between the cars on your image and darting across the road. It is an extremely dangerous stretch of road. My concern is that your proposal will do nothing to improve that safety problem. Cars park illegally all around this area. Another very dangerous spot is the corner on Braemar Terrace on the left as you drive around. Cars bunch up here also before and after school. You will see on your arial image that there is yellow lines over the driveway entrance down to the school. Each day these also are covered in cars.

My Suggestions (SIGNAGE)

- Ideally, in the long-run it would be great to see a drop off and pick up zone for Johnsonville School Parents.
- In the interim, I would suggest also removing the car space directly behind the proposed space as well a no parking space. Giving the children a wider area to look up and down the road more clearly.
- The corner on Braemar Tce across the driveway from the school is a shocker for clumping of cars during pick up and drop off times (and, also Sundays as this is market day). Signage on this corner could prove beneficial also.
- Is there such a thing as an un-maned crossing? This would be great for the kids to be able to cross safely.
- Speed bumps (school zone)? Cars fly up and down Ohariu Road day and night!

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Why Signage?

As parent's you want to be seen to be doing the right thing and I know that by putting some NO PARKING signs up where you have removed the parks will make a slight difference. No one wants to feel shamed for parking illegally. Especially in a school zone!

In Conclusion

Fact: At the end of the day by putting yellow lines in places will not reduce the problem at hand. If parents were planning on getting out of their car then this would help but none of the parents that pick up their kids get out of their cars. This is the truth. I have lived in my property for over 15 years and have seen the comings and goings.

From a child's perspective

My biggest concern is for the safety of the children crossing the road. This is a horrendous stretch of road with limited visibility on a good day without congestion of cars. There is an over abundance of foliage up and down the street which makes visibility difficult. School noise also means it is nearly impossible to hear to predict when cars are coming up and down the street. Removing car parking spaces alone will not help the children cross the road in the mornings and when it is super-congested after school. The children will still have to walk slowly in between the parked cars, look both ways and then 'play roulette' and pick a chance to cross. Once they are half way across the road they are then confronted with where to go. There is no suitable footpath and the cars are banked up on the grass. It is a scary thing to watch and an accident waiting to happen.

On a side note, because Braemar Tce is so skinny cars are unable to park on both sides of the road. This causes problems as the cars on the left hand side going up are forced to park over the footpath and the grass to allow cars to pass. If one car has not parked on the footpath and grass and therefore blocks the road (this happens daily) then the cars wanting to go up the street are left at a standstill blocking everything and reversing here there and everywhere making this another challenge for the children crossing.

Also, amongst all this factor in the regular big green busses flying down regularly. (Perhaps speed bumps would be good for them!)

I really hope that you factor in my comments as I feel I am a good judge of the situation having lived here such a long time and having three school aged children of my own.

I am happy to talk to anyone who may want any more input into finding a solution to this problem. It is a big problem and I do feel that its great you are trying to help the situation but genuinely believe your solution will not do enough for the safety of the children crossing.

Officers Response:

The no stopping restriction we are proposing is primarily to improve the safety and traffic flow on the corner of Braemar Terrace and Ohariu Road. Cars travelling west on Ohariu Road will be able to pull into the left hand side of the road on the approach to the corner. With regard to your suggestions, TR38-18 proposes a pick-up and drop-off zone on Morgan Street. In all cases when we remove parking we monitor the situation to see if any other measures can be made. Traffic calming is not appropriate for Ohariu Road because of the steepness of the road. In addition to the restrictions proposed, we are also installing an electronic active child warning sign on Ohariu Road opposite #38 to warn drivers travelling east of school activity ahead.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Reference:** TR 18 – 18**Location:** Evans Bay Parade - Hataitai**Proposal:** Time Limited Parking
P5 (Monday to Friday 7:00am - 9:00am, 4:00pm - 6:00pm)**Information:** Council officers have received a request from the owner of the childcare centre to introduce time restricted parking on Evans Bay Parade. Currently there is a lay-by comprising four (4) car parks located in front of the centre. These spaces are frequently occupied and, there are not enough car parks available during morning/evening peaks. Parents have to walk across the road with their children to access to the centre.

There is child care centre further down the road, which has time restrictions and it has been requested to implement similar restrictions to this centre as well.

Council officers therefore propose time restriction (P5 (Monday to Friday 7:00am - 9:00am, 4:00pm - 6:00pm) to assist parents and children attending the centre.

Net parking loss: 0 – To be used only for short term parking – Unrestricted at other times

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 27 February 2018
- 2) Feedback period closes. 16 March 2018
- 3) If no objections received report sent to City Strategy Committee for approval. 19 April 2018
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

NO FEEDBACK WAS RECEIVED

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Delete from Schedule A (Time Restriction) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Evans Bay Parade	<i>P15, Monday to Friday, 8:00am - 6:00pm</i>	<i>West side, commencing 534.5 metres north of its intersection with Rata Road (Grid coordinates X= 1750712.59m, Y= 5425815.8 m), and extending in a northerly direction following the western kerbline for 28.5 metres.</i>

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

Column One	Column Two	Column Three
Evans Bay Parade	<i>P5, Monday to Friday 7:00am - 9:00am, 4:00pm - 6:00pm</i>	<i>West side, commencing 548 metres north of its intersection with Rata Road (Grid coordinates X=1750710.3m, Y=5425800.1m), and extending in a northerly direction following the western kerbline for 28 metres (4 parallel parks)</i>

Prepared By: **Gagandeep Singh**
Approved By: **Steve Spence**
Date: **9 April 2018**

(Southern Area Traffic Engineer)
(Chief Transport Advisor)

WCC Contact:

Gagandeep Singh
Southern Area Traffic Engineer
Transport Group – Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
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Phone: +64 4 803 0294
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Email: gagan.singh@wcc.govt.nz



Evans Bay Parade, Hataitai -TR-18-18
Time Limited Parking
P5, (Mon - Friday, 7am-9am, 4pm-6pm)

MAP PRODUCED BY:
Wellington City Council
© Suzanne Stone
WELLINGTON, NZ



ORIGINAL MAP SIZE: A3
DATE: 25/01/2018
AUTHOR: SRP/ST
REFERENCE:



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 19 – 18

Location: Goa Street – Moxham Avenue Intersection - Kilbirnie

Proposal: No Stopping At All Times

Information: Council officers are proposing to install traffic islands on Goa Street /Moxham Ave intersection to slow down traffic as vehicles travelling on Goa Street are not giving way to traffic on Moxham Ave at the existing STOP control. There have been nine reported crashes on the intersection in the past five years, of which seven were attributed to not giving way. Traffic islands will also facilitate safer pedestrian movements across the road.

With traffic islands installed, heavy vehicles could encounter difficulty performing left/right turn movements from Moxham Ave to Goa Street due to cars parked on the northeast and southwest side of the intersection. It is proposed to extend the No Stopping restriction further for a distance of 5m in each case, to ensure heavy vehicle movements are not restricted.

In addition, another concern was raised by one of the residents during a site visit with respect to right turning traffic from Goa Street travelling southbound. Visibility is obscured by cars parked on the western side of Moxham Ave. The No Stopping restriction is therefore proposed to be extended for 11m to improve visibility and enable drivers to turn safely.

Officers propose, in total 21 metres, covering 3 areas, of no stopping restrictions as shown on the plan.

Parking loss: 3 spaces

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 27 February 2018
- 2) Feedback period closes. 16 March 2018
- 3) If no objections received report sent to City Strategy Committee for approval. 19 April 2018
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Legal Description:***Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
Goa Street	<i>No stopping at all times</i>	<i>South side, commencing from its intersection with Moxham Avenue and extending in a westerly direction following the southern kerbline for 6.5 metres.</i>
Goa Street	<i>No stopping at all times</i>	<i>North side, commencing 65.5 metres north of its intersection with Hamilton Road and extending in a westerly direction following the northern kerbline for 6.5 metres to its intersection with Moxham Avenue.</i>
Moxham Avenue	<i>No stopping at all times</i>	<i>West side, commencing 328.5 metres north of its intersection with Wellington Road and extending in a northerly direction following the western kerbline for 17 metres.</i>

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

Column One	Column Two	Column Three
Goa Street	<i>No stopping at all times</i>	<i>South side, commencing from its intersection with Moxham Avenue (Grid coordinates X= 1,750,039.9m, Y= 5,425,399.5m, and extending in a westerly direction following the southern kerbline for 11 metres.</i>

PROPOSED TRAFFIC RESOLUTION

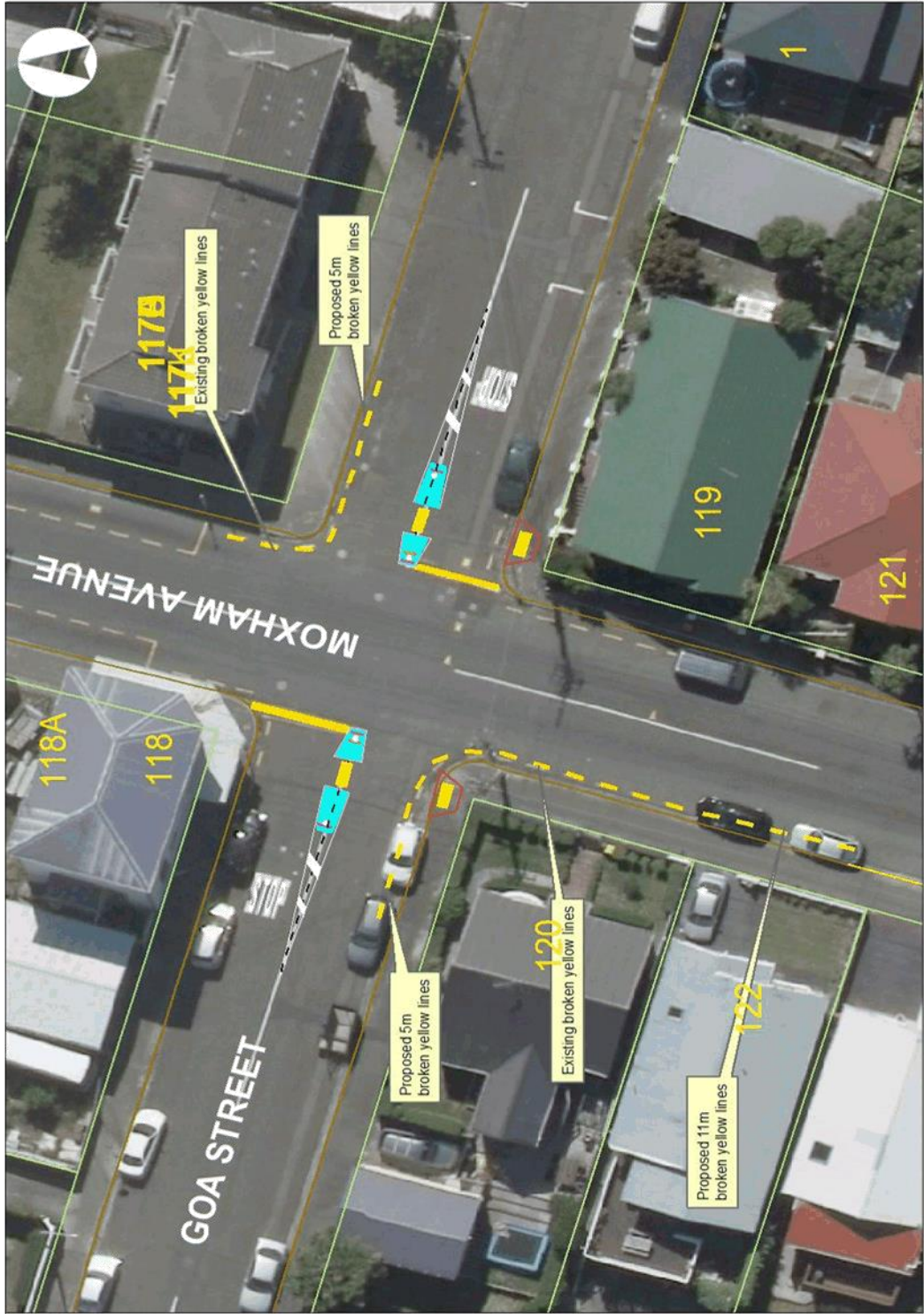
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Goa Street	<i>No stopping at all times</i>	<i>North side, commencing 60.5 metres north of its intersection with Hamilton Road (Grid coordinates X= 1,750,122.2m, Y= 5,425,387.7m, and extending in a westerly direction following the northern kerbline for 11 metres to its intersection with Moxham Avenue.</i>
Moxham Avenue	<i>No stopping at all times</i>	<i>West side, commencing 318.5 metres north of its intersection with Wellington Road (Grid coordinates X= 1,749,937.3m, Y= 5,425,073.5m, and extending in a northerly direction following the western kerbline for 23.5 metres to its intersection with Goa Street.</i>

Prepared By: **Gagandeep Singh** (Southern Area Traffic Engineer)
Approved By: **Steve Spence** (Chief Transport Advisor)
Date: **9 April 2018**

WCC Contact:
Gagandeep Singh
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PROPOSED TRAFFIC RESOLUTION Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Goa Street - Moxham Ave, Kilbirnie, TR 19-18
No Stopping At All Times

MAP PRODUCED BY:
ABSOLUTELY POSITIVELY
WELLINGTON CITY COUNCIL

ORIGINAL DRAWN BY: AD
DATE: 2015-03-04
SCHOOL MAPS
WELLINGTON, NZ

1:200
0 5 10 20
metres

**Absolutely
POSITIVELY
Wellington**
Me Heke Ki Pōneke
WELLINGTON CITY COUNCIL

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Name: Kosta Gratsounas
Address: 1 Goa Street, Hataitai
Agree: Yes

Yes about time. Also can we get residents only parking in Goa Street as a lot of people park there from 7.30 am all day then catch the bus into town. Also awesome job on the judder bars on Hamilton road by Goa Street but cars still speed up to the judder bars flying past the Goa Street/ Hamilton Road intersection. I can see them from my lounge speeds up to 100 KS.

Officers Response:

The current proposal is to implement No Stopping restrictions on Goa Street/Moxham Ave, which is not directly related to the matter you have raised. I am therefore recommending the proposal goes ahead and be presented to the City Strategy Committee meeting for approval.

Regarding residents parking, Council officers have responded separately on this request.

Name: Marvyn Young
Address: 6a Goa Street, Hataitai
Agree: Yes

I agree with this and think it's a great idea as I have seen far too many accidents on this corner, I would however say that proper marked out car parks would need to be added as Goa street is continually swamped with cars around the school pick-up time and I constantly have people parking so close to my garage and even sometimes over it around this time of day it's very frustrating and by removing some parks this could get out of hand if proper car spaces are not clearly marked out.

Officers Response:

The current proposal is to implement No Stopping restrictions on Goa Street/Moxham Ave, which is not directly related to the matter you have raised. I am therefore recommending the proposal goes ahead and be presented to the City Strategy Committee meeting for approval.
The Area Traffic engineer will investigate the concern you have raised.

Name: Chris Gratsounas
Address: Not given
Agree: Yes

We write to you in support of this proposal and wonder why it has taken so long to implement.

We have been residents of Goa Street for 45 years and have seen numerous accidents at the intersection with Moxham Avenue over this time.

We ask that when these works commence you look at repairing/replacing the damaged footpath curbing on Goa Street opposite WCC flats. The existing decades old concrete curbing channels

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

are in dire need of replacement as they are badly damaged and a tripping hazard to crossing pedestrians.

Officers Response:

The current proposal is to implement No Stopping restrictions on Goa Street/Moxham Ave, which is not directly related to the matter you have raised. I am therefore recommending the proposal goes ahead and be presented to the City Strategy Committee meeting for approval. Footpath works are carried out on a scheduled maintenance program and any damaged kerb/footpath are replaced during this time. This has also been referred to the Roading Engineer.

Name: Stephen Moore
Address: 110 Moxham Avenue, Hataitai
Agree: No

While I am ambivalent about the proposed Island, the loss of car parking will have a significant impact on nearby residents as people relocate their cars. While there is no statistics provided, I do not agree with your rationale that heavy vehicles use Goa Street. As a nearby resident, I only see cars many of which are bypassing the extreme congestion of Ruahine Street / Wellington Road. Fix this and much of the problem will go away. I use Goa Street to get home from Ruahine Street and have NO visibility issues. The accidents are pure driver error.

Officers Response:

There have been seven reported crashes at the intersection in the past 5 years. The proposed improvements address these concerns. No Stopping restrictions are required to facilitate larger vehicle manoeuvres and to improve visibility for right turn movements from Goa Street to Moxham Avenue to the south. The effects of No Stopping restrictions have been carefully assessed and are required to improve the overall safety of this intersection.

Name: Maeve Phillipps
Address: 122 Moxham Avenue, Hataitai
Agree: Not stated

I have often noticed as I leave my driveway that there are vehicles (a silver VW is the most common) parked on the yellow lines outside 120 on Moxham Ave. I have never seen any tickets issued for illegal parking and wonder if the woman who parks there was to be issued one it would stop her from parking there and blocking the view from the traffic waiting at the stop sign.

It is a tricky situation as I do not wish to confront her and I've never seen her do it I just recognise the car belonging to a neighbour a few doors away.

I would prefer to have no yellow lines painted over my driveway or the park in front of the house and if traffic lights are going to be installed I don't believe it is necessary to have the lines too.

I see from the photo attached to your letter that the corner on the opposite side of Moxham Avenue the lines do not extend the same length outside 177 because of the bus stop. If a bus that blocks a much larger area of the view from the cars waiting at the lights on the Eastern side of Moxham

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Avenue is allowed to stop there then surely a car parked outside 122 is no problem to anyone waiting at the lights on the Western side of Moxham Avenue.

Officer Response:

The bus stop is only occupied for short periods of time, and when empty facilitates good visibility for left/right movements from Goa Street (north)
The difficulty at the intersection arises when turning right from Goa Street (south) to Moxham Avenue (southbound). This is due to cars parked on the western side of Moxham Avenue. The proposed No Stopping restrictions improve the visibility for drivers making this manoeuvre and addresses the current crashes that are taking place.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Reference:** TR 20 – 18**Location:** Maupuia Road - Miramar**Proposal:** No stopping at all times

Information: Concerns have been raised by several residents that people are parking on both sides of Maupuia road during business hours, thereby making the road narrow, and therefore restricting two vehicles to pass comfortably. There have been incidents involving wing mirrors being damaged. Forward visibility for the vehicles travelling downhill (southbound) is also hindered by parked vehicles on the eastern side of Maupuia Road on the inside of the curve.

A site visit and assessment has been undertaken. Council officers propose 30m of No Stopping restriction on the eastern side of Maupuia Road. This will improve forward visibility and will permit vehicles to pull in and give way to the uphill traffic as required.

There are also bus stops on either side of Maupuia Road. The existing northbound bus stop has been relocated further north as per approved TR 118-17. The new bus stop does not include a length of no-stopping for buses exiting the bus stop. It is, therefore, proposed to install 11m of No Stopping on western side of Maupuia Road to allow buses to pull out more easily.

Maupuia Road is a collector and bus route and it is, therefore, important that traffic is not impeded.

Parking Loss : 7 spaces

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 27 February 2018
- 2) Feedback period closes. 16 March 2018
- 3) If no objections received report sent to City Strategy Committee for approval. 19 April 2018
- 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
Maupuia Road	<i>No stopping at all times</i>	<i>West side, commencing 34m north from its intersection with Miramar Avenue (grid coordinates X= 1,751,720.1m, Y= 5,424,706.3m), and extending in a northerly direction following the western kerbline for 11 metres.</i>
Maupuia Road	<i>No stopping at all times</i>	<i>East side, commencing 70m north from its intersection with Miramar Avenue (grid coordinates X= 1,751,730.2m, Y= 5,424,701.2m), and extending in a northerly direction following the western kerbline for 30 metres.</i>

Prepared By: **Gagandeep Singh**
Approved By: **Steve Spence**
Date: **9 April 2018**

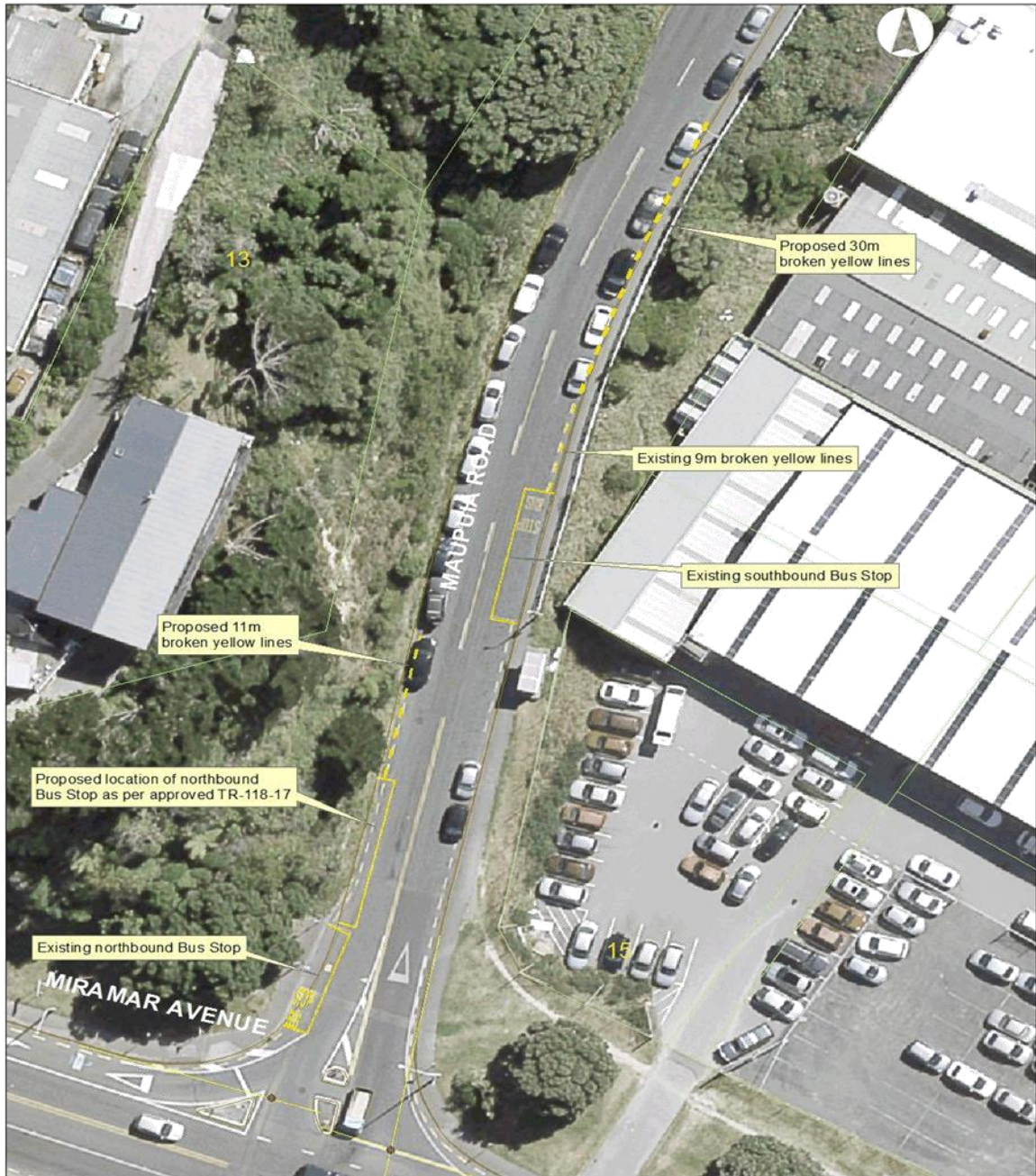
(Southern Area Traffic Engineer)
(Chief Transport Advisor)

WCC Contact:

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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Maupua Road, Miramar -TR20-18
No Stopping At All Times

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

0 5 10 20
1:300 METRES

ORIGINAL MAP SIZE: A3
DATED BY: 08/08/18
REFERENCE:



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Chris Smith
Address: 130 Akaroa Drive, Maupuia
Agree: No

Unfortunately this proposal does not go far enough and needs to be increased much further as all this stop gap is going to do is move the problem further up the hill. The Eastern side of the road is also the wrong side of the road to be adding yellow lines to, as uphill traffic will have to come to a complete stop for downhill traffic which does not give way when their side of the road is clear. Added in with the recent article in the paper about the lack of property to house staff for the rapid expansion of film studios in Miramar, then this problem will only get worse as more and more staff drive in from outside the eastern suburbs, half measures are just going to move the issue to an equally dangerous area further up the hill. The road is very narrow and windy with many blind corners from Miramar Ave all the way through to 1 Akaroa Drive and I drive this route daily. I have personally had nail biting misses monthly for the last 5 years plus because the road is too narrow as more and more cars park on the Western side of Maupuia Road. It has become necessary to snake in and out of parked cars, if only to avoid oncoming traffic that has crossed the centreline. This problem is exacerbated by cyclists regularly using the road as a route to and from the mountain bike park at the top of Mt Crawford and it is also a common training ride for road cyclists in the morning and evening. I feel a better solution would be to add yellow lines on the Western side of Maupuia Road all the way from the bus stop off Miramar Ave right through to the start of Akaroa Drive. Also it would then make sense to move the centre line of the road over so the road that is clear for both directions to pass each safely without either direction needing to cross a centre line. Fortunately, if the western side of the route I described above has yellow lines painted along it's entire length then the number of car parks that are utilised by residents is in the single digit range so you will not be effecting residents greatly.

Officers Response:

The current proposal provides improved visibility on Maupuia Road for vehicles travelling south enabling drivers to clearly see northbound vehicles. We'll monitor the site once the No Stopping restrictions are installed.

Name: Gordon Julian
Address: 99 Maupuia Road, Maupuia
Agree: Yes

This proposal has been much needed for quite some time. Maupuia Road is a busy access road and having it reduced to one lane due to cars parking on both sides of the road during business hours is dangerous and frustrating. The proposal should go further and extend the no parking lines on the western side from the intersection with Miramar Avenue all the way up to Aranui Street.

Officers Response:

The current proposal provides improved visibility on Maupuia Road for vehicles travelling south enabling drivers to clearly see northbound vehicles. We'll monitor the site once the No Stopping restrictions are installed.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Jody Plummer
Address: 16B Waiwera Crescent, Maupuia
Agree: Yes

I think the yellow lines need to go further. If they stop where they currently do on the image the cars will park further up Maupuia Road on the two sharp bends. This will be a significant obstacle to traffic both ways, especially as cars generally travel at a high speed considering the number of obstacles. It is an unsafe street.

Officers Response:

The current proposal provides improved visibility on Maupuia Road for vehicles travelling south enabling drivers to clearly see northbound vehicles. We'll monitor the site once the No Stopping restrictions are installed.

PROPOSED TRAFFIC RESOLUTION

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

Reference: TR21 – 18

Location: Miramar North Road - Miramar

Proposal: No stopping at all times

Information: It has brought to our attention by members of the public that due to cars parked on the eastern side of Miramar North Road there is lack of forward visibility travelling in both directions on the long radius curve. Cars are forced to stop in the middle of the road and often reverse as there is no space to pull in.

There is a high demand for parking in the area, and cars park on both sides of the road wherever possible. It has been assessed during the site visit and now proposed to extend No Stopping lines for three (3) car lengths on the eastern side of the road. This will improve forward visibility, and allow vehicles to pull in as required.

Parking loss: 3 spaces

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 27 February 2018
- 2) Feedback period closes. 16 March 2018
- 3) If no objections received report sent to City Strategy Committee for approval. 19 April 2018
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Miramar North Road	<i>No stopping at all times</i>	<i>East side, commencing 142.5 metres north of its intersection with Park Road and extending in a northerly direction following the eastern kerbline for 43.5 metres</i>

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

Column One	Column Two	Column Three
Miramar North Road	<i>No stopping at all times</i>	<i>East side, commencing 120 metres north from its intersection with Park Road (grid coordinates X= 1,747,181.2m, Y= 5,425,622.9m), and extending in a northerly direction following the eastern kerbline for 60.5 metres.</i>

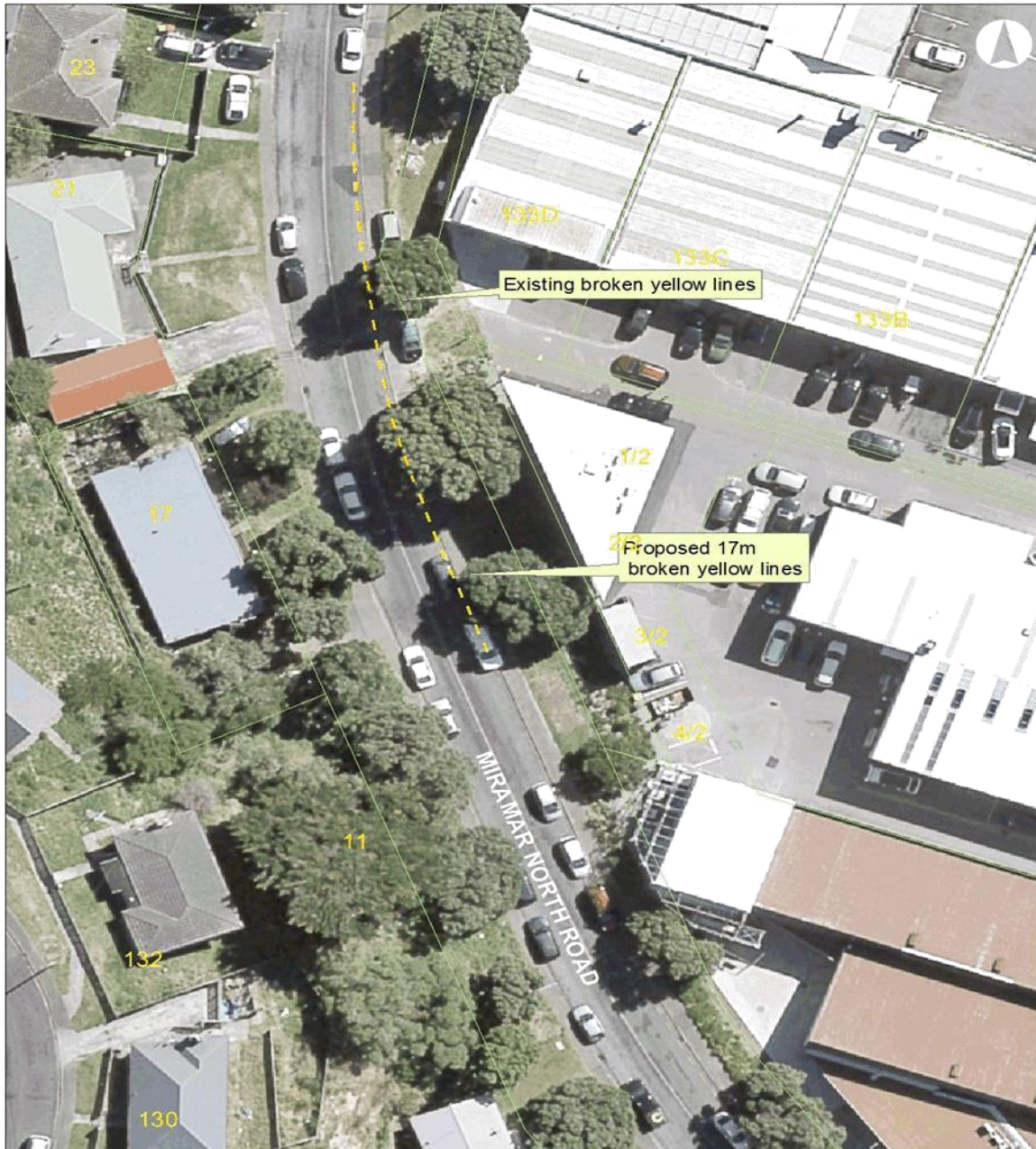
Prepared By:	Gagandeep Singh	(Southern Area Traffic Engineer)
Approved By:	Steve Spence	(Chief Transport Advisor)
Date:	9 April 2018	

WCC Contact:

Gagandeep Singh
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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Miramar North Road, Miramar -TR21-18
No Stopping At All Times

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

0 5 10 20
1:300 metres

ORIGINAL MAP SIZE: A3
DATE: 28-01-2018
AUTHOR: Bright
REFERENCE:



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Hayden Jones
Address: Not given
Agree: Not stated

I am a resident on Miramar North road and am confronted on a daily basis with near misses with vehicles heading towards Park Road as I am heading towards my house. Most days as I leave the roundabout from Park Road heading towards my house I cannot see if the road is clear beyond the 1st corner as cars are parked on both sides of the road and some are even parked encroaching the yellow lines resulting in me continuing along to where I meet a vehicle heading in the opposite direction. Both vehicles generally have to brake heavily as vision is also impaired for vehicles heading towards the roundabout.

I feel taking out 3 extra car parks is not a sufficient solution to increase visibility and driver safety in both directions. With the continued business growth that is happening in the area there is a higher demand for car parking and adding in more yellow lines only results in pushing the parked vehicles further up the hill restricting vision and space there also. Would adding in P time limits be a better option similar to what WCC have done down the airport end of Miramar?

Officers Response:

The current proposal will provide improved visibility and safer travel on Miramar North road. We'll monitor the site once the No Stopping restrictions are installed. We could explore options for short term parking on Miramar North Road in the future.

Name: Julia Jones
Address: Not given
Agree: No

The proposal to extend the broken yellow lines by three car lengths will not rectify the issues on Miramar North Road. The area is a high traffic area and is part of a popular bus route. If 3 additional car lengths of broken yellow lines are put in then the issue of visibility will absolutely not be resolved. More often than not I have to break heavily at least once and often at the northern end driving south as the person driving north has no visibility. To ensure the safety of the road users and pedestrians the eastern side of the road should be broken yellow lines with no parking until approximately 17 meters further north of the current broken yellow lines. This would ensure visibility in both directions and create a much safer road space.

The council needs to consider car parking spaces and should have done so when removing car parking spaces and allowing resource consent for the apartment block that was built a few years ago. This should not be an issue for the residents of Miramar North Road.

The council have another opportunity to relieve the pressure on car parking and the safety for rate paying residents when looking at Sir Peter Jackson's resource consent for the changes he plans to make at the old California Garden Centre site. This site should HAVE to have carparking for at least the number of people he plans to employ there or the residents of the neighbourhood will be put at even more of a disadvantage.

If the council refuse to consider extending the broken yellow lines to include the whole eastern side of the beginning of the street then they should consider having a maximum time period for cars to

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

be able to park on that section of road, similar to what has been done to deter long term parking around the airport and at the entrance to Miramar.

Officers Response:

The current proposal will provide improved visibility and safer travel on Miramar North road. We'll monitor the site once the No Stopping restrictions are installed. We could explore options for short term parking on Miramar North Road in the future.

Name: Nicki Brewer-Mann
Address: Unit 1/11 Miramar North Road, Miramar
Agree: Yes

I live in the area that is affected. I would love it if you did put a no parking restriction I place. All the cars that are parked on both sides of the road are all attached to the Body Stable and are all waiting on being repaired. The cars sit there for months on end before being fixed. I do wish that the cars can be moved because all the time I see people driving in both directions having to give way because there isn't enough room for both cars to get past each other. I really feel sorry for the bus driver who drives number 3, because of all the cars parked on both sides he has to inch along and hopes that the driver doesn't hit any of the cars. The driver of the 31 bus has another difficult area to try and get past is by the club rooms by the sports ground and a bit further along by the school. I am amazed that they are able to keep on time. I look forward to hearing back from you.

Officers Response:

The current proposal will provide improved visibility and safer travel on Miramar North road. We'll monitor the situation once No Stopping restrictions are installed.

Name: Lon Krung
Address: Flat 4, 2 Miramar North Road, Miramar
Agree: No

As a family with a young baby, we already struggle finding parking spaces close to our door. There are many damaged cars parked in the street, sometimes for weeks without being moved at all. Coming back from appointments or activities, I hardly can find a parking space close by as it is.

Officers Response:

The current proposal will provide improved visibility and safer travel on Miramar North road. We'll monitor the site once the No Stopping restrictions are installed. We could explore options for short term parking on Miramar North Road in the future.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Vivienne Borthwick
Address: Not given
Agree: Yes

Good news that there will be more "no parking" spaces at the end of the street. I wonder if the cars waiting for panel beating should take up parking places, there's always a number and they can be there for a while. I believe they used to have spaces at California garden centre, but that was sold a while ago. Also there's often a rental van/vans parked, I m not sure why but maybe they could be elsewhere. Thank you for considering these concerns. I trust this email is confidential.

Officers Response:

The current proposal will provide improved visibility and safer travel on Miramar North road. We'll monitor the site once the No Stopping restrictions are installed. We could explore options for short term parking on Miramar North Road in the future.

Name: Masaya Suzuki
Address: Not given
Agree: Yes

I agree about the issue there, and would like to give you my opinion.
I think the cars parked there are mostly from auto-repair garage company near there. Most of the cars there looks like there is broken area, and waiting to be fixed, so I see them at night too. There wasn't that many cars before like 3-4 years ago. Somehow the garage company is taking over most of the public parking spot.

I also want to say that if we can have more than 3 car spaces for No Stopping lines especially in the middle, or having another lines on the other side in the middle, so that we have easier access for any cases, coz sometimes I see this issue has longer length towards Park Road. Also at the end of Miramar north Road towards Park Road, there is cars parked at very end, which makes us harder to get in/out from/to Miramar north Road when we have other directions cars coming close, and more dangerous for pedestrians, harder to see left side on park road from Miramar north Road, so we need longer Non Stopping lines at the very end of Miramar north Road too.

I come across this issue (facing to other directions car) almost every time when I pass through this area, so I would say this is serious/critical.

Officers Response:

The current proposal will provide improved visibility and safer travel on Miramar North road. We'll monitor the site once the No Stopping restrictions are installed. We could explore options for short term parking on Miramar North Road in the future.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Renee and Scott Heatherwick and Lancaster
Address: 55 Miramar North Road, Miramar
Agree: No

We agree in principle that there is a need to do something on Miramar North Road to deal with the heavy use for day-time parking, in particular the section of Miramar Road from the intersection with Park Road to 25 Miramar North Road.

However, until such time as further work has been done on understanding the parking issues on Miramar North Road (as a whole) we do not think that a piecemeal solution at this time is appropriate. We think the Council needs to ensure that there is an overall solution, and until that is developed we object to the imposition of the no stopping lines in your proposal.

We believe that the no stopping lines will displace more cars towards our end of Miramar North Road and place even greater demand on the on-street parking in close proximity to our house. That on-street parking is already in demand for all –day parking which means that it is not available to support our work-from home business (which is an activity encouraged in the Wellington City District Plan).

We believe the best way forward to:

- obtain feedback on the current proposal
- engage with residents on Miramar North Road to find out other views (not everyone will respond to the current traffic resolution process)
- **develop an overall plan for Miramar North Road (from the intersection of Park Road to 75 Miramar North Road); and**
- then undertake your traffic resolution process for all measures.

I would like to be advised when the Council is considering the current proposal and ask that I be given the opportunity to be heard in oral hearings or in public participation.

Background

We live at 55 Miramar North Road, where we have lived since 2001. We have on-street parking for 2 cars on our site, so our 2x cars are rarely parked on the street.

Since 2006, we have operated a hairdressing business from our home. My husband works part-time in the business. We do not employ any staff so do not create demand for all day on street parking. Our business complies with the 'work from home rules' in the District Plan and as we understand it - such businesses are supported by the Council across Wellington.

I have approximately 30 clients per week. A large portion of my clients are from the Miramar Peninsula as in addition to having a longstanding and loyal client following on the Peninsula from when I owned a business on Park Road, my clients like to have local hairdressing services which avoids the need to travel into the City (in the badly increasing traffic) and pay parking costs.

The majority of my clients drive to their appointments. Parking is therefore important to my clients – as (particularly at the end of their appointment) they like to be able to get to their cars quickly to preserve their haircut/style in the often windy or inclement Wellington weather.

Parking now

We regularly experience heavy parking demand on our street, primarily (we believe) from the businesses located on Park Road. We are not opposed to these businesses being in the area and believe that we are lucky that we have so much employment and diversity in the Miramar suburb. Many of our clients are from Miramar businesses so we have seen first hand the positive effects of the growth in the local businesses.

But we do believe that the Council needs to more actively monitor the impact of the daily parking demand on the local residents, road safety and make provision for effective parking controls that

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

mean that all needs are met.

Often cars are parked well up Miramar North Road (on both sides of the road) up as far as 75 Miramar North Road. When this is the case, our clients need to walk some distance to our property for their appointment. This is particularly so in the morning, when the parking demand is greater than the late afternoon. We have also observed that Monday – Thursday has heavier demand than Fridays.

Our driveway is tricky and my clients do not feel comfortable parking on our site and as a consequence always park on the street. There are a number of vehicle access crossings on our side of the street meaning there are fewer parks - and they are not often available. My clients therefore often end up parking well up Miramar North Road towards 75 Miramar North Road. Also often having to contact that council, to get cars ticketed or towed, as we can not get in and out of our drive way.

A solution

We suggest that the Council works out a solution for the whole of Miramar North road affected by parking demand. To do this we believe officers need to consult with the residents and find out all the issues – and then come up with an overall solution.

We think that the current proposal is a piecemeal way of approaching it. It will displace cars and make the problem worse at our end of the street – without first knowing the issues that we currently experience.

In respect of the issues we face, we ask that the Council works with us to explore the following option:

- look at options to ensure parking turnover in the vicinity of our house
- one option we have thought of is a P120 or P180 for the 2 spaces immediately in front of our house. This will ensure turnover of these spaces for my clients and also for visitors to other residents.
- We have looked around Miramar and have seen that there are other examples of such time zone parking, please see attached photos.

Conclusion

Thanks for taking the time to listen to our concerns around a subject that affects not only the street but also our business, and hope you consider that in your submissions.

We look forward to hearing from officers about our submission, and trust that in the meantime the Council does not implement the current proposal.

Officers Response:

The current proposal will provide improved visibility and safer travel on Miramar North road. We'll monitor the situation once No Stopping restrictions are installed. The matter raised is not directly related to this proposal which addresses the current road safety concern. We will investigate your specific parking concerns, separate from the current proposal.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Ashleigh Rea
Address: Not given
Agree: Not stated

I 100% agree these should be extended, I just think they should be extended not only 3 car lengths but connect the yellow lines to the ones already a few car parks south/east and even a few car lengths north as that second bend is just as difficult and people speed down from the hill and you can't see them when heading north either.

Thank you for looking into this, it is a very scary road to travel and I make sure to do a much lowered speed limit just to be sure anyone speeding doesn't collide with me.

Officers Response:

The current proposal will provide improved visibility and safer travel on Miramar North road. We'll monitor the site once the No Stopping restrictions are installed. We could explore options for short term parking on Miramar North Road in the future.

Name: Tengseng Ong
Address: 71 Miramar North Road
Agree: Yes

I am owner/resident of 71 Miramar North Road. I am also speaking on behalf of my neighbours (the owners) of 67 and 69 Miramar North Road. The parking boundary/border line towards the northern end is too close to the egress into our property. It is extremely difficult to drive onto our driveway or drive out onto Miramar North Road when there is a car parked close to the border and cars parked on the opposite side of the road at the same time. We would be very grateful if you could move the borderline one car length towards the northern end. That would make it easier to turn into our driveway. I agree with your proposal to extend NO Stopping lines for 3 car lengths on the eastern side of the road.

Officers Response:

The current proposal will provide improved visibility and safer travel on Miramar North road in this particular location. We'll monitor the situation once No Stopping restrictions are installed. The concern raised by you is not directly related to the proposal. The area traffic engineer will investigate your concern in the future.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Reference:** TR 22-18**Location:** Miro Street - Miramar**Proposal:** No stopping at all times**Information:** Miro Street, western side, requires 9m of No Stopping restriction legalised. This is to prevent parking over the two fire hydrants. Road markings will be adjusted accordingly.

Parking loss: 2 spaces

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 27 February 2018
- 2) Feedback period closes. 16 March 2018
- 3) If no objections received report sent to City Strategy Committee for approval. 19 April 2018
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

NO FEEDBACK WAS RECEIVED

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Miro Street	No stopping at all times	West side, commencing 78 metres west of its intersection with Broadway and extending in a southerly direction following the western kerbline for 14 metres.

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

Column One	Column Two	Column Three
Miro Street	No stopping at all times	West side, commencing 83m west from of its intersection with Broadway(grid coordinates X= 1,751,472.2049m, Y= 5,423,540.0707m), extending in a southerly direction following the western kerbline for 40 metres.

Prepared By: **Gagandeep Singh**
Approved By: **Steve Spence**
Date: **9 April 2018**

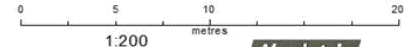
(Southern Area Traffic Engineer)
(Chief Transport Advisor)

WCC Contact:

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Wellington City Council
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Phone: +64 4 803 0294
Fax: +64 4 801 3009
Email: gagan.singh@wcc.govt.nz



Miro Street, Miramar, TR22-18
No Stopping At All Times



MAP PRODUCED BY:
Wellington City Council
100 TOWER STREET
WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
DATE: 28/01/2018
AUTHOR: smp/sg
REFERENCE:



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 23-18

Location: Mitchell Street - Brooklyn

Proposal: No stopping at all times

Information: It has been brought to our attention by members of the public, that there are cars parking on the western side of Mitchell Street from the corner of Karepa Street to 92 Mitchell Street. As a result, there is insufficient width for two vehicles to pass comfortably. Parked cars are forcing the downhill (northbound) traffic to use the opposing lane by crossing the centre line. Visibility is also restricted due to the right hand curve and when there is oncoming traffic, there is often nowhere to pull in to allow the vehicles to pass.

A site visit and assessment has been undertaken. Council officers propose No Stopping restriction for 17 metres on the western side of Mitchell Street. This will allow downhill traffic to pull in to allow uphill traffic to pass safely.

Mitchell Street is a collector and a bus route and it is therefore important that traffic is not impeded.

Parking loss: 3 spaces

Following feedback: The current proposal aims to improve visibility on Mitchell Street. However as per feedback received, we've decided to reduce the length of No Stopping restriction to from 16 metres to 11 metres thereby allowing one extra parking space.

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 27 February 2018
- 2) Feedback period closes. 16 March 2018
- 3) If no objections received report sent to City Strategy Committee for approval. 19 April 2018
- 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
Mitchell Street	<i>No stopping at all times</i>	<i>West side, commencing 31m from its intersection with Karepa Street (grid coordinates X= 1,747,181.2m, Y= 5,425,622.9m), and extending in a northerly direction following the western kerbline for 11metres.</i>

Prepared By: **Gagandeep Singh**
 Approved By: **Steve Spence**
 Date: **9 April 2018**

(Southern Area Traffic Engineer)
 (Chief Transport Advisor)

WCC Contact:

Gagandeep Singh
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 101 Wakefield Street / PO Box 2199,
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 Phone: +64 4 803 0294
 Fax: +64 4 801 3009
 Email: gagan.singh@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Plan consulted on



Mitchell Street, Brooklyn, TR23-18
No Stopping At All Times

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

ORIGINAL MAP SIZE: A3
DATE: 28/01/2018
AUTHOR: 8121/12
REFERENCE:

0 5 10 20
metres
1:250

Absolutely
POSITIVELY
WELLINGTON CITY COUNCIL
Wellington

PROPOSED TRAFFIC RESOLUTION
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Amended Plan



Mitchell Street, Brooklyn, TR23-18 (Amended)
No Stopping At All Times



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

ORIGINAL MAP SIZE: A3
DATE: 27/03/2018
AUTHOR: angie
REFERENCE:



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Kathryn Compson
Address: Not given
Agree: No

I have been living in Mitchell Street for several years. I, along with my housemates am a shift worker and work on call, requiring that we are able to respond promptly. A key reason that we moved to Mitchell Street was that we would have car parking nearby, in order to fulfil the above requirements. Car parking can already be tight at times, and if it were to be reduced further we would likely have to move. The proposal states that parking at present means that traffic movement is restricted- from my experience this is very minimal: give way rules are applied for a very short section of the road, and this is certainly no different from the majority of streets in Wellington. Part of the proposal suggests that parking can interfere with safe bus movements. Buses do not run regularly through this area after hours. This means that even without urgent on call requirements, public transport is not a viable option for workers such as ourselves. Furthermore, having to walk significant distances to and from cars at night time would raise significant personal safety concerns, particularly in this street which is not well lit.

Name: Jason Walker
Address: 101 Mitchell Street, Brooklyn,
Agree: No

There are already significant pressures on parking which have create numerous issues for me personally. People park in silly places and have prevented me from getting access to my property fullstop. Taking away parks will increase this sort of behaviour. Furthermore I don't believe it will make any difference most issues I have experienced there are due to people turning left from Karepa. This is a small distance from where you suggest there are issues. I drive this piece of road every day and do not have any problems.

Name: Mike Tweed
Address: 88 Mitchell Street, Brooklyn
Agree: Yes

I think this is an excellent idea. I often drive along this stretch of road and meet cars coming up the hill. This section of the road is not on the bus route.

Name: Jill Bowman
Address: 105 Mitchell Street, Brooklyn
Agree: Yes

I totally agree with this proposal and think the windy bit of Todman Street from the kindergarten to the intersection with Mitchell Street should also have no stopping areas for the same reasons - it is a bus route with blind corners.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Christina Osborne
Address: Not given
Agree: Not stated

This part of Mitchell St has never been a bus route and should never become one.
Allow enough space for residents without parking to park
Or create off street parks

Volume on this road has increased significantly without the affects being mitigated.
Infill housing
The windmill
Ashton Fittcett
Recreation and tourism
Businesses operating from home
Retain the bank on the Westside which is a health and safety risk.

Officers Response to all Submitters:

The current proposal aims to improve visibility on Mitchell Street. However, as per the feedback received, we've decided to reduce the length of No Stopping restriction to from 16 metres to 11 metres thereby allowing one extra parking space.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 24 – 18

Location: Monorgan Road - Strathmore

Proposal: No stopping at all times

Information: There have been concerns regarding vehicles parking on the corner outside 48 Monorgan road. Parked vehicles are limiting the visibility for traffic approaching the intersection of Ruakawa Street with Monorgan Road.

To resolve this, council officers propose to extend the No Stopping restrictions for 11m to improve road safety and ensure visibility at the corner is not compromised by parked vehicles.

Parking loss: Nil

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 27 February 2018
- 2) Feedback period closes. 16 March 2018
- 3) If no objections received report sent to City Strategy Committee for approval. 19 April 2018
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Monorgan Road	<i>No stopping at all times</i>	<i>West side, commencing 334 metres west of its intersection with Broadway and extending in a southerly direction following the western kerbline for 16 metres to its intersection with Raukawa Street.</i>

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

Column One	Column Two	Column Three
Monorgan Road	<i>No stopping at all times</i>	<i>West side, commencing from of its intersection with Raukawa Street(grid coordinates X= 1,752,149.4m, Y= 5,423,200.5m), and extending in a northerly direction following the western kerbline for 18 metres</i>

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

Column One	Column Two	Column Three
Raukawa Street	<i>No stopping at all times</i>	<i>North side, commencing from of its intersection with Raukawa Street(grid coordinates X= 1,752,149.4m, Y= 5,423,200.5m), and extending in a westerly direction following the northern kerbline for 14 metres</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: **Gagandeep Singh**
Approved By: **Steve Spence**
Date: **9 April 2018**

(Southern Area Traffic Engineer)
(Chief Transport Advisor)

WCC Contact:

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Phone: +64 4 803 0294
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PROPOSED TRAFFIC RESOLUTION
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



**Monorgan Road, Strathmore, TR 24-18
No Stopping At All Times**

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Glenn Kingston (Strathmore Park Progressive & Beautification Association)
Address: Not given
Agree: Yes

Our Association supports this proposal &, as you are aware, we initiated this by way of submissions to successive WCC Annual Plans.

This proposal was originally voiced to our Association by the residents at No.48 and I have checked by phone that their support is still valid.

Thanking you for your part in bringing this to fruition.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Reference:** TR 25 – 18**Location:** Nevay Road - Karaka Bays**Proposal:** No stopping at all times**Information:** Council officers formally consulted on TR124-17, proposing No Stopping restrictions on Nevay road in September/October 2017. Most of the residents were opposed to the proposal, stating the proposal did not provide the best solution. The proposal was, therefore, withdrawn. Subsequently another site visit was undertaken by Council officers along with representatives of Greater Wellington Regional Council (GWRC) and GO Wellington to identify/confirm the location where bus movements were most severely restricted.

Council officers have considered and now propose a No Stopping restriction for 53 metres on the western side of Nevay Road (between no.111 – no.115) to ensure better accessibility, especially for bus manoeuvres, and improve forward visibility on the bend. It is noted that this is a regular bus service to the area, and it is important that bus travel is not compromised by parked vehicles on the inside of this curve.

Parking loss : 8-9 spaces

Following feedback: Based on the feedback received, we have decided to reduce the length of the no stopping restriction to 43 metres instead of the 53m metres consulted on. This reduction would allow two (2) extra parking spaces and would still provide for safe access.**Key Dates:**

- 1) Advertisement in the Dominion Post Newspaper 27 February 2018
- 2) Feedback period closes. 16 March 2018
- 3) If no objections received report sent to City Strategy Committee for approval. 19 April 2018
- 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
Nevay Road	<i>No stopping at all times</i>	<i>West side, commencing 93m from its intersection with Totara Road (grid coordinates X= 1,753,144.2m, Y= 5,425,925.9m), and extending in a southerly direction following the western kerbline for 43 metres.</i>

Prepared By: **Gagandeep Singh**
Approved By: **Steve Spence**
Date: **9 April 2018**

(Southern Area Traffic Engineer)
(Chief Transport Advisor)

WCC Contact:

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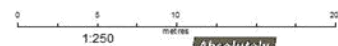
PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Plan Consulted On



Nevay Road, Karaka Bays, TR 25-18
No Stopping At All Times



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

ORIGINAL MAP SIZE: A3
DATE: 29/01/2018
AUTHOR: SP/202
REFERENCE:



PROPOSED TRAFFIC RESOLUTION Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Amended Plan



Nevay Road, Karaka Bays, TR 25-18 (Amended)
No Stopping At All Times

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

ORIGINAL MAP SIZE: A3
DATE: 20/03/2018
AUTHOR: angshu
REFERENCE:

0 5 10 20
1:250
meters

Absolutely
POSITIVELY
the flag is flying
Wellington

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Feedback Received:**

Name: Jeanne Pauling
Address: 117 Nevay Road, Miramar
Agree: No

Impacts on approx 6-7 rate-paying residences - Still Restricting required street parking for residents' vehicles, as well as visiting families and friends and any trade services as needed. This takes away more parking than is necessary. This has the potential for Buses to increase their speed along this stretch of road, with potential issues arising from that. Options to Proposal: 1) Connect up the current BYLs on the eastern side of road from 112-116 thereby making one side of the road 'No Parking' OR 2) REDUCE the proposed 53m BYLs To 43m (FROM the NORTHERN END outside 115 Nevay) - thereby giving AT LEAST a little further street parking here on the only straight stretch of the road with a footpath, which provides safe parking. This is a straight line of sight and from Bus Driver's position would still give them forward visibility. Further, I object to any weight being given to respondents who DO NOT provide their address (previous submissions) as well as those who DO NOT actually live in the area being impacted. Options for Bus: 1) Mirrors on bends, as is done elsewhere in Wellington. 2) Run SMALLER buses along the hill route and transfer to large bus down on the flat in Miramar.

Name: Gareth Hutton
Address: Not given
Agree: Not stated

As a resident of 115 Nevay Road I have no issue with changes being made to ensure the safe and smooth flow of traffic along this stretch.

The proposed changes would address the congestion on the corner between 115 and 116, but the yellow line extends too far around the corner (towards 117) for little gain in traffic flow and limits car parking unnecessarily.

I would suggest the proposed line is 2-3 cars shorter (towards the 117 end). This would be a good compromise - adequate traffic flow on the corner, and much needed parking for residents like ourselves who do not have off street parking.

Name: Kelsi Doscher
Address: 115 Nevay Road
Agree: Not stated

I am a resident of 115 Nevay Road, and fully understand the challenges of the existing parking situation outside our home, both for busses and for residents.

I am keen to see a solution to this problem, and agree that we need to extend 'no stopping' restrictions.

The proposed 53m of dotted yellow lines will certainly help solve the bus issues, however I strongly recommend reducing the length by 10-15m.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

There are a number of properties in this area that require on-street parking. Our property, for instance, has no access to off-street parking, and we have a young child. We rely on the on-street parking area between 115 and 117 every day. If a parking spot is unavailable in this area, we are required to park further past the intersection of Nevay Road and Totara Road, which is challenging (and unsafe at times) when juggling a toddler as well as groceries, etc.

The proposed 53m would reduce our regularly used parking by 2-3 spots, making it impossible for existing residents to have on street parking near their homes, say nothing of visitors.

I would recommend that the yellow lines be reduced by 10-15m, still allowing for 'no stopping' restrictions between 113 and the bend in the road just past 115 (directly across from 116 driveway). This ensures, that in either direction, cars are only parked on one side of the road, which will prevent busses from getting stuck or restricting traffic flow.

Thank you for the opportunity to provide feedback. I hope you are able to take our considerations on board before making a final decision.

Name: Chris Cullinane
Address: 117 Nevay Road, Miramar
Agree: No

The proposed broken yellow lines are unnecessarily removing car parking at their northern end outside #115. The on street parking is important, particularly for those with young children and the elderly. If the lines are placed on the western side (see better option below), they should be reduced by 10m (outside #115) which will still enable clear passage by the buses and encourage the drivers to slow down. If the lines are as proposed, the buses will treat this corner like a racetrack creating an obvious hazard for those in the area. The lines ONLY need to be placed where parked cars obstruct passage, that is, the stretch between the kerb opposite #116 and #111 / #113. A better solution is to join the existing BYL's up on the eastern side of the road. It would result in an increase, rather than a decrease in the available parking with the further advantage that all the parks are adjacent the footpath. It would also mean that buses traveling south are not on the wrong side of the road creating a hazard for vehicles travelling north around a blind corner.

Name: Alice Blackwell
Address: 150 Totara Road, Miramar
Agree: No

We live at 150 Totara Road / 119 Nevay Road. We are opposed to the 53 Metre No Stopping yellow lines proposed on Nevay Road (Ref TR 25-18). We also opposed the previous No Stopping proposal consulted on in September / October 2017. We note that a bus stop and yellow lines were painted on the road after this consultation (even though the WCC summary states that the proposal was withdrawn). We also note that we were not served with notice of the current proposal and would like to be notified of any future decisions in relation to No Stopping areas in close proximity (i.e. within 150 metres) of our home and vehicle access on Nevay Road. We do not think public notices in the paper are sufficient means of notification. Nevay Road provides the primary vehicle and pedestrian access to our property. Parking is at a premium along our section of Nevay Road, particularly to the south of our driveway. We support that the proposal has been moved further south and is focused on the bend in the road (outside 115 and 113 Nevay Road). However,

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

we still consider that the No Stopping area is longer than necessary. In particular we believe the No Stopping lines are not required where there are already driveways / No Stopping lines across the road (i.e. outside 118 & 116 Nevay Road). We believe other traffic tools (such as a mirror and keeping vegetation on legal road trimmed - especially outside 120 Nevay Road) could help bus drivers to have improved visibility in the area without such a large loss of on street car parks. We think it is great that a site visit was undertaken with Go Wellington and Greater Wellington Regional Council representatives and that the same opportunity should be offered to residents as we are the most affected by this proposal. While we have said we do not wish to speak to our submission, we are happy to if you think this would help. We are also happy to meet with council staff and discuss this matter further.

Officers Response to all Submitters:

The concerns raised during the consultation period last year for a No Stopping restriction between no.105 – no.111 have been addressed with the latest proposal .The current proposal was selected after a thorough review of the earlier feedback received.

Based on a review of the feedback received for this latest proposal, we are now recommending 43 metres of no stopping instead of the earlier 53 metres proposed. This would allow two extra parking spaces and would still provide safe access.

PROPOSED TRAFFIC RESOLUTION

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

Reference: TR 26 – 18

Location: Ontario Street - Kingston

Proposal: No stopping at all times

Information: Ontario Street, eastern side around the cul-de-sac at the end of the road, requires 50m of broken yellow lines, which is currently in place, to be legalised. This no-stopping at all times provides access/egress to off street parking and facilitates turning manoeuvres at the end of the street.

Parking loss: Nil

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 27 February 2018
- 2) Feedback period closes. 16 March 2018
- 3) If no objections received report sent to City Strategy Committee for approval. 19 April 2018
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

NO FEEDBACK WAS RECEIVED

PROPOSED TRAFFIC RESOLUTION Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Ontario Street	<i>No stopping at all times</i>	<i>South side, commencing 96 m east from its intersection with Kingston Heights road (Grid coordinates, X= 1,747,653.1m, Y= 5,423,980.5m), and extending in an easterly and westerly direction around the Cul-de-sac, following the kerbline for 50 metres.</i>

Prepared By:	Gagandeep Singh	(Southern Area Traffic Engineer)
Approved By:	Steve Spence	(Chief Transport Advisor)
Date:	9 April 2018	

WCC Contact:

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Ontario Street, Kingston, TR 26-18
No Stopping At All Times

MAP PRODUCED BY
WELLINGTON CITY COUNCIL
101 SHAVERDEN DRIVE
WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
DATE: 28/01/2018
AUTHOR: sng22
REFERENCE:



PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Reference:** TR28 – 18**Location:** Tacy Street - Kilbirnie**Proposal:** Time Limited Parking P120, (8am – 6pm, Mon – Sun)**Information:** Tacy Street, eastern and western side, requires the current in place P120 restrictions to be legalised. This is to allow short term parking during weekdays and weekends to provide parking to service the adjacent sporting activities.

The purpose of this resolution is to update the resolutions database to match the current on-street road markings and signs.

Net parking loss: Nil-to be used for short term parking

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 29 February 2018 |
| 2) Feedback period closes. | 16 March 2018 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 19 April 2018 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description

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

Tacy Street	<i>P120, Monday to Sunday, 8:00am-6:00pm</i>	<i>West side, commencing 51m north from its intersection with Kemp street (Grid coordinates, X= 1,750,446.5m, Y=5,424,465.6m), and extending in a southerly direction following the western kerbline for 31 metres. (6 angle parks)</i>
Tacy Street	<i>P120, Monday to Sunday, 8:00am-6:00pm</i>	<i>East side, commencing 24 m north from its intersection with Kemp street (Grid coordinates, X=1,750,459.2m, Y= 5,424,464.1m),and extending in a southerly direction following the eastern kerbline for 27 metres. (5 parallel parks)</i>
Tacy Street	<i>P120, Monday to Sunday, 8:00am-6:00pm</i>	<i>East side, commencing 59m north from its intersection with Kemp street (Grid coordinates, Grid coordinates, X=1,750,459.2m, Y=5,424,464.1m),and extending in a southerly direction following the eastern kerbline for 24 metres. (4 parallel parks)</i>

Prepared By: **Gagandeep Singh**
Approved By: **Steve Spence**
Date: **9 April 2018**

(Southern Area Traffic Engineer)
(Chief Transport Advisor)

WCC Contact:

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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Absolutely Positively
 WELLINGTON CITY COUNCIL
 ORIGINAL MAP SIZE: A3
 DATE: 26/03/2018
 AUTHOR: SUE BROWN
 REFERENCE:

MAP PRODUCED BY:
 ABSOLUTELY POSITIVELY
 101 WILKES STREET
 WELLINGTON, NZ

Tacy Street, Kilbirnie, TR 28-18
P120, Mon - Sun, 8:00am - 6:00pm

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Judith Tranter
Address: Not given
Agree: No

For the following reasons the current proposal does not really alleviate the problem of Parking in Tacy Street, Kilbirnie.

1. There is a serious reduction in public parking in Tacy St due to parks being allocated to businesses in the cul-de-sac part of Tacy St. e.g. Weta Digital, Geeks on Wheels, Airways. Currently the Street also has many vehicles from the (RAD business in Tacy St at the Kemp Street end) and the cul-de-sac of Tacy St. Employees of Weta Digital and workers from the Kilbirnie businesses are also parking their cars all day along Tacy Street through to the cul-de-sac
2. These vehicles are in the limited time zone areas as well as in the long term parking areas.
3. The RAD vehicles are moved from one park to another when they are aware parking wardens are in the area. This is no longer a small business and has grown dramatically over recent years. It would seem only fair that they find their own parking lot. Placemakers have now put in a tow away area in their property for cars who are not customers.
4. On Saturdays parking is at a premium with the Evans Bay Netball Courts in full use. Parents are double parking, parking in driveways and certainly staying longer than 120 minutes in some cases. Calls have been made to Parking Services regarding this.
5. Once the construction of the new Apartments is completed across from the Kilbirnie Villas in Tacy St, there will also be an added problem of visitors parking and those residents of the new apartments who have two cars, parking all day in Tacy Street

These issues have created a serious Health and Safety issue as the volume of traffic in Tacy Street is excessive. Compounded at present by large trucks and machinery going up and down to the new apartments being built. Once these are completed there will still be heavy vehicles going to and from Placemakers.

We recommend the following:-

1. That the P120 area outside No 15/25 Tacy St be extended to include 15/25 Tacy St. to 27/25 Tacy St. 6am Mon – 6pm Sat. This will at least give visitors to the Street a chance to have short term parking. Particularly if it is checked constantly by traffic wardens.
2. That RAD find alternative parking e.g. approach the ASB centre as WD have.

We look forward to your reply and our opportunity to speak to this submission.

Officers Response:

The current proposal is to confirm the existing restrictions on site. The matter raised by you is not directly related to the proposal. We will consider your proposal for additional P120 on Tacy Street.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 32 – 18
- Location:** Kelburn Parade - Kelburn
- Proposal:** Time Limited Parking (P120, Mon-Sun, 8am-6pm)
Class Restricted (Motorcycle Parking, At All Times
No Stopping, At All Times
- Information:** On Kelburn Parade, opposite #56-68, layby parking has been provided as part of the Victoria University development.

Changes to parking allocation will see an increase in parking spaces for both vehicles and motorcycles, providing better serviceability for the University students and to the surrounding residents.

Time Limited P120 Parking net gain: 5 spaces
Motorcycle Parking gain: 5.4m

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 27 February 2018
- 2) Feedback period closes. 16 March 2018
- 3) If no objections received report sent to City Strategy Committee for approval. 19 April 2018
- 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:

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

Kelburn Parade	<i>P120, Monday to Saturday, 8:00am – 6:00pm</i>	<i>East side, commencing 163 metres north of its intersection with Fairlie Terrace and extending in a northerly direction following the eastern kerbline for 24.5 metres.</i>
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Remove from Schedule D (No Stopping) of the Traffic Restrictions Schedule

Kelburn Parade	<i>No Stopping, At All Times</i>	<i>East side, commencing 187.5 metres north of its intersection with Fairlie Terrace and extending in a northerly direction following the eastern kerbline for 10 metres.</i>
Kelburn Parade	<i>No Stopping, At All Times</i>	<i>East side, commencing 43.5 metres north of its intersection with Fairlie Terrace and extending in a northerly direction following the eastern kerbline for 119.5 metres.</i>

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

Kelburn Parade	<i>P120, Monday to Sunday, 8:00am – 6:00pm</i>	<i>East side, commencing 20 metres south of its intersection with Kelburn Parade (Grid Coordinates X=1,748,002.1601 m, Y=5,427,594.2499 m) and extending in a southerly direction following the eastern kerbline for 11.4 metres.</i>
Kelburn Parade	<i>P120, Monday to Sunday, 8:00am – 6:00pm</i>	<i>East side, commencing 79 metres south of its intersection with Kelburn Parade (Grid Coordinates X=1,748,002.1601 m, Y=5,427,594.2499 m) and extending in a southerly direction following the eastern kerbline for 19 metres.</i>

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Kelburn Parade	<i>P120, Monday to Sunday, 8:00am – 6:00pm</i>	<i>East side, commencing 115 metres south of its intersection with Kelburn Parade (Grid Coordinates X=1,748,002.1601 m, Y=5,427,594.2499 m) and extending in a southerly direction following the eastern kerbline for 11.5 metres.</i>
Kelburn Parade	<i>P120, Monday to Sunday, 8:00am – 6:00pm</i>	<i>East side, commencing 131.8 metres south of its intersection with Kelburn Parade (Grid Coordinates X=1,748,002.1601 m, Y=5,427,594.2499 m) and extending in a southerly direction following the eastern kerbline for 12.6 metres.</i>

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

Kelburn Parade	<i>Motorcycle Parking, At All Times, Monday to Sunday, 8:00am – 6:00pm</i>	<i>East side, commencing 126.5 metres south of its intersection with Kelburn Parade (Grid Coordinates X=1,748,002.1601 m, Y=5,427,594.2499 m) and extending in a southerly direction following the eastern kerbline for 5.4 metres.</i>
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Add from Schedule D (No Stopping) of the Traffic Restrictions Schedule

Kelburn Parade	<i>No Stopping, At All Times</i>	<i>East side, commencing at its intersection with Kelburn Parade (Grid Coordinates X=1,748,002.1601 m, Y=5,427,594.2499 m) and extending in a southerly direction following the eastern kerbline for 20 metres.</i>
Kelburn Parade	<i>No Stopping, At All Times</i>	<i>East side, commencing 59.5 metres south of its intersection with Kelburn Parade (Grid Coordinates X=1,748,002.1601 m, Y=5,427,594.2499 m) and extending in a southerly direction following the eastern kerbline for 17 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: **Patrick Padilla**
Approved By: **Steve Spence**
Date: **9 April 2018**

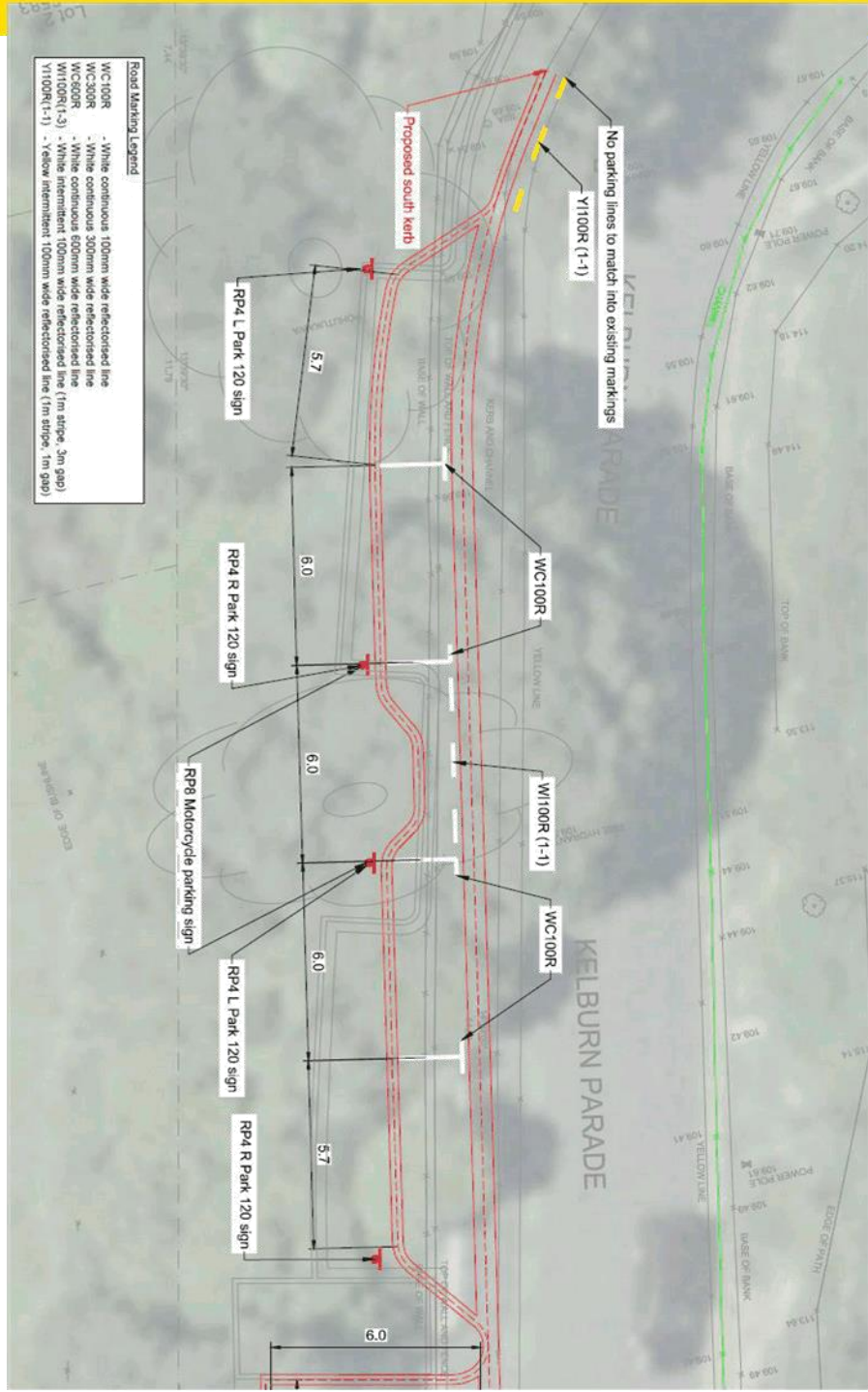
(Intermediate Traffic Engineer)
(Chief Transport Advisor)

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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



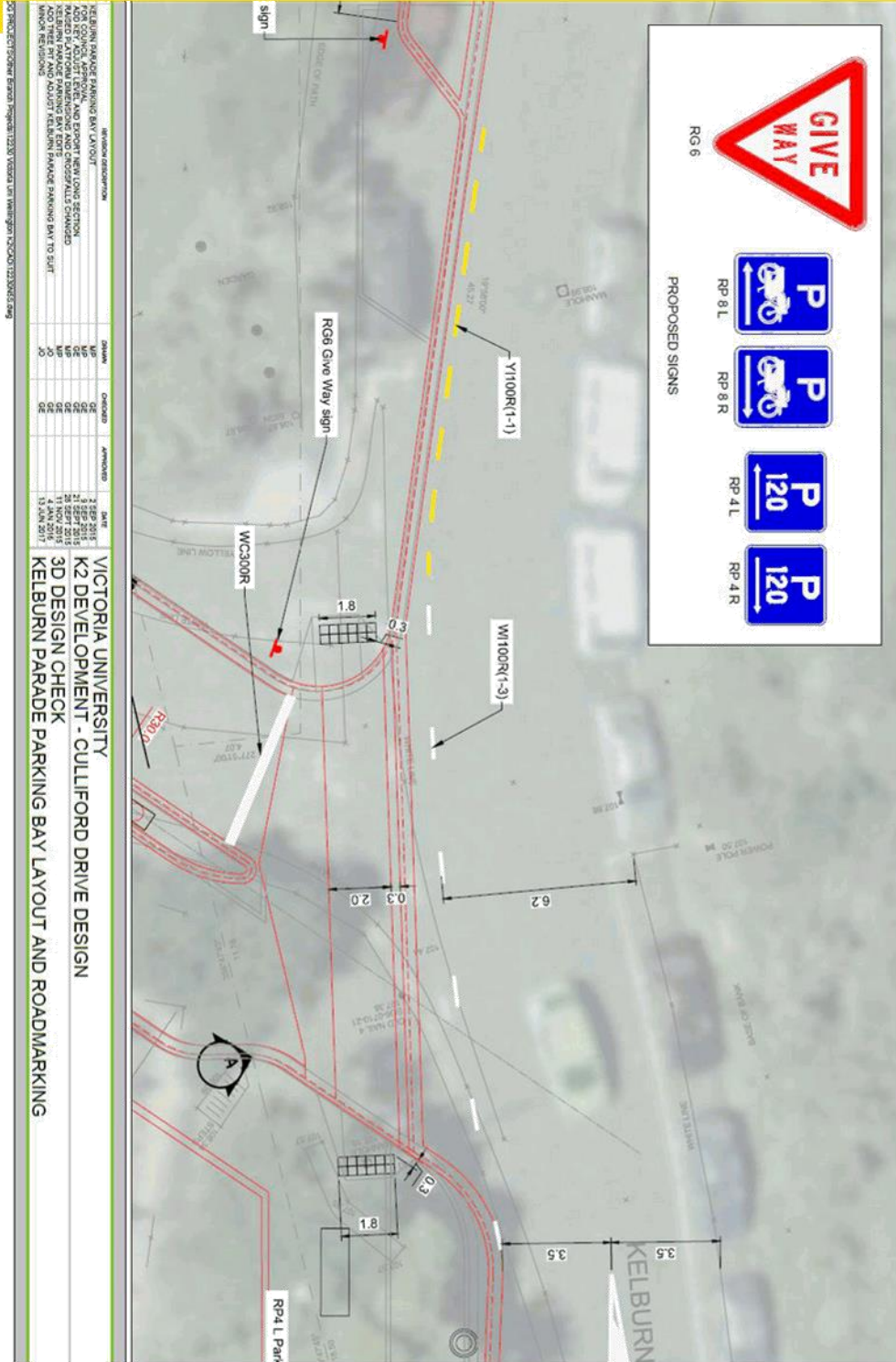
PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

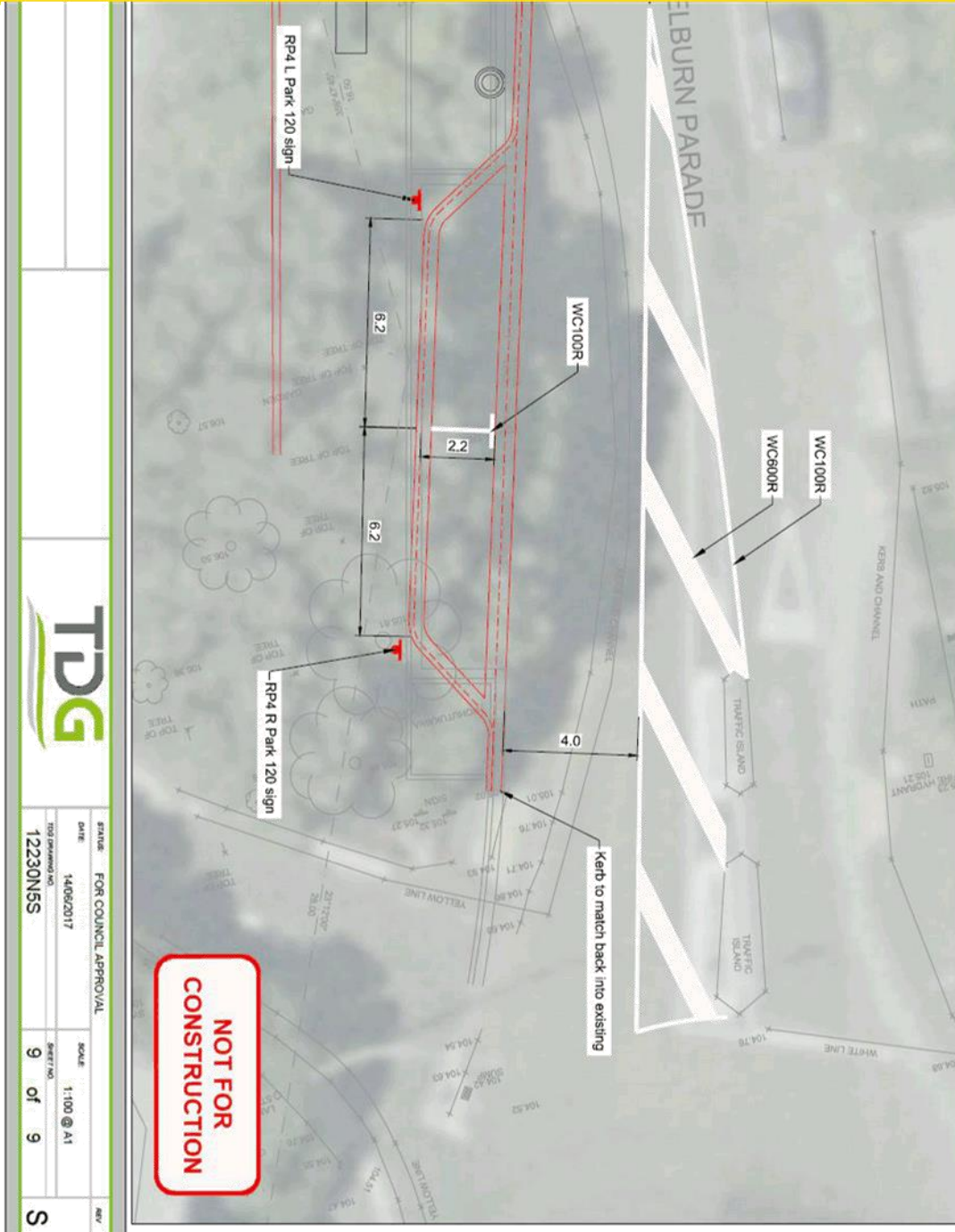


PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



PROPOSED TRAFFIC RESOLUTION Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Feedback Received:**

Name: Leon (Kunliang) Gu
Address: 60 Kelburn Parade, Kelburn
Agree: No

Students working in the labs in new building will be post-grads working on completing their theses and working on weekends and late at night. We are all very upset motorcycle parking as it makes loud noisy in particularly at late night. Bikes would be OK, however, we are not support for the motorcycle parking over there.

Do please consider to let the nearby residents to have a peaceful night in order to work hard in the next morning.

Name: Dr Irene Zohrab
Address: 74 Kelburn Parade, Kelburn
Agree: No

We would like to object to the planned parking for motorcycles (and mopeds) as set out in a section of the documents "Proposed Traffic Resolution" Ref TR – 32 18
*Motorcycle Parking, At All Times, Monday to Sunday, 8:00am – 6:00pm
 East side, commencing 126.5 metres south of its intersection with Kelburn Parade (Grid Coordinates X=1,748,002.1601 m, Y=5,427,594.2499 m) and extending in a southerly direction following the eastern kerbline for 5.4 metres*

We would prefer parking for bicycles or cars/vehicles for trades people , but NOT parking for Motorcycles etc.

Motor cycles would be too noisy everyday (Monday to Sunday) from morning till night – and throughout the night – as no one is likely to be patrolling at night. There are old people living in the area who need their sleep, as well as residents generally. Please organise motorcycle parking away from residential houses in KP.

Even across the road from the University buildings Von Zedlitz and Murphy in Kelburn Parade would be more suitable as there are no residents living in that area and motorcycles would not need to go past the round-about at the top of KP. That would be closer to the Library and the Lecture Theatres. There could also be motor cycle parking further down Kelburn Parade just before the Robert Stout Building or the EXIT from the Hunter Building - (no residential properties there – and even if there were then VUW should buy those remaining properties as most of the others are University houses). Or near the area of the Boyd Wilson field might also suit students who will be studying in the new Biological Sciences buildings.

But not across the road from residential properties please.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Officers Response to both submitters:

The size and shape of the proposed space makes it unsuitable for bicycles or other vehicle classes to use. However, motorcycles can be accommodated with relative ease. You are correct in saying that noise may be an issue with motorcycles, but this can also be said for other motorised vehicles that are permitted to park along Kelburn Parade.

The proposed motorcycle space is expected to accommodate up to a maximum of three motorcycles at any given time. The volume and turnover of motorcycles is expected to be reasonable, and undisruptive. In the unlikely event of disruption, a parking review can be carried out at a later time.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 33 – 18
- Location:** Tory Street - Te Aro
- Proposal:** Time Limited Parking (P2, 8:30-9am, 2:45-3:15pm, Mon-Fri, School Days)
Metered Parking Other Times

Information: Council Officers have received a request from Mt. Cook School to review traffic volumes and road safety on Tory Street. Concerns were raised regarding child safety and excessive vehicle speeds. Notable times of concern are during school pick-up and drop-off periods, when traffic volumes are at, or nearing their peak.

Outside Tory Street school are three metered parking spaces, with a 120 minute time restriction. It has been determined that the current restrictions do not fully complement the current on-street parking requirements and demands.

The purpose of this resolution is to modify the existing parking restrictions of three metered parking spaces, to allow short-term parking during school pick-up and drop-off times and reverting to metered parking at other times.

On a separate note, traffic calming has also been designed on this part of Tory Street and will be installed in the near future.

Parking loss: 0 spaces

NO FEEDBACK WAS RECEIVED**Key Dates:**

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 27 February 2018 |
| 2) Feedback period closes. | 16 March 2018 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 19 April 2018 |
| 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:

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

Tory Street	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>West side, commencing 81.5 metres north of its intersection with Buckle Street (Grid Coordinates X=2658894.012258 m, Y=5988273.098364 m) and extending in a northerly direction following the kerbline for 17.5 metres. (3 parallel carparks)</i>
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Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule

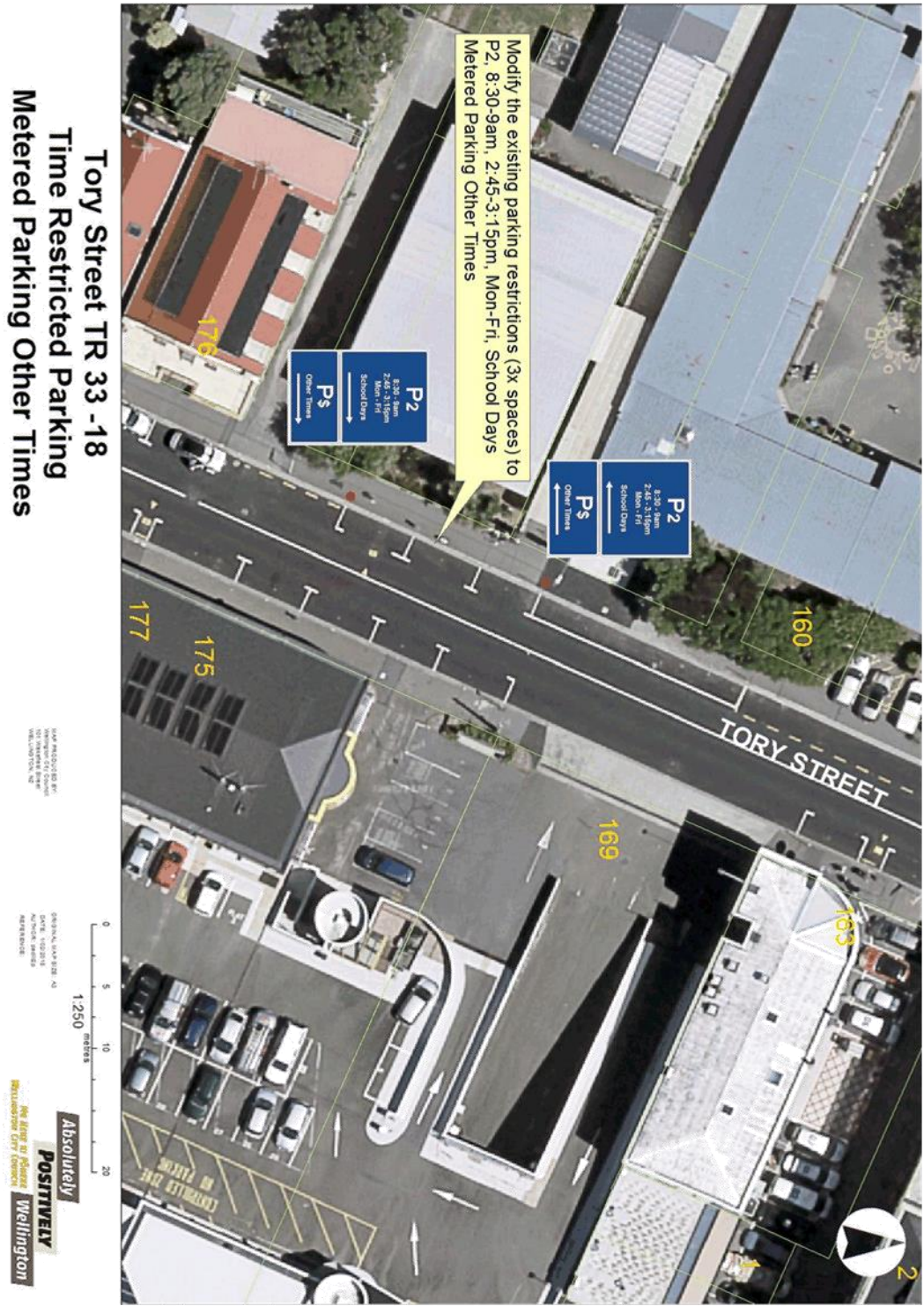
Tory Street	<i>P2, 8:30-9am, 2:45-3:15pm, Mon-Fri, School Days. Metered Parking, P120 Maximum, Other Times.</i>	<i>West side, commencing 82 metres south of its intersection with Haining Street (Grid Coordinates X= 1748946.4002 m, Y= 5,426,725.4706 m) and extending in a southerly direction following the kerbline for 17.5 metres. (3 parallel carparks)</i>
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Prepared By: **Patrick Padilla**
Approved By: **Steve Spence**
Date: **9 April 2018**

(Intermediate Traffic Engineer)
(Chief Transport Advisor)

WCC Contact:

Patrick Padilla
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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 34 – 18
- Location:** Barnett Street, Te Aro
Metered Parking Bay #1156
- Proposal:** Electric Vehicle Charging Station, P60 Maximum, at all times.
- Existing:** Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm,
Saturday and Sunday 8:00am - 6:00pm.

Information: Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car sharing providers and offering support for electric vehicle charging infrastructure providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix.

By introducing a mix of parking for fast and medium EV charging and car sharing – all with the council's highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

In 2017, three car parking spaces were allocated for the installation of fast chargers. Subsequently it was found that technical obstacles prevented the installation of fast chargers there. Those car parking spaces will no longer receive a fast charger, and instead, three new car parking spaces will be identified.

The car parking spaces must face perpendicular to the flow of traffic, allowing a car to park either forward or rearward, making it possible for cars to connect to a fast charging station.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with the appropriate signs and markings is introduced.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 27 February 2018
- 2) Feedback period closes. 16 March 2018
- 3) If no objections received report sent to City Strategy Committee for approval. 19 April 2018
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

Legal Description:

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

Column One	Column Two	Column Three
Barnett Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southeast side, following the kerbline 18 metres northeast of its intersection with Cable Street (Grid coordinates x= 1749272.1 m, y= 5427349.1 m), and extending in a north-easterly direction for 28 metres. (11 angle carparks)
Barnett Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southeast side, following the kerbline 56.5 metres northeast of its intersection with Cable Street (Grid coordinates x= 1749272.1 m, y= 5427349.1 m), and extending in a north-easterly direction for 16.5 metres. (6 angle carparks)

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

Column One	Column Two	Column Three
Barnett Street	Parking place in the form of electric vehicles only parking, P60 maximum, At all times. Metered Monday to Thursday 8:00am - 6:00pm,	Southeast side, following the kerbline 12 meters of its intersection with Cable Street (Grid coordinates x=1749272.1 m y=5427349.1 m) and extending in a north-easterly direction for 2.5 meters (1 angle carpark).

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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

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

Column One	Column Two	Column Three
Barnett Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southeast side, following the kerbline 14.5 meters of its intersection with Cable Street (Grid coordinates x=1749272.1 m y=5427349.1 m) and extending in a north-easterly direction for 54.5 meters (21 angle carparks).

Prepared By: **Charles Kingsford** (Principal Traffic Engineer T/L)
Approved By: **Steve Spence** (Chief Transport Advisor)
Date: **9 April 2018**

WCC Contact:

Sigurd Magnusson
Sustainability Advisor

Wellington City Council
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Phone: +64 4 803 8697
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PROPOSED TRAFFIC RESOLUTION
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Traffic Resolution Plan:

Car parking space for fast charger shown in orange rectangle (#1156), closest to intersection with Cable Street.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Appendix A – List of Fast Charger Sites Being Relocated:

Ref No.	Location	Type of Site	CBD/Suburb
TR34-18	Barnett Street	Fast EV charging station	CBD
TR35-18	Grey Street		CBD
TR36-18	Inglewood Place		CBD

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Feedback Received:**

Name: John Butt
Address: 735 Marine Drive, Eastbourne, Lower Hutt
Agree: No

This proposal has some excellent choices, eg Angle parking, Right angle parking to allow for rear side filler point and in the city. However: The need for fast chargers in the city is primarily for people under special circumstances, eg * visitors, * people who for some reason have forgotten to charge or * businesses who need a recharge to continue to operate in a single day. The locations do not work well for any of these categories, ie * on a major route, * in an easy to get to location, * Where a queue can form. To avoid EV cars parking the restriction should read '60mins while charging'. An alternative improvement would be to find a space on highway 1/2, and install multiple units to limit the potential for queues. A great example would be the 8 parks at the south end of Marion St, which could be modified to be vertical and have 4 units suitable to stop a queue and available to incoming as well as outgoing users.

Officers Response:

Diverse locations were carefully selected to boost public awareness, offer coverage in different parts of the city, and improve resilience in case of road closures or power outages. To minimise cost and complexity, car parks were selected that were already perpendicular and had sufficient electricity supply. While multiple adjacent chargers might convenience drivers, the electricity demands would currently be too expensive.

Name: Brian Worboys
Address: 171 Bing Lucas Drive, Tawa
Agree: Yes

I am an EV owner and will use a facility like this on an occasional basis when I need to top up the charge on my car to give a safe margin for returning home or additional travel during the day. As EV use in the city increases we will need more facilities like this. So this is just a step along the way. I make the following suggestions : 1. Queuing will be an issue. If several chargers are located at the same point rather than spread round the city, people needing a charge will know where to go rather than travel round in circles, clogging the traffic, looking for a free charge-point. The charge location should have provision for queuing and enable cars to present either front or rear of the car to the machine. Maneuvering to achieve this should be possible without needing to enter a normally trafficked road lane, for safety reasons. 2. Clearly stated and enforced, rules should include; 'This parking space is exclusively for the use of EVs in the process of charging' and 'Any vehicle which has been charging must vacate this parking space immediately charging is terminated. Failure to do so will incur a parking infringement fine' 3. P60 is longer than desirable and may cause frustration for other EV owners waiting to use the charger. For a fast-charger, P15 or P20 should be adequate and will help keep any queue that develops moving. If an EV owner needs more time, they can rejoin the queue, or if there is no queue, just re-park the car in the same spot. Where there is more than one charger at a location (a desirable situation) the parking time limit could be different for some, e.g, some at P15 to facilitate quick rotation of users, and others at P30, possibly attractive to city residents relying on this charger for full charges as they don't have other charging options at home.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Officers Response:

1. While multiple adjacent chargers might convenience drivers, the electricity demands would currently be too expensive.
2. Enforcement of EVs parked but not charging does not have legal support in our bylaw. The P60 timeframe is appropriate because of increasing battery sizes requiring this length of time to meaningfully recharge. Queuing is supported by vehicles parking nearby; there are multiple non-EV car parks adjacent at all proposed locations.

Name: Tom Bennion
Address: 181 Cuba Street, Te Aro
Agree: Yes

Have a Nissan Leaf and inner city needs more fast chargers. Have had to wait several times at Vivian Street charger for other vehicles to clear, and the number of electric vehicles in the city is quickly growing. In addition, this proposal fits with the imperative to move to a low emissions economy. Current government target of net zero emissions by 2050 requires transport to be essentially emissions free as soon as possible. In addition, lower emissions from internal combustion engines will mean improved health for people in the city.

Officers Response:

Support noted for the need to expand numbers of chargers, and, their contribution to meet 2050 low carbon goals.

Name: Karin Won
Address: Not stated
Agree: No

I think they would be better located in not such high use areas in the CBD. My proposal would be to locate them on Thorndon Quay, near Freedom Furniture complex, where the long term parking is. There is also bus stops nearby as well. One could be located in the angle parking for front charging EVs and one across the road on the parallel parks for back charging EVs. You would get a lot less aggro locating them there than in somewhere like Grey St which is very busy. All you will find if you locate in Grey St, is taxi drivers sitting there in the EV park and then driving off when a warden comes by. They do this all the time on Grey St opposite the Intercontinental.

Other Feedback - as a frequent user of inner city car parks I am finding it increasingly harder to find a park due to the decreasing numbers available to the general public. I noticed a large number of prime car parks being blocked off for 'Mevo car share only use' and I OFTEN see them empty. Is anyone monitoring the usage of these car share car parks and whether it is an effective use of CBD space?? Could these car share parks not have been located in parking buildings and not down on street level?

I'm all for less cars on the road but I'm not for car share carparks that are being underused and not available to the public. I realise also that Wellington retailers have enough of a battle to get customers without contending with less and less carparks available.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Also just another thought - could WCC consider offering free carparking or discounted parking for EV owners? Apparently there is a scheme like this running in London for EV owners. There are virtually no incentives for Wellington EV drivers. There is not even the use of T2 lanes offered to them. I may be wrong but could someone point out the incentives available to Wellington EV owners apart from the reduced RUC which is a nationwide initiative.

Officers Response:

Inner city locations were chosen to support visitors to the city while they carry out their business, and to maximise awareness generation. While multiple adjacent chargers might convenience drivers, the electricity demands would currently be too expensive. The Low Carbon Capital Plan consulted in 2016 gained strong support for 100 electric vehicle and car share parks; this consultation makes use of that quota and merely identifies a location for 3 of them. To support electric vehicle uptake, current Council policy is to work with partners to install fast charging and slow charging stations in the city and suburbs rather than to subsidise electric vehicle ownership. [https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/low-carbon-capital-plan-\(2016\)](https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/low-carbon-capital-plan-(2016))

Name: Chris Parkin
Address: Not given
Agree: Yes

I just wanted to say it's great to see Grey St, Barnett St and Inglewood Place being proposed and I hope they go ahead.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 35 – 18
- Location:** Grey Street, Wellington Central
Metered Parking Bay #2403
- Proposal:** Electric Vehicle Charging Station, P60 Maximum, at all times.
- Existing:** Metered Monday to Thursday 8:00am - 6:00pm, Friday
8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.
- Information:** Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car sharing providers and offering support for electric vehicle charging infrastructure providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix.

By introducing a mix of parking for fast and medium EV charging and car sharing – all with the council's highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

In 2017, three car parking spaces were allocated for the installation of fast chargers. Subsequently it was found that technical obstacles prevented the installation of fast chargers there. Those car parking spaces will no longer receive a fast charger, and instead, three new car parking spaces will be identified.

The car parking spaces must face perpendicular to the flow of traffic, allowing a car to park either forward or rearward, making it possible for cars to connect to a fast charging station.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with the appropriate signs and markings is introduced.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Key Dates:**

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 27 February 2018 |
| 2) Feedback period closes. | 16 March 2018 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 19 April 2018 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
Grey 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>North side, commencing 5.5 metres west of its intersection with Featherston Street (Grid coordinates, x = 1748738.7 m, y = 5428125.0 m), and extending in a westerly direction following the northern kerbline for 4.8 metres (2 angled parking spaces).</i>

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

Column One	Column Two	Column Three
Grey Street	<i>Parking place in the form of electric vehicles only parking, P60 maximum, At all times. Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>North side, commencing 5.5 metres west of its intersection with Featherston Street (Grid coordinates, x = 1748738.7 m, y = 5428125.0 m), and extending in a westerly direction following the northern kerbline for 2.4 metres (1 angled parking space).</i>

PROPOSED TRAFFIC RESOLUTION Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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

Column One	Column Two	Column Three
Grey 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>North side, commencing 7.9 metres west of its intersection with Featherston Street (Grid coordinates, x = 1748738.7 m, y = 5428125.0 m), and extending in a westerly direction following the northern kerbline for 2.4 metres (1 angled parking space).</i>

Prepared By: **Charles Kingsford**
Approved By: **Steve Spence**
Date: **9 April 2018**

(Principal Traffic Engineer T/L)
(Chief Transport Advisor)

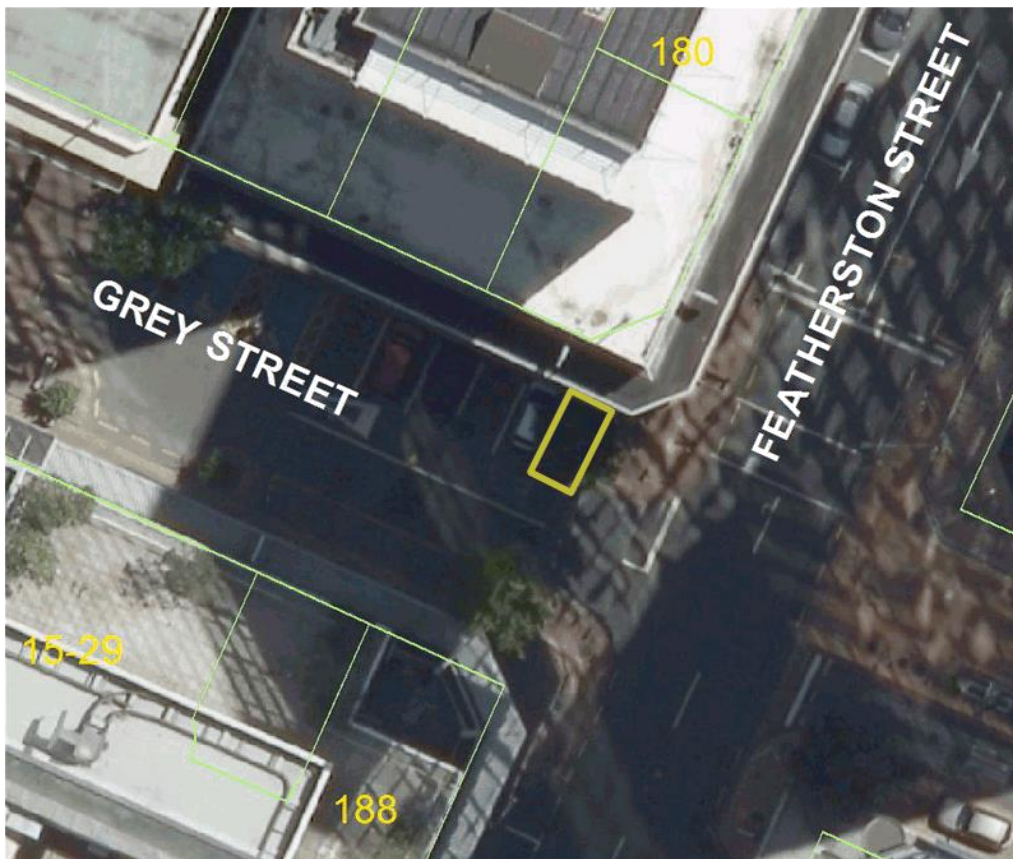
WCC Contact:

Sigurd Magnusson
Sustainability Advisor

Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone: +64 4 803 8697
Email: electricvehicles@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Traffic Resolution Plan:

Car parking space for fast charger shown by orange rectangle.
This is the car park closest to the intersection with Featherston Street.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Appendix A – List of Fast Charger Sites Being Relocated:

Ref No.	Location	Type of Site	CBD/Suburb
TR34-18	Barnett Street	Fast EV charging station	CBD
TR35-18	Grey Street		CBD
TR36-18	Inglewood Place		CBD

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Feedback Received:**

Name: John Butt
Address: 735 Marine Drive, Eastbourne, Lower Hutt
Agree: No

This proposal has some excellent choices, eg Angle parking, Right angle parking to allow for rear side filler point and in the city. However: The need for fast chargers in the city is primarily for people under special circumstances, eg * visitors, * people who for some reason have forgotten to charge or * businesses who need a recharge to continue to operate in a single day The locations do not work well for any of these categories, ie * on a major route, * in an easy to get to location, * Where a queue can form To avoid EV cars parking the restriction should read '60mins while charging' An alternative improvement would be to find a space on highway 1/2, and install multiple units to limit the potential for queues. A great example would be the 8 parks at the south end of Marion St, which could be modified to be vertical and have 4 units suitable to stop a queue and available to incoming as well as outgoing users

Officers Response:

Diverse locations were carefully selected to boost public awareness, offer coverage in different parts of the city, and improve resilience in case of road closures or power outages. To minimise cost and complexity, car parks were selected that were already perpendicular and had sufficient electricity supply. While multiple adjacent chargers might convenience drivers, the electricity demands would currently be too expensive.

Name: Brian Worboys
Address: 171 Bing Lucas Drive, Tawa
Agree: Yes

I am an EV owner and will use a facility like this on an occasional basis when I need to top up the charge on my car to give a safe margin for returning home or additional travel during the day. As EV use in the city increases we will need more facilities like this. So this is just a step along the way. I make the following suggestions : 1. Queuing will be an issue. If several chargers are located at the same point rather than spread round the city, people needing a charge will know where to go rather than travel round in circles, clogging the traffic, looking for a free charge-point. The charge location should have provision for queuing and enable cars to present either front or rear of the car to the machine. Maneuvering to achieve this should be possible without needing to enter a normally trafficked road lane, for safety reasons. 2. Clearly stated and enforced, rules should include; 'This parking space is exclusively for the use of EVs in the process of charging' and 'Any vehicle which has been charging must vacate this parking space immediately charging is terminated. Failure to do so will incur a parking infringement fine' 3. P60 is longer than desirable and may cause frustration for other EV owners waiting to use the charger. For a fast-charger, P15 or P20 should be adequate and will help keep any queue that develops moving. If an EV owner needs more time, they can rejoin the queue, or if there is no queue, just re-park the car in the same spot. Where there is more than one changer at a location (a desirable situation) the parking time limit could be different for some, e.g, some at P15 to facilitate quick rotation of users, and others at P30 , possibly attractive to city residents relying on this charger for full charges as they don't have other charging options at home.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Officers Response:

1. While multiple adjacent chargers might convenience drivers, the electricity demands would currently be too expensive.
2. Enforcement of EVs parked but not charging does not have legal support in our bylaw. The P60 timeframe is appropriate because of increasing battery sizes requiring this length of time to meaningfully recharge. Queuing is supported by vehicles parking nearby; there are multiple non-EV car parks adjacent at all proposed locations.

Name: Tom Bennion
Address: 181 Cuba Street, Te Aro
Agree: Yes

Have a Nissan Leaf and inner city needs more fast chargers. Have had to wait several times at Vivian Street charger for other vehicles to clear, and the number of electric vehicles in the city is quickly growing. In addition, this proposal fits with the imperative to move to a low emissions economy. Current government target of net zero emissions by 2050 requires transport to be essentially emissions free as soon as possible. In addition, lower emissions from internal combustion engines will mean improved health for people in the city.

Officers Response:

Support noted for the need to expand numbers of chargers, and, their contribution to meet 2050 low carbon goals.

Name: Karin Won
Address: Not given
Agree: No

I think they would be better located in not such high use areas in the CBD. My proposal would be to locate them on Thorndon Quay, near Freedom Furniture complex, where the long term parking is. There is also bus stops nearby as well. One could be located in the angle parking for front charging EVs and one across the road on the parallel parks for back charging EVs.

You would get a lot less aggro locating them there than in somewhere like Grey St which is very busy. All you will find if you locate in Grey St, is taxi drivers sitting there in the EV park and then driving off when a warden comes by. They do this all the time on Grey St opposite the Intercontinental.

Other Feedback - as a frequent user of inner city car parks I am finding it increasingly harder to find a park due to the decreasing numbers available to the general public. I noticed a large number of prime car parks being blocked off for 'Mevo car share only use' and I OFTEN see them empty. Is anyone monitoring the usage of these car share car parks and whether it is an effective use of CBD space?? Could these car share parks not have been located in parking buildings and not down on street level?

I'm all for less cars on the road but I'm not for car share carparks that are being underused and not available to the public. I realise also that Wellington retailers have enough of a battle to get customers without contending with less and less carparks available.

Also just another thought - could WCC consider offering free carparking or discounted parking for EV owners? Apparently there is a scheme like this running in London for EV owners. There are virtually no incentives for Wellington EV drivers. There is not even the use of T2 lanes offered to

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

them. I may be wrong but could someone point out the incentives available to Wellington EV owners apart from the reduced RUC which is a nationwide initiative.

Officers Response:

Inner city locations were chosen to support visitors to the city while they carry out their business, and to maximise awareness generation. While multiple adjacent chargers might convenience drivers, the electricity demands would currently be too expensive. The Low Carbon Capital Plan consulted in 2016 gained strong support for 100 electric vehicle and car share parks; this consultation makes use of that quota and merely identifies a location for 3 of them. To support electric vehicle uptake, current Council policy is to work with partners to install fast charging and slow charging stations in the city and suburbs rather than to subsidise electric vehicle ownership. [https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/low-carbon-capital-plan-\(2016\)](https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/low-carbon-capital-plan-(2016))

Name: Sue Dovey
Address: 118 Hamilton Road, Hataitai
Agree: No

There is nowhere enough parking available in the city as it is. I work very part time in the area and drive into town. I do not have the privilege of being able to bus or cycle as i have to assist my disabled daughter prior to leaving for work. This is very time consuming - so getting a carpark close to my work is essential. Removing anymore parking in the city is going to be detrimental to all business. I am aware of a number of people who will drive to the Hutt as getting a park in the city has become so damn frustrating.

Officers Response:

The Low Carbon Capital Plan consulted in 2016 gained strong support for 100 electric vehicle and car share parks; this consultation makes use of that quota and merely identifies a location for 3 of them. [https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/low-carbon-capital-plan-\(2016\)](https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/low-carbon-capital-plan-(2016))

Name: Chris Parkin
Address: Not given
Agree: Yes

I just wanted to say it's great to see Grey St, Barnett St and Inglewood Place being proposed and I hope they go ahead.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 36-18

Location: Inglewood Place, Te Aro
Metered Parking Bay #3600

Proposal: Electric Vehicle Charging Station, P60 Maximum, at all times.

Information: Summary

Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car sharing providers and offering support for electric vehicle charging infrastructure providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix.

By introducing a mix of parking for fast and medium EV charging and car sharing – all with the council's highly valued private sector partners, Wellington City Council seeks to enhance liveability and sustainability in Wellington City.

In 2017, three car parking spaces were allocated for the installation of fast chargers. Subsequently it was found that technical obstacles prevented the installation of fast chargers there. Those car parking spaces will no longer receive a fast charger, and instead, three new car parking spaces will be identified.

The car parking spaces must face perpendicular to the flow of traffic, allowing a car to park either forward or rearward, making it possible for cars to connect to a fast charging station.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with the appropriate signs and markings is introduced.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Key Dates:**

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 27 February 2018 |
| 2) Feedback period closes. | 16 March 2018 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 19 April 2018 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:*Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
Inglewood Place	<i>Metered Parking, P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 25 metres north of its intersection with Taranaki Street (Grid coordinates, x= 1748900.7 m, y= 5427180.5 m), and extending in a northerly direction following the eastern kerbline for 37.8 metres (14 angle parking spaces).</i>

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

Column One	Column Two	Column Three
Inglewood Place	<i>Parking place in the form of electric vehicles only parking, P60 maximum, At all times. Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>East side, following the kerbline 35.3 metres north of its intersection with Taranaki Street (Grid coordinates, x= 1748900.7 m, y= 5427180.5 m), and extending in a northerly direction following the eastern kerbline for 2.5 metres (1 angle parking space).</i>

PROPOSED TRAFFIC RESOLUTION Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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

Column One	Column Two	Column Three
Inglewood Place	Metered Parking, P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, following the kerbline 25 metres north of its intersection with Taranaki Street (Grid coordinates, x= 1748900.7 m, y= 5427180.5 m), and extending in a northerly direction following the eastern kerbline for 35.3 metres (13 angle parking spaces).

Prepared By: **Charles Kingsford**
Approved By: **Steve Spence**
Date: **9 April 2018**

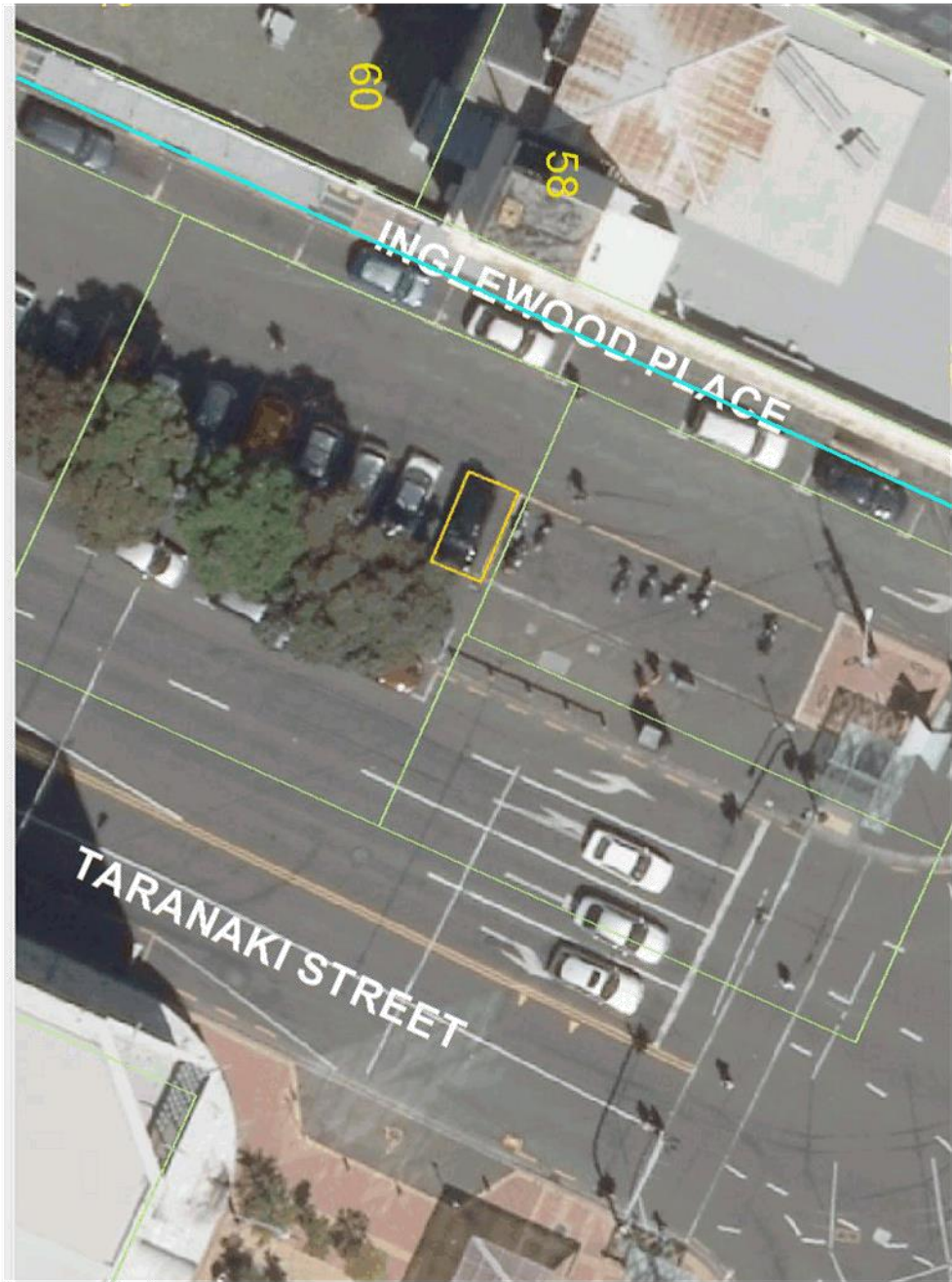
(Principal Traffic Engineer T/L)
(Chief Transport Advisor)

WCC Contact:

Sigurd Magnusson
Sustainability Advisor

Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone: +64 4 803 8697
Email: electricvehicles@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Traffic Resolution Plan:

Car parking space for fast charger shown by orange rectangle.
This is the car park #3600 closest to the intersection with Dixon Street, facing Taranaki Street.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Appendix A – List of Fast Charger Sites:

Ref No.	Location	Type of Site	CBD/Suburb
TR34-18	Barnett Street	Fast EV charging station	CBD
TR35-18	Grey Street		CBD
TR36-18	Inglewood Place		CBD

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Feedback Received:**

Name: John Butt
Address: 735 Marine Drive, Eastbourne, Lower Hutt
Agree: No

This proposal has some excellent choices, eg Angle parking, Right angle parking to allow for rear side filler point and in the city. However: The need for fast chargers in the city is primarily for people under special circumstances, eg * visitors, * people who for some reason have forgotten to charge or * businesses who need a recharge to continue to operate in a single day The locations do not work well for any of these categories, ie * on a major route, * in an easy to get to location, * Where a queue can form To avoid EV cars parking the restriction should read '60mins while charging' An alternative improvement would be to find a space on highway 1/2, and install multiple units to limit the potential for queues. A great example would be the 8 parks at the south end of Marion St, which could be modified to be vertical and have 4 units suitable to stop a queue and available to incoming as well as outgoing users

Officers Response:

Diverse locations were carefully selected to boost public awareness, offer coverage in different parts of the city, and improve resilience in case of road closures or power outages. To minimise cost and complexity, car parks were selected that were already perpendicular and had sufficient electricity supply. While multiple adjacent chargers might convenience drivers, the electricity demands would currently be too expensive.

Name: Brian Worboys
Address: 171 Bing Lucas Drive, Tawa
Agree: Yes

I am an EV owner and will use a facility like this on an occasional basis when I need to top up the charge on my car to give a safe margin for returning home or additional travel during the day. As EV use in the city increases we will need more facilities like this. So this is just a step along the way. I make the following suggestions : 1. Queuing will be an issue. If several chargers are located at the same point rather than spread round the city, people needing a charge will know where to go rather than travel round in circles, clogging the traffic, looking for a free charge-point. The charge location should have provision for queuing and enable cars to present either front or rear of the car to the machine. Maneuvering to achieve this should be possible without needing to enter a normally trafficked road lane, for safety reasons. 2. Clearly stated and enforced, rules should include; 'This parking space is exclusively for the use of EVs in the process of charging' and 'Any vehicle which has been charging must vacate this parking space immediately charging is terminated. Failure to do so will incur a parking infringement fine' 3. P60 is longer than desirable and may cause frustration for other EV owners waiting to use the charger. For a fast-charger, P15 or P20 should be adequate and will help keep any queue that develops moving. If an EV owner needs more time, they can rejoin the queue, or if there is no queue, just re-park the car in the same spot. Where there is more than one charger at a location (a desirable situation) the parking time limit could be different for some, e.g, some at P15 to facilitate quick rotation of users, and others at P30 , possibly attractive to city residents relying on this charger for full charges as they don't have other charging options at home.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Officers Response:

1. While multiple adjacent chargers might convenience drivers, the electricity demands would currently be too expensive.
2. Enforcement of EVs parked but not charging does not have legal support in our bylaw. The P60 timeframe is appropriate because of increasing battery sizes requiring this length of time to meaningfully recharge. Queuing is supported by vehicles parking nearby; there are multiple non-EV car parks adjacent at all proposed locations.

Name: Tom Bennion
Address: 181 Cuba Street, Te Aro
Agree: Yes

Have a Nissan Leaf and inner city needs more fast chargers. Have had to wait several times at Vivian Street charger for other vehicles to clear, and the number of electric vehicles in the city is quickly growing. In addition, this proposal fits with the imperative to move to a low emissions economy. Current government target of net zero emissions by 2050 requires transport to be essentially emissions free as soon as possible. In addition, lower emissions from internal combustion engines will mean improved health for people in the city.

Officers Response:

Support noted for the need to expand numbers of chargers, and, their contribution to meet 2050 low carbon goals.

Name: Karin Won
Address: Not given
Agree: No

I think they would be better located in not such high use areas in the CBD. My proposal would be to locate them on Thorndon Quay, near Freedom Furniture complex, where the long term parking is. There is also bus stops nearby as well. One could be located in the angle parking for front charging EVs and one across the road on the parallel parks for back charging EVS.

You would get a lot less aggro locating them there than in somewhere like Grey St which is very busy. All you will find if you locate in Grey St, is taxi drivers sitting there in the EV park and then driving off when a warden comes by. They do this all the time on Grey St opposite the Intercontinental.

Other Feedback - as a frequent user of inner city car parks I am finding it increasingly harder to find a park due to the decreasing numbers available to the general public. I noticed a large number of prime car parks being blocked off for 'Mevo car share only use' and I OFTEN see them empty. Is anyone monitoring the usage of these car share car parks and whether it is an effective use of CBD space?? Could these car share parks not have been located in parking buildings and not down on street level?

I'm all for less cars on the road but I'm not for car share carparks that are being underused and not available to the public. I realise also that Wellington retailers have enough of a battle to get customers without contending with less and less carparks available.

Also just another thought - could WCC consider offering free carparking or discounted parking for EV owners? Apparently there is a scheme like this running in London for EV owners. There are virtually no incentives for Wellington EV drivers. There is not even the use of T2 lanes offered to

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

them. I may be wrong but could someone point out the incentives available to Wellington EV owners apart from the reduced RUC which is a nationwide initiative.

Officers Response:

Inner city locations were chosen to support visitors to the city while they carry out their business, and to maximise awareness generation. While multiple adjacent chargers might convenience drivers, the electricity demands would currently be too expensive. The Low Carbon Capital Plan consulted in 2016 gained strong support for 100 electric vehicle and car share parks; this consultation makes use of that quota and merely identifies a location for 3 of them. To support electric vehicle uptake, current Council policy is to work with partners to install fast charging and slow charging stations in the city and suburbs rather than to subsidise electric vehicle ownership. [https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/low-carbon-capital-plan-\(2016\)](https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/low-carbon-capital-plan-(2016))

Name: Chris Parkin
Address: Not given
Agree: Yes

I just wanted to say it's great to see Grey St, Barnett St and Inglewood Place being proposed and I hope they go ahead.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 37–18

Location: Upland Road - Kelburn

Proposal: Loading Zone, P60

Information: A group of business owners in Kelburn village have raised an issue with the loading zone outside 95A to 99 Upland Road. They have asked officers to investigate the appropriateness of the length and time restriction of this loading zone, which is 27 metres long and operates as a P5 zone between 8am to 10pm from Monday to Saturday.

After investigations and engagement with the local business community by the Ward Councillor, officers propose to retain the current length of the loading zone while promoting a change to the loading zone operating times to 8am to 2pm, Monday to Saturday. This reflects the local knowledge regarding the loading/unloading requirements and will provide a more convenient arrangement to also satisfy the short-term parking demand at this busy shopping centre.

For most purposes, a P30 time restriction for the parking is considered adequate at Kelburn village. The exception would be the local hairdresser/beauty salon, cafés and Village pub. Officers therefore also propose to convert 6 spaces alongside St Michael's Church to P60 from the current P30 time restrictions. These spaces are away from the higher turnover spaces located next to the Four Square/butchers/takeaway while being conveniently sited for pub/café and beauty salon located on the south side of Upland Road.

Net parking loss: None

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 27 February 2018 |
| 2) Feedback period closes. | 16 March 2018 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 19 April 2018 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Legal Description:***Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
Upland Road	P30, Mon- Sat, 8:00am - 6:00pm	South side, commencing 38.5 metres west of its intersection with St Michaels Crescent and extending in a westerly direction following the southern kerbline for 36 metres.
Upland Road	P30, Mon- Sat, 8:00am - 6:00pm	South side, commencing 91.5 metres west of its intersection with St Michaels Crescent and extending in a westerly direction following the southern kerbline for 25 metres.

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

Column One	Column Two	Column Three
Upland Road	Bus Stop At All Times	South side, commencing 22.5 metres west of its intersection with St Michaels Crescent and extending in a westerly direction following the southern kerbline for 16 metres.
Upland Road	Loading Zone, Goods Vehicles Only P5 Monday to Saturday, 8:00am - 6:00pm	South side, commencing 116.5 metres west of its intersection with St Michaels Crescent and extending in a westerly direction following the southern kerbline for 27 metres.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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

Column One	Column Two	Column Three
Upland Road	No Stopping At All Times	South side, commencing from its intersection with St Michaels Crescent and extending in a westerly direction following the southern kerbline for 22.5 metres.

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

Column One	Column Two	Column Three
Upland Road	P60, Mon-Sun, 8:00am - 6:00pm	South side, commencing 38 metres west of its intersection with St Michaels Crescent Road (grid coordinates x= 1,747,643.3453 m, y= 5,427,631.4479 m), and extending in a westerly direction following the southern kerbline for 20 metres.
Upland Road	P60, Mon-Sun, 8:00am - 6:00pm	South side, commencing 58 metres west of its intersection with St Michaels Crescent Road (grid coordinates x= 1,747,643.3453 m, y= 5,427,631.4479 m), and extending in a westerly direction following the southern kerbline for 11 metres.
Upland Road	P30, Mon-Sun, 8:00am - 6:00pm	South side, commencing 86 metres west of its intersection with St Michaels Crescent Road (grid coordinates x= 1,747,643.3453 m, y= 5,427,631.4479 m), and extending in a westerly direction following the southern kerbline for 24 metres.
Upland Road	P30, Mon-Sun, At other times	South side, commencing 110 metres west of its intersection with St Michaels Crescent Road (grid coordinates x= 1,747,643.3453 m,

PROPOSED TRAFFIC RESOLUTION Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

y= 5,427,631.4479 m), and extending in a westerly direction following the southern kerbline for 27 metres.

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

Column One	Column Two	Column Three
Upland Road	<i>Bus Stop At All Times</i>	<i>South side, commencing 24.5 metres west of its intersection with St Michaels Crescent Road (grid coordinates x= 1,747,643.3453 m, y= 5,427,631.4479 m), and extending in a westerly direction following the southern kerbline for 13.5 metres.</i>
Upland Road	<i>P5 Loading Zone, Goods Vehicles Only Mon-Sun, 8:00am - 2:00pm</i>	<i>South side, commencing 110 metres west of its intersection with St Michaels Crescent Road (grid coordinates x= 1,747,643.3453 m, y= 5,427,631.4479 m), and extending in a westerly direction following the southern kerbline for 27 metres.</i>

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

Column One	Column Two	Column Three
Upland Road	<i>No stopping, at all times</i>	<i>South side, commencing from its intersection with St Michaels Crescent Road (grid coordinates x= 1,747,643.3453 m, y= 5,427,631.4479 m), and extending in a westerly direction following the southern kerbline for 24.5 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: **Lubna Abdullah** (Northern Area Traffic Engineer)
Approved By: **Steve Spence** (Chief Transport Advisor)
Date: **9 April 2018**

WCC Contact:

Lubna Abdullah
Northern Area Traffic Engineer
Transport Group – City Networks
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8294
Email: lubna.abdullah@wcc.govt.nz



1:450
0 5 10 20
ORIGINAL MAP SIZE: A3
DATE: 20.02.2018
AUTHOR: BOBIZZI
REFERENCE:
ABSOLUTELY POSITIVELY
No Barriers to Progress
Wellington Wellington

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

**Upland Rd - Kelburn Village - TR(37- 18)
Proposed Loading Zone Duration Change & P60**

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Rob Pope
Address: 98 Upland Road, Kelburn
Agree: No

Our private residence is directly opposite the Kelburn shops. Our road frontage has 2 separate garages with clearly marked 'No Parking' diagonal yellow lines on the street, for the purposes of allowing our vehicles access/egress. Currently, we experience on average 6 cars a week that illegally park up to 10 minutes or more on the yellow lines as they go to the shops across the road. On top of this there are large numbers of cars that park for shorter times, while they go shopping. We are regularly prevented from accessing or leaving our property due to parked and vacant vehicles blocking our entranceway. On one occasion I had to take a family member urgently to Wellington Hospital and could not leave my garage for 10 minutes while someone was getting their takeaway meal. This has been a cause of constant frustration, with no solutions provided by the council. Direct calls to the parking infringement unit are ineffective as staff turn up well after notification and the offending vehicles have left. Staff say they have no jurisdiction to issue tickets unless they are physically present, even though we provide registration and offer to take photos. We pay a reasonable rate levy and expect to be able to enter or leave our garages at our discretion, not act as a surrogate parking lot for people who think they are entitled to park there. Our concern is twofold: 1. as your correspondence identifies, traffic volume and parking demand is high - the variations don't address this but there is significant potential for displacement away from the current parking arrangements, with consequent pressure on attractive 'vacant' parking areas such as those outside our property. Has this been considered and what steps are being taken to avoid displacement. 2. we would like to know what remediation or permanent solution the council proposes to prevent and discourage vehicles from constantly and illegally parking across our property.

Officers Response:

The spaces that we are proposing to change to P60 are away from the higher turnover spaces located next to the Four Square/butchers/takeaway, while being conveniently sited for the pub, cafes and hairdressers/beauty salon, whose customers require longer than the 30 minutes which is currently in place. In all these cases, we monitor parking changes to see if there is displacement and address accordingly.

If parking is a continuing problem across your drive way we could consider a no stopping restriction but this will require further investigation.

Name: Felice di Napoli & Maria Grazia Vulpes
Address: 94A Upland Rd, Kelburn
Agree: No

Whilst I do agree in principle to the minor proposed changes, I'd like to point out that in the year 2008 all the shops owners signed a petition to move the present bus stop from the present location.

Please note that that petition has been lodged to WCC but was never considered, nor received an answer.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

There were - and still are - more than one reason for that petition:

- 1) The bus stop is infringing the entrance to two car parks, namely at 94 Upland Rd and 94A Upland Rd. - The photo clearly shows a ute about to enter in my car park.
- 2) The bus stop is creating a long queue every time a bus arrives. Car drivers do try to overtake it, creating a collision danger with opposite direction cars.

My proposal is simple: to move the bus stop from the present location to a new one, just opposite the present south side stop.

Officers Response:

A change in the location of the bus stop located on the northern side outside 94/94A Upland Road will require further investigation as this is outside the current proposal

Name: Gemma Sheehan (Dilworth Hearing)
Address: 99 Upland Road, Kelburn
Agree: Not stated

I manage Dilworth Hearing at 99 Upland Road in Kelburn and just received the document proposing changes to the parking length from 30 to 60 minutes in nearby locations. I would like to propose extending this to the two car parking spaces at the start of Plunket Street which are the closest car parks for our customers. Our business offers clinical appointments such as hearing testing, hearing aid fittings and hearing aid reviews which are all 60 minutes in length. Our clientele are for the majority over 65 years old and often in their 80s. It would be tremendously helpful for our clients to have 60 minute parking spaces close by.

Officers Response:

Further no-stopping restrictions in other locations will require further investigation as they are outside the current proposal.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 38 – 18

Location: Morgan Street - Johnsonville

Proposal: Drop Off / Pick Up only

Information: The parking officers have brought to our attention the lack of suitable parking in front of Johnsonville School on Morgan Street during school peak times, particularly in the afternoon pick-up times. Currently cars park in this location for unlimited time periods. This causes delays, congestion and traffic safety issues.

Council officers have taken this opportunity to review the existing parking restriction associated with the school peak times to provide greater turnover of parking spaces for drop off and pick up. Therefore officers propose 26.5 metres of Drop Off/Pick Up time limited, 'Mon-Fri, 8.30 – 9.00 am, 2.45 – 3.15 pm, during school terms'.

Net parking loss: None

NO FEEDBACK WAS RECEIVED

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 27 February 2018 |
| 2) Feedback period closes. | 16 March 2018 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 19 April 2018 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

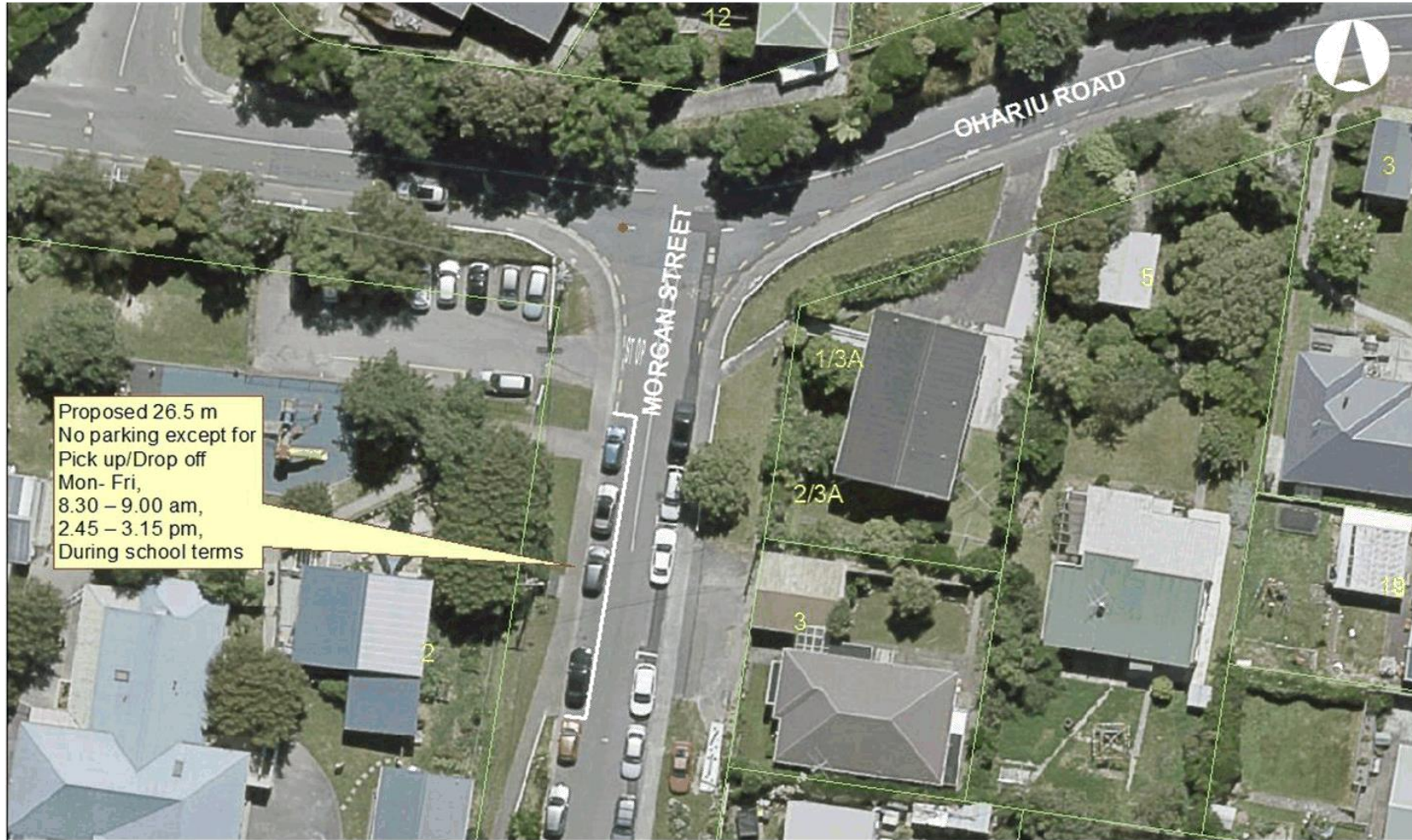
Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Morgan Street	<i>No parking , except for Drop off / Pick Up only, Mon- Fri, 8.30 – 9.00 am, 2.45 – 3.15 pm, During school terms</i>	<i>West side, commencing 16 metres south of its intersection with Ohariu Road (grid coordinates x= 1,751,397.4729 m, y= 5,435,412.1739 m), and extending in a southerly direction following the western kerbline for 26.5 metres.</i>

Prepared By:	Lubna Abdullah	(Northern Area Traffic Engineer)
Approved By:	Steve Spence	(Chief Transport Advisor)
Date:	9 April 2018	

WCC Contact:

Lubna Abdullah
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 Wellington City Council
 101 Wakefield Street / PO Box 2199,
 Wellington
 Phone: +64 4 803 8294
 Email: lubna.abdullah@wcc.govt.nz



Morgan St - Johnsonville School - TR(38- 18)
Proposed Drop Off/ Pick Up Only

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

ORIGINAL MAP SIZE: A3
DATE: 20/02/2018
AUTHOR: 30/01/21
REFERENCE:

0 5 10 20
metres
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PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Reference:** TR 40 – 18**Location:** Wadestown Road - Wadestown**Proposal:** No Stopping at all times**Information:** The residents of this section of Wadestown Road have raised the following traffic concerns.

The section of road is narrow and includes two short radius bends. Vehicles park on both sides. Residents prefer parking on the western side of the road between 53 and 57 driveways because their houses are on that side and, they can more safely access their houses without needing to cross the road. Parked vehicles force traffic to travel in the middle of the road without clear visibility to approaching vehicles from around the bends in both directions.

Therefore, officers propose extending existing broken yellow lines (byls) 28m on the eastern side and installing 18m byls on the western bend to improve safety.

Net parking loss: 6 spaces

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 27 February 2018 |
| 2) Feedback period closes. | 16 March 2018 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 19 April 2018 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

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

Legal Description:

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

Column One	Column Two	Column Three
Wadestown Road	<i>No stopping at all times</i>	<i>East side, commencing 143 metres south of its intersection with Lennel Road (grid coordinates x= 1,748,748.5738 m, y= 5,430,671.2976 m), and extending in a southerly direction following the eastern kerbline for 33 metres.</i>

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

Column One	Column Two	Column Three
Wadestown Road	<i>No stopping at all times</i>	<i>East side, commencing 143 metres south of its intersection with Lennel Road (grid coordinates x= 1,748,748.5738 m, y= 5,430,671.2976 m), and extending in a southerly direction following the eastern kerbline for 61 metres.</i>
Wadestown Road	<i>No Stopping At All Times</i>	<i>West side, commencing 69 metres north of its intersection with Roscoe Terrace (grid coordinates x= 1,748,793.4496 m, y= 5,430,456.4926 m), and extending in a northerly direction following the western kerbline for 18 metres</i>

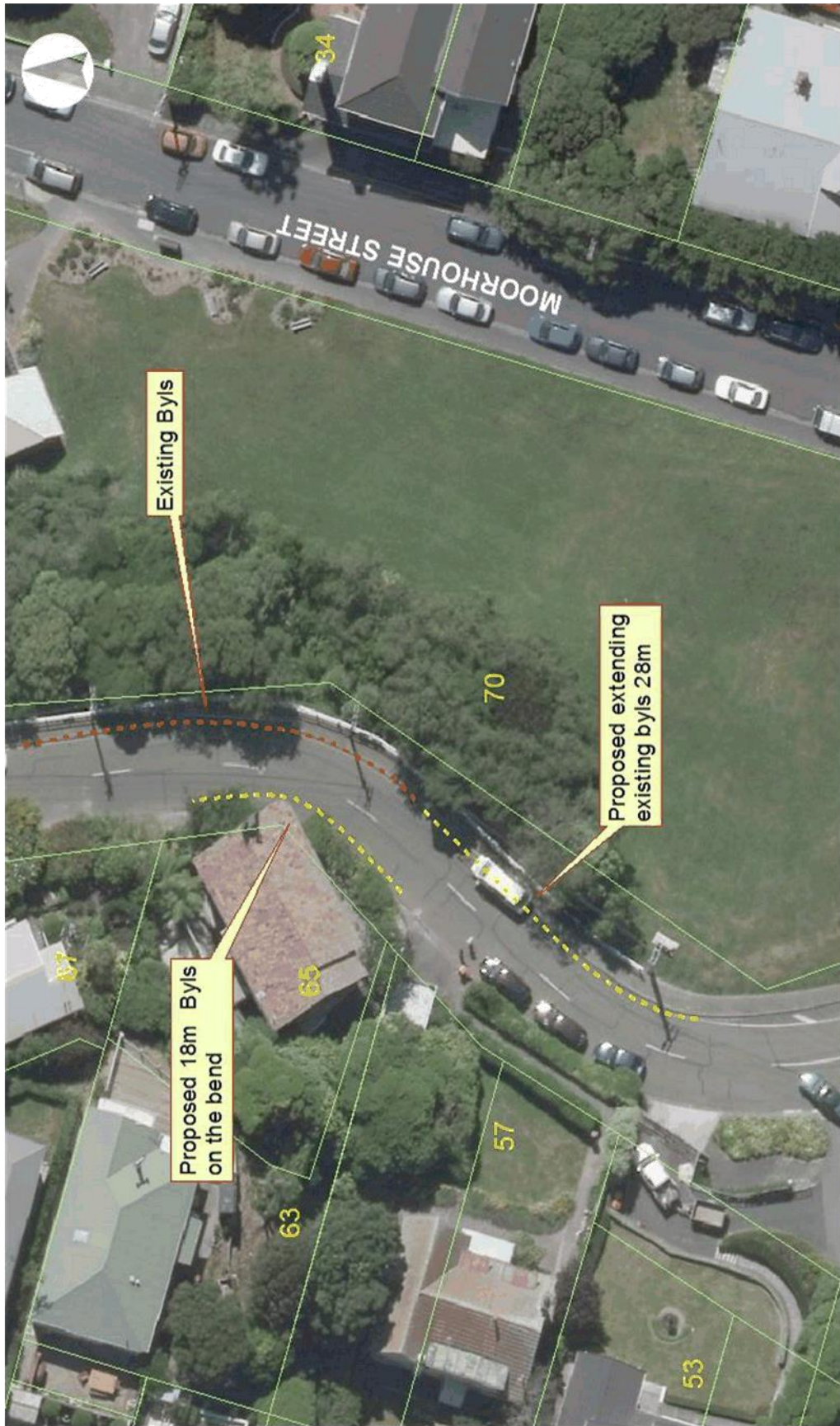
PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: **Lubna Abdullah** (Northern Area Traffic Engineer)
Approved By: **Steve Spence** (Chief Transport Advisor)
Date: **9 April 2018**

WCC Contact:

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Email: lubna.abdullah@wcc.govt.nz



**Wadestown Rd Wadestown TR (40 - 18)
Proposed NSAAT On Bend & opposite 57-65**

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Jonathan Waswo
Address: 63 Wadestown Road, Wadestown
Agree: Yes

We fully support the proposal by the council. What's proposed will improve access and safety.

PROPOSED TRAFFIC RESOLUTION

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

Reference: TR 41 – 18

Location: Huxley Grove- Churton Park

Proposal: No Stopping at all times

Information: Local residents in Huxley Grove, Churton Park have raised the issue of vehicles parking on the kerb outside number 2 Huxley Grove, making it difficult for two vehicles to pass on this narrow road. Cars also straddle the footpath, pushing pedestrians onto the road. Parking so close to the intersection with Furlong Crescent also blocks the driver's sightline to turning vehicles.

Wellington City Council parking enforcement officers have attended the site and issued parking tickets on a number of occasions but the situation has not improved.

To improve public road safety and prevent near misses, officers propose approximately 31m of broken yellow lines on both sides of this intersection as shown in the plan attached.

Net parking loss: 3 car spaces

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 27 February 2018 |
| 2) Feedback period closes. | 16 March 2018 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 19 April 2018 |
| 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) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Huxley Grove	<i>No Stopping At All Times</i>	<i>North side, commencing from its intersection with Furlong Crescent (grid coordinates x= 1,751,044.8106 m, y= 5,436,268.1046 m), and extending in an easterly then northerly direction following the northern kerbline for 31 metres</i>
Huxley Grove	<i>No Stopping At All Times</i>	<i>South side, commencing from its intersection with Furlong Crescent (grid coordinates x= 1,751,043.2537 m, y= 5,436,260.8568 m), and extending in an easterly then northerly direction following the southern kerbline for 32 metres</i>

Prepared By:	Lubna Abdullah	(Northern Area Traffic Engineer)
Approved By:	Steve Spence	(Chief Transport Advisor)
Date:	9 April 2018	

WCC Contact:

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

ORIGINAL MAP SIZE: A3
DATE: 20/02/2018
AUTHOR: BR04121
REFERENCE:

Absolutely
POSITIVELY
FOR WORK BY COUNCIL
Wellington
WELLINGTON CITY COUNCIL

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Huxley Gr Churton Park -TR(41- 18) Proposed NSAATA Intersection & Corner

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Feedback Received:**

Name: Paul Alpe
Address: 8 Huxley Grove, Churton Park
Agree: Yes

Fully support this change as people in Huxley Grove have asked the people who park right on this corner to refrain from doing so, to no avail. When cars are parked in the area suggested for yellow lines it is impossible for Trucks (Rubbish, Delivery) to get into the street and makes cars coming down Huxley grove veer right to the opposite side of the road to get past. Very dangerous. Cars have also been parked on the footpath on the outer corner meaning that pedestrians, ladies with pushchairs, have no option but to go onto the road to get past, again very dangerous. on the bottom corner that runs into Furlong Grove, cars have been parked right on the corner which makes it impossible to see left for other cars coming along Furlong.

Name: Brian Sheppard (Churton Park Community Association)
Address: Not given
Agree: Yes

Yes At our Committee meeting of 7 March, the Churton Park Community Association discussed the proposed traffic resolution TR 41 - 18 for adding 31 m of broken yellow lines on both sides of the Huxley Grove at the intersection with Furlong Crescent. We share your concerns about the dangers to pedestrians and traffic at this intersection and fully support your proposal.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 42 – 18

Location: Jubilee Road- Khandallah

Proposal: No Stopping at all times

Information: Jubilee Road forms a portion of the ridgeline connection from Punjab and Waru Streets, right through to connections with the central community hub of Khandallah. This includes the section of road over the steeply graded Jubilee Hill. Vehicle access and egress from driveways can be difficult in this topography. Jubilee Road is classified as a main service route for Kerbside Rubbish and Recycling collection services and as such conveys the largest of the heavy collections trucks. At the crest of Jubilee Hill, the road is particularly narrow and is blocked when vehicles park on both sides of the road and trucks, in particular, are not able to pass.

The risk of blocking the road was earlier recognised when the ascent of Jubilee Hill was made safer with the introduction of broken yellow lines on the eastern side.

This proposal is for broken yellow lines to prevent vehicles parking on the western side of the crest, ensuring the safer travel of both heavy trucks and cars and reducing the risk of collision. The proposal reduces on-street parking by two vehicles. It is understood that the provision of off-street parking in the recent housing development (at #74 etc) will assist in reducing the impact of this on-street parking loss.

Net parking loss: Two parking spaces

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 27 February 2018 |
| 2) Feedback period closes. | 16 March 2018 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 19 April 2018 |
| 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) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Jubilee Road	<i>No Stopping At All Times</i>	<i>North side, commencing 41metres south of its intersection with Nicholson Road at (Grid coordinates X= 1,750,189.2326 m Y= 5,431,936.0067m) and extending in a westerly direction following the northern kerbline for 42 metres.</i>

Prepared By: **Lubna Abdullah** (Northern Area Traffic Engineer)
 Approved By: **Steve Spence** (Chief Transport Advisor)
 Date: **9 April 2018**

WCC Contact:
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We are going to make Wellington
the most beautiful city in the world

ORIGINAL MAP SIZE: A3
DATE: 10/04/18
AUTHOR: MCGILL
REFERENCE:

MAP PRODUCED BY:
MCGILL ENGINEERING
101 WILKINSON STREET
WELLINGTON, NZ

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metres

Jubilee Rd Khandallah TR(42- 18)
Proposed NSAAT Between 70 -78

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Feedback Received:**

Name: Louise Knight
Address: 80 Jubilee Road, Khandallah
Agree: No

I live at 80 Jubilee Rd and we have lived through the entire development process at our near neighbours at 74 Jubilee Rd. While the traffic and parking problems have been significant throughout this development with multiple vans, builders vehicles, painters, and trucks delivering scaffolding, concrete and large building equipment, my husband and I have felt that in general the development was going to improve the appearance of that property and add value to our street. We have certainly been waiting patiently for it to end as it has caused us much disruption with blocked roads, lack of parking, noise and general disruption. My perception as a resident is that yes, it has been a difficult year for traffic and parking on the street, however once the development is finished, the builders and painters vans will depart. There will be no more regular truck deliveries, and once again the street will return to peace and quiet. We didn't have any traffic/parking problems prior to the development, and as was pointed out in the proposal, the new houses at 74 Jubilee Rd have off-street parking so their arrival shouldn't adversely affect the on-street parking. Also prior to the development, I noticed that people parking their cars on the street tended to be very considerate about this, and didn't park directly opposite a car parked on the other side of the road to enable traffic to move through more safely. I cannot agree with the proposal to reduce the parking on the street. I feel very strongly about this. I feel that for the council to decide to increase the density housing in the area, and then reduce parking in the same location is unreasonable. My husband and I often have to park on the street in order to move our cars around (we have a single lane driveway with end-to-end parking). I also strongly feel that the current problems we have experienced have been temporary, and will subside once the development is complete. Should the proposal be approved it would be very difficult for us to find a park when exiting from our driveway as our driveway enters the road on a similar angle to the road. When we turn right from our driveway, we need to complete a very hard u-turn right in order to complete the turn in one movement. If a car is parked on the western side of the road to the edge of the parking zone outside #91 I have to do a three-point turn to get around the corner. Then there is very little parking for quite a way on the western side because of the large number of driveways. If we were to turn left from our driveway we wouldn't have parking on that side of the road until we were over the crest of the hill. I wouldn't park my car outside #68 because I think it is dangerous (see below) and the likelihood of my vehicle being hit (or it causing an accident) would be much greater. I think that a bigger issue is the lack of broken yellow lines on the western side of the road outside numbers 68 and over the crest of the hill. It's great that there are broken yellow lines on the eastern side, but the opposite side of the road needs to be addressed. Numerous times I have had to maneuver my car around a parked car on the western side, only to find myself face to face with another vehicle coming up the road (who clearly has right of way)! Drivers descending the hill cannot see over the crest before they cross the centre line if there is a parked car outside #68. It is completely blind. I invite you to come and try it sometime! So to amendments or solutions: 1. I feel a pragmatic solution to this would be to wait a year after the completion of the development and the new residents have moved in. See how the street copes with the new residents, and the lack of additional contractor vehicles. Gain feedback from the rubbish truck drivers as to how they are finding it. And revisit the decision in a year when conditions have returned to normal. 2. This is my preferred action. Change the broken yellow line area to start outside the hydrant at #70 and run north past #68 and over the crest of the hill. This will improve safety in the area. There is no need to wait for potentially dangerous traffic accidents to happen before taking remedial action. Nobody should be parking in this area because it completely blocks north-travelling vehicles view of the road before they cross the centre line to move around a parked car, and it is very dangerous. 3.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Put in the broken yellow lines on the area proposed as No Stopping, but only for Mondays (our recycling day). All other times, park at will. This is quite a nice compromise and means we are not losing our parking permanently for the one trip per week that the recycling truck makes. Parking with specific restrictions are common in various places around the city and people tend to observe them. 4. Reduce the proposed broken yellow line length to be shorter and start outside #74. This is not my preferred option, and the loss of parking outside #74 still concerns me, as we often use it. 5. Widen the road. There is plenty of road reserve on the seaward side between Clive Rd and the driveway at #91 and you could widen the road to provide parking on both sides and still have safe vehicle passage through the street, and probably still have a smaller area of reserve. The pedestrian footpath on the eastern side of the road from the edge of the reserve area past the bush area is very narrow and is not generally used. I hope you will consider my submission carefully as the impacts of your proposal are significant on myself and my immediate neighbours. I genuinely believe the traffic problems we have experienced are a temporary issue, and it would be unreasonable to put these measures in place at this time.

Name: Nick Burbery
Address: 32 Waru Street, Khandallah
Agree: Yes

Getting past this area is a nightmare on a weekly basis. I have logged many calls to WCC since 2011 when I either cannot, or can barely get past, in my small vehicle, let alone if I was driving a larger one such as even a small truck. Visibility of oncoming traffic is very difficult on this crest and the people that park on the crest appear to have very little ability to exercise sense in their judgement when parking in a way that makes driving this narrow road treacherous and dangerous.

Name: Bob Barton
Address: 71 Jubilee Road, Khandallah
Agree: Yes

Jubilee Road is very steep and quite narrow. Cars parked along the road, particularly near the peak of the hill, present both a danger and an obstacle. Parked vehicles also impede residents entering and leaving driveways and garages. No stopping at all times would make navigation of the road far less hazardous.

Name: Sarah Jordan
Address: 62 Jubilee Road, Khandallah
Agree: Yes

I unreservedly support this proposal for the safety of the community and those services that use this route through and into Khandallah. I have personally observed a number of incidents where trucks and in some cases passenger vehicles have not been able to pass this section of Jubilee road due to vehicles parked on both sides. I urge Councillors to give consideration to the safety of road users over the the minor number of parking spaces that would be lost to this proposal. Further, I understand a submission from neighbours at 68 Jubilee Road may likely include a recommendation to extend the No Stopping further along to include the street frontage of 68 Jubilee Road. I too would support that extension of the No Stopping area. Many thanks in advance of your consideration.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Sally Barton
Address: Jubilee Road, Khandallah
Agree: Yes

Negotiating the top of Jubilee Road is like an obstacle course at times and you cannot see traffic coming up the hill from the top as cars are parked on both sides of the street. You have to move from one side of the road to the other to get round the vehicles parked on both sides of the road.

Name: Hamish Sisson
Address: 82 Jubilee Road, Khandallah
Agree: No

The proposal has merit in as far as it goes and in this sense I do not object to the proposal. By way of background I have lived on Jubilee Road for over 12 years. Up until the construction works commenced on the development at 74A Jubilee Road there was no traffic congestion or passage issues on Jubilee Road as this had been adequately addressed by the yellow lines installed on the ascent of Jubilee Road. It is also important to note that the development at 74A has insufficient parking available on site and as such when it is fully occupied by residents this will place more demand on street parking on Jubilee Road than there is at present. Hence removing parking will exacerbate this likely roadside parking problem. It is important to note that generally the construction traffic parks on the eastern side of Jubilee Road thus giving practical effect to the proposal without the yellow lines being installed. Hence in practice the residents of Jubilee Road have had 6-9 months experience with the proposal TR42-18. Therefore the comments in this submission are based on experience over these 6-9 months. The object of the proposal seems to be twofold both the safe ingress and egress of vehicles from houses in this area of Jubilee Road and the safe passage of Kerbside Rubbish and Recycling vehicles (as well as other vehicles). The proposal does not adequately address these issues due to the nature and shape of the summit of Jubilee Road. The proposal will require vehicles to cross the white centre line when ascending, traversing the summit and/or descending the hill from the North. When these vehicles cross the centre line or are on the wrong side of the road they will not be able to see approaching traffic on the correct side of the road at the brow of the hill in either direction. This creates a significant traffic risk and is an issue which occurs daily due to the current volume of street parking on the side of the road. While ascending the hill from the northern side of Jubilee Road and coming over the brow of the hill it is not possible to see opposing traffic until the vehicle is opposite the driveway of house 68. When ascending Jubilee Road from the south it is not possible to see a vehicle on the summit of the hill (which will have crossed the centre line to avoid parked cars on the eastern side of the road) until a vehicle is almost opposite House 80A. This is due both to the curvature of the road and the hill. Therefore, it is proposed that in addition to the current yellow lines proposed that the proposal be amended by adding further yellow no parking lines to assist traffic site lines in the following places: 1. On the road outside house 80A on the western side of the road; 2. On the eastern side of the road outside house 91 (bringing the yellow line up to the parking line on the opposite side of the road); and 3. Outside house 68. Installing yellow lines in these areas will allow safe passage of all vehicles over Jubilee Road and prevent the current near accidents and stoppages caused by vehicles not being able to see opposing traffic and having to take evasive action. The existing proposal and the proposed amendments in this submission both remove parking from Jubilee Road. Additional demands for on street parking will be caused by the number of new dwellings at number 74A and the number of vehicles for those dwellings (as there is

insufficient off-street parking on that site) and as such the Council should turn the road reserve outside houses 85-89 Jubilee Road into diagonal parking for overflow from these new residences.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
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Me Heke Ki Pōneke

Name: Caroline Cunliffe
Address: 93 Jubilee Road, Khandallah
Agree: Yes

However it needs to also consider the implications of people then parking outside of 89/91 Jubilee road. This is a narrow section of road and has several driveways feeding into that area. As a resident coming up the drive of number 93, people parking on the odd number side of the road prevents us from viewing vehicles coming up jubilee road passing the housing development- until we are near the center line, making exiting our driveway challenging / dangerous. My son has had a near miss with people parking outside number 89/91 whilst on his push bike. I would ask that you also put broken yellow lines outside number 89/91. This will also prevent the bottle neck when people park across from houses 93, 95, 97. Thank you for your consideration.
Please see full submission for images.

Name: Philip Orchard
Address: 89 Jubilee Road, Khandallah
Agree: Not stated

I further submit that the proposal should be extended to include a 4 metre NSAAT at position B as shown on the attached modified plan and in the accompanying photograph (as marked by the traffic cones).

The rationale for this extension is as follows:

1. Due to the narrowness of the road, when a larger vehicle, such as a utility, is legally parked at the position shown at A and a similar larger vehicle is legally parked at the position shown at B on the modified plan (i.e. they are both not parked partially on the footpath) there is insufficient space for a larger vehicle to fit through the resulting gap, thereby blocking traffic.
2. This has been a frequent issue during the construction of the housing development at #74 etc. and if the proposed no stopping zone from #70 - #78 is implemented the number of such vehicles regularly parking at both A and B will increase.

Name: Brian and Sally Hasell
Address: 4 Clive Road
Agree: Not stated

As frequent users of Jubilee Road we have the following comments:

We are aware of some traffic problems with movements of the larger vehicles in the area. There have been very occasional times over the last 10 years when the largest trucks have not been able to pass over the road section where the new no stopping restriction is proposed. Usually this has been because of large trucks involved in local building projects parking on both sides of the roadway. We are not aware of any related crashes. Generally Jubilee Road operates reasonably well and traffic speeds are low as vehicles weave their way along. Road courtesy prevails.

There is another problem in the immediate area that we would like to bring to your attention. This is the safety implications of parking on the western side of the road immediately north of the proposed restrictions. Vehicles parking outside No 68 Jubilee Road (there is one shown in the aerial photo you sent us) force north bound traffic on Jubilee Road to cross the centre line at a

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
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location which is just south of the very steep section of the street. Any opposing traffic coming up the hill is not visible at the decision point for the northbound driver. As you will know there are plenty of other locations along the ridge route where parked vehicles force drivers to carefully move over the centre line to progress along the street, but this is at locations where there is adequate intervisibility. We suggest that this is not one of these locations and suggest you revise your proposal to fix this safety problem.

Officers Response To All Submitters:

The road is narrow and parking on one side only facilitates one way traffic flow. We will relocate the 'crest' sign indicating the very steep gradient and introduce a solid centreline to provide more guidance to drivers. We are unable to extend the no stopping beyond the current proposal. The changes made will be monitored.

Proposed Traffic Resolution

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Me Heke Ki Pōneke

Reference: TR 44–18

Location: Thorndon Quay - Thorndon

Proposal: Parking changes adjacent to 191 Thorndon Quay

Information: The property at 191 Thorndon Quay is mixed use retail, commercial and car parking. Within the building there are 140 carparks, the largest off street carpark on this part of Thorndon Quay.

When drivers leave the carpark their visibility is often restricted by the adjacent angle carparks, this has been partially mitigated by the introduction of a motorcycle parking area, directly adjacent to the carpark exit.

The problems are further exacerbated by the location of the bus stop on the western side of the driveway, this encourages buses to angle in closer to the driveway to be able to get to the kerb. Equally the increasing number of people using bikes on Thorndon Quay puts them in direct conflict with exiting vehicles.

In order to address the poor visibility at the carpark exit it is proposed to convert the five angle parked metered spaces to two parallel parked metered spaces with a net loss of three spaces.

Net parking loss: 3 parking spaces

Key Dates:

- | | |
|--|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 27 February 2018 |
| 2) Feedback period closes | 16 March 2018 |
| 3) If no objections received report sent to City Strategy Committee for approval | 19 April 2018 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate | |

Proposed Traffic ResolutionAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Legal Description:***Delete from Schedule F (Metered parking) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
Thorndon Quay	<i>P120 Maximum, Monday to Sunday 8:00am - 6:00pm.</i>	<i>West side, following the kerbline 305 metres north of its intersection with Davis Street (Grid coordinates x= 1749377.0 m, y= 5429242.3 m), and extending in a northerly direction for 14 metres. (5 angled parking spaces)</i>

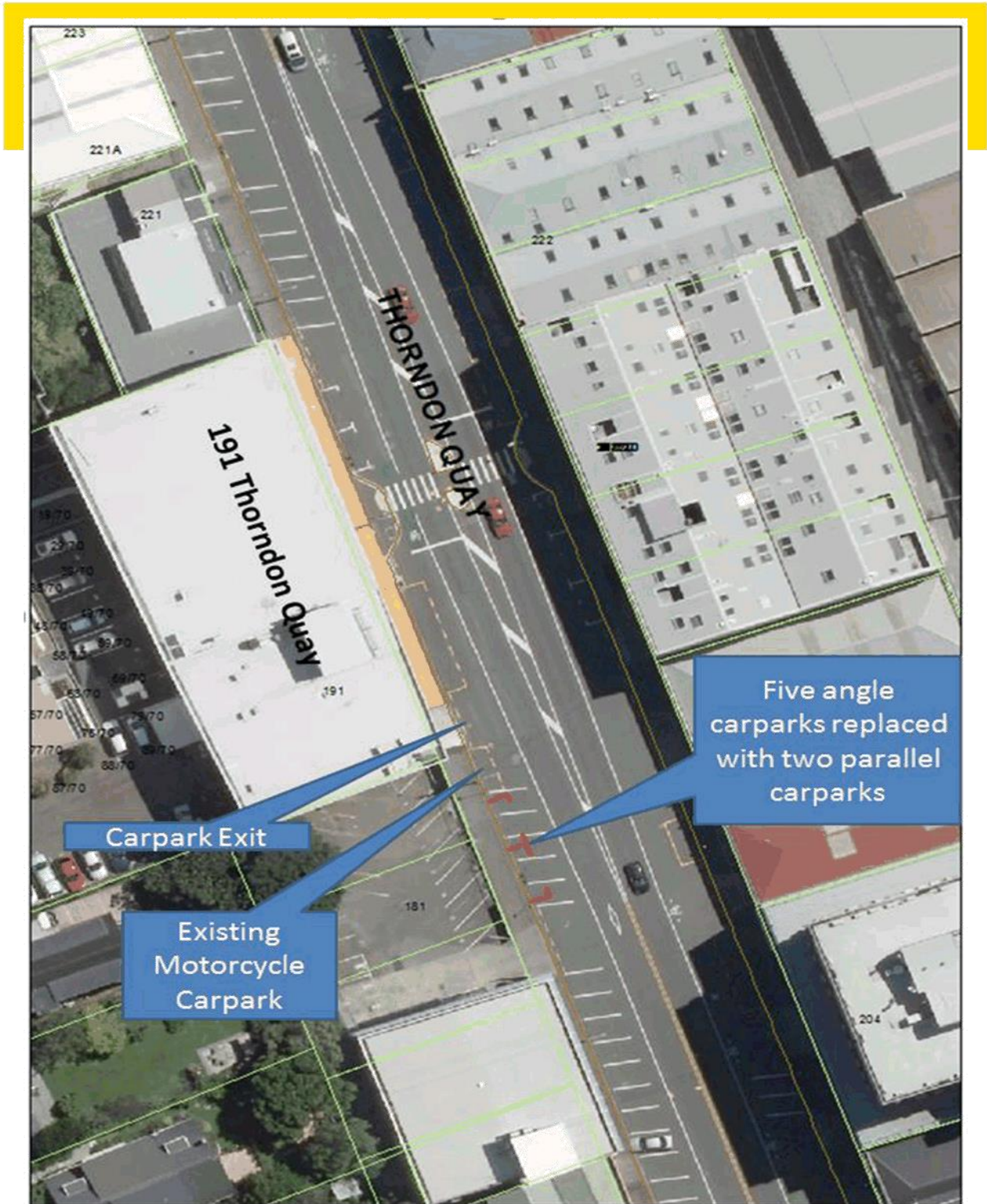
Add to Schedule F (Metered parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Thorndon Quay	<i>P120 Maximum, Monday to Sunday 8:00am - 6:00pm.</i>	<i>West side, following the kerbline 305 metres north of its intersection with Davis Street (Grid coordinates x= 1749377.0 m, y= 5429242.3 m), and extending in a northerly direction for 14 metres. (2 parallel car parks)</i>

Prepared By: **Lubna Abdullah** (Northern Area Traffic Engineer)
 Approved By: **Steve Spence** (Chief Transport Advisor)
 Date: **9 April 2018**

WCC Contact:

Lubna Abdullah
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Thorndon Quay Thorndon TR 44–18
Parking changes adjacent to 191 Thorndon Quay

Proposed Traffic Resolution

Absolutely Positively
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Me Heke Ki Pōneke

Feedback Received:

Name: Vanessa Creamer
Address: 385A Cambridge Terrace, Naenae
Agree: No

Currently there is two hourly parking available. There is no long term parking available till after 9am. Staff such as myself that use a vehicle due to mobility issues (not yet needing a mobility card, but do need to drive to work to save a 1.8 km walk each way) must pay \$3 per hour until the 9am clearway is available, and can only then move the vehicle to the other side of the road where there is a long term park. However, with absolutely no consideration for others, most of these vehicle parks are now part of a construction zone. For you to reduce the available car parks, whilst the construction is in process, will put further strain on the available parking. I regularly use the carpark building with my work car, and have never ever had an issue getting out. I have more of an issue in backing into the traffic due to cyclists and larger vehicles. Changing this area will not help with that. I recommend that the council install mobility parking in the area (currently there is nothing) and a five min parking slot for at least one vehicle. Obviously you would make sure that it is the park that has the best view to exit (ie. closest to oncoming traffic). I do not support the reduction of parks from 5 to 2, except for the above. If the council insist on doing this, then at least wait for the other 20 or so parks to become available once more - I had to donate \$24 to the council the other day (\$3 x 8 hours) as the long term parks had been otherwise used.

Name: Jeff Flavell
Address: Not given
Agree: Yes

I frequently experience dangerous congestion here with car, bus and pedestrian conflict. Vehicles exiting 191 pull out into traffic to be able to observe approaching traffic. The angle parks proposed to be made parallel do obscure traffic heading north, including cyclists, for vehicles exiting the 191 building. For several years I worked in 181 with our fleet vehicles in 191, and experienced this issue in person. I suggest, as a further improvement, that the bus stop be moved to after the pedestrian crossing - ie north, with the current parallel parks swopping with the bus stop. This would further improve the ability of 191 exiting vehicles to see north at peak times, and prevent busses stacking as they sometimes do.

Name: Craig Crestani
Address: Not given
Agree: Yes

I agree with the proposal to remove the adjacent angle carparks near 191 Thorndon Quay. Our company has five carparks within 191 Thorndon and turning right is very difficult. I would also suggest you move the bus stop to the other side of the pedestrian crossing.

Officers Response:

The loss of the small number of parking spaces will address the safety issue of the poor visibility while exiting this busy carpark. There is also an increase in the safety for the high volumes of cyclists along this route especially in the evening with the change from angled to parallel parking.

PROPOSED TRAFFIC RESOLUTION

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Reference: TR 45 – 18

Location: Griffiths Grove- Newlands

Proposal: No Stopping restriction

Information: We have received concerns from two residents (#s 6 and 19) in Griffiths Grove requesting improved access to and egress from their driveways. The manoeuvring is very difficult in this narrow street (approx. 6.5m wide) when cars are parked directly opposite their respective driveways and parking adjacent to their properties.

The proposed 5m in each case of No Stopping provides the manoeuvring space required. The proposals have been carefully positioned to facilitate the optimum parking to remain as shown on the plan.

Net parking loss: Two parking spaces

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 27 February 2018
- 2) Feedback period closes. 16 March 2018
- 3) If no objections received report sent to City Strategy Committee for approval. 19 April 2018
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

PROPOSED TRAFFIC RESOLUTION

Legal Description:

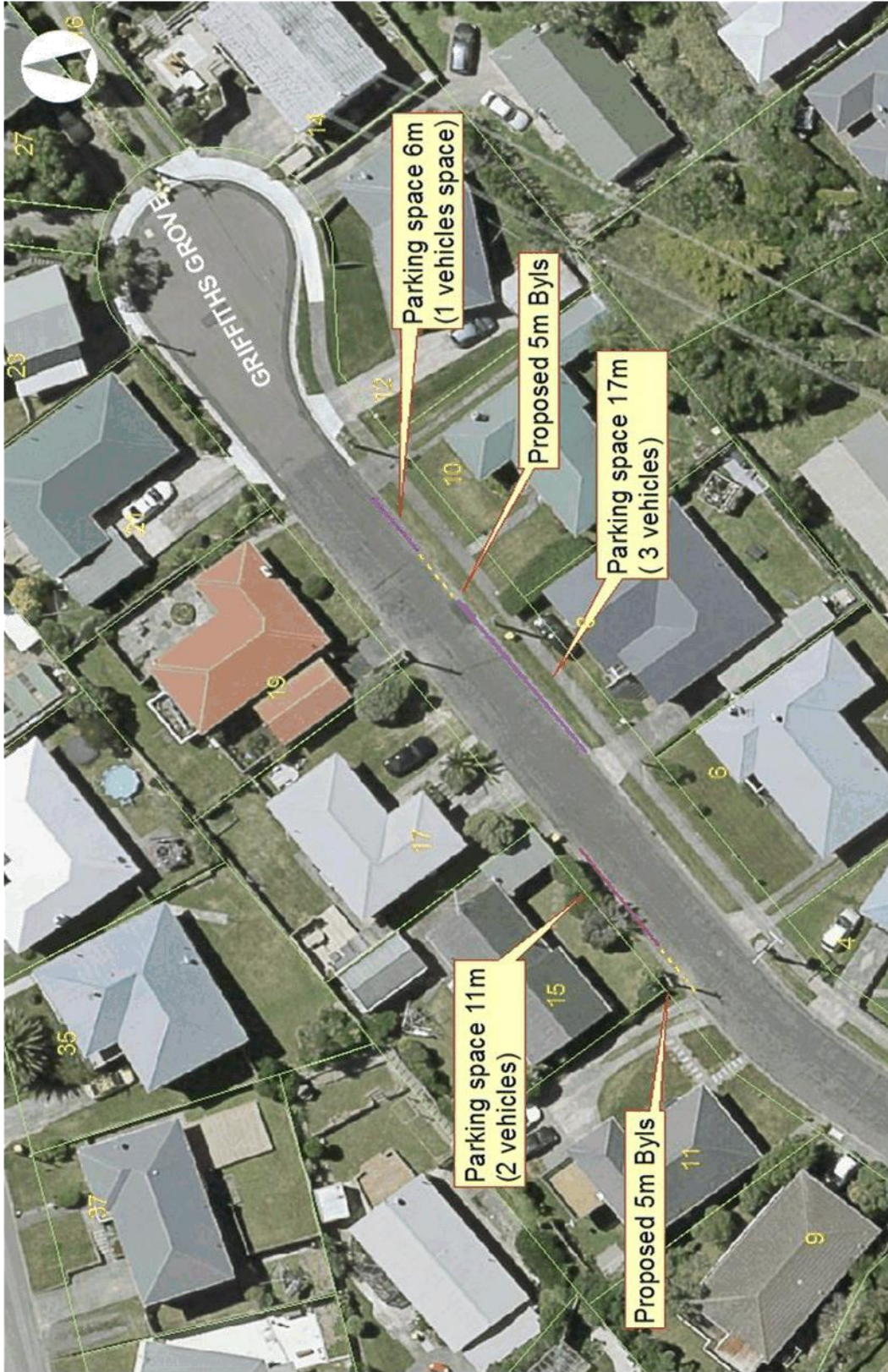
Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Griffiths Grove	<i>No Stopping At All Times</i>	<i>North side, commencing 90 metres north of its intersection with Glanmire Road (grid coordinates x= 1,752,918.2136 m, y= 5,434,198.9023 m), and extending in an easterly direction following the northern kerbline for 5 metres</i>
Griffiths Grove	<i>No Stopping At All Times</i>	<i>South side, commencing 125.5 metres north of its intersection with Glanmire Road (grid coordinates x= 1,752,924.9957 m, y= 5,434,197.4545 m), and extending in an easterly direction following the southern kerbline for 5 metres</i>

Prepared By:	Lubna Abdullah	(Northern Area Traffic Engineer)
Approved By:	Steve Spence	(Chief Transport Advisor)
Date:	9 April 2018	

WCC Contact:

Lubna Abdullah
Northern Area Traffic Engineer
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Griffiths Gr Newlands TR(45- 18)
Proposed NSAAT Opposite 6 & 19

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
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Me Heke Ki Pōneke**Feedback Received:**

Name: David Ross
Address: 17 Griffiths Grove, Newlands
Agree: No

I am the resident and owner of 17 Griffiths Grove Newlands. I am also the driver of the SuperShuttle Van and trailer that parks in the street. When I first starting driving the van I assessed the street to see where the safest and most obvious place would be to park it. That place was outside 15 Griffiths Grove due to the slight bend in the road and the visibility it provided to any person entering the street. There are rarely vehicles parked on the opposite side of the road to that space therefore making the area a safe and practical place to park. I spoke with my good neighbour's at number 15 and they agreed and supported my suggestion. They even trimmed their trees to allow the van to park as far left as possible. Having recently completed over 38 years with the NZ Police, I am well aware of the legal requirements relating to parking of vehicles. The van and trailer are parked legally when parked in the street. There is sufficient room behind the trailer to allow vehicle movements arriving at or leaving from 11 Griffiths Grove. I leave sufficient room at the front of the van so that my neighbours at Number 15 can safely enter and leave from their driveway. I am aware of your applicant who lives at number 6 Griffiths Grove and have never been approached by her with any suggestion of an issue. Despite having a garage and a driveway, there have been several occasions where her vehicle has been parked in the centre of the two vehicle parking area where the van and trailer usually park. That is her right. I then park outside of 19 Griffiths Grove, where your second applicant lives. Your second applicant is well known to my family and I. She often complains about trivial matters to us. Each time the Van and trailer is parked outside her address it is parked legally and with consideration to other road users. Every time it is parked there, your applicant complains. This applicant has previously placed notes on my van complaining about where it is parked. Having visited the street on several occasions and during various times of the day, you will be aware of the number of vehicles parked in the street at all times. You may have also observed that from approx. 7-00am each morning that there are vehicle few vehicles left in the street. It remains that way until about 6.00pm each week night. You will also have noticed that there are two vehicles parked on the remains of my front lawn. This occurs during summer when the lawn is firm and that parking is designed to help with ease of access for other local road users. However, in Autumn and Winter when he ground is both wet and soft, both of those vehicles are parked legally on the road. Out of consideration for other drivers in the street, we do not park immediately outside of our address as there are vehicles parked opposite. Neither do I park my Van and trailer outside of my address as these actions would cause an immediate and drastic narrowing of the street. The applicant residing at #19 was watched while she tried to park her vehicle in her own driveway when there were no vehicles in the street. She spoke with a passing pedestrian who assisted her. A 'No Stopping' area would not have even assisted in those circumstances. I am aware of the application to have two 'No Parking' areas placed in the street. It is my opinion that neither of these areas are warranted or required. The issue is not one of parking but of the lack of Road Craft and limited driving ability of each of your applicants.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
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Me Heke Ki Pōneke

Name: T Ross
Address: 17 Griffiths Grove, Newlands
Agree: No

It is NOT the parking of vehicles opposite the complainants of # 6 and #19 that is the problem, but more that they are not willing to adapt their ways of driving in and out of their driveways. They are used to having the whole of the roadway to accommodate their poor driving skills. We have observed on many occasions one complainant taking several attempts to reverse into her driveway when the street is completely empty of vehicles. The second complainant uses the whole width of the road to reverse out and turn right up the street. However given the street is empty of vehicles from approximately 0630 - 6pm Monday - Friday I am unsure where the difficulty is for either of them. Certainly evening and weekends the street is full, and many of us have to take care entering/exiting our driveways and we do this easily and with no fuss. The shuttle + trailer is parked outside # 15 with approval from the occupants, in a legal and considered manner in the evening and weekends. Before undertaking to park there, all aspects of road safety and consideration to those in the street was undertaken in measuring both the distances from the driveway of #15, and the room left at the rear of the trailer for the complainant opposite. It was deemed to be safe and not to be of any hindrance. At no time has anyone directly raised issues, but instead resorted to leaving rude and impolite notices on the windscreen of the vehicle, and of vehicles parked opposite # 19. The complainant at # 19 has suggested that vehicles park outside her residence rather than opposite, when this has been done, she has complained that this is an inconvenience to her. This has happened to a number of people who have parked there. So it is a no win situation. She does not want them opposite, nor directly outside. There are a lot of vehicles requiring parking in the street, and to avoid congestion it is preferable to have them all on one side. Most of us just deal with it. If no stopping lines are placed where proposed, vehicles may start parking on both sides of the road which will just cause congestion and possibly damage to vehicles. I would hope that Council have been to view the road when empty and full to get a complete accurate picture. This is a waste of Council time and resources.

Officers Response to both submitters:

The no stopping restrictions have been carefully developed to facilitate maximum on-street parking. This optimisation is shown on the plan accompanying the traffic resolution. The no stopping restrictions facilitate manoeuvring from the driveways to properties 6 and 19 in this narrow street where parking opposite the driveways make it very difficult to access and egress the respective properties.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 46 – 18
- Location:** Johnsonville Road - Johnsonville
- Proposal:** Confirming existing P5, P30, Clearway
- Information:** This will formalise the restrictions on this section of Johnsonville Road following recent roading/traffic changes in the Johnsonville town centre.

Net parking loss: None

NO FEEDBACK WAS RECEIVED**Key Dates:**

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 27 February 2018 |
| 2) Feedback period closes. | 16 March 2018 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 19 April 2018 |
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PROPOSED TRAFFIC RESOLUTION

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

Legal Description:

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

Column One	Column Two	Column Three
Johnsonville Road	<i>P5 Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 17 metres south of its intersection with Broderick Road and extending in a southerly direction following the western kerbline for 17 metres.</i>
Johnsonville Road	<i>P30 At Other Times</i>	<i>West side, commencing 34 metres south of its intersection with Broderick Road and extending in a southerly direction following the western kerbline for 23 metres.</i>

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

Column One	Column Two	Column Three
Johnsonville Road	<i>Clearway Monday to Friday, 4:00pm - 6:00pm</i>	<i>West side, commencing 34metres south of its intersection with Broderick Road and extending in a southerly direction following the western kerbline for 23 metres.</i>

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

Column One	Column Two	Column Three
Johnsonville Road	<i>P5 , Mon-Sun, At other times</i>	<i>West side, commencing 17 metres south of its intersection with Broderick Road (grid coordinates x= 1,751,475.7244 m, y= 5,434,711.9769 m), and extending in a southerly direction following the western kerbline for 17 metres.</i>

PROPOSED TRAFFIC RESOLUTION

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

Johnsonville Road P30 , Mon-Sun,
At other times

West side, commencing 34 metres south of its intersection with Broderick Road (grid coordinates x= 1,751,475.7244 m, y= 5,434,711.9769 m), and extending in a southerly direction following the western kerbline for 20 metres.

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

Column One	Column Two	Column Three
Johnsonville Road	Clearway Monday to Friday, 4:00pm - 6:00pm	West side, commencing 17 metres south of its intersection with Broderick Road (grid coordinates x= 1,751,475.7244 m, y= 5,434,711.9769 m), and extending in a southerly direction following the western kerbline for 37 metres.

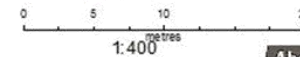
Prepared By:	Lubna Abdullah	(Northern Area Traffic Engineer)
Approved By:	Steve Spence	(Chief Transport Advisor)
Date:	9 April 2018	

WCC Contact:

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Northern Area Traffic Engineer
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 Phone: +64 4 803 8294
 Email: lubna.abdullah@wcc.govt.nz



Johnsonville Rd Johnsonville TR(46 - 18)
Confirming existing P5 & P30 At Other Times, Clearway



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

ORIGINAL MAP SIZE: A3
DATE: 20.02.2018
AUTHOR: 3004121
REFERENCE:



PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Reference:** TR 47 – 18**Location:** Grey Street - Wellington**Proposal:** Authorised Vehicle Parking, At All Times
Loading Zone P10, Goods Vehicles & Authorised Vehicles Only, At All Times
Metered Parking P120 Removal
Mobility Parking Relocation**Information:** The proposal has a number of elements designed to reflect changes/improvements to the use of the portion of Grey Street between Featherston Street and Lambton Quay. These are as follows:

1. The introduction of two parking spaces at the Lambton Quay end of the street converted for use by authorised vehicles only. These spaces will service the need for valet parking associated with the new Hilton Hotel which will occupy the former Harcourt's Building at 203 Lambton Quay. The building is a Heritage listed building and has no on-site parking. It is very constrained in terms of direct vehicle access to the hotel entrance which is located on the pedestrianised part of Grey Street. A further access constraint exists because the building's Lambton Quay frontage is restricted to buses only. As a result Council officers have worked closely with the hotel's architects to provide a practical facility which will address their need for guests travelling to the hotel by car, to drop off their vehicle as close as possible to the hotel entrance with hotel staff then parking the vehicle in a nearby parking building. To allow the hotel to operate the valet parking system, the hotel will be issued with transferable permits to be displayed on guest's vehicles when they arrive and prior to being moved to the parking building. It should be emphasised that this arrangement is proposed only because of the unusually constrained circumstances faced by the hotel in providing an acceptable level of vehicle access for guests as close as possible to the hotel entrance. It is very unlikely that a similar arrangement would be recommended for other situations in the CBD.
2. To facilitate the proposed authorised vehicle car parks, it is proposed to move the two existing mobility parks closer to the Featherston Street end of Grey Street and it has been agreed with Council's Community Services team that there will be no issues associated with this.
3. A separate traffic resolution is being put forward for a new electric vehicle (EV) charging station site to occupy the existing metered parking space closest to Featherston Street. This supports Council's policy of providing facilities on-street to encourage increased uptake of EVs.
4. To complete the proposed reallocation of parking spaces on the north side of Grey Street between Featherston Street and

PROPOSED TRAFFIC RESOLUTION

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

Lambton Quay, it is recommended that the one remaining metered space be replaced by an additional loading zone. This will acknowledge the heavy demand for on street loading in this area and may also reduce the incidence of drivers driving into the Grey Street cul-de-sac looking for a vacant metered space.

5. Finally it should be noted that a traffic resolution has been approved to convert the current motorcycle parking bay on the south side of Grey Street, to cycle parking. The current allocated space for motorcycles will be relocated to Featherston Street.
6. The above changes to parking in Grey Street if approved by the Committee, will provide an arrangement better tailored to the future parking demands in the area.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with the appropriate signs and markings is introduced.

Metered parking loss: 3 spaces
Authorised Vehicles parking gain: 2 spaces
Loading Zone parking gain: 1 space

NO FEEDBACK WAS RECEIVED

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 27 February 2018 |
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PROPOSED TRAFFIC RESOLUTION

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

Legal Description:

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

Grey Street	<i>Metered mobility parking - displaying an operation mobility permit only, at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>North side, commencing 23.5 metres west of its intersection with Featherston Street (Grid coordinates x= 1748738.7 m, y= 5428125.0 m), and extending in a westerly direction following the kerbline for 4.5 metres. (1angle carpark)</i>
Grey Street	<i>Metered mobility parking - displaying an operation mobility permit only, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>North side, commencing 22 metres west of its intersection with Featherston Street (Grid coordinates, x = 1748738.7 m, y = 5428125.0 m), and extending in a westerly direction following the northern kerbline for 6.8 metres (2 angled parking spaces).</i>
Grey Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>North side, commencing 5.5 metres west of its intersection with Featherston Street (Grid coordinates, x = 1748738.7 m, y = 5428125.0 m), and extending in a westerly direction following the northern kerbline for 4.8 metres (2 angled parking spaces).</i>
Grey Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>North side, commencing 12 metres west of its intersection with Featherston Street (Grid coordinates, x = 1748738.7 m, y = 5428125.0 m), and extending in a westerly direction following the northern kerbline for 2.4 metres (1 angled parking space).</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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

Grey Street	<i>Loading zone - goods service and authorised vehicles only, P10, Monday to Sunday 8:00am - 6:00pm.</i>	<i>North side, commencing 14.3 metres west of its intersection with Featherston Street (Grid coordinates x= 1748738.7 m, y= 5428125.0 m), and extending in a westerly direction following the northern kerbline for 2.4 metres (1 angled parking space).</i>
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Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Grey Street	<i>Loading zone, goods vehicles and authorised vehicles only, P10, Monday to Sunday 8:00am - 6:00pm.</i>	<i>North side, commencing 12.9 metres west of its intersection with Featherston Street (Grid Coordinates X=1,748,740.052 m, Y=5,428,127.2808 m) and extending in a westerly direction following the kerbline for 5.2 metres. (2 angled parking spaces).</i>
Grey Street	<i>Metered mobility parking - displaying an operation mobility permit only, P120 Maximum, at all times.</i>	<i>North side, commencing 15.5 metres west of its intersection with Featherston Street (Grid Coordinates X=1,748,740.052 m, Y=5,428,127.2808 m) and extending in a westerly direction following the kerbline for 7.7 metres.</i>
Grey Street	<i>Authorised Vehicles Only, At All Times</i>	<i>North side, commencing 23.2 metres west of its intersection with Featherston Street (Grid Coordinates X=1,748,740.052 m, Y=5,428,127.2808 m) and extending in a westerly direction following the kerbline for 5.2 metres.</i>

PROPOSED TRAFFIC RESOLUTION

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

Prepared By: Patrick Padilla
Approved By: Steve Spence
Date: 9 April 2018

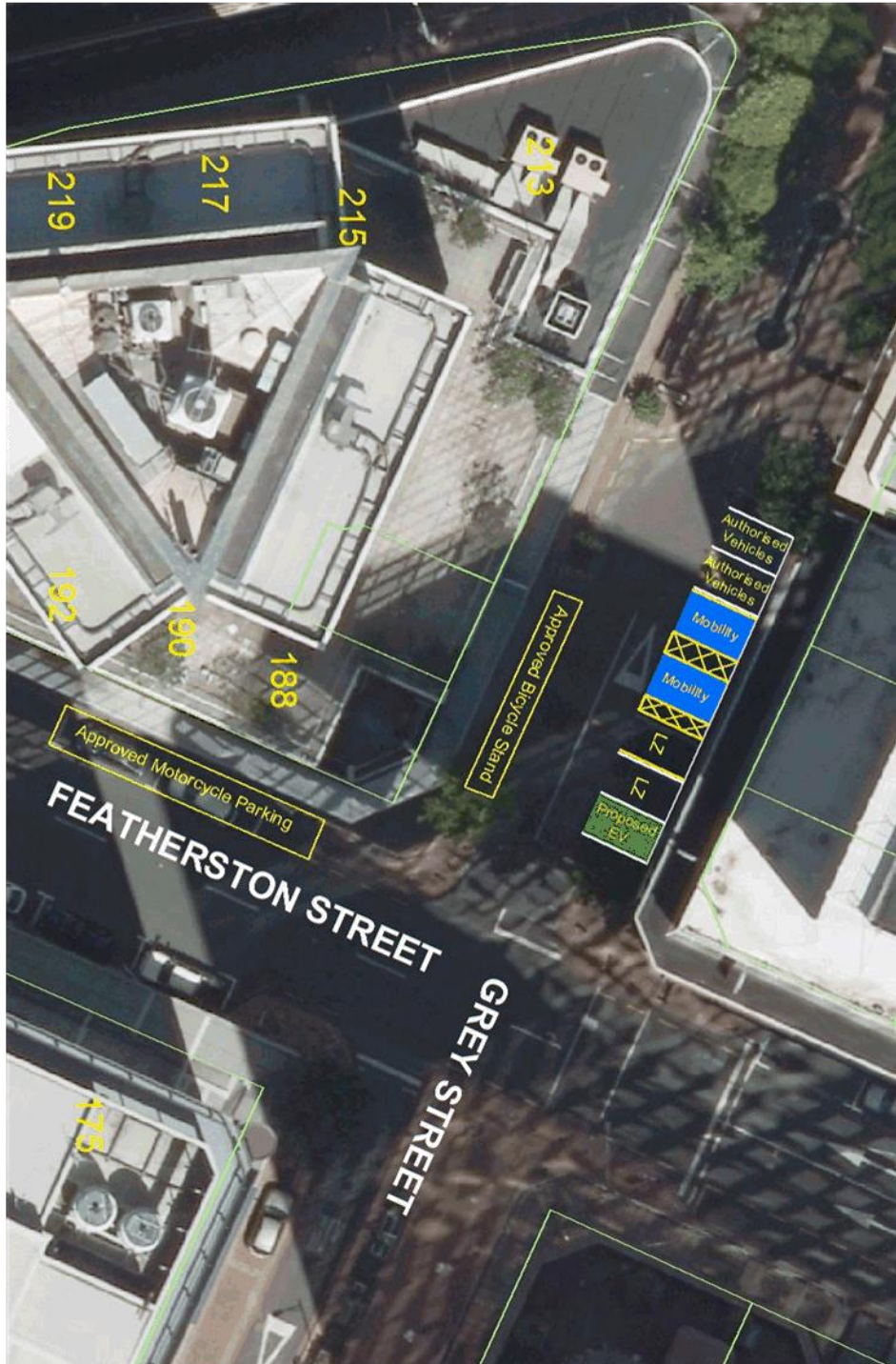
(Intermediate Traffic Engineer)
(Chief Transport Advisor)

WCC Contact:

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PROPOSED TRAFFIC RESOLUTION

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PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
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- Reference:** TR 54 – 18
- Location:** Turnbull Street - Thorndon
- Proposal:** No Stopping At All Times
- Information:** Council Officers have been working with the Ministry of Education (MoE) to facilitate the Thorndon School expansion development.

The improvements proposed at the school can be expected to generate greater use of Turnbull Street by caregivers both using vehicles and on foot.

A proposed road stopping at the end of Turnbull Street and amalgamation with the Thorndon school will provide school children, parents and staff with a safer area to use and walk across between the new school buildings and their fields on western side of (now) Turnbull Street. The road stopping and land exchange also facilitates the construction of a new Turning Area near the street end and this will improve traffic and pedestrian safety in the street.

The creation of a new turning head and the vehicle manoeuvring for access and egress, will require additional No Stopping restrictions on the northern side by 9 metres reducing in the current Thorndon Coupon Parking / P120 area (2 spaces will remain); and 3 metres on the southern side reducing the current Residents Parking At All Times area (5 spaces will remain).

Net parking loss: 1 spaces

Key Dates:

- | | |
|---|---------------|
| 1) Advertisement in the Dominion Post Newspaper. | 16 March 2018 |
| 2) Feedback period closes. | 30 March 2018 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 19 April 2018 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION **Absolutely Positively
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Legal Description:

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

Column One	Column Two	Column Three
Turnbull Street	No Stopping At All Times	North side, commencing 65 metres east of its intersection with Murphy Street and extending in an easterly direction following the northern kerbline for 29 metres.
Turnbull Street	No Stopping At All Times	South side, commencing 72 metres from its intersection with Murphy Street and extending in an easterly direction for 5.5 metres
Turnbull Street	No Stopping At All Times	South side, commencing 82.5 metres east of its intersection with Murphy Street and extending in an easterly direction following the southern kerbline for 5 metres

Remove from Schedule (No Stopping except for Authorised Residents Vehicles At All Times) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Turnbull Street	No Stopping Except for Authorised Resident Vehicles At All Times	South side, commencing 31.5 metres east of its intersection with Murphy Street and extending in an easterly direction following the southern kerbline for 32 metres

Remove from Schedule (P120 Except for Authorised Vehicles) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Turnbull Street	P120 Except for Authorised Vehicles Thorndon Parking Scheme	South side, commencing 77.5 metres east of its intersection with Murphy Street and extending in an easterly direction following the southern kerbline for 5 metres.

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Turnbull Street	P120 Except for Authorised Vehicles Thorndon Parking Scheme	South side, commencing 87.5 metres east of its intersection with Murphy Street and extending in an easterly direction following the southern kerbline for 6.5 metres.
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Add to Schedule D (No Stopping At All Times) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Turnbull Street	No Stopping At All Times	North side, commencing 58.0 metres east of its intersection with Murphy Street (Grid Coordinates X=1,748,999.50 m, Y=5,429,287.66 m) and extending in an easterly direction following the northern and eastern kerbline for 25 metres.
Turnbull Street	No Stopping At All Times	South side, commencing 63.0 metres east of its intersection with Murphy Street (Grid Coordinates X=1,749,002.04 m, Y=5,429,281.55 m) and extending in an easterly direction following the southern kerbline and cul-de-sac turning area for for 24 metres.

Add to Schedule E (No Stopping except for Authorised Resident Parking at All Times) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Turnbull Street	No Stopping except for Authorised Resident Parking At All Times	South side, commencing 31.5 metres east of its intersection with Murphy Street(Grid Coordinates X=1,749,002.04 m, Y=5,429,281.55 m)and extending in an easterly direction following the southern kerbline for 29 metres

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Add to Schedule A (P120 Except for Authorised Users) of the Traffic Restrictions Schedule

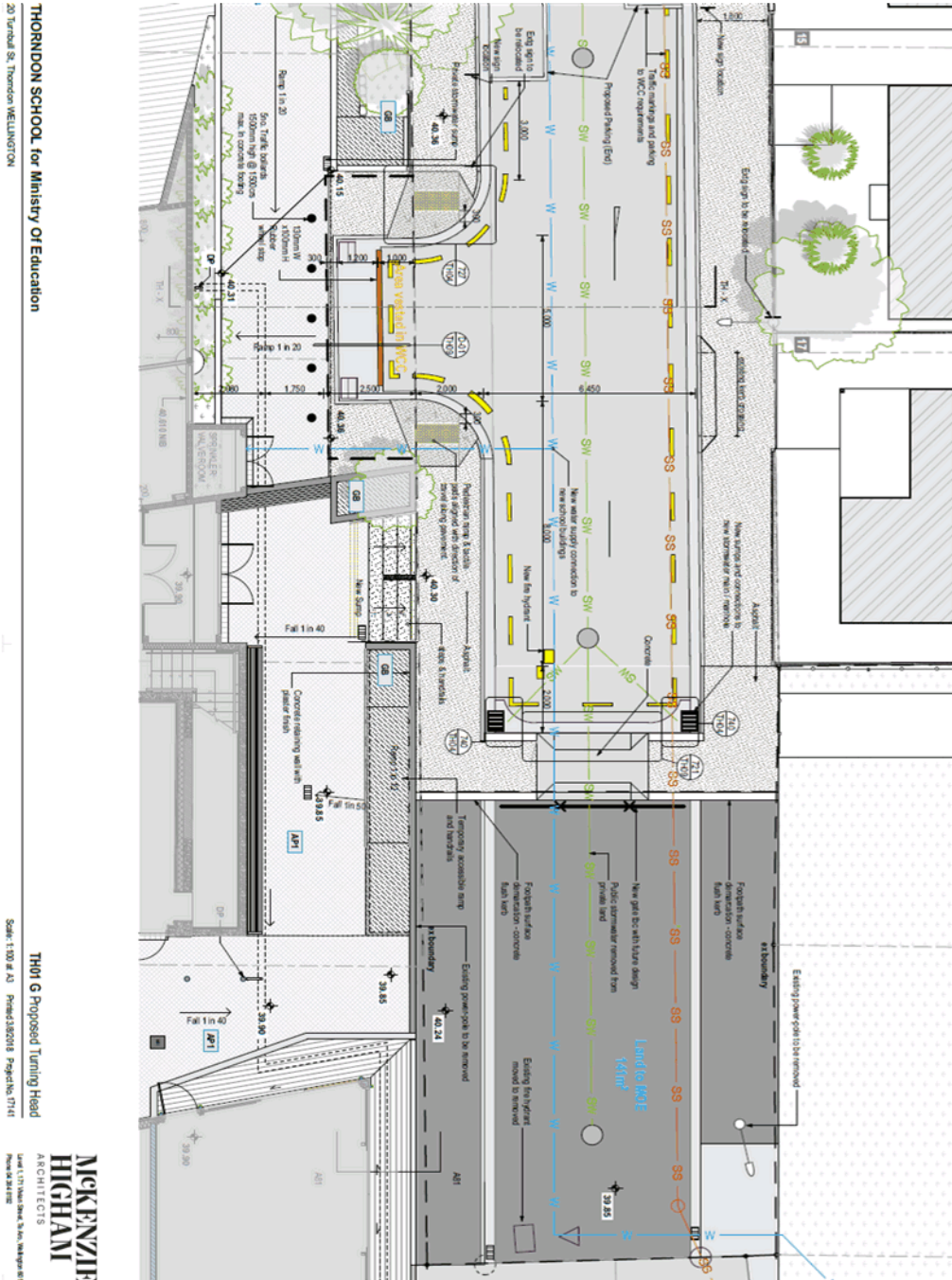
Column One	Column Two	Column Three
Turnbull Street	<i>P120 Except for Authorised Users Thorndon Parking Scheme</i>	<i>North side, commencing 47 metres east of its intersection with Murphy Street(Grid Coordinates X=1,748,999.50 m, Y=5,429,287.66 m) and extending in an easterly direction following the northern kerbline for 12 metres</i>

Prepared By: **Charles Kingsford** Principal Traffic Engineer / Team Leader
Approved By: **Steve Spence** (Chief Transport Advisor)
Date: **9 April 2018**

WCC Contact:
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PROPOSED TRAFFIC RESOLUTION

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PROPOSED TRAFFIC RESOLUTION

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Feedback Received:

Name: Mike Mellor (Living Streets)
Address: Not given
Agree: Not stated

The proposal is deficient in that there is no clear indication of how the proposal will relate to the existing situation, but in general we support increasing pedestrian safety.

TRAFFIC RESOLUTIONS - BUS STOP CHANGES

Purpose

1. To seek Committee approval to the creation of a number of bus stops in Wellington City to progress the implementation of the new Wellington Bus Network.

Summary

2. From July 2018 Wellington City will have a number of new bus services operating. This is a result of the Bus Services Review, which started back in 2009. The new Wellington City bus network will provide;
 - 75% of residents within a 10 minute walk of a high-frequency bus routes (Currently 45%)
 - More frequent off-peak services for 26 suburbs
 - New weekend and evening services for 12 suburbs
 - More services to high growth areas
 - Removal of service duplication
 - Less buses on the Golden Mile
 - An easier-to-understand and simplified network of services.
3. To implement the new network a number of new bus stops and bus hubs will need to be installed. The bus hubs are an integral part of the new bus network providing the connection points for local services joining high frequency through routes. Following consultation with adjacent property owners, residents and businesses, Committee is asked to approve traffic restrictions to enable these to operate. The attached Traffic Resolution reports provide details on each proposal and cover the consultation carried out. Approval in some instances will result in the removal of car parking.

Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Note that officers will continue to work with Greater Wellington Regional Council on the detailed design of the new bus hubs and hub locations to ensure an appropriate level of public amenity is provided in the long term.
3. Approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.

(Unshaded sections of the table indicate a deletion to the Traffic Restrictions and the shaded sections indicate an addition to the Traffic Restrictions)

a.	Moorefield Road, Johnsonville (TR 48 - 18) New Bus Stops		
	Add to Schedule B (Class Restricted) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three

	Moorfield Road	Bus Stop, at all times	East side, commencing 214 metres North of its intersection with Broderick Road (Grid Coordinates X = 1,751,198.62, Y = 5,434,777.73) and extending in a Northerly direction following the Eastern kerbline for 68 metres. (Stop B)
	Moorfield Road	Bus Stop, at all times	West side, commencing 10 metres South of its intersection with Wanaka Street (Grid Coordinates X = 1,751,258.44, Y = 5,434,897.99) and extending in a Southerly direction following the Western kerbline for 35 metres. (Stop C)
	Moorfield Road	Bus Stop, at all times	West side, commencing 16 metres North of its intersection with Wanaka Street (Grid Coordinates X = 1,751,265.62, Y= 5,434,904.85) and extending in a Northerly direction following the Western kerbline for 30 metres. (Stop D)
Delete from Schedule B (Class Restricted) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Moorfield Road	Bus Stop, Monday to Friday, 7:00am - 9:00am	East side, commencing 214 metres north of its intersection with Broderick Road and extending in a northerly direction following the western kerbline for 18 metres
Add to Schedule D (No Stopping) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Moorfield Road	No Stopping, at all times	West side, commencing at its intersection with Wanaka Street (Grid Coordinates X = 1,751,258.44, Y = 5,434,897.99) and extending in a Southerly direction following the Western kerbline for 10 metres
	Moorfield Road	No Stopping, at all times	West side, commencing at its intersection with Wanaka Street (Grid Coordinates X = 1,751,265.62, Y= 5,434,904.85) and extending in a north easterly direction following the north western kerbline for 16.0 metres
	Moorfield Road	No Stopping, at all times	West side, commencing 46 metres North of its intersection with

			Wanaka Street (Grid Coordinates X = 1,751,265.62, Y= 5,434,904.85) and extending in a northerly direction following the Western kerbline for 17.0 metres
Delete from Schedule D (No Stopping) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Moorfield Road	No Stopping, at all times	West side, commencing 5 metres south of its intersection with Wanaka Street and extending in a southerly direction following the western kerbline for 16 metres
	Moorfield Road	No Stopping, at all times	West side, commencing at its intersection with Wanaka Street and extending in a northerly direction following the western kerbline for 63.0 metres
b.	Hobart Street, Miramar (TR 49 - 18) New Bus Stops		
Add to Schedule B (Class Restricted) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Hobart Street	Bus Stop, at all times	West side, commencing 34 metres south of its intersection with Caledonia Street (Grid coordinates, x= 1751754.77 m, y= 5423951.58 m), and extending in a southerly direction following the western kerbline for 15 metres
Add to Schedule D (No Stopping) 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.
	Hobart Street	No Stopping, at all times	West side, commencing 28 metres south of its intersection with Caledonia Street (Grid coordinates, x= 1751754.77 m, y= 5423951.58 m), and extending in a southerly direction Following the western kerbline for 6 metres.

	Hobart Street	No Stopping, at all times	West side, commencing 49 metres south of its intersection with Caledonia Street (Grid coordinates, x= 1751754.77 m, y= 5423951.58 m), and extending in a southerly direction Following the western kerbline for 9 metres.
	Caledonia Street	No stopping, at all times	North side, commencing 42metres West of the prolonged western kerbline of Hobart Street (Grid Coordinates X = 1,751,758.79, Y = 5,423,965.40) and extending in a Westerly direction following the northern kerbline for a distance of 10 metres.
Amend Schedule B (Class Restricted) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Caledonia Street	Bus stop 8.15 – 8.45am, 2.15 – 4.45pm, Monday to Friday, School Term Only	North side, commencing 148.5 metres West of its intersection with Kauri Street (Grid Coordinates X=1,751,659.31, Y=5,423,996.49) and extending in a Westerly direction following the northern kerbline for 11 metres. (Metlink bus stop #6030)
	Caledonia Street	Bus stop 8.15 – 8.45am, 2.15 – 4.45pm, Monday to Friday, School Term Only	North side, commencing 27m West of the prolonged western kerbline of Hobart Street (Grid Coordinates X = 1,751,758.79, Y = 5,423,965.40) and extending in a Westerly direction following the northern kerbline for a distance of 15metres. (Metlink bus stop #6031)
	Caledonia Street	Bus stop 7.30 – 8.30am, 3.30 – 4pm, Monday to Friday, School Term Only	South side, commencing 37 metres West of its intersection with Miro Street (Grid Coordinates X = 1,751,553.74, Y = 5,424,013.95) and extending in a westerly direction following the southern kerbline for 14 metres. (Metlink bus stop #7030)
	Caledonia Street	Bus stop 7.30 – 8.30am, 3.30 – 4pm, Monday to Friday, School Term Only	South side, commencing 20 metres West of the prolonged Western kerbline of Hobart Street (Grid Coordinates X = 1,751,754.69, Y = 5,423,951.51) and extending in a Westerly direction following the southern kerbline of Caledonia Street for a distance of 24m.

			(Metlink bus stop #7031)
	Devonshire Road	Bus stop 2.15 – 4.00pm, Monday to Friday, School Term Only	North side, commencing 28.5 metres West of its intersection with Ira Street (Grid Coordinates X = 1,752,330.96, Y = 5,423,932.81) and extending in a westerly direction following the Northern kerbline for 14.5 metres. (Metlink bus stop #6083)
	Devonshire Road	Bus stop 2.15 – 4.00pm, Monday to Friday, School Term Only	North side, commencing 85 metres East of its intersection with Ellesmere Avenue (Grid Coordinates X = 1,751,953.13, Y = 5,423,975.85) and extending in an Easterly direction following the Northern kerbline for 13.5 metres. (Metlink bus stop #6082)
	Devonshire Road	Bus stop 7.45 – 8.15am, Monday to Friday, School Term Only	South side, commencing 133 metres west of its intersection with Torridon Street (Grid Coordinates X = 1,752,202.50, Y = 5,423,977.44) and extending in a Westerly direction following the Southern kerbline for 14.5 metres. (Metlink bus stop #7082)
c.	Cleveland Street, Brooklyn (TR 50 - 18) New Bus Stops		
	Add to Schedule A (Time Restricted) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	Cleveland Street	P15	North side, commencing 163 metres East of its intersection with Ohio Road (Grid coordinates: X=1,747,615.99 m, Y=5,425,846.91 m) and extending in an Easterly direction following the Northern kerb line for 11 metres
	Add to Schedule B (Class Restricted) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	Cleveland Street	Bus Stop, at all times	North side, commencing 127.5 metres East of its intersection with Ohiro Road (Grid coordinates: X=1,747,615.99 m, Y=5,425,846.91 m) and extending in an Easterly direction following the Northern kerbline for 12 metres. (Metlink bus stop #6720)

	Cleveland Street	Resident parking, at all other times.	North side, commencing 106 metres East of its intersection with Ohiro Road (Grid coordinates: X=1,747,615.99 m, Y=5,425,846.91 m) and extending in an Easterly direction following the Northern kerbline for 24 metres
	Cleveland Street	P30, Except for Authorised Resident Vehicles, Monday to Saturday 8:00am-6:00pm.	North side, commencing 106 metres East of its intersection with Ohiro Road (Grid coordinates: X=1,747,615.99 m, Y=5,425,846.91 m) and extending in an Easterly direction following the Northern kerbline for 24 metres
	Cleveland Street	Bus Stop, at all times	South side, commencing 104 metres West of its intersection with Washington Avenue (Grid coordinates: X=1,747,895.22 m, Y=5,425,853.98 m) and extending in a Westerly direction following the southern kerbline for 20 metres to its intersection with Harrison Street
	Cleveland Street	Bus Stop, at all times	South side, commencing 1.5 metres east of its intersection with Harrison Street (Grid coordinates: X=1,747,784.11 m, Y=5,425,877.43 m) and extending in an easterly direction following the southern kerbline for 20 metres. (Metlink bus stop #7720)
	Jefferson Street	Resident parking, at all other times.	West side, commencing 4 metres North of its intersection with Cleveland Street (Grid coordinates: X=1,747,785.78 m, Y=5,425,887.90 m) and extending in a Northerly direction following the Western kerbline for 12 metres
	Jefferson Street	P30, Except for Authorised Resident Vehicles, Monday to Saturday 8:00am-6:00pm.	West side, commencing 4 metres North of its intersection with Cleveland Street (Grid coordinates: X=1,747,785.78 m, Y=5,425,887.90 m) and extending in a Northerly direction following the Western kerbline for 12 metres
Add to Schedule D (No Stopping) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Cleveland Street	No Stopping, at all times	South side, commencing 87.5 metres west of its intersection with Washington Avenue (Grid coordinates: X=1,747,895.22 m,

			Y=5,425,853.98 m) and extending in a westerly direction following the southern kerbline for 16.5 metres
Delete from Schedule A (Time Restricted) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Cleveland Street	P30, Monday to Saturday 8.00am – 6.00pm	South side, commencing 2.0 metres east of its intersection with Harrison Street and extending in a easterly direction following the southern kerbline for 10 metres
Delete from Schedule B (Class Restricted) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Cleveland Street	Bus Stop,	North side, commencing 163 metres east of its intersection with Ohio Road and extending in an easterly direction following the northern kerb line for 13 metres to its intersection with Jefferson Street. (Metlink bus stop #6720)
	Cleveland Street	Bus Stop,	South side, commencing 107 metres west of its intersection with Washington Avenue and extending in a westerly direction following the southern kerbline for 17 metres to its intersection with Harrison Street. (Metlink bus stop #7720)
	Cleveland Street	Resident parking, at all other times.	North side, commencing 106 metres east of its intersection with Ohio Road (Grid coordinates x = 1,747,619.2 m, y = 5,425,851.2 m) and extending in an easterly direction following the northern kerbline for 39 metres
	Cleveland Street	P30, Except for Authorised Resident Vehicles, Monday to Saturday 8:00am-6:00pm.	North side, commencing 106 metres east of its intersection with Ohio Road (Grid Coordinates: X=1,747,619.2m, Y=5,425,851.2m) and extending in an easterly direction following the northern kerb line for 39 metres
	Jefferson Street	Mobility Parking at all times.	West side, commencing 55 metres North of its intersection with Cleveland Street (Grid coordinates: X=1,747,785.78 m, Y=5,425,887.90 m) and extending in a Northerly direction following the Western kerbline for 10 metres

	Delete from Schedule D (No Stopping) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	Cleveland Street	No Stopping, at all times	South side, commencing 87.5 metres west of its intersection with Washington Avenue and extending in a westerly direction following the southern kerbline for 19.5 metres
d.	Russell Terrace, Mount Albert Road and Lavaud Street, Berhampore (TR 51 - 18) New Bus Stops and Removals		
	Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	Russell Terrace	Bus Stop, at all times	West side commencing 9 metres North of the prolonged Northern kerbline of Angus Avenue (Grid Coordinates X = 1,749,023.0, Y = 5,424,238.5) and extending in a Northerly direction for a distance of 15m. (Metlink bus stop #6941)
	Russell Terrace	Bus Stop, at all times	East side commencing 33 metres South of the prolonged Southern kerbline of Wariporu Street (Grid Coordinates X = 1,749,016.7, Y = 5,424,272.6) and extending in a Southerly direction for a distance of 15m. (Metlink bus stop #7941)
	Russell Terrace	Bus Stop, at all times	East side commencing 18 metres North of the prolonged Northern kerbline of Lavaud Street (Grid Coordinates X = 1,748,995.1, Y = 5,423,782.4) and extending in a Northerly direction for a distance of 15m. (Metlink bus stop #6942)
	Mount Albert Road	Bus Stop, at all times	West side commencing 20 metres South of the prolonged Southern kerbline of Lavaud Street (Grid Coordinates X = 1,748,984.8, Y = 5,423,736.4) and extending in a Southerly direction for a distance of 15 metres (Metlink bus stop #7942)
	Rintoul Street	Bus Stop, 3.30 – 4.00pm Monday to	West side, commencing 23 metres South of its intersection with

		Friday School Terms only	Luxford Street (Grid Coordinates X = 1,748,793.2, Y = 5,424,176.0) and extending in a Southerly direction following the western kerbline for 15 metres. (Metlink bus stop #7943)
	Rintoul Street	Bus Stop, 3.30 – 4.00pm Monday to Friday School Terms only	West side, commencing 11 metres South of its intersection with Blythe Street (Grid Coordinates X = 1,748,775.4, Y = 5,423,873.2) and extending in a Southerly direction following the western kerbline for 15 metres. (Metlink bus stop #7944)
Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Russell Terrace	No Stopping, at all times	Western side commencing 24 metres North of the prolonged Northern kerbline of Angus Avenue (Grid Coordinates X = 1,749,025.6, Y = 5,424,250.8) and extending in a Northerly direction for a distance of 9m.
	Russell Terrace	No Stopping, at all times	Western side commencing 9 metres North of the prolonged Northern kerbline of Angus Avenue (Grid Coordinates X = 1,749,023.0, Y = 5,424,238.5) and extending in a Southerly direction for a distance of 9m.
	Russell Terrace	No Stopping, at all times	Eastern side commencing 33 metres South of the prolonged southern kerbline of Wariporu Street (Grid Coordinates X = 1,749,016.7, Y = 5,424,272.6) and extending in a Northerly direction for a distance of 1m.
	Russell Terrace	No Stopping, at all times	Eastern side commencing 48 metres South of the prolonged southern kerbline of Waripori Street (Grid Coordinates X = 1,749,016.5, Y = 5,424,260.2) and extending in a Southerly direction for a distance of 7m.
Delete from Schedule B (Class Restricted) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three

	Lavaud Street	Bus Stop, at all times	North side, commencing 167 metres north of its intersection with Rintoul Street and extending in a westerly direction following the northern kerbline for 12 metres.
	Lavaud Street	Bus Stop, at all times	South side, commencing 63 metres south of its intersection with Mt Albert Road and extending in a westerly direction following the southern kerbline for 12 metres.
	Rintoul Street	Bus Stop, at all times	West side, commencing 23 metres south of its intersection with Luxford Street and extending in a southerly direction following the western kerbline for 10.5 metres.
e.	Frobisher Street and Severn Street, Island Bay (TR 52-18) New Bus Stops		
	Add to Schedule B (Class Restricted) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	Frobisher Street	Bus Stop, at all times	Northern side commencing 15 metres West of the prolonged Western kerbline of Severn Street (Grid Coordinates X = 1,747,525.52, Y = 5,421,567.03) and extending in a Westerly direction for a distance of 15 metres (Metlink bus stop #7101)
	Frobisher Street	Bus Stop, at all times	Western side commencing 132 metres North of prolonged Western kerbline of Severn Street (Grid Coordinates X = 1,747,438.87, Y = 5,421,637.28) and extending in a Northerly direction for a distance of 15 metres (Metlink bus stop #6101)
	Add to Schedule D (No Stopping) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	Frobisher Street	No Stopping, at all times	Northern side commencing at the intersection of the prolonged Western kerbline of Severn Street (Grid Coordinates X = 1,747,525.52, Y = 5,421,567.03) and extending in a Westerly direction for a distance of 15 metres
	Severn Street	No Stopping, at all times	Western side commencing at the prolonged Northern kerb line of

			Frobisher Street (X = 1,747,525.52, Y = 5,421,567.03) and extending in a Northerly direction for a distance of 10 metres
	Frobisher Street	No Stopping, at all times	Northern side commencing 30 metres West of the prolonged Western kerbline of Severn Street (X = 1,747,525.52, Y = 5,421,567.03) and extending in a Westerly direction for a distance of 9 metres
	Frobisher Street	No Stopping, at all times	Western side commencing 123 metres North of the prolonged Western kerbline of Severn Street (X = 1,747,438.87, Y = 5,421,637.28) and extending in a Northerly direction for a distance of 9 metres
	Frobisher Street	No Stopping, at all times	Western side commencing 147 metres North of the prolonged Western kerbline of Severn Street (X = 1,747,438.87, Y = 5,421,637.28) and extending in a Northerly direction for a distance of 9 metres
Delete from Schedule B (Class Restricted) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Severn Street	Bus Stop, at all times	West side, commencing 22.5 metres north of its intersection with Frobisher Street and extending in a northerly direction following the western kerbline for 12 metres.
	Severn Street	Bus Stop,	North side, commencing 292.5 metres East of its intersection with Wye Street and extending in an Easterly direction following the northern kerbline for 12 metres (Metlink bus stop #7137)
	Severn Street	Bus Stop,	South side, commencing 114 metres West of its intersection with Moselle Street and extending in a Westerly direction following the southern kerbline for 12 metres (Metlink bus stop #6137)
	Severn Street	Bus Stop,	East side, commencing 244 metres north of its intersection with Dennis Way and extending in an easterly direction following the eastern kerbline for 12 metres (Metlink bus stop #6139)

	Add to Schedule B (Class Restricted) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	Severn Street	Bus Stop, 8.00 – 8.30am Monday to Friday School Term Only	North side commencing 13 metres West of its intersection with Wye Street (Grid Coordinates X = 1,747,636.41, Y = 5,421,721.79) and extending in a Westerly direction following the Northern kerbline for a distance of 12 metres. (Metlink bus stop #7138)
	Severn Street	Bus Stop, 8.00 – 8.30am Monday to Friday School Term Only	North side, commencing 292.5 metres East of its intersection with Wye Street (Grid Coordinates X = 1,747,636.41, Y = 5,421,721.79) and extending in an Easterly direction following the Northern kerbline for 12 metres (Metlink bus stop #7137)
	Severn Street	Bus Stop, 3.00 – 4.15pm Monday to Friday School Term Only	South side, commencing 114 metres West of its intersection with Moselle Street (Grid Coordinates X = 1,747,956.28, Y = 5,421,918.41) and extending in a Westerly direction following the Southern kerbline for 12 metres (Metlink bus stop #6137)
	Severn Street	Bus Stop, 3.00 – 4.15pm Monday to Friday School Term Only	East side, commencing 135 metres South of its intersection with Southern Cross Crescent (Grid Coordinates X = 1,747,625.48, Y = 5,421,706.35) and extending in an Southerly direction following the Eastern kerbline for 12 metres (Metlink bus stop #6139)
f.	Strathmore Avenue and Leveson Street, Strathmore Park (TR 53-18) New Bus Stops		
	Add to Schedule B (Class Restricted) of the Traffic Resolution Schedule		
	Column One	Column Two	Column Three
	Strathmore Avenue	Bus Stop, at all times	Eastern side commencing 16m north of the prolonged northern kerb line of Elphinstone Avenue (Grid Coordinates: X = 1,752,435.5, Y = 5,423,032.2) and extending in a Northerly direction following the Eastern kerb line for a distance of 15m.

			(Metlink bus stop #6302)
	Leveson Street	Bus Stop, at all times	Northern side commencing 17m East of its intersection with Monorgan Road (Grid Coordinates: X = 1,752,361.54, Y = 5,422,872.19) and extending in an Easterly direction following the Northern kerb line for a distance of 12m.
	Leveson Street	Bus Stop, at all times	Southern side commencing 21m East of its intersection with Monorgan Road (Grid Coordinates: X = 1,752,361.54, Y = 5,422,872.19) and extending in an Easterly direction following the Southern kerb line for a distance of 12m.
Add to Schedule D (No Stopping) of the Traffic Resolution Schedule			
	Column One	Column Two	Column Three
	Strathmore Avenue	No Stopping, at all times	Eastern side commencing 5m north of the prolonged northern kerb line of Elphinstone Avenue (Grid Coordinates: X = 1,752,435.5, Y = 5,423,032.2) and extending in a Northerly direction following the Eastern kerb line for a distance of 9m.

Background

4. The Greater Wellington Regional Council manages the public transport system for Wellington. This is the first significant review of Wellington bus services in more than 20 years and was necessary in order to support the growing needs of a vibrant city. There is a need for Public Transport to be more responsive and to meet the increasing demand for reliable services. The deficiencies in the current service are:
- The current bus network has reached its capacity, particularly at peak times on key corridors
 - Some areas are well serviced, while others are not
 - Journey times are taking longer and trip times are unreliable
 - Putting more and more buses into an already congested network is no longer acceptable or sustainable
 - A bus network is needed that meets people's everyday travel needs throughout the day, including weekends
 - Wellington continues to grow and there is an increasing demand on public transport.

5. There has been extensive consultation on the new network. This started as far back as 2009 and continues with directly affected households, businesses and property owners.
 A summary of the engagement to date is:
- **2009:** Initial consultation material delivered to 50,000 households, 3253 responses, plus meetings with Wellington City Council, bus operators, bus users and bus drivers
 - **2010-11:** Fifteen community focus group meetings in Wellington; international advice sought on possible network options
 - **2012:** Consultation brochure on a draft network distributed to 84,000 households, prompting about 6500 responses; public meetings held across the city, and information sessions held with residents associations and other groups; a revised network proposal developed from feedback
 - **2013:** Further meetings held with resident associations and other groups to refine revised proposal; revised network adopted by Greater Wellington; public consultation on Transport Spine options, plus two citizens' engagement panels
 - **2014:** Consultation on network as part of region-wide public consultation process; further targeted consultation on new network with residents in Churton Park, Ngaio, Khandallah and Broadmeadows, plus Victoria University students, including public meetings, co-design workshops, bus-user surveys and distribution of brochures to households in targeted areas
 - **2015:** Outcomes of consultation in 2015 incorporated into new network design; consultation begins on new bus stops, plus changes to existing stops, with directly affected households
 - **2016-17:** Consultation continues with directly affected households, businesses and property owners.
6. From the feedback a number of changes have been made to routes with the overall objective to provide more flexibility and reliability to services provided. This is based on a consistent structure across the city made up of:
- Core services:* These are high-frequency routes that will run at least every 15 minutes, seven days a week, along main corridors to link suburban town centres and important destinations.
- Secondary services:* Scheduled every 30 to 60 minutes most days of the week, these services will run to and from less populated areas, although some will go into the CBD and some will connect to core services.
- Peak-only services:* These supplement all-day routes as well as providing the only public transport to some outer areas.
7. To enable this to be achieved seven hubs have been introduced to facilitate off peak passenger transfers. The primary transfer points are in Johnsonville, Kilbirnie, Newtown and Courtney Place where these will be designed to cater for high volumes of passengers. Three lower volume hubs are planned for Brooklyn, Miramar and Karori.

GWRC has committed to providing high quality amenities at these locations including better shelter, seating, lighting and additional bus information for users.

8. As a result of the previous consultation on routes and service levels GWRC has entered into contracts with operators which commence service in July 2018.
9. It is expected the new network and services will provide:
 - a 15 per cent increase in weekday services
 - a 40-50 per cent increase in weekend services
 - new weekend and evening services to 12 suburbs
 - more off-peak services for 26 suburbs
 - more services in high-growth and under-serviced suburbs
 - removal of duplicated inner-city services
 - a rationalisation of routes (from 44 to 36)
 - fewer buses in the CBD
 - greater use of hubs to transfer passengers from local to high-frequency buses
 - more connecting services to popular destinations such as Victoria University and Wellington Hospital.
10. The overall effect will be that 75 per cent of residents will be within a 10-minute walk of a high-frequency bus route, compared with 45 per cent at present. GWRC are committed to the ongoing monitoring of these changes and to making further changes as these are warranted.

Discussion

11. The introduction of new services includes a new fleet, new bus operators and a new Metlink livery. The new network will provide more services and more travel options which will bring with it a need to make changes to some bus stops and to add new bus stops and other supporting infrastructure.
12. There are three levels of change required to provide the new network;
 - New Hubs - for the transfer of passengers from local feeder services to high frequency services
 - New bus stops - to accommodate new services
 - Changes to existing stops - to enable new services to use existing stops safely and effectively.
13. Making these changes and introducing new bus stops requires Council approval for the associated traffic restrictions. These will vary from extending bus stops (to

accommodate new buses), to removing carparks to make space for the connection of buses at Hub points etc.

14. A report covering the background to these changes, the assessment criteria to be used for each proposed locations, and the consultation process followed was provided to Committee in November 2017. It also outlined a summary of the locations and the proposed bus stop requirements to be considered for each of these.

15. The attachments to this report cover a number of locations now requiring Committee approval. These are the last approvals required to operate the new network except for some minor removals of redundant stops. Further approvals and changes may be brought to the Committee in the future as the new system beds in after the introduction of the new services starting 15 July 2018.

16. In summary, the consultation on the locations, is as follows:

- Moorefield Road, Johnsonville

This is a new Hub location created on Moorefield Road to complement facilities currently located in the Johnsonville Mall car park. It provides an interim solution that will serve as a connection point between the high frequency services through Johnsonville and local services. Some parking is lost in the area to provide the necessary space for users and bus operations.

- Hobart Street, Miramar

This is a relocation of bus stops from Caledonia Street to Hobart Street to provide for the new Route 2 service through Miramar. Bus stops on Caledonia Street and Devonshire Road will remain as school service bus stops but the space will be available for parking outside school service times

- Cleveland Street, Brooklyn

This is a new Hub location created on Cleveland Street. It will serve as a connection point between the high frequency services through Brooklyn and local services. Local services will be able to layover in the library turnaround area while waiting for passengers off the connecting high frequency services. Some parking is lost and redistributed in the area to provide the necessary space for users and bus operations.

- Russell Tce and Mt Albert Road, Berhampore

This is a relocation of bus stops from Lavaud Street and the Southern end of Rintoul Street to provide for the new Route 29 service through the West side of Berhampore. Some bus stops at the South end of Rintoul Street will be converted to school service bus stops but the space will be available for parking outside school service times. The remaining stops at the South end of Rintoul Street and on Lavaud Street are redundant and will be removed.

- Frobisher Street and Severn Street, Island Bay

This is a relocation of bus stops from Severn Street to Frobisher Street to provide for the new Route 29 service that runs from Brooklyn to Newtown through Owhiro Bay, Island Bay and Southgate. Bus stops on Severn Street will remain as school service bus stops but the space will be available for parking outside school service times

- Strathmore Avenue and Leveson Street, Strathmore Park

New stops are required on Strathmore Ave near the Strathmore community centre and Leveson Street to provide for the new Route 12 that will provide services through Strathmore.

Next Actions

17. Officers will continue to work with Greater Wellington Regional Council on the detailed design of the new bus hubs and associated facilities highlighted throughout public consultation and in these reports, to ensure an appropriate level of public amenity is provided in the long term. Work will continue on monitoring the changes to the new bus network following the introduction of the new routes on 15 July 2018 and any changes required will be brought back to Committee for approval as required.

Attachments

Attachment 1.	TR 48-18 Moorefield Road, Johnsonville ↓	Page 357
Attachment 2.	TR 49-18 Hobart Street, Miramar ↓	Page 371
Attachment 3.	TR 50-18 Cleveland Street, Brooklyn ↓	Page 388
Attachment 4.	TR 51-18 Russell Terrace, Mount Albert Road and Lavaud Street, Berhampore ↓	Page 402
Attachment 5.	TR 52-18 Forbiser Road and Severn Street, Island Bay ↓	Page 417
Attachment 6.	TR 53-18 Strathmore Avenue and Leveson Street, Strathmore Park ↓	Page 431

Authors	Lindsey Hill, Project Coordinator Stephen Harte, PM: Transport Network Developmt
Authoriser	David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

Affected stakeholders were consulted with (pre-consultation by GWRC and formal notification by public notice by WCC) and any submissions have been incorporated into the final proposal as far as practical and responded to in the attachments to the report.

Treaty of Waitangi considerations

There are no Treaty of Waitangi implications

Financial implications

There are no unforeseen costs associated with this work. It is anticipated project costs will be covered by GWRC.

Policy and legislative implications

This is consistent with the Council's policies of encouraging and supporting the use of public transport.

Risks / legal

There are no legal risks. There is however an organisational reputation risk for both the City Council and Greater Wellington Regional Council if bus stops and associated infrastructure is not operational for the start of new bus services in July 2018.

Climate Change impact and considerations

Providing good public transport and facilities will encourage the use of public transport which will have a positive impact on the environment by reducing emissions.

Communications Plan

A communication plan has been developed as part of the work programme.

Health and Safety Impact considered

All projects will be developed with a safety in design approach.

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Reference Number: TR 48-18

Location: Moorefield Road, Johnsonville Bus Hub - Johnsonville

Proposal: To provide new bus stops on Moorefield Road to create a bus hub in Johnsonville as part of Wellington's new bus network

Information: **Background**

Currently existing bus services through Johnsonville use bus stops in the Johnsonville Mall. For some time there has been limited opportunity to improve the facilities in this area for waiting passengers because of limited space and the uncertainty of development plans for the Mall.

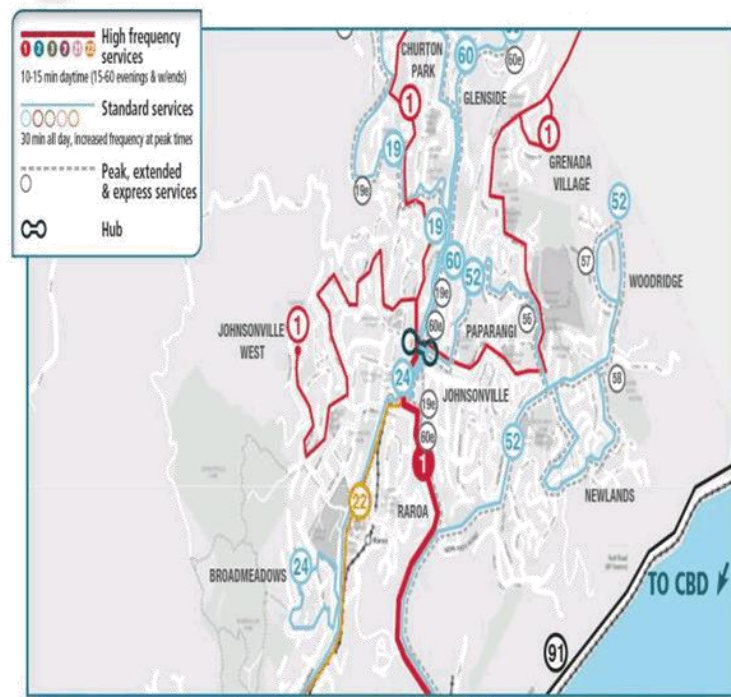
In July last year public consultation was carried out to look at options for the location of bus stops in the area. This was also driven by the need to cater for new services that would result from the bus services review carried out by the Greater Wellington Regional Council. The new bus network through this area requires facilities to cater for connections between core high frequency services and local connecting buses. As a result of consultation the public showed a preference for a new bus hub to be constructed on Moorefield Road. Long term this location provides the space to cater for the new bus operations and an area to provide the supporting infrastructure. It is close to the shopping centre and community facilities being the pool, new library and community centre. From this decision on the hub location detailed design work has been carried out to understand the changes required to enable the proposal to be implemented.

There are seven bus hubs across the city. The hubs are an integral part of the new network providing connection points for core high frequency services and local services.

A map of the new network through Johnsonville showing routes and frequencies, is provided below.

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The planned frequency of the core high frequency route proposed to travel through the hub (Red route 1) is:

Weekday Peak	Bus every 10 minutes
Weekday Daytime	Bus every 10 minutes
Weekday Evening	Bus every 15-30 minutes
Saturday	Bus every 15 minutes day time and 30 minutes evening.
Sunday	Bus every 15 minutes day time and 30 minutes evening.

Other services using the bus hub in Johnsonville would operate every 30-60 minutes all day with increased frequency at peak times.

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Proposed bus stops

Currently in Johnsonville most buses use the shopping mall car park adjacent to the railway station.

In the short term until there is certainty around the development of the Mall it is proposed to provide an interim bus hub layout. In the longer term there will be better integration of bus, rail, car parking, retail and community facilities.

Shopping mall car park bus stops

Currently buses use the bus stops in the car park. There are two distinct stops, one for “city bound” services and another bus stop nearest the railway station for “North bound” services.

In the interim hub proposal the bus stop nearest the railway station will be retained and refurbished with upgraded facilities. This is Stop A on the attached plan and will provide for Northbound services that come from the city plus local services such as 19 and 60.

Moorefield Road

City bound services will use a new stop on Moorefield Road proposed outside Countdown. This is Stop B on the attached plan which will extent the full length of the Countdown frontage with waiting facilities upgraded underneath the shop veranda. City bound services will pick up here and local services will drop off at this stop. The bus stop would replace approximately 8 existing car parking spaces. The loss of this parking was anticipated as part of the recent rationalisation of parking around the community hub.

Stop C on the West side of Moorefield Road south of Wanaka Street would cater for Northbound services coming from the city via Khandallah (routes 22 and 24).

When the library upgrade is complete services coming from the city via Khandallah will relocate to Stop D and Stop C will be used by existing school services.

Consultation

As outlined earlier GWRC consulted with the public during June and July 2017 on the location of the new hub and associated bus stops. Three options were consulted on being broadly 1. Bus stops on Johnsonville Road, 2. Bus stops on Moorefield Road and 3. Bus stops on a hybrid of both roads. From that consultation there was support for concentrating bus stops on the Moorefield Road side of the Johnsonville Triangle.

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The consultation process commenced with a short 'heads-up' awareness campaign that consultation on the bus hubs was coming. This was followed by a number of pro-active steps to ensure the effectiveness of the consultation including:

- Emails to all affected resident associations.
- Flyers or posters to all local community centres.
- Flyers and posters in local supermarkets.
- Ambassadors handing out flyers and talking to the public at bus stops.
- Offers to meet any resident associations and interest groups who wanted to discuss the options.
- Presentation at public Council meetings.
- Information on the GWRC and WCC websites.
- Social media messages.
- Providing 3 different ways for submitters to provide feedback.

Respondents were asked to rank their preferences 1, 2 and, 3 and they were also asked to provide further information relating to their demographics, how regularly they used buses and where they are based. In total there were 7500 views of the information on the website, with 157 respondents.

Targeted consultation was undertaken in both Johnsonville and the wider Northern suburbs. This was done to ensure that those communities and commuters most affected were aware of the consultation taking place.

Public consultation outcome and analysis

Johnsonville:

Option 2 (Moorefield Road) was the preferred bus hub site (with 44.3% stating it as their 1st preference)

It gained most support from:

- People getting to work
- People aged between 25 and 64 years.

Many comments suggest a preference based on a desire for the bus hub to be adjacent to the railway station and the community hub (and possibly Johnsonville West), as well as avoiding congestion on Johnsonville Rd.

There are many comments around Option 2 (Moorefield Rd) being contingent of the provision of adequate shelter at the stops due to the exposed nature of the site

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Option 1 (Johnsonville Rd) was the preferred option for people not travelling for work, shoppers and people 65yrs+. This suggests shoppers and respondents 65yrs+ would prefer a hub nearer the shops in the Mall and Johnsonville Rd. It is important to note that:

- ready access to Option 1 (Johnsonville Rd) from Moorefield Road and west Johnsonville would be contingent on the Mall being open during PT operating hours. This is currently not feasible.
- public consultation for Johnsonville indicated no strong preference for any site when looking at which sites respondents ranked first. In interpreting the consultation results the second choice of respondents was taken into account which combined showed a clearer preference for Option 2 (Moorefield Road).



The current plans for the redevelopment of Johnsonville Mall include an undertaking by the developer to set aside land along the Moorefield Rd frontage for road widening, and to provide space within the Moorefield Road Mall frontage for a bus shelter.

Should the current plans proceed an ideal location of the Moorefield Rd Hub will be created along the edge of the current Countdown supermarket. In the meantime – and particularly during Library and Mall construction - the location of the Moorefield Road Hub will necessarily

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be temporary and will utilise relocatable shelter components. As a result design work has progressed around an interim option that retains one bus stop in the Mall car park and other stops on Moorfield Road. This allows discussions and further work to continue with the mall owners to achieve an integrated outcome in the future.

More recent consultation by the GWRC targeting affected properties, residents, businesses and community groups in the area following more detailed design work on an interim scheme showed generally continued support for the bus stop changes. Some specific concerns for the loss of parking in the area and the adequate provision of space and the safety for all users past Stops C and D were raised.

Recent changes to parking have been made to address the shortfall of short stay parking in the area. This was the subject of a report to Council in December 2017. Short stay parking is required to meet the demands of the pool, new library and community centre. An analysis of parking was undertaken to determine the need and as a result short stay parking has been installed. The analysis undertaken took into account the loss of parking on Moorefield Road that might eventuate from development in the area including the Mall and bus Hubs. The scheme is being monitored and requests for changes will be assessed and changes made as required.

Some concerns for the location of bus stop C relate to the width of the shared path past the stop; visibility from the adjacent drive and vehicle exiting Wanaka Street; the speed of traffic, particularly the merge of two lane traffic at this point; and the close proximity of the pedestrian crossing. These concerns will be addressed by setting the bus stop back into a layby area. This set back off the carriageway is consistent with planning for a wider road through this area to service a future Mall development. The new library building has also been set back to allow the road to be widened in this area to accommodate Stop D when the library is complete. The shared path through this area will be 3m wide to accommodate all users. By setting the stop back off the carriageway it will not impede general traffic and the conflict with merging traffic will be mitigated in the future by the road being widened and the continuation of the two lanes. While the pedestrian crossing stays in its present location in the interim plan it will move as part of any future widening of the road. Under the current approved scheme for the development of the Mall the crossing would be incorporated into a new signal controlled crossing linking the Mall with the Community centre.

As an interim scheme the proposed bus stops are considered suitable for the safe and likely use of the new services.

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Key dates:

- | | |
|---|---------------|
| 1) Advertisement in the Dominion Post Newspaper | 16 March 2018 |
| 2) Feedback period closes. | 30 March 2018 |
| 3) Report sent to City Strategy Committee for approval. | 19 April 2018 |
| 4) Feedback may result in further consultation or amendment as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
Moorfield Road	Bus Stop, at all times	East side, commencing 214 metres North of its intersection with Broderick Road (Grid Coordinates X = 1,751,198.62, Y = 5,434,777.73) and extending in a Northerly direction following the Eastern kerbline for 68 metres. (Stop B)
Moorfield Road	Bus Stop, at all times	West side, commencing 10 metres South of its intersection with Wanaka Street (Grid Coordinates X = 1,751,258.44, Y = 5,434,897.99) and extending in a Southerly direction following the Western kerbline for 35 metres. (Stop C)
Moorfield Road	Bus Stop, at all times	West side, commencing 16 metres North of its intersection with Wanaka Street (Grid Coordinates X = 1,751,265.62, Y = 5,434,904.85) and extending in a Northerly direction following the Western kerbline for 30 metres. (Stop D)

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

Column One	Column Two	Column Three
Moorfield Road	Bus Stop, Monday to Friday, 7:00am - 9:00am	East side, commencing 214 metres north of its intersection with Broderick Road and extending in a northerly direction following the western kerbline for 18 metres

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
Moorfield Road	No Stopping, at all times	West side, commencing at its intersection with Wanaka Street (Grid Coordinates X = 1,751,258.44, Y = 5,434,897.99) and extending in a Southerly direction following the Western kerbline for 10 metres.
Moorfield Road	No Stopping, at all times	West side, commencing at its intersection with Wanaka Street (Grid Coordinates X = 1,751,265.62, Y= 5,434,904.85) and extending in a north easterly direction following the north western kerbline for 16.0 metres
Moorfield Road	No Stopping, at all times	West side, commencing 46 metres North of its intersection with Wanaka Street (Grid Coordinates X = 1,751,265.62, Y= 5,434,904.85) and extending in a northerly direction following the Western kerbline for 17.0 metres

Delete from Schedule D (No Stopping restrictions) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
Moorfield Road	No Stopping, at all times	West side, commencing 5 metres south of its intersection with Wanaka Street and extending in a southerly direction following the western kerbline for 16 metres.
Moorfield Road	No Stopping, at all times	West side, commencing at its intersection with Wanaka Street and extending in a northerly direction following the western kerbline for 63.0 metres

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Prepared By : **Stephen Harte**

(Implementation Manager Network
Improvements)

Approved By : **Steve Spence**

(Chief Transport Advisor)

Date: **10 April 2018**

WCC Contact:

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Feedback Received:

Name: Mike Mellor, Living Streets
Address: Not given
Agree: Yes

We acknowledge and support GWRC's consultation on this hub, and overall the new stops and the railway station will provide for reasonably effective interchange. Johnsonville will become an important bus interchange this year, and even more important when integrated ticketing will facilitate transfers to and from rail.

But, as with previous similar TRs, we note that there is no explicit consideration of how the interchange will work for those intended to use it, bus passengers. As we understand it, the main interchanges will be for passengers between:

- a. route 1 (North-South Spine) and routes 19 (Churton Park), 60 (Porirua);
- b. routes 22 and 24 (via Khandallah) and route 1 branches, route 19, route 60;
- c. trains and route 1 branches, route 19, route 60;
- d. routes 52 and 58 (Newlands) and other routes.

In order:

- a. outbound will be at stop A, an easy interchange
inbound will be at stop B, similarly easy
- b. outbound will be between stops C (later D) and stop A, which will require crossing Moorefield Rd. When stop D comes into use the pedestrian crossing will be some way from the direct walking route, and it should be moved northwards to near stop D;
inbound will be at stop B, an easy interchange.
- c. outbound will be between the platform and adjacent stop A, an easy interchange
inbound will be between stop B and the platform, across the mall vehicular entrance/exit. This crossing needs to be made safer for pedestrians: if the entrance/exit is legally a driveway rather than a public road, pedestrians will have right of way here, and this should be made clear to all users.
- d. It is unclear which stops these services will be using, but we presume that outbound it will be stop B, inbound stop A. (This is the opposite way round from the other routes, since on these routes inbound is to the north, not the south.) If that is the case, the interchange routes will be:

outbound 52/58 to all other inbound routes: at stop B
outbound 52/58 to inbound trains: as c) inbound above
outbound route 1 to inbound route 52/58: at stop A
outbound routes 22/24 to inbound route 52/58: as b) outbound above
outbound trains to inbound route 52/58: as c) outbound above.

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Our comments with respect to the stops:

Stop A is well situated, but for passengers to/from the mall the shortest route will be across the carpark. We suggest that a direct walking route along this desire line is marked out: it is unreasonable to expect people to take the longer route along existing paths.

Stop B is also well situated, but if relying on the existing verandah alone waiting passengers will have no shelter from the wind. This needs to be addressed.

Stop C: as noted, the width of the shared path past the stop is a concern, but the proposed "solution" of indenting the stop will on the face of it make things worse. We note that the plan shows "new footpath" along Moorefield Rd, and we submit that that is what it should be, not what would appear to be a substandard shared path with a significant pinch point.

In summary, we support the proposal, with the following modifications:

1. A safe crossing of the mall vehicular entrance/exit, indicating priorities;
2. A direct walking route between stop A/railway station and the mall entrance;
3. Confirmation that the "new footpath" along Moorefield Rd will be just that, not a shared path;
4. Protection from the wind at stop B;
5. When stop D comes into operation, moving of the pedestrian crossing to an adjacent position.

Officer Response:

Wellington City is growing and similarly the public transport system requires changes to meet the increasing need for services. The current bus network has reached its capacity, particularly at peak times on key corridors. Having bus routes that overlap and duplicate each other on key corridors leads to congestion at peak times and inefficient use of services at off-peak times. The planned new bus network starting from July 2018 will provide a simpler connected bus network with free connections between local bus services and high frequency services at local hubs. By reducing the duplication of bus services a wider range of services can be provided across the network providing a more efficient, reliable service with less bus congestion. The new network promises more evening and weekend services and greater frequency of services within 10 minutes' walk of where people live (75% compared with 45% now).

While the report provides a brief outline of services leaving and arriving at each stop the Metlink website will provide more detailed information on new routes in the coming months in the lead up to new services starting on 15 July. It will provide accurate information on planned new public bus routes and their frequencies. From this users can determine how the system works best for their needs. Information can be viewed online by visiting <https://www.metlink.org.nz/greater-transport-greater-wellington/2018-a-new-bus-network-for-wellington-city>.

The proposal is intended to provide an interim hub layout whilst the redevelopment plans for the shopping mall are finalised. While the redevelopment will better integrate bus, rail, car parking and shopping facilities the interim solution is seen as a step in that direction.

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So in more detail, what does this revised option look like? (refer to route map for route numbers)

Currently in Johnsonville buses mainly stop in the shopping mall car park adjacent to the railway station.

Shopping Mall car park bus stops

Currently buses use the bus stops in the car park. Two stops operate for “city bound” services and at the other bus stop nearest the railway station for “North bound” services.

In the hub proposal the bus stop nearest the railway station (Stop A) will be retained and refurbished to upgrade the facilities. This will be an interim arrangement whilst the mall plans are finalised. Northbound bus services that have come from Ngauranga Gorge (route 1) and those buses heading to Woodridge / Grenada (52, 56, 57 etc) will use this bus stop. In addition the local services such as 19, 24 and 60 will start from this stop.

Buses will continue to park out of service in the Mall car park bus stop parallel to Broderick Road. Local services will wait here “out of service” before pulling forward to Stop A. This ensures passengers can connect between the through and local services.

The city bound services will now use new stop on Moorefield Road at Stop B.

Moorefield Road

There are three new bus stops proposed on Moorefield Road (Stops B, C & D)

Stop B will extent the full length of the veranda adjacent to Countdown with waiting facilities upgraded underneath the veranda. All citybound services will pick up here and local services from the North will terminate at this stop. The city services are primarily route 1 and 22 whilst the terminating local services are the 19, 24 and 60. This ensures that any passenger transfers from the Northern local services to city services happen at stop B and there is no need to cross the road.

Stop C will cater for Northbound services coming from the city via Khandallah (route 22) and the Broadmeadows service 24. School buses will also utilise this stop. In the case of routes 22 and 24 Stop C is the last stop. Buses then run out of service turning at the roundabout at the end of Moorfield Rd before recommencing service at Stop B to head back to the city (22) or to Broadmeadows (24).

The only possible passenger transfer from Stop C would be passengers seeking to head further north into the suburbs (from Stop A) or to head to the city (Stop B or via the railway), though realistically the citybound transfer is unlikely given the route 22 heads back to the city along the same road from which the passengers would have come.

When the library upgrade is complete services coming from the city via Khandallah will relocate to Stop D and Stop C will be used by the school services.

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Under current plans for the Mall redevelopment the pedestrian crossing across Moorfield Road by Wanaka Street would move to a point opposite the new entry to the Library and line up with a walkway through the Mall through to Johnsonville Road. A new shelter on the Countdown frontage would also be constructed within the Mall to provide a better level of comfort for users. But until the Mall redevelopment goes ahead these changes cannot be implemented. Weather protection on the Countdown frontage will be provided in the interim with screens underneath the veranda together with new real time information sign, seats, CCTV, and better lighting.

When the library is complete the footpath in front can be widened. This together with the bus shelter at Stop C indented will ensure the maximum space is available for all users of the path.

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Reference Number: TR 49-18

Location: Hobart Street - Miramar

Proposal: To provide a new bus stop location on Hobart Street, and change the time restriction on four existing bus stops on Caledonia Street and Devonshire Road, Miramar as part of Wellington's new bus service network.

Information: Background

In the present bus network, Route 2 buses run East – West on Caledonia Street and Devonshire. In the new bus network, commencing July 2018, Route 2 will run North – South on Hobart Street between Broadway and Miramar centre. This change requires two new stops to be introduced on Hobart Street near Caledonia Street to replace existing bus stops on Caledonia Street.

In the new bus network Route 2 will provide a new all-day 7 days a week service through Miramar to Seatoun.

This change reflects a new high frequency service with a more direct connection with the CBD.

The new route will mean that public bus services will no longer travel along Caledonia Street and Devonshire Road however the bus stops on these streets will be retained as school bus stops during the school term.

A map of the new network, showing routes and indicative frequencies, is provided below.

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The planned frequency of Route 2 is:

Weekdays 6:00am 11:45pm	–	Every 10 min during the day Every 30 min in the evening
Saturday 6:30am 11:45pm	–	Every 15 min during the day Every 30 min in the evening
Sunday 7:00am 11:15pm	–	Every 15 min during the day Every 30 min in the evening

Proposed bus stop

The change to the bus route requires two new stops to be introduced on Hobart Street near Caledonia Street to replace the existing stops currently on Caledonia Street and serve the wider area. Two options

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for the placement of bus stops were consulted on by the Greater Wellington Regional Council. Plans of the options are provided below.

The preferred location is option 2 following analysis of feedback and consideration of the safety and accessibility for users of the stops. This option places the stops South of the intersection of Caledonia Street creating one new stop and utilising an existing stop.

The new bus stop would be supported with “no stopping restrictions” adjacent to the bus stop to ensure the bus can position itself parallel to the kerb and exit the bus stop effectively. It will also facilitate the safe access to/from the bus for all users of the service.

For the city bound stop there is a proposals to include a bus shelter at this stop.

Although there are no marked parking spaces in the proposed locations outside the residential properties the bus stop and no stopping restrictions will prevent parking. However all the properties in the vicinity have provision for off street parking.

While the public bus service will no longer travel along Caledonia Street and Devonshire Road, school services will continue to use these streets and the existing bus stops will be retained as school bus stops during the school term.

As a result the following changes are proposed to bus stops on Caledonia Street and Devonshire Road:

The two North side Bus stops on Caledonia Street (#6030 and #6031) will provide for 1 morning school bus trip and 9 afternoon school bus trips so therefore can be time limited to 8.15 – 8.45am, 2.15 – 4.45pm, Monday to Friday, during school terms. Bus stop #6031 would also be reduced in length as only one bus is required to be accommodated on the bus stop at any time. No stopping lines would be marked across the existing driveways in advance of the bus stop to allow buses to pull into the bus stop parallel to the kerb. The reduction in space required for the bus stop would create an extra car parking space in the area.

The two South side Bus stops on Caledonia Street (#7030 and #7031) will provide for 7 morning school bus trips and 1 afternoon school bus trip so therefore can be time limited to 7.30 – 8.30am, 3.30 – 4pm, Monday to Friday, during school terms. Bus stop #7031 will also be reduced in length as only one bus is required to be

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accommodated on the bus stop at any time. However the length of the bus stop would only be reduced in length to 24m. This is to include the bus entry distance in the marked bus stop that is usually defined by no stopping lines, so that when the bus stop is not active, the area can be used for parking. The reduction in space required for the bus stop would also create an extra car parking space in the area.

A plan of the affected Caledonia Street bus stops is provided in Attachments 1 & 2.

The two North side Bus stops on Devonshire Road (#6082 and #6083) will be served by 2 afternoon school trips so therefore can be time limited to 2.15 – 4.00pm, Monday to Friday, during school terms. Bus stop #7082 on Devonshire Road will be served by 1 morning school trip so therefore can be time limited to 7.45 – 8.15am, Monday to Friday, during school terms.

At all other times the areas will be available for car parking providing a net gain of nine spaces.

A plan of the affected Devonshire Road bus stop layout is provided in Attachment 3.

Greater Wellington will manage the installation of infrastructure at the new locations in consultation with WCC ahead of the new bus network going live in July 2018.

Consultation

Greater Wellington has consulted residents and businesses on proposals within the vicinity of intersection of Hobart Street, Caledonia Street and Devonshire Street. This involved letter dropping all households and businesses in the area with information on two possible options for the new bus stops. These options were;

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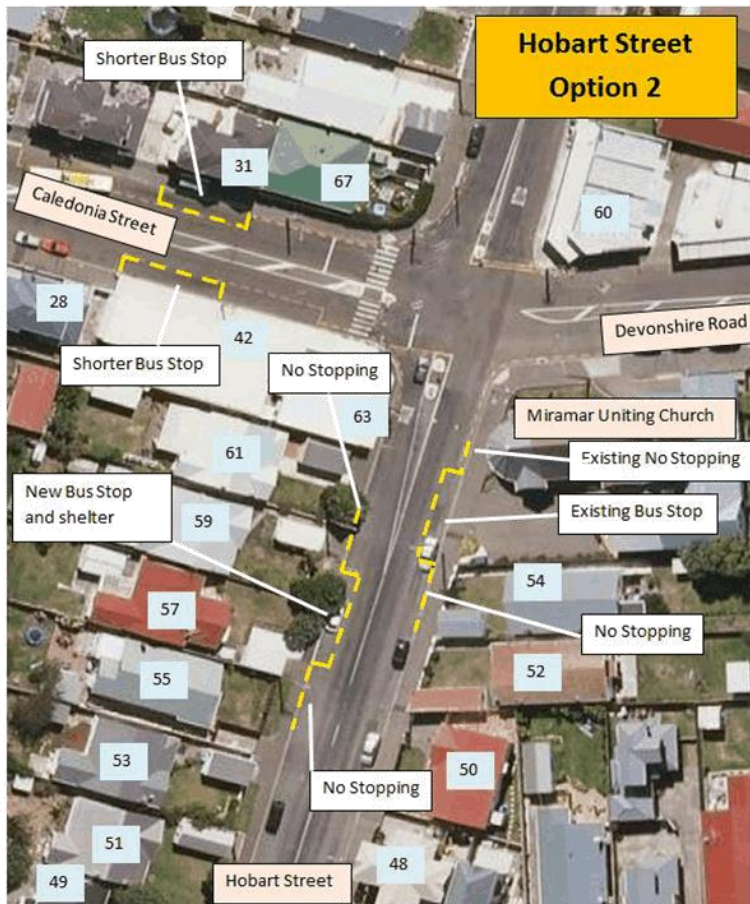
Option One - proposal for bus stops outside numbers 62/66 and numbers 75/77 with associated no stopping restrictions.



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Option Two - proposal for bus stops using the exiting stop outside Miramar Uniting Church and a new stop outside numbers 57/59 together with associated no stopping restrictions.



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Feedback on the bus stop location options generated 20 replies which showed an overall preference for option 2.

Of the replies seven were in favour of Option 1 and 11 in favour of Option two with two replies rejecting both options. The feedback received for each option can be summarised as follows

Supporting option one
Concerns over congestion at the intersection made option 1 preferred option.
The local loss of on street residential parking
Road Safety
Already significant taxi parking near the intersection and the proposed locations
Supporting option two
Does not affect householders plans to build a garage
The Church has off street parking
Less on street residential parking lost
Road Safety
Loss of parking will not affect businesses

General comments focused on

- The issue of airport parking in the area.
- The location and provision of the median islands on Caledonia St / Devonshire Rd
- How will the proposed Hobart Street cycleway and parking be managed and
- There was support for the shorter bus stops on Caledonia St (time and length) and the resultant parking opportunity this presented.

From a purely operational perspective either of the options would function satisfactorily. While the feedback received for both locations was similar in nature there was a small majority that preferred option two. On balance Option 2 uses an existing stop and has the least effect on parking. As a result the proposed locations are seen as safe and suitable positions for bus stops, the frequency of the service and likely use of these bus stops.

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There are plans to upgrade the islands at the intersection of Caledonia and Hobart streets as part of programmed resurfacing. These changes will accommodate the new bus route through this area.

Proposal for a cycleway will not be precluded by the changes to bus stops. Neither will the recent changes to parking in the area be affected by the proposed bus stops other than the localised loss of parking to create the new bus stop on Hobart Street.

Key dates:

- | | |
|---|---------------|
| 1) Advertisement in the Dominion Post Newspaper | 16 March 2018 |
| 2) Feedback period closes. | 30 March 2018 |
| 3) Report sent to City Strategy Committee for approval. | 19 April 2018 |
| 4) Feedback may result in further consultation or amendment as appropriate. | |

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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	West side, commencing 34 metres south of its intersection with Caledonia Street (Grid coordinates, x= 1751754.77 m, y= 5423951.58 m), and extending in a southerly 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
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.
Hobart Street	No Stopping, at all times	West side, commencing 28 metres south of its intersection with Caledonia Street (Grid coordinates, x= 1751754.77 m, y= 5423951.58 m), and extending in a southerly direction Following the western kerbline for 6 metres.
Hobart Street	No Stopping, at all times	West side, commencing 49 metres south of its intersection with Caledonia Street (Grid coordinates, x= 1751754.77 m, y= 5423951.58 m), and extending in a southerly direction Following the western kerbline for 9 metres.
Caledonia Street	No stopping, at all times	North side, commencing 42metres West of the prolonged western kerbline of Hobart Street (Grid Coordinates X = 1,751,758.79, Y = 5,423,965.40) and extending in a Westerly direction following the northern kerbline for a distance of 10 metres.

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Amend Schedule B (class restricted parking) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
Caledonia Street	Bus stop 8.15 – 8.45am, 2.15 – 4.45pm, Monday to Friday, School Term Only	North side, commencing 148.5 metres West of its intersection with Kauri Street (Grid Coordinates X=1,751,659.31, Y=5,423,996.49) and extending in a Westerly direction following the northern kerbline for 11 metres. (Metlink bus stop #6030)
Caledonia Street	Bus stop 8.15 – 8.45am, 2.15 – 4.45pm, Monday to Friday, School Term Only	North side, commencing 27m West of the prolonged western kerbline of Hobart Street (Grid Coordinates X = 1,751,758.79, Y = 5,423,965.40) and extending in a Westerly direction following the northern kerbline for a distance of 15metres. (Metlink bus stop #6031)
Caledonia Street	Bus stop 7.30 – 8.30am, 3.30 – 4pm, Monday to Friday, School Term Only	South side, commencing 37 metres West of its intersection with Miro Street (Grid Coordinates X = 1,751,553.74, Y = 5,424,013.95) and extending in a westerly direction following the southern kerbline for 14 metres. (Metlink bus stop #7030)
Caledonia Street	Bus stop 7.30 – 8.30am, 3.30 – 4pm, Monday to Friday, School Term Only	South side, commencing 20 metres West of the prolonged Western kerbline of Hobart Street (Grid Coordinates X = 1,751,754.69, Y = 5,423,951.51) and extending in a Westerly direction following the southern kerbline of Caledonia Street for a distance of 24m. (Metlink bus stop #7031)
Devonshire Road	Bus stop 2.15 – 4.00pm, Monday to Friday, School Term Only	North side, commencing 28.5 metres West of its intersection with Ira Street (Grid Coordinates X = 1,752,330.96, Y = 5,423,932.81) and extending in a westerly direction following the Northern kerbline for 14.5 metres. (Metlink bus stop #6083)
Devonshire Road	Bus stop 2.15 – 4.00pm,	North side, commencing 85 metres East of its intersection with Ellesmere

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Devonshire Road Monday to Friday,
School Term Only

Bus stop
7.45 – 8.15am,
Monday to Friday,
School Term Only

Avenue (Grid Coordinates X =
1,751,953.13, Y = 5,423,975.85)
and extending in an Easterly
direction following the Northern
kerbline for 13.5 metres.
(Metlink bus stop #6082)

South side, commencing 133 metres
west of its intersection with Torridon
Street (Grid Coordinates X =
1,752,202.50, Y = 5,423,977.44) and
extending in a Westerly direction
following the Southern kerbline for
14.5 metres.
(Metlink bus stop #7082)

Prepared By : **Stephen Harte**
Approved By : **Steve Spence**
Date: **10 April 2018**

(Implementation Manager Network
Improvements)
(Chief Transport Advisor)

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Attachment 1: Bus Stop Changes Caledonia Street (bus stops 6030 and 7030)



 CALEDONIA STREET
NEAR CALABAR ROAD
AMENDED BUS STOP TIME

SCALE: 1:350
DRAWN BY: SMCNEILL
DATE DRAWN: 16/11/2017

Disclaimer: All reasonable efforts are made to ensure the currency and accuracy of the information provided. You use of the information made available through the Greater Wellington Civil Viewers is solely at your own risk. Please read the full terms and conditions in the Disclaimer at: <http://maps.gw.govt.nz/gis/gisapi/showmap.php?showcase=get>

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Attachment 2: Bus Stop changes Caledonia Street (bus stops 6031 and 7031)



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CALEDONIA STREET AT HOBART STREET AMENDED BUS STOP LAYOUT

SCALE: 1:350
DRAWN BY: SMCNEILL
DATE DRAWN: 16/11/2017


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Attachment 3: Proposed School Bus Stops Devonshire Road (bus stops 6082, 6083 and 7082)



metlink 

**DEVONSHIRE ROAD
BUS STOP TIME RESTRICTIONS**

SCALE: 1:1550
DRAWN BY: SMCNEILL
DATE DRAWN: 5/12/2017

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Feedback Received:

Name: Michael Gray
Address: 73 Hobart Street, Miramar
Agree: Yes

I support Option 2. New bus stops on the SOUTH side of the Caledonia St / Devonshire Rd intersection.

Name: Jessica Lo
Address: 8A Devonshire Road, Miramar
Agree: Yes

I support both proposals. Both proposals seem equal, they are both located near the stop signs and appear to have the same likelihood for congestion and safety risks. It would be good to see the proposed new bus route as well when considering this proposal. Why have they decided to run the bus across the stop sign? I would have thought when redesigning the route they would consider running the buses along Caledonia/Devonshire so that they have right of way. I feel that this would minimise near misses at this dangerous intersection, considering that buses stop frequently. In the proposal, will there be a zebra crossing constructed wherever the bus stop is located? The current bus stops are connected via a zebra crossing. A zebra crossing at the new bus stops would improve the safety and access of these bus stops considering the proposed frequency of these buses (every 10 minutes) and the number of users.

Name: David Hamilton, Miramar Uniting Church
Address: 56 Hobart Street, Miramar
Agree: No

Option 2 for Hobart Street states that there is an existing bus stop outside Miramar Uniting Church and that this would continue in use in the proposed traffic resolution. This statement is incorrect. There is no bus stop currently outside Miramar Uniting Church. To place a new stop there as illustrated in the diagram in Option 2 would cause significant driving and pedestrian hazard. As the Church car park is in constant use by user groups throughout the week, buses stopped across the entrance to the car park would produce a hold up of vehicles near the junction waiting to enter the car park. The proposed bus stop is also too near the corner of the junction with Devonshire Road and Caledonia Road. Additionally, passengers waiting for a bus would likely be at risk or cause an obstruction to entry and egress from the Church car park.

Name: Susan Hamilton, Miramar Playgroup
Address: 15 Devonshire Road, Miramar
Agree: No

Miramar Playgroup has been using the Miramar Uniting Church premises at 56 Hobart Street every Wednesday morning for nearly 40 years. (Another playgroup also uses the

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premises every Thursday morning). We are very concerned about the proposal (option 2) to place a bus stop across the entrance to the church car park. Firstly, it is incorrect to state that there is an existing bus stop in this position--there is not. Secondly, the church car park is not just used for church services on a Sunday. It is in frequent use by numerous groups using the church premises throughout the day and evening, on most days of the week. A number of these groups involve children or elderly people, who will be disadvantaged and placed at potential risk of injury if they cannot access the car park and have to park on the street. If access to the car park is obstructed this may in fact increase on road parking rather than reduce it. Thirdly, placing a bus stop, and thus stationary buses, so close to the crossroads of Caledonia St/Devonshire Rd with Hobart Street poses a potential traffic hazard. Due to the traffic islands at the crossroads, other vehicles will not be able to readily pass the buses and so will potentially be stationary very close to, or across the road junction. As it is, many vehicles corner from Caledonia St/Devonshire Rd too quickly and will have to stop suddenly. As far as I am aware, there is no proposal in place to change the right of way for traffic (currently Hobart St traffic has to stop for Caledonia St/Devonshire Rd traffic) or to introduce any speed restrictions at the crossroads. Our preference is for Option 1. If Option 2 is chosen then the proposed bus stop needs to be moved further south on Hobart Street, away from the car park entry.

Name: David Williams
Address: 53 Hobart Street, Miramar
Agree: No

As an affected resident (and ratepayer) of this proposal I would have a preference for option 1, given that there is little difference in the number of submissions favouring each. I would note that option 2 identifies that there is an existing bus stop outside the Miramar Uniting Church - this is not true, there is no bus stop, associated lines nor a bus stop sign. I'm not sure how council staff have been able to identify this as the case and can only assume that they have incorrect plans or have not visited the site. If the council does proceed with option 2, I would raise the following issues that need to be addressed: The current roadside curbing outside our property at no 53 is too close to our garage driveway, and people continually park too close (within 1m) to the driveway exit, this makes any exit from out of our property very dangerous when you can not see the traffic coming from the south of Hobart Street (and with the proposed bus stop entry right outside our house this will be greatly increased). I propose that the council refinish the curbing to provide a greater buffer between our driveway exit and legal parking. We are also considering renovating our existing garage and currently have additional drive on access to our property. If the curbing is to be fixed it should also take into account this access requirement. The proposal also notes that there will need to be changes to the current island configuration at the intersection of Hobart Street and Caledonia Street. I would agree this is essential if option 2 is to proceed. The current island on the southern side of Hobart street needs to be removed and very real consideration should be given to removing the current 5 minute parking space outside number 63. If the new options allow more business parking around the corner on Caledonia street, this should be removed to allow clearer access to the intersection for all vehicles. This proposal also recommends a new bus shelter outside number 59. I cannot see how this can be accommodated without removing one if not two mature pohutukawa trees. This would not be something that residents or the local community would accept. No information in the proposal comments on why the current shelter by number 63 has not been considered as a bus stop shelter - given this is where the original bus stop was located pre 1992. I would like

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the opportunity to present this submission to the council when it is considering these proposed changes.

Name: Mike Mellor, Living Streets
Address: Not given
Agree: Yes

We support these proposed changes.

In addition, we propose that:

1. Traffic priorities at the Hobart St/Caledonia St/Devonshire Rd intersection be changed so that Hobart St, the new bus route, becomes the main route;
2. Islands be added on Devonshire Rd at this intersection

Officers Response:

In 2016 a bus stop was approved on the East side of Hobart Street outside the Miramar Uniting Church. This was approved on the basis of bus route changes proposed for the area but has not yet been implemented. This stop was approved ahead of finalising a matching stop in the area. With clearer plans for the route, the report now requests approval to the final bus stop arrangements to support the proposed new services through the area. The approved stop outside the church is clear of the intersection and presents no obstruction to visibility nor creates any safety issues for vehicle traffic or pedestrians around the site. Concerns for buses stopping over the church carpark entrance will be minimal because the bus stop will largely be used for the drop off of passengers.

The proposed bus stop outside 59 Hobart Street is in the best position to serve the area. It is located across the frontages of #57 and #59 including driveway entrances to minimise the impact on parking in the area. Setting the stop back from the intersection of Caledonia Street means the bus can manoeuvre out of the stop ahead of the intersection and it allows the preservation of the short stay parking outside the diary. The installation of a shelter is not planned at the outset of the service but the need for a shelter will be determined by the future patronage at the bus stop. The plans circulated were to highlight how the stop might be configured and what amenity might be provided so that the community had all the appropriate information to give feedback.

A change of priority at the intersection has been investigated to assist the future North – South routing of buses. It is not proposed to change the priority at this stage because the traffic flow on Caledonia Street and Devonshire Road is nearly twice as high as Hobart Street and would impose unnecessary delay to the major flow through the intersection. As part of routine road maintenance in the area the traffic islands at the intersection will be replaced during resurfacing of the intersection. In doing this, minor changes will be made to the location of the islands together with some kerb line changes on the intersection to improve pedestrian convenience and safety. A zebra crossing across Hobart will not be installed but the traffic island will provide a safe refuge for pedestrians crossing the road to or from the bus stops on either side of the road.

PROPOSED TRAFFIC RESOLUTION

Reference Number: TR 50-18

Location: Cleveland Street, Brooklyn Bus Hub - Brooklyn

Proposal: To provide new bus stops to create a Bus hub location on Cleveland Street, Brooklyn, as part of Wellington's new bus service network.

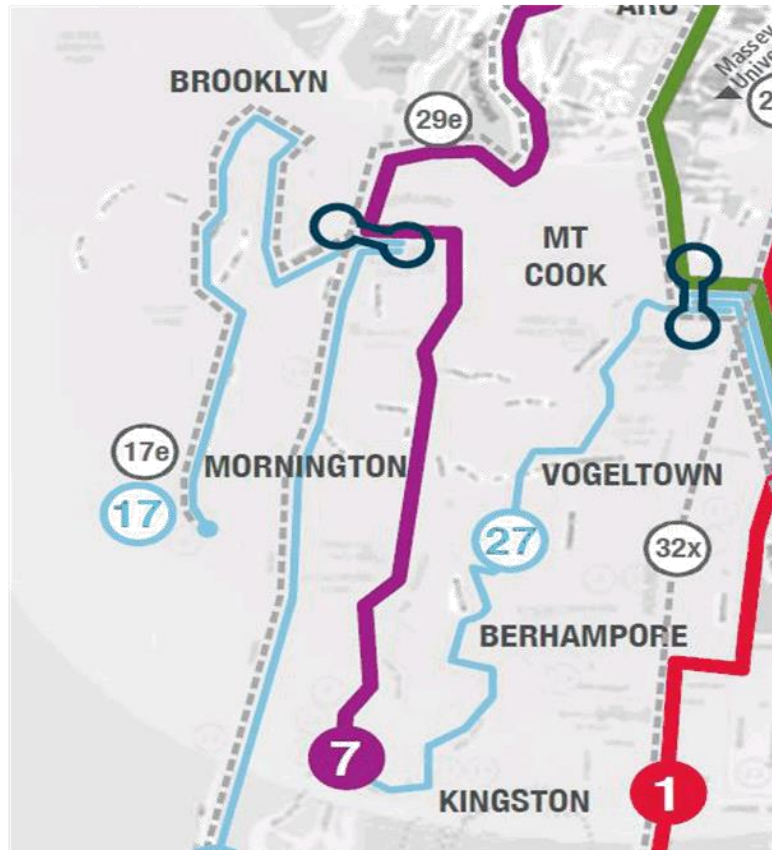
Information: Background

Currently buses either travel through Brooklyn or terminate at the turnaround area outside the Library. In the new network Brooklyn will be served by the high frequency Route 7 and provide for a number of connections to local services such as the Mornington Route 17 and 29 to Owhiro Bay Parade. To cater for these connections new bus stops need to be installed to create a hub. There are seven bus hubs across the city and one is to be located in Brooklyn on Cleveland Street adjacent to the current bus turnaround. The hubs are an integral part of the new network providing connection points for core high frequency services and local services.

A map of the new network, showing routes and frequencies, is provided below.

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The planned frequency of core high frequency route 7 scheduled to travel through the hub is:

Weekday Peak	Bus every 10 minutes
Weekday Daytime	Bus every 10 minutes
Weekday Evening	Bus every 15-30 minutes
Saturday	Bus every 15 minutes day time and 30 minutes evening.
Sunday	Bus every 15 minutes day time and 30 minutes evening.

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Other services using the bus hub at Brooklyn would operate 30-60 minutes all day with increased frequency at peak times.

During the development of the hub facilities at Cleveland Street, Brooklyn, Greater Wellington have considered three main options.

Of the three options considered two were very similar. The main point of difference between these two options being that in one option all the revised bus services (local bus route and city bound route 7) would use the area outside the library whilst in the other, an on street stop is provided adjacent to the turnaround for the city bound route 7. The second option lessening the pressure on what is currently the existing bus turning area outside the library.

The issue with all services using the turnaround area immediately outside the library is the lack of available space to accommodate connecting buses. Too many buses compromises the passenger waiting environment, it creates some potential safety issues outside the library for road users and presents operational issues for the services.

As a result the preferred option is the one presented in the report where the high frequency route 7 uses stops in Cleveland Street and the interchanging local services use the turnaround area outside the library.

A third option was a more radical approach to turning local services and connecting with buses on the high frequency route. It was designed to eliminate the use of the library turnaround by re-routing the local buses via Ohiro Road, Brooklyn Road and Washington Avenue. It would have allowed local connections to be made on Ohiro Road without the need to come into the centre of Brooklyn. Without the use of the turnaround it would require additional space on street to layover connecting buses. This option also had additional costs for re-engineering Washington Ave to cope with manoeuvring buses through the street plus the inconvenience to locals caused by the need to remove parking. As a consequence this option was never progressed beyond the concept stage.

Proposed bus stops

Currently there are two existing bus stops on Cleveland Street one outside the library in the turning area and the other across the road between the pedestrian crossing and Jefferson Street.

Of these stops the one outside the library is retained, Stop B as shown on the illustration in the attachment.

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Under the proposal Stop B is extended from the current 15m length to 20m to accommodate two short buses used on the local services.

Adjacent to the existing turning area a new Stop A will be introduced in Cleveland Street for the high frequency through service, Route 7 between the city and Kingston. With local buses waiting in the turnaround area to make connections there will be no space for the Route 7 bus. There is therefore a need to replace the two carparks on Cleveland Street with a bus stop to meet this need. Improvements would be made to the waiting facilities and the general environment to allow the transfer of passengers between local services and the high frequency, Route 7.

Stop C is a new bus stop and replaces an existing stop just West of Jefferson Street.

The current bus stop on Cleveland Street between the pedestrian crossing and Jefferson Street has been a concern for locals for some time. It is difficult for the bus to access the stop and it blocks visibility for motorists exiting Jefferson Street. The proximity of the bus stop uphill from the pedestrian crossing has on occasions caused concern when buses setting off from the stop roll back slightly onto the crossing before proceeding forward. These issues would be addressed by relocation of this stop. It is proposed to replace the bus stop with two P15 parking spaces to serve the short stay demand in the area.

It is proposed to relocate the bus stop to outside number 34 Cleveland Street. This space is currently occupied by P30 car parking which reverts to resident parking outside the hours of 8am – 6pm Mon-Sat. In an attempt to minimise the effect on car parking it is intended to build out the footpath in this location to allow the bus to pull alongside it outside the line of parking. It is proposed to mark a 15m long bus stop to accommodate this. As a result only two carparking spaces would be lost. While the extended footpath would be built to connect with the existing build out for the pedestrian crossing, access to the existing garage will be retained.

To offset the loss in parking, particularly resident parking, it is proposed to restrict two spaces on the West side of Jefferson Street to P30 parking reverting to resident parking in the evenings. Providing these two spaces in Jefferson Street is seen as more conducive for residents than extending the provision for resident parking into the two spaces utilising the old bus stop as these better serve the takeaway in this area.

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During discussions on options with residents groups, businesses and interested parties several suggestions or requests were made. Recognising the value of these to the hub proposal the following have been added to the overall concept:

- Limiting vehicle access to the bus turning area immediately outside the library to improve pedestrian safety and minimise the conflict caused by right turning vehicles from Cleveland Street. The proposal is that the turning area will be delineated for one-way entry and exit and bus turning signs with a view to limiting access. This will be monitored and if necessary may be restricted to “bus only” in the future.
- Provide assistance to pedestrians crossing the entrance and exit to the bus turning area to help passengers navigate between bus services. It is proposed to raise the entry and exit thresholds to the turning area and mark these as pedestrian crossings to assist pedestrians and to create a more pedestrian friendly environment for all road users.
- Better management of speeds and traffic movement on Harrison Street. As part of the hub design the entrance into Harrison Street would be raised to provide a pedestrian threshold in an endeavour to traffic calm and slow vehicle speeds in the street and assist pedestrians crossing the road.

Overall the proposed changes would provide the safest locations and most suitable position for the bus stops. The layout would best meet the requirement of the proposed service frequency and the likely use of the bus stops.

Consultation

Greater Wellington has consulted with affected parties in Brooklyn.

There have been a number of meetings with the Brooklyn Residents Association Incorporated including several public meetings that they have organised. These have proved useful in developing the proposal now being considered and finding resolution to the issues covered above.

Recently over 120 letters were sent out to affected residents and businesses on Cleveland Street, Harrison Street and Jefferson Street, along with Community groups.

The letters invited comment on the proposal and asked for feedback on the proposed bus stops and their effect on parking.

16 replies were received which largely supported the bus stop changes. However, there were a number of responses requesting

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further information on the proposed Brooklyn services and their impact on parking and the safety of traffic movements in the area.

A number of these issues have been covered above in the development of the current proposal but broader issues around the inadequacy of parking in the area are not addressed. In the longer term concerns about the effect of more people “park and riding” in the centre of Brooklyn as a result of passengers needing to transfer off local services will be monitored. This will be done bearing in mind GWRC will also be monitoring services and where appropriate providing more direct services to the City where these are well patronised, particularly in peak periods. There is also more scope to further restrict parking in the centre of Brooklyn to address demand for short stay parking and where there is a need to preserve more parking for residents. The pressure on parking, while not helped by the changes to bus services, is created from growth in day time and evening business and entertainment activities in the area. In a similar vein the short fall in the supply of parking in Harrison Street to meet the needs of the school, kindergarten, library, Council housing, etc. cannot be addressed through this proposal other than to say that more frequent and accessible local bus services may provide an alternative means of servicing these facilities.

Although long standing issues over parking are not addressed there will be some further restriction of short stay parking in Jefferson Street to mitigate the changes to bus stops. Also with the closure of the Community Centre in Jefferson Street the two mobility parks outside the centre will be removed to enable general parking to utilise this space. The future relocation of these parks will be investigated to find where they may best be required.

Concerns at the speed and movement of general traffic will, however, be addressed through additional traffic calming in the area, as highlighted above. The installation of traffic calming measures and new pedestrian crossing facilities will also go a long way to addressing concerns for pedestrian safety in the area.

Key dates:

- | | |
|---|---------------|
| 1) Advertisement in the Dominion Post Newspaper | 16 March 2018 |
| 2) Feedback period closes. | 30 March 2018 |
| 3) Report sent to City Strategy Committee for approval. | 19 April 2018 |
| 4) Feedback may result in further consultation or amendment as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

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Legal Description:

Add to Schedule A (Time Restricted Parking) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
Cleveland Street	P15	North side, commencing 163 metres East of its intersection with Ohio Road (Grid coordinates: X=1,747,615.99 m, Y=5,425,846.91 m) and extending in an Easterly direction following the Northern kerb line for 11 metres

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
Cleveland Street	Bus Stop, at all times	North side, commencing 127.5 metres East of its intersection with Ohio Road (Grid coordinates: X=1,747,615.99 m, Y=5,425,846.91 m) and extending in an Easterly direction following the Northern kerblines for 12 metres. (Metlink bus stop #6720)
Cleveland Street	Resident parking, at all other times.	North side, commencing 106 metres East of its intersection with Ohio Road (Grid coordinates: X=1,747,615.99 m, Y=5,425,846.91 m) and extending in an Easterly direction following the Northern kerblines for 24 metres
Cleveland Street	P30, Except for Authorised Resident Vehicles, Monday to Saturday 8:00am-6:00pm.	North side, commencing 106 metres East of its intersection with Ohio Road (Grid coordinates: X=1,747,615.99 m, Y=5,425,846.91 m) and extending in an Easterly direction following the Northern kerblines for 24 metres
Cleveland Street	Bus Stop, at all times	South side, commencing 104 metres West of its intersection with Washington Avenue (Grid coordinates: X=1,747,895.22 m, Y=5,425,853.98 m) and extending in

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Cleveland Street	Bus Stop, at all times	a Westerly direction following the southern kerbline for 20 metres to its intersection with Harrison Street. South side, commencing 1.5 metres east of its intersection with Harrison Street (Grid coordinates: X=1,747,784.11 m, Y=5,425,877.43 m) and extending in an easterly direction following the southern kerbline for 20 metres. (Metlink bus stop #7720)
Jefferson Street	Resident parking, at all other times.	West side, commencing 4 metres North of its intersection with Cleveland Street (Grid coordinates: X=1,747,785.78 m, Y=5,425,887.90 m) and extending in a Northerly direction following the Western kerbline for 12 metres
Jefferson Street	P30, Except for Authorised Resident Vehicles, Monday to Saturday 8:00am-6:00pm.	West side, commencing 4 metres North of its intersection with Cleveland Street (Grid coordinates: X=1,747,785.78 m, Y=5,425,887.90 m) and extending in a Northerly direction following the Western kerbline for 12 metres

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

Column One	Column Two	Column Three
Cleveland Street	No Stopping, at all times	South side, commencing 87.5 metres west of its intersection with Washington Avenue (Grid coordinates: X=1,747,895.22 m, Y=5,425,853.98 m) and extending in a westerly direction following the southern kerbline for 16.5 metres.

Delete from Schedule A (Time Restricted Parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Cleveland Street	P30, Monday to Saturday 8.00am – 6.00pm	South side, commencing 2.0 metres east of its intersection with Harrison Street and extending in a easterly \

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direction following the southern kerblines for 10 metres.

Delete from Schedule B (Class Restricted Parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Cleveland Street	Bus Stop,	North side, commencing 163 metres east of its intersection with Ohio Road and extending in an easterly direction following the northern kerb line for 13 metres to its intersection with Jefferson Street. (Metlink bus stop #6720)
Cleveland Street	Bus Stop,	South side, commencing 107 metres west of its intersection with Washington Avenue and extending in a westerly direction following the southern kerblines for 17 metres to its intersection with Harrison Street. (Metlink bus stop #7720)
Cleveland Street	Resident parking, at all other times.	North side, commencing 106 metres east of its intersection with Ohio Road (Grid coordinates x = 1,747,619.2 m, y = 5,425,851.2 m) and extending in an easterly direction following the northern kerblines for 39 metres
Cleveland Street	P30, Except for Authorised Resident Vehicles, Monday to Saturday 8:00am-6:00pm.	North side, commencing 106 metres east of its intersection with Ohio Road (Grid Coordinates: X=1,747,619.2m, Y=5,425,851.2m) and extending in an easterly direction following the northern kerb line for 39 metres.
Jefferson Street	Mobility Parking at all times.	West side, commencing 55 metres North of its intersection with Cleveland Street (Grid coordinates: X=1,747,785.78 m, Y=5,425,887.90 m) and extending in a Northerly direction following the Western kerblines for 10 metres

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

Column One	Column Two	Column Three
Cleveland Street	No Stopping, at all times	South side, commencing 87.5 metres west of its intersection with Washington Avenue and extending in a westerly direction following the southern kerbline for 19.5 metres.

Prepared By : **Stephen Harte**

(Implementation Manager Network Improvements)

Approved By : **Steve Spence**

(Chief Transport Advisor)

Date: **10 April 2018**

WCC Contact:

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Feedback Received:

Name: Chris Quirke
Address: 34A Cleveland Street, Wellington
Agree: No

There are not currently enough spaces for residents to park in Cleveland street. The loss of two resident parking spaces to Jefferson Street is completely unacceptable as it is very tricky to turn around in Jefferson street, and these are likely to be taken by residents of Jefferson street. If this does occur then the cost of residential parking permits for Cleveland Street residents will need to be significantly reduced, as the parking will not be nearly as convenient as it is now. Residential parking is already a problem in Cleveland Street because of the number of people who attend the Penthouse cinema and park in the spaces allocated for residents. There is a complete lack of parking wardens patrolling the residential parking zone on Cleveland Street so there is no disincentive for this behaviour. The concern about 'conflict caused by right turned vehicles from Cleveland Street' is completely unfounded. We have lived in this street for two years and have never experienced the 'conflict' mentioned in this paper. It is a complete fabrication.

Name: William Holmes
Address: 34B Cleveland Street, Brooklyn
Agree: Yes

I have concerns surrounding the initial construction of the new bus stop located at 34 Cleveland Street, which is my address and the impact the bus helper will have on safety at night and littering during the daytime.

Name: James Burgess
Address: 30A Cleveland Street, Brooklyn
Agree: Yes

I support the changes but want to ask council officers to consider two possible problems. Visibility entering and leaving garages at 30 and 30a Cleveland St next to stop C: New bus stop C is directly beside our garage access. The new stop will have a freestanding bus shelter, which has the potential to block our view of the road and footpath when entering and exiting our garage. We ask for this to be taken into account in the design of the bus shelter, to minimise the problem. This could include using a clear-glazed bus shelter instead of one with Adshel sides, selecting one bus stop configuration over others available, or checking and adjusting the exact position if necessary to minimise the problem. Sight lines for the pedestrian crossing when bus stop C is in use: Today, school buses and others wait for extended periods at stop C. If this happens with the new stop C, other drivers approaching from the Todman St direction will not be able to see if the pedestrian crossing is clear, and people waiting to cross will not be able to tell if any traffic is approaching. To minimise this problem, bus stop C could be restricted to buses that are only stopping briefly to pick up and put down passengers - with any buses that need to wait doing so in the turning area.

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Name: Mike Mellor, Living Streets
Address: Not given
Agree: Yes

As with previous similar TRs, we note that there has been no explicit consultation with the people for whom this facility is designed, bus passengers. While local transferring passengers such as from route 17 Kowhai Park (this route does not serve Mornington, as erroneously stated in the proposal) may have been covered by consultation with the local community, this will not be the case for passengers travelling from further afield, such as Owhiro Bay on route 29. This continues to be a serious and concerning deficiency. Also as with previous similar TRs, the bus frequency information differs from that given by Metlink, in this case at <https://www.metlink.org.nz/on-our-way/wellington-city/new-wellington-city-bus-routes/7-kingston/>. The proposal says that on Sundays route 7 will operate "every 15 minutes day time and 30 minutes evening", but Metlink says 30/60 minutes respectively. And again, no explicit consideration is given to what transferring buses will entail. We support the proposal, but note that all inbound and probably some outbound transferring passengers will need to cross between stops A and B, where no pedestrian facilities are proposed to be provided. We submit that there should be a raised platform here, as is proposed for Harrison St, immediately in front of stop B.

Officer Response:

The new Wellington Bus Network has been developed over an extended period of time from extensive consultation. The hub locations result from how the network is to be operated and as a result we are now at the point of establishing and formalising the detail of the specific stop locations.

The frequencies shown in the report were the most up to date information at the time of writing. As correctly stated in a submission the frequency of Route 7 is in fact every 30minutes in the day time and 60 minutes in the evening. The Metlink website will be providing more information on new routes in the coming months in a lead up to new services starting on 15 July. A map of the planned new public bus routes and their frequencies can be viewed online by visiting <https://www.metlink.org.nz/greater-transport-greater-wellington/2018-a-new-bus-network-for-wellington-city>.

Resident parking is proposed to be provided in Jefferson Street because it provides a convenient location for the displaced spaces on Cleveland Street. These spaces will be restricted to parking for residents on Cleveland Street with parking permits in exactly the same way the spaces on Cleveland Street operate. Residents in Jefferson Street are not eligible for permits so will not compete for these spaces.

The reference to right turning vehicle safety in the report was to highlight the existing conflict right turning traffic creates with through traffic on Cleveland Street when they turn into the bus turning area. Any right turn across the traffic flow by its very nature is more prone to crashes and severe injury. This is borne out in the reported crash statistics for the area. Without unduly restricting this movement because of the benefit it has for many users in the area, it is proposed to monitor this activity from the experience of the proposed new bus arrangements in the area and respond to any issues that might arise.

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To better cater for the movement of pedestrians across the turning area, the area will be raised and pedestrian paths defined between Stops A and B. This is in addition to the pedestrian platform across the end of Harrison Street.

The bus stop on Cleveland Street outside #34 will not be used as a layover stop. Buses using this stop will predominantly drop off passengers so the time buses occupy the stop will be minimal although frequent. The bus will also stop in the traffic lane to carry out this activity so vehicles may need to wait behind the bus while this is happening especially if there is opposing traffic. This is similar to what happens at the other end of Cleveland Street on the inbound section of the route. Local buses that need to layover between services will use the turnaround area by the library where they will wait for connecting passengers from the main route 7 bus.

The bus shelter at this stop will be sited on the front section of the footpath away from the property boundary. The design is such that the shelter is predominately glass and affords good visibility for users and good passive surveillance from passers-by. This has proven elsewhere in the city to reduce anti-social behaviour in and around bus shelters. The use of glass and no advertising in the panels will ensure the neighbouring property has clear visibility when using their driveway.

The design of the bus shelters for the area will also look to improve the waiting amenity for passengers and will include CCTV as an added security measure for the safety of users. This in turn is expected to increase the respect the public has for the space and ensure the bus shelters are well looked after. Shelters at the new bus hubs will also provide real time information sign, seats, better lighting and weather protection.

Before and during construction of the bus shelters, directly affected residents and businesses will be contacted and provided with contacts for communication and input into the construction management to minimise any inconvenience and disruption during this activity.

PROPOSED TRAFFIC RESOLUTION

Reference Number: TR 51-18

Location: Russell Terrace, Mount Albert Road and Lavaud Street - Berhampore

Proposal: To provide new bus stop locations on Russell Terrace and Mount Albert Road, and remove two bus stops on Lavaud Street, Berhampore as part of Wellington's new bus service network.

Information: Background

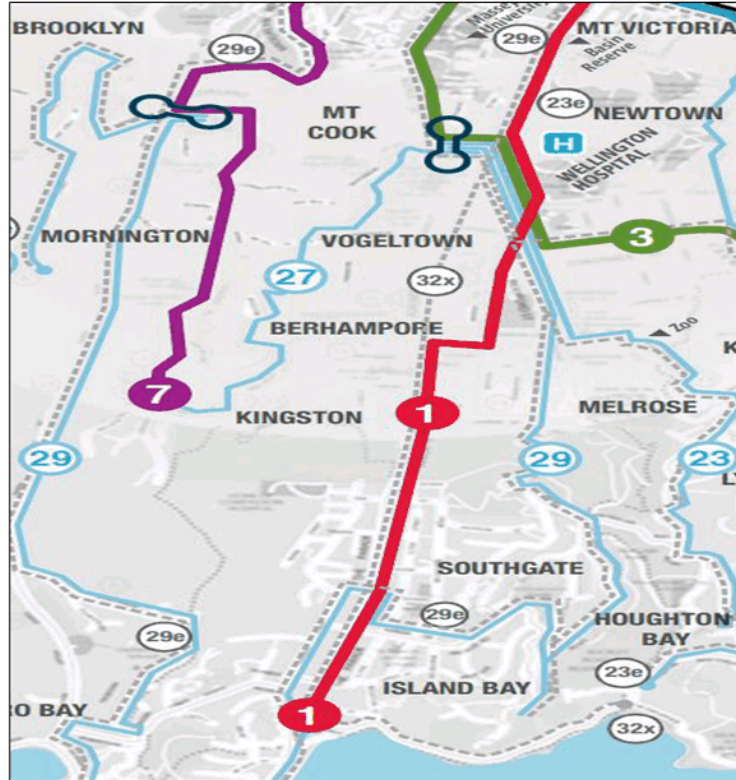
In Berhampore, the existing route 22 will become route 29, and run down Mount Albert Road, along Russell Terrace to Riddiford Street. Buses will no longer run along Lavaud Street.

This will provide access to the Newtown shops, the National Hockey Stadium and other recreational facilities, as well as an improved frequency along Riddiford Street. A new route 29e will run into the City at peak times, and the route 29 will terminate at Hutchison Road at off peak times. A new bus hub is to be created at Wellington Hospital to facilitate transfers between this and other high frequency services.

A map of the new network, showing routes and frequencies, is provided below.

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The planned frequency of routes 29 and 29e at the proposed bus stops are:

Weekday Peak	Bus every 15 minutes	First bus 6.05am
Weekday Daytime	Bus every 30 minutes	-
Weekday Evening	Bus every 60 minutes	Last bus 10.45pm
Saturday	Bus every 30 minutes day time and 60 minutes evening.	First bus 7.05am Last bus 10.05pm
Sunday	Bus every 60 minutes.	First bus 8.05am Last bus 8.47pm

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Proposed bus stops

New bus stops are required on Russell Terrace to provide access to homes currently served by bus stops on Lavaud Street and Rintoul Street.

This includes one bus stop pair near the intersection of Lavaud Street. It is proposed the inbound bus stop be located on Mount Albert Road, adjacent to Martin Luckie Park in order to reduce the loss of on-street parking for residents on Russell Terrace. The outbound bus stop is proposed to be on Russell Terrace in order to serve routes 29, 29e and a school bus route. This allows for the removal of the bus stops on Lavaud Street (Bus stops #7945 & #6945) because they are no longer required.

In addition, a second bus stop pair is required halfway along Russell Terrace near Wairipoi Street. Proposed Bus stops near Waripori Street will improve local access to the bus service and if positioned South of the Waripori Street intersection it will be easier for buses to manoeuvre into and out of the bus stops as there is less traffic on this section of road.

A plan of the proposed bus stop layout is provided in *Attachment 1 and 2*.

Without the four new bus stops, residents in Berhampore would not be served by the route 29 or 29e. This would remove much of the increased capacity provided to the suburb as part of the new network.

The proposed two new bus stops on Russell Terrace, near Waripori Street would result in the loss of 8 on-street parking spaces.

The proposed two new bus stops on Russell Terrace and Mount Albert Road, near Lavaud Street while taking out carparking in these

locations will result in an overall gain of four car parking spaces in the area because of the removal of the Lavaud Street bus stops.

The new bus stops would be supported with no stopping restrictions adjacent to the bus stops to facilitate safe access to/from the bus stop.

Greater Wellington will manage the changes at the existing stops in consultation with WCC ahead of introduction of the new network in July 2018.

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Consultation

In November-December 2017, Greater Wellington consulted with nearby residents of the six bus stops. The proposals were sent to 28 near-by properties.

Two responses were received opposing the bus stop pair near the Russell Terrace/Waripori Street intersection. They were against the proposal because they contend Russell Terrace is too narrow and busy. They also cited safety issues regarding the inbound bus stop being located across a driveway and were concerned at the loss of parking.

No responses were received regarding the bus stop pair on Russell Terrace and Mount Albert Road, near Lavaud Street.

While Russell Tce is narrow it is safe for a bus to stop on the street to provide for users at the frequency of the service proposed. It is similar to many areas in the city and is on a section of road where this can be safely carried out.

A section of footpath will be constructed along Mt Albert Road to provide pedestrian access to the proposed new stop in that location.

Key dates:

- | | |
|---|---------------|
| 1) Advertisement in the Dominion Post Newspaper | 16 March 2018 |
| 2) Feedback period closes. | 30 March 2018 |
| 3) Report sent to City Strategy Committee for approval. | 19 April 2018 |
| 4) Feedback may result in further consultation or amendment as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

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Legal Description:

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

Column One	Column Two	Column Three
Russell Terrace	Bus Stop, at all times	West side commencing 9 metres North of the prolonged Northern kerbline of Angus Avenue (Grid Coordinates X = 1,749,023.0, Y = 5,424,238.5) and extending in a Northerly direction for a distance of 15m. (Metlink bus stop #6941)
Russell Terrace	Bus Stop, at all times	East side commencing 33 metres South of the prolonged Southern kerbline of Wariporu Street (Grid Coordinates X = 1,749,016.7, Y = 5,424,272.6) and extending in a Southerly direction for a distance of 15m. (Metlink bus stop #7941)
Russell Terrace	Bus Stop, at all times	East side commencing 18 metres North of the prolonged Northern kerbline of Lavaud Street (Grid Coordinates X = 1,748,995.1, Y = 5,423,782.4) and extending in a Northerly direction for a distance of 15m. (Metlink bus stop #6942)
Mount Albert Road	Bus Stop, at all times	West side commencing 20 metres South of the prolonged Southern kerbline of Lavaud Street (Grid Coordinates X = 1,748,984.8, Y = 5,423,736.4) and extending in a Southerly direction for a distance of 15m (Metlink bus stop #7942)

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

Column One	Column Two	Column Three
Russell Terrace	No Stopping, at all times	Western side commencing 24 metres North of the prolonged Northern kerbline of Angus Avenue (Grid Coordinates X = 1,749,025.6, Y =

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		5,424,250.8) and extending in a Northerly direction for a distance of 9m.
Russell Terrace	No Stopping, at all times	Western side commencing 9 metres North of the prolonged Northern kerbline of Angus Avenue (Grid Coordinates X = 1,749,023.0, Y = 5,424,238.5) and extending in a Southerly direction for a distance of 9m.
Russell Terrace	No Stopping, at all times	Eastern side commencing 33 metres South of the prolonged southern kerbline of Wariporu Street (Grid Coordinates X = 1,749,016.7, Y = 5,424,272.6) and extending in a Northerly direction for a distance of 1m.
Russell Terrace	No Stopping, at all times	Eastern side commencing 48 metres South of the prolonged southern kerbline of Waripori Street (Grid Coordinates X = 1,749,016.5, Y = 5,424,260.2) and extending in a Southerly direction for a distance of 7m.

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

Column One	Column Two	Column Three
Lavaud Street	Bus Stop, at all times	North side, commencing 167 metres north of its intersection with Rintoul Street and extending in a westerly direction following the northern kerbline for 12 metres.
Lavaud Street	Bus Stop, at all times	South side, commencing 63 metres south of its intersection with Mt Albert Road and extending in a westerly direction following the southern kerbline for 12 metres.

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Prepared By : **Stephen Harte**

(Implementation Manager Network
Improvements)

Approved By : **Steve Spence**

(Chief Transport Advisor)

Date: **10 April 2018**

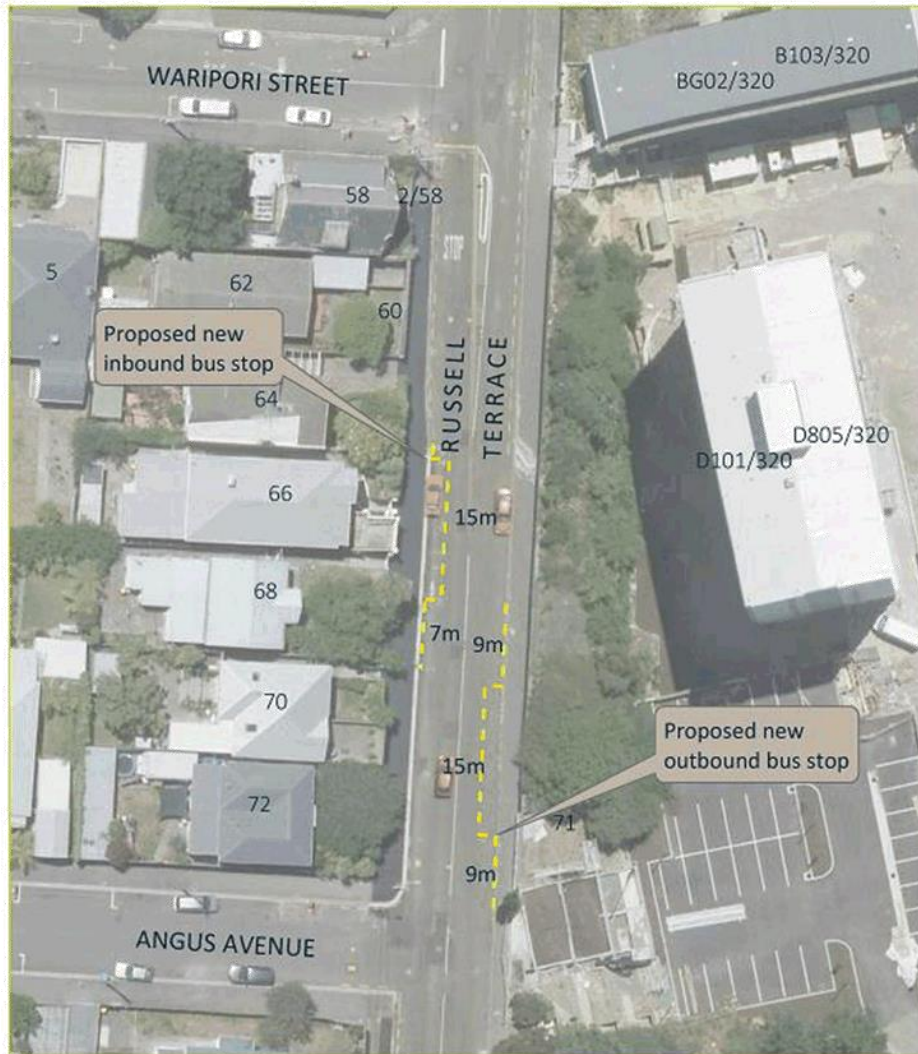
WCC Contact:

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Attachment 1: Indicative layout Russell Terrace at Waripori Street



RUSSELL TERRACE
AT WARIPORI STREET
PROPOSED BUS STOP LAYOUT

SCALE: 1:500
DRAWN BY: SMCNEILL
DATE DRAWN: 21/11/2017


Disclaimer: All reasonable efforts are made to ensure the currency and accuracy of the information printed.

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Attachment 2: Indicative layout Russell Terrace, Mount Albert Road and Lavaud Street




**RUSSELL TERRACE, MOUNT ALBERT ROAD AND LAVAUD STREET
PROPOSED BUS STOP LAYOUT**

SCALE: 1:450
 DRAWN BY: SMCNEILL
 DATE DRAWN: 20/11/2017

Disclaimer: All reasonable efforts are made to ensure the currency and accuracy of the information printed.

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Feedback Received:

Name: Richard Tait
Address: 76 Russell Terrace, Berhampore
Agree: No

I disagree with the proposal for the following reasons 1, The intersection at Russell Terrace and Waripori Street is confusing already with down hill traffic having a stop sign and turning traffic in Waripori Street having the right of way. Buses stopping just before this intersection and then moving back into the traffic will cause more hazards and more confusion. 2, Russell Terrace narrows on the final part towards the roundabout with Riddiford Street so that often only one way traffic can pass - this would be far worse with buses having to negotiate the street as well 3, The current route serves far more residents running down Rintoul Street and Lavaud Street than moving to Russell Terrace which only has houses on one side of the street. 4, Russell Terrace already has speeding traffic problems with cars travelling to fast from Mt Albert Road to add buses stopping in the flow of the traffic as the road is not wide enough to add a bus stop If the proposal goes ahead I would strongly support traffic calming measures like speed humps being added to the Terrace.

Name: Pepe Robertson, Berhampore Community Association
Address: 1/502 Adelaide Road/Berhampore
Agree: No

1. Lack of meaningful consultation with people who are going to be affected when bus service route 22 is terminated. For example, your background information available online only. (too bad if you are not able to access or use a computer.) This is the only piece of information that actually mentioned the existing route 22 will become route 29 . It doesn't even say anything about the route 22 buses will no longer run along the steepest end of Rintoul street and including the off streets close by. 2. You proposed that the new route will provide access to Newtown shops, National Hockey stadium and other recreational facilities as well as an improved frequency along Riddiford Street. 2.1 I believe the present route 22 is already providing access to the Hockey stadium and other recreation facilities such as the Tennis club, the soccer grounds and as well as the other recreation facilities which are all in Lavaud street that you are going to also terminate. 2.2 Access to Newtown shops is already catered for by the route 22, route 1 and other bus routes etc. 3. Residents living in the route 22 area included the 100 or more residents of the City Council owned Rintoul Villas and is also accessed by the residents of the Ministry of housing complex Granville flats. (those who live at the very back and they catch the Lavaud street bus. 3.1 Many of these people use the walkers to get around on the bus. Many are over 70 or 80. 3.2 Families with young children will also be using walkers or prams. 4. I am disgusted at your suggestion that the new locations will result in an overall gain of four car parking space. What about all those 100+ people who are going to loose route 22.

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Name: Elspeth White
Address: 1537 Adelaide Road, Berhampore
Agree: Yes

On condition that a footpath be constructed along the east side of Russell Terrace, where there is no footpath at the moment. If you are going to run a bus route along a street then obviously there will be more pedestrians in that street. I understand from the proposal that some footpath will be constructed but it is unclear to me whether the whole missing section will be completed. I do not support a partial footpath if that is what is proposed - just fix it! Consideration should also be given to the appalling visibility as a pedestrian when crossing the road that exits onto Russell Terrace from the zoo carpark back road, and layout improved. Again, if the bus route is running along Russell Terrace you can expect more pedestrians and their safety is important.

Name: Deb Potter
Address: 280 Rintoul Street, Berhampore
Agree: Not Stated

I live at 280 Rintoul Street and have cared for the large concrete bunker bus stop right outside my house for 22 years. People dump a lot of rubbish there, vomit, use it as a toilet, graffiti it, climb on it and onto my garage roof, drink in it in summer, have little fires there in winter. It is a surprisingly busy place. My bedroom is right outside. It is unclear what the plan is regarding its removal. Nobody has consulted with me at all. I hope that the stop will not remain as an overflow area. I think I benefit from their being a stop there but I do have to put up with loud bus noises at night when buses are diverted there, and also buses parking for the sports events at the park. I am concerned that if it is not removed it will fall into greater disrepair. I am concerned that I am not being involved in the plan to improve the site once the bunker has gone. I am concerned that there may not be a plan for removal. Maybe like me you are in denial that the bus service is going to go for all the old people and disabled folk at the flats. I think I should have some say about how the site is repaired and to be able to fix up my fence and surrounds at the same time. I'm not asking for money to do this, I just want to know when and what is happening and have a little say in the matter. My property gave up direct door access for the bus stop and with it going I need to think about how to redesign the entry.

Name: Douglas Campbell
Address: 66 Russell Terrace, Berhampore
Agree: No

We are regular bus users so we support improvements to the Wellington bus services. However, we are concerned about the proposed new bus stop layout outside 66 Russell Terrace. The existing bus stops on Rintoul and Lavaud Streets are more convenient to people in Berhampore as that route is more central than Russell Terrace (which is 100m away at the edge of the suburb). The noted net increase of 4 carparks 200-300m away is of little benefit when 8 parks are lost in a single block. The proposed inbound stop spans our garage and driveway. We are concerned for the safety of people standing in front of the garage, possibly wearing headphones, who may not notice us driving out or attempting to

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back in. The street is narrow so we need to move in and out quickly. There is already limited parking in this block due to 1/3 being no-parking zones. This proposal removes another 1/3 of the parks. People usually park here from neighbouring streets and the Council flats in Mansfield Street, along with Newtown Park users and Zoo visitors. The proposed bus stops and no-parking zones appear to reduce the number of parks from 14 to 5, including adding an additional 10 metre walk for our elderly neighbour (or more if there are no parks left in this block). When there are special events on, the street parks are full and the road becomes quite narrow. The Mt Albert sports centres create a lot of congestion, with long, slow-moving queues from the Stop sign at the intersection of Russell Terrace and Waripori Street stretching back to Herald Street and beyond. We have had to wait a full 5-10 minutes to cross the road outside our house due to drivers not letting us cross. We would like to suggest the inbound stop might be safer outside the empty lot at 46 Russell Terrace. This stretch of road is wider, has very few people parking there, and is well located being right outside the South Wellington Intermediate School entrance. There is now a pedestrian crossing, making it easier for bus users to cross the road. If there is to be a bus stop at 66 Russell Terrace, we feel it could be a lot smaller. We don't think there will be many people using it as the Island Bay route is closer for most people around us, and SWIS students probably won't use it as crossing at the Waripori St and Russell Terrace intersection is too dangerous.

Name: Mike Mellor, Living Streets
Address: Not given
Agree: No

We support this proposal, but note that the weekday evening frequency is given as 15 mins, when as noted in TR 51-18 it is hourly.

Name: Morgan Hanks, Chair of Berhampore Community Association
Address: Not given
Agree: Not stated

At our 19 March BCA meeting, this issue and the opportunity to provide feedback was raised for public discussion. BCA members highlighted a number of concerns they would like to ensure are considered by the Wellington City Council.

WCC must ensure residents have safe and equitable access to the new bus stops. The overarching issue raised in regards to this proposal is that there are a number of residents with mobility and access issues who are currently served by the existing bus stops. In particular, there are a large number of residents living in the Rintoul St flats who will now need to travel farther to access bus services. BCA would like to have assurance that WCC and Greater Wellington Regional Council has considered what, if any, safety or access issues residents may face.

We consider the following are a few ways that WCC and GWRC can accommodate our community members' needs:

- Safe pedestrian access to new bus stops. The proposal identifies the plan to install a proposed new foot path for the Mt Albert Rd bus stop – however, with a new outbound bus stop located on Russell Terrace, increased foot traffic across Russell Terrace is to be expected. We suggest a zebra crossing and methods for slowing traffic coming down Mt Albert Rd be installed.

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- The new bus stops should be sheltered and include seating to accommodate community members who are elderly, have mobility issues or with prams (eg provide adequate space within sheltered area) for those who may need to wait for up to 30 minutes for a bus.
- Continuous, high quality communication about the changes with all affected community members. The BCA is an active association and the suburb has a neighbourhood Facebook Page ('Berhampore Peeps') with over 1,000 members. Our local Ward Councillors are also actively engaged with the BCA.

Additionally, from the consultation document, it is unclear what will happen to the existing bus stops on Rintoul St at Blythe St (stop # 6944) and Rintoul St at Luxford St (#7943). If the new bus route will no longer go via Rintoul St, are there plans to remove these bus stops? BCA is not aware of any communication with nearby residents about these bus stops. We would support any creative thinking about how disused bus stops can be used for community purposes.

Other related concerns: BCA members highlighted a number of other bus and public transport related issues that, while not directly related to the proposed new bus stops, are extremely pertinent for residents affected by the bus route and stop changes. These include:

- **The planned transfer hub** – community members have expressed confusion and concern about the planned hub to be created at Wellington Hospital to facilitate transfers between bus services. A quick search about the planned hub reveals little publically available information. If the transfer hub is an essential aspect of the new, more efficient bus routes, then information about how specifically this hub will work should be more readily available. How long will someone likely need to wait to catch the bus they need from the hub? How will the pricing work if needing to take separate buses via a hub? What if someone is paying with cash rather than a Snapper? This is largely a communications issue. The BCA is happy to be a conduit for communicating planned changes.
- **Unsafe speeding near bus stops** – in particular by bus stop # 6123, near the AOG Church and Laundromat on Rintoul St. Nearby residents and members of the AOG Church have seen a number of near-misses and have suggested moving the bus stop farther away from the blind corner at Luxford St and Rintoul St. There are a lot of children and young people who walk through Berhampore to get to Berhampore School and SWIS in the mornings and afternoons. Methods for slowing traffic should be considered to make sure Berhampore is safe for all of our community members.
- **Lack of shelter at bus stops** – When the house at 500 Adelaide Rd was demolished in 2017, this removed the sheltered bus stop that the house's awning provided. A new bus shelter should be installed for people waiting to catch the bus.

Officer Response:

Wellington City is growing and similarly the public transport system requires changes to meet the increasing need for services. The current bus network has reached its capacity, particularly at peak times on key corridors. Having bus routes that overlap and duplicate each other on key corridors such as past the Basin Reserve, leads to congestion at peak times and inefficient use of services at off-peak times. The planned new bus network starting from July 2018 will provide a simpler connected bus network with free connections between local bus services and high frequency services at local hubs. By reducing the duplication of bus services a wider range of services can be provided across the network providing a more efficient, reliable service with less bus congestion. The new network promises more evening and weekend services and greater frequency of services within 10 minutes' walk of where people live (75% compared with 45% now).

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Between 2012 and 2014 Greater Wellington carried out consultation on proposals for the new bus network with Wellington residents. This included distribution of booklets to 84,000 households, 9 public meetings, 30 information sessions with residents and stakeholders in 2012. For Berhampore initial proposals showed no bus route on Mount Albert Road, Lavaud Street and the section of Rintoul Street between Lavaud Street and Luxford Street given the close proximity of other proposed nearby bus services. Following 6500 responses on the network proposals from the community and a further 16 meetings with resident associations and community groups, planned routes were modified in a number of areas. This included servicing the East side of Berhampore with an additional bus route through Southgate. This route (route 29) links Brooklyn, Owhiro Bay and Southgate to Newtown and is designed to provide improved access to shops and facilities in Newtown by travelling along Russell Terrace and Riddiford Street, unlike the current route 22 which bypasses many of the Newtown shops by travelling along Rintoul Street. Route proposals were then further consulted on as part of the review of the Wellington Regional Public Transport Plan in 2014 which included 4 public meetings and 23 workshops with resident groups and stakeholders.

Inherently the design of a bus network requires a balance between the directness of the route, local access to the service and access being provided to local destinations by bus. In this case reducing the walking distance to local shops and facilities in Newtown, and providing a direct route, will result in an increase in walking distance to the bus service for some bus users particularly those at the South end of Rintoul Street. However residents of Rintoul Street will continue to be located less than 5 minutes' walk from a bus stop under the planned changes ensuring convenient access to a more frequent service. However Greater Wellington Regional Council have undertaken to monitor customer feedback and will review the operation of the new route once it commences in July with a view that changes can be made if it is not performing as expected.

In advance of new services going live in July Greater Wellington Regional Council will be running extensive communication campaigns to advise customers of the changes. Detailed information on the changes will also be available in advance on the Greater Wellington Regional Council's web site – Metlink, <https://www.metlink.org.nz/greater-transport-greater-wellington/2018-a-new-bus-network-for-wellington-city>.

The new bus stop on Mt Albert Road will have the footpath extended to the stop and a new bus shelter installed to provide protection for waiting passengers and sufficient room to cater for passengers with impaired mobility. On the other side of the road a footpath exists and as this will be primarily for the drop off of passengers, no bus shelter will be provided. There are no plans to provide a pedestrian crossing at this stage. However this will be monitored, together with the need to install traffic calming, once the service is operating and action taken as required.

In regard to the inbound bus stop outside #66 Russell Terrace it is proposed to position the stop across the driveway in order to reduce the loss of on-street parking in the area. Alternative locations were investigated but in the interest of preserving as much kerb side parking as possible in the area we have utilised the driveway which is a common practice across the city. This creates no more than a minor inconvenience when the bus stops momentarily to pick up passengers. Passengers are able to wait clear of the garage at this

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stop so there are no concerns for conflict with vehicles entering or leaving the adjacent garage.

The extent of the no stopping restriction at either end of the bus stop is required to ensure the bus can pull into the bus stop without the tail of the bus left hanging out into the road. It also ensures the bus is parallel to the kerb when stopped to assist the easy boarding/alighting of bus passengers. Existing lengths of no stopping restriction have been used wherever possible to minimise the loss of parking.

An alternative bus stop location outside 46 Russell Terrace was investigated but was dismissed. The reasons for this are; that it would take the stop away from the catchment it will serve and the stop would be too close to the next stop on the route; it also takes the stop into the busier section of Russell Terrace.

Wider concerns for the safety of the intersection of Waipori St and Russell Terrace, the bus stop on Rintoul Street outside the AOG church and general speed issues in the area will be monitored on an ongoing basis through the various programmes the Council has in place for these types of issues. For example this year improvements have been made to the crossing on Russell Terrace at the back of SWIS. Close attention will be paid to these areas to ensure the changes don't exacerbate these issues and appropriate action is taken to ameliorate any problems that arise.

Similarly calls for more bus shelters to be provided at stops will be addressed through programmes both the Greater Wellington Regional Council and the City have to deploy new shelters at inbound stops. Funding is however limited and only a small number of new shelters are installed each year. These are prioritised primarily by the numbers of users waiting at the stop.

Bus stop 7944 by Blythe Street will continue to be used by a school service so there are no plans at this stage to remove the bus shelter. However because this is a drop off stop for the school service the shelter is no longer required and will eventually be removed. At that point contact would be made with the adjoining property owner to ensure we work with them on the removal of the shelter.

There are two other stops on Rintoul Street, one on the West side by Herald Street (Stop 7943) , this will also be used by the school service and the other on the East side by Blythe Street (Stop 6944) which will be removed and revert to general parking. The changes to these bus stops have been added to the traffic resolutions to reflect these changes and to allow general parking when the bus stops are not in operation.

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Reference Number: TR 52-18

Location: Frobisher Street and Severn Street - Island Bay

Proposal: To provide two new bus stop locations on Frobisher Street, and change the time restriction on four existing bus stops on Severn Street, Island Bay as part of Wellington's new bus network.

Information: Background

The suburb of Island Bay will be served by the high frequency Route 1, as well as local routes 29 and 29e. The high frequency route 1 will operate along The Parade with a terminus at Reef Street. The route 29 will operate a 'U' shape route from Brooklyn to Newtown, via Owhiro Bay, Island Bay and Southgate. The Route 29e will operate the same route at peak times, however this will extend to central Wellington.

The proposed bus stops on Frobisher Street will be served by the Routes 29 and 29e.

The new routes 29 and 29e will replace the existing routes 4 and 29. The new routes will mean that public bus services will no longer travel along Severn Street but will use Frobisher Street, Robertson Street, Happy Valley Road, Owhiro Bay Parade, The Esplanade and Derwent Street. School bus routes will continue to use the bus stop on Severn Street during the school term.

A map of the new network, showing routes and frequencies, is provided below.

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The planned frequency of the routes 29 and 29e at the proposed bus stops are:

Weekday Peak	Bus every 15 minutes	First bus 6.25am
Weekday Daytime	Bus every 30 minutes	-
Weekday Evening	Bus every 15 minutes	Last bus 10.30pm
Saturday	Bus every 30 minutes day time and every 60 minutes evening.	First bus 7.25am Last bus 10.25pm
Sunday	Bus every 60 minutes	First bus 8.25am Last bus 8.25pm

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New bus stops are required on Frobisher Street near Severn Street to provide access to routes 29 and 29e for residents in the upper Severn Street area. (There is an ongoing investigation of options for a future pair of bus stops on Derwent Street which will provide services to residents in lower Severn Street).

Without the bus stops, residents in the Severn Street area will not be served by the route 29 or 29e.

We are also proposing to remove an existing bus stop on Severn Street as it is no longer required for the public service or as a school bus stop. The remainder of the stops on Severn Street would be converted to school service stops during the school term.

Proposed bus stops

Two new bus stops are required on Frobisher Street in order to serve bus routes 29 and 29e. A plan of the proposed bus stop layout is provided in *Attachment 1 & 2*.

The bus stops would be supported with no stopping restrictions adjacent to the bus stops to facilitate safe access to/from the bus stops.

This proposal will also result in a net parking loss of six parking spaces.

As the public bus routes will no longer be using Severn Street, the bus stops on this street are proposed to be time limited to school bus times only, with parking allowed outside of these times.

It is proposed that two stops on Severn Street, one at Moselle Street (#7137) and the other at Wye Street (#7138) will discontinue as full time service stops and be restricted to school bus stops to be used in the morning between 8.00 – 8.30am, Monday to Friday.

Similarly the two stops on Severn Street near 55 (#6137) and near 121 (#6139) will be used in the afternoon between 3.00 – 4.15pm, Monday to Friday.

At all other times the areas will be available for car parking.

The existing stop on Severn Street just North of Frobisher St intersection (#7139) would be removed altogether because it is no longer required for the public service using Frobisher Street and is not required as a school bus stop.

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A plan of the affected bus stops on Severn street is provided in the *Attachment 3*.

Consultation

In January-February 2018, Greater Wellington undertook initial consultation with effected residents of 50 properties on Frobisher, Severn and Robertson Streets. Two options were consulted on for the Inbound stop. Option 1 located on Robertson Street, outside 31 Robertson Street and 120A Severn Street (requiring a bus layby to be constructed) and Option 2 located on Frobisher Street, outside 7 Frobisher Street. Only one location for the outbound stop was considered on Frobisher Street outside 116 Severn Street

Feedback was received from 15 submitters with the bus stops locations receiving mixed support from the community.

Outbound bus stop:

Eight responses supported the location of the outbound bus stop, while another six objected to the position citing the narrow road, loss of nearby car parking and poor driver behaviour (i.e. cutting the corner) potentially leading to vehicle conflicts. The erosion of the nearby bank and flooding in the area were also mentioned as concerns for the site.

Inbound bus stop:

Option 1 (Robertson Street) received six responses supporting the proposal of which one response made no comment and there were four objections. The objections cited the proximity to a private home, the busy road and poor sight lines.

Option 2 (Frobisher Street) received eight responses supporting the proposal of which three responses made no comment and there were three objections. The objections cited speed of vehicles on Frobisher Street, the lack of a footpath on the opposite side of the road and the close proximity to the next bus stop.

As a result of this consultation, Greater Wellington has requested two stops be installed on Frobisher Street as proposed in option 2 (Frobisher Street).

While it is accepted on balance that the proposed location of bus stops on Frobisher street are safe and suitable positions for the likely use of the bus stops and frequency of the service an alternative pairing of stops may be further investigated in the future. With

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appropriate works to create bus laybys and footpaths suitable bus stops could be created to address visibility concerns and provide space for footpaths and future waiting shelters in the area. This would not however overcome the concerns of neighbouring properties for the disruption that a bus stop would create outside their homes.

Greater Wellington will manage the changes to the bus stops at the new locations in consultation with WCC ahead of the new bus network going live in July 2018.

Key dates:

- | | |
|---|---------------|
| 1) Advertisement in the Dominion Post Newspaper | 16 March 2018 |
| 2) Feedback period closes. | 30 March 2018 |
| 3) Report sent to City Strategy Committee for approval. | 19 April 2018 |
| 4) Feedback may result in further consultation or amendment as appropriate. | |

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Legal Description:

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

Column One	Column Two	Column Three
Frobisher Street	Bus Stop, at all times	Northern side commencing 15 metres West of the prolonged Western kerbline of Severn Street (Grid Coordinates X = 1,747,525.52, Y = 5,421,567.03) and extending in a Westerly direction for a distance of 15 metres (Metlink bus stop #7101)
Frobisher Street	Bus Stop, at all times	Western side commencing 132 metres North of prolonged Western kerbline of Severn Street (Grid Coordinates X = 1,747,438.87, Y = 5,421,637.28) and extending in a Northerly direction for a distance of 15 metres (Metlink bus stop #6101)

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

Column One	Column Two	Column Three
Frobisher Street	No Stopping, at all times	Northern side commencing at the intersection of the prolonged Western kerbline of Severn Street (Grid Coordinates X = 1,747,525.52, Y = 5,421,567.03) and extending in a Westerly direction for a distance of 15 metres
Severn Street	No Stopping, at all times	Western side commencing at the prolonged Northern kerb line of Frobisher Street (X = 1,747,525.52, Y = 5,421,567.03) and extending in a Northerly direction for a distance of 10 metres
Frobisher Street	No Stopping, at all times	Northern side commencing 30 metres West of the prolonged Western kerbline of Severn Street (X = 1,747,525.52, Y = 5,421,567.03) and extending in a Westerly direction for a distance of 9 metres
Frobisher Street	No Stopping, at all times	Western side commencing 123 metres North of the prolonged

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Frobisher Street	No Stopping, at all times	Western kerbline of Severn Street (X = 1,747,438.87, Y = 5,421,637.28) and extending in a Northerly direction for a distance of 9 metres Western side commencing 147 metres North of the prolonged Western kerbline of Severn Street (X = 1,747,438.87, Y = 5,421,637.28) and extending in a Northerly direction for a distance of 9 metres
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Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Severn Street	Bus Stop, at all times	West side, commencing 22.5 metres north of its intersection with Frobisher Street and extending in a northerly direction following the western kerbline for 12 metres.
Severn Street	Bus Stop,	North side, commencing 292.5 metres East of its intersection with Wye Street and extending in an Easterly direction following the northern kerbline for 12 metres (Metlink bus stop #7137)
Severn Street	Bus Stop,	South side, commencing 114 metres West of its intersection with Moselle Street and extending in a Westerly direction following the southern kerbline for 12 metres (Metlink bus stop #6137)
Severn Street	Bus Stop,	East side, commencing 244 metres north of its intersection with Dennis Way and extending in an easterly direction following the eastern kerbline for 12 metres (Metlink bus stop #6139)

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
Severn Street	Bus Stop, 8.00 – 8.30am Monday to Friday School Term Only	North side commencing 13 metres West of its intersection with Wye Street (Grid Coordinates X = 1,747,636.41, Y = 5,421,721.79) and extending in a Westerly direction following the Northern kerbline for a distance of 12 metres. (Metlink bus stop #7138)
Severn Street	Bus Stop, 8.00 – 8.30am Monday to Friday School Term Only	North side, commencing 292.5 metres East of its intersection with Wye Street (Grid Coordinates X = 1,747,636.41, Y = 5,421,721.79) and extending in an Easterly direction following the Northern kerbline for 12 metres (Metlink bus stop #7137)
Severn Street	Bus Stop, 3.00 – 4.15pm Monday to Friday School Term Only	South side, commencing 114 metres West of its intersection with Moselle Street (Grid Coordinates X = 1,747,956.28, Y = 5,421,918.41) and extending in a Westerly direction following the Southern kerbline for 12 metres (Metlink bus stop #6137)
Severn Street	Bus Stop, 3.00 – 4.15pm Monday to Friday School Term Only	East side, commencing 135 metres South of its intersection with Southern Cross Crescent (Grid Coordinates X = 1,747,625.48, Y = 5,421,706.35) and extending in an Southerly direction following the Eastern kerbline for 12 metres (Metlink bus stop #6139)

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Prepared By : **Stephen Harte**

(Implementation Manager Network
Improvements)

Approved By : **Steve Spence**

(Chief Transport Advisor)

Date: **10 April 2018**

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Attachment 1: Indicative layout Frobisher Street (outbound bus stop)




**FROBISHER STREET
AT SEVERN STREET
PROPOSED BUS STOP LAYOUT**

SCALE: 1:500
 DRAWN BY: SMCNEILL
 DATE DRAWN: 15/01/2018


Disclaimer: All reasonable efforts are made to ensure the currency and accuracy of the information printed.

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Attachment 2: Indicative layout Frobisher Street (inbound bus stop)



 **FROBISHER STREET
AT TEME WAY
PROPOSED BUS STOP LAYOUT**

SCALE: 1:500
DRAWN BY: SMCNEILL
DATE DRAWN: 24/01/2017


Disclaimer: All reasonable efforts are made to ensure the currency and accuracy of the information printed.

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Attachment 3: Bus Stops to be changed on Severn Street



metlink 

SEVERN STREET
BUS STOP TIME RESTRICTIONS

SCALE: 1:3000
DRAWN BY: SMCNEILL
DATE DRAWN: 15/01/2018

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Feedback Received

Name: Sharon Sacklin
Address: 115 Severn Street, Island Bay,
Agree: No

I don't agree with the proposed changes. Cutting off regular access going to island bay super market and the pharmacy by having to walk up severn street. The proposed stops are in a dangerous location, alot of people use that intersection at the top to do U turns. Its a blind corner for pedestrians crossing to get to and from stop. Its sooo silly to cut or change the no4 bus route. The 29e plan doesnt even show if it goes all the way to the station or up to moleswprh street like so what now havingg to catch two buses to get to wellington train station. Bus services for school up severn, why cant these buses carry local residents to and around the area also? why is this restricted to just school kids?! KEEP THE NO.4 BUS ROUTES!! Its been like this for years why change it?!?!

Name: Bobbi Te Kahika-Heemi
Address: 107 Severn Street, Island Bay
Agree: No

I have found this proposal confusing with the new route that has been suggested. How long will the 29e bus take to get to the city from Frobisher Street to the end of Lambton Quay in the morning and evening? Will this trip be 45-50 minutes? I can see the need to have buses along Owhiro Bay Parade but not at the expense of a much longer trip to the city for the people who live at the top of Severn Street. The idea of buses now using Robertson Street seems ridiculous - there are often cars parked on both sides of the road and when a car is coming up you have to stop and give way, so there is definitely not enough room for a bus. How will this work with a large bus using Robertson Street. I strongly disagree with the proposal and the new route. Come up with something better please.!!

Name: Mike Mellor, Living Streets
Address: Not given
Agree: Yes

We support this proposal, but note that the weekday evening frequency is given as 15 mins, when as noted in TR 51-18 it is hourly.

Officer Response:

The planned new bus network starting from July 2018 will provide a simpler connected bus network with free connections between local bus services and high frequency services at local hubs. By reducing the duplication of bus services a wider range of services can be provided across the network providing a more efficient, reliable service with less bus congestion. The new network promises more evening and weekend services and greater frequency of services within 10 minutes' walk of where people live (75% compared with 45% now).

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Unfortunately to provide routes that balance the need for local access, while keeping reasonably direct bus routes that are cost effective to provide for customers and ratepayers means some trade-offs have had to be made which in this case involves rerouting local buses. In doing this some existing customers are affected more than others but overall more people are within 5 minutes' walk of a local bus stop.

However Greater Wellington Regional Council have undertaken to monitor customer feedback and will review the operation of the new route once it commences in July with a view that changes can be made if it is not performing as expected.

The planned new bus routes for Owhiro Bay and Southgate(routes 29 and 29e) replace the current limited peak only route 4, and the infrequent weekday-only route 29 (where customers have to wait as long as 80 minutes for the next bus). These services will provide a better overall level of service for residents with buses operating 7 days a week which include later evening services till around 10 pm most nights of the week. Buses will also be far more regular during the day with buses departing every 30 minutes on weekdays and Saturdays and hourly on Sundays. These new services recognise community feedback and respond to the needs of people who want flexible travel options across the week at different times of the day, evening and at the weekends beyond the 9 to 5 weekday commute. At peak times route 29e buses will travel through to Wellington station so there will be no need to change between buses at these times. At off peak times connections can be made at Brooklyn, Island Bay Shops or Newtown for travel to and from Wellington.

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Reference Number: TR 53-18

Location: Strathmore Avenue and Leveson Street - Strathmore Park

Proposal: To provide new bus stop locations on Strathmore Avenue and Leveson Street, Strathmore Park as part of Wellington's new bus service network.

Information: Background

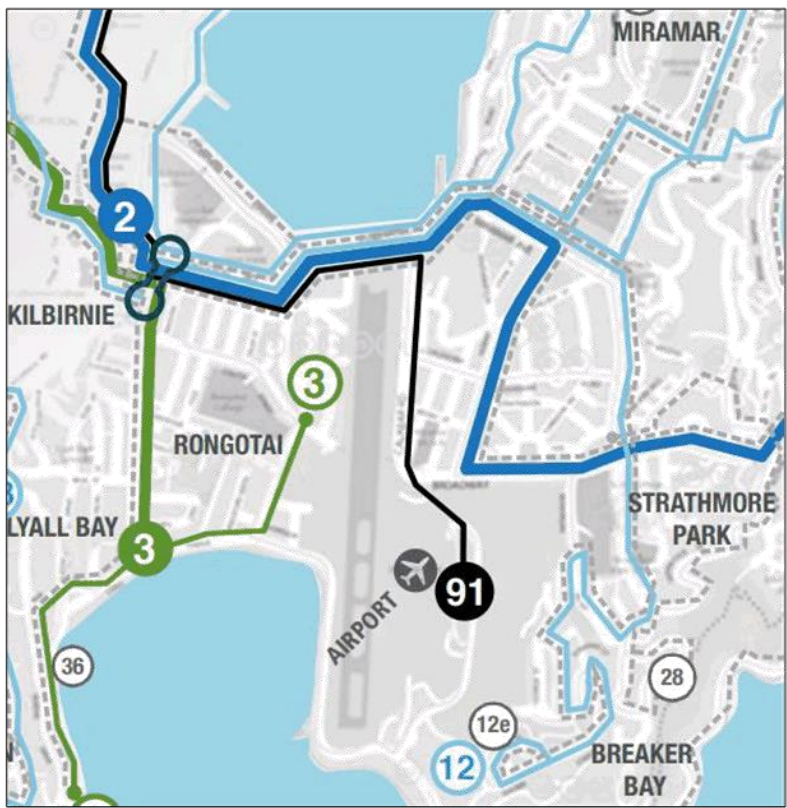
In Strathmore Park, bus services currently travel on Monorgan Road, bypassing Strathmore Avenue. As part of consultation for the new Wellington bus network, the Strathmore Park community advocated for the bus route to travel along Strathmore Avenue, improving access for residents, as well as providing access to the Strathmore Park Community Centre.

In the new Wellington bus network, Strathmore Park will be served by routes 12 and 12e. The route 12 will run between Strathmore Park and the new Kilbirnie bus hub, with the route 12e extending to/from central Wellington at peak times. The high frequency route 2 also runs every 10 minutes on nearby Broadway.

A map of the new network, showing routes and frequencies, is provided below.

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The planned frequency of routes 12 and 12e at the proposed Strathmore Avenue bus stop are:

Weekday Peak	Bus every 15 minutes	First bus 6.54am
Weekday Daytime	Bus every 30 minutes	-
Weekday Evening	Bus every 60 minutes	Last bus 10.48pm
Saturday	Bus every 30 minutes day time and 60 minutes evening.	First bus 9.33am Last bus 10.17pm
Sunday	Bus every 60 minutes.	First bus 9.23am Last bus 9.17pm

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In order to provide access to the Community Centre, a new outbound bus stop is required on Strathmore Avenue. Greater Wellington officers investigated sites immediately adjacent to the Community Centre, however because of the narrow roadway and absence of a footpath, it was concluded the site was unsuitable.

Another site investigated was on Strathmore Avenue, south of the Elphinstone Avenue intersection. However following consultation and further detailed site analysis it too was seen as unsuitable. This led to investigation and consultation on the current proposal.

While consulting on bus stops along this route there was a further request for a pair of bus stops at the intersection of Strathmore Ave and Leveson Street. Site conditions and topography at this intersection make it difficult to provide bus stop locations. It is considered, with some remarking of the local intersection, bus stops can be established in this area. Because of the close proximity to other bus stops in the area it is proposed that two bus stops be marked on a trial basis and if well patronised, further consideration be given to improve the integration of the stops into the area.

Proposed bus stop

Following extensive public engagement it is now proposed to install a new bus stop on Strathmore Avenue, north of the Elphinstone Avenue intersection. The location is considered the safest and most suitable position for the bus stop. It provides acceptable clear sight distance and will serve the frequency of services and the likely use of the bus stops. A plan of the proposed bus stop layout is provided in the *Attachment 1*.

The new bus stop would be supported with "no stopping restrictions" adjacent to the bus stop to facilitate safe access to/from the bus stop.

This proposal will result in a net loss of 4 parking spaces.

Two trial bus stops are also proposed to be installed on Leveson Street with a view to carrying out physical works and to make these permanent if well patronised. A plan of the proposed bus stop layout is provided in the *Attachment 2*.

Greater Wellington will manage the installation of infrastructure at the new location in consultation with WCC ahead of the new network going live in July 2018.

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Greater Wellington has consulted on two options for a bus stop on Strathmore Avenue near Elphinstone Avenue, in order to provide access to the Strathmore Park Community Centre. The initial option, to the south of the Strathmore Avenue/Elphinstone Avenue intersection, outside 2 Elphinstone Avenue, was objected to by near-by residents.

In November 2017, Greater Wellington took a second proposal to the community, which involved a new bus stop to the North of the Strathmore Avenue/Elphinstone Avenue intersection, outside 69 Strathmore Avenue. This proposal was sent to 17 near-by properties with three responses received, two in favour of the bus stop and one requesting more information with support either way not confirmed. The Strathmore Park Progressive and Beautification Association Inc also confirmed their support for the proposal.

This is now the preferred option for the site.

Key dates:

- | | |
|---|---------------|
| 1) Advertisement in the Dominion Post Newspaper | 16 March 2018 |
| 2) Feedback period closes. | 30 March 2018 |
| 3) Report sent to City Strategy Committee for approval. | 19 April 2018 |
| 4) Feedback may result in further consultation or amendment as appropriate. | |

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Legal Description:

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

Column One	Column Two	Column Three
Strathmore Avenue	Bus Stop, at all times	Eastern side commencing 16m north of the prolonged northern kerb line of Elphinstone Avenue (Grid Coordinates: X = 1,752,435.5, Y = 5,423,032.2) and extending in a Northerly direction following the Eastern kerb line for a distance of 15m. (Metlink bus stop #6302)
Leveson Street	Bus Stop, at all times	Northern side commencing 17m East of its intersection with Monorgan Road (Grid Coordinates: X = 1,752,361.54, Y = 5,422,872.19) and extending in an Easterly direction following the Northern kerb line for a distance of 12m.
Leveson Street	Bus Stop, at all times	Southern side commencing 21m East of its intersection with Monorgan Road (Grid Coordinates: X = 1,752,361.54, Y = 5,422,872.19) and extending in an Easterly direction following the Southern kerb line for a distance of 12m.

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

Column One	Column Two	Column Three
Strathmore Avenue	No Stopping, at all times	Eastern side commencing 5m north of the prolonged northern kerb line of Elphinstone Avenue (Grid Coordinates: X = 1,752,435.5, Y = 5,423,032.2) and extending in a Northerly direction following the Eastern kerb line for a distance of 9m.

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Prepared By : **Stephen Harte**
Approved By : **Steve Spence**
Date: **10 April 2018**

(Implementation Manager Network
Improvements)
(Chief Transport Advisor)

WCC Contact:


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Attachment 1: Indicative layout Strathmore Avenue at Elphinstone Avenue



metlink 

STRATHMORE AVENUE
AT ELPHINSTONE AVENUE
PROPOSED BUS STOP LAYOUT

SCALE: 1:500
DRAWN BY: SMCNEILL
DATE DRAWN: 24/01/2017

Metlink Geospatial Design © 1992-2017

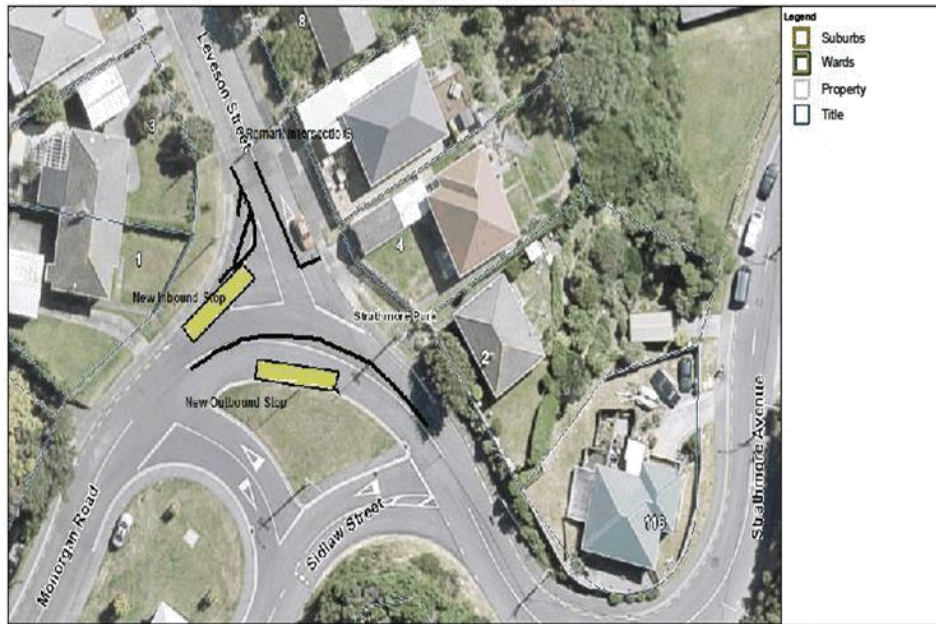
Disclaimer: All reasonable efforts are made to ensure the currency and accuracy of the information printed.

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Attachment 2: Indicative layout Leveson Street Bus Stops

Leveson Street Bus Stops



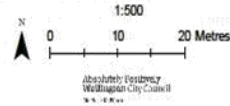
March 12, 2018

Disclaimer:
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Data Statement:
Property boundaries, 20m Contours, road names, red line, address & site points sourced from Land Information NZ. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its accuracy may vary, but is generally 40-50m. Crown Copyright reserved.

Property Boundary Accuracy:
40-50m urban areas
40-50m rural areas

Data Source:
Census data - Statistics NZ
Postcodes - NZ Post



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Feedback Received:

Name: Christine and Malcolm Aitchison
Address: PO Box 15343, Miramar, Miramar
Agree: No

We believe the proposal will make exiting Elphinstone Avenue onto Strathmore Avenue, both north and southbound very unsafe. There is already a speeding issue with cars accelerating up the hill. Add to this the blocking of a bus for line of sight for cars and it's just an accident waiting to happen. When exiting Elphinstone Avenue northbound towards the shops, there is currently clear vision to the left, however even now when cars are travelling south and turn left into Elphinstone Ave, other cars speed up and pass around these cars when heading up the hill - if there were buses located in the proposed stop then it would be impossible to see a safe path to turn out onto Strathmore Avenue. Option A which was originally objected to would be preferable, however only with the installation of a traffic speed bump somewhere up on the corner near the community centre, in order to slow the cars down upon approach. Even without a new bus stop installation a traffic speed bump would be a sensible installation at that location, given the frequency of high speed driving that corner seems to attract.

Name: Birgit Kraemer
Address: 3 Tannadyce Street, Strathmore Park,
Agree: Yes

I think those two new bus stops are a great idea- Both for work and school commuters as for the elderly in the neighbourhood. My kids will certainly love that they do not have to walk all the way down to the Strathmore shops but it will be even more appreciated by their friends (and their parents) who live further up the hill and who take the bus to go to EBIS. Furthermore- it will also improve the lives of the elderly in the area who often still pay their bills at the Kilbirnie Post Shop (because they do not have computers/internet) but do not drive anymore and often have other physical problems which make walking a - for them comparably long distance walk to the Strathmore Shops- serious challenge. Having those bus stops means they can much easier continue to be a part of the community and not be isolated from it!

Name: Not given
Address: Not given
Agree: Yes

I agree but with a caveat. I agree with a new service along Strathmore Avenue and new stops on Strathmore Ave, north of Elphinstone Avenue intersection. I agree with new stops on the corner of Leveson St & Strathmore Ave intersection, provided these stops do not become bus shelters. There is already a bus shelter on Sidlaw St, in which people leave their uneaten takeaways, beer bottles, stacks of unmailed circulars, and other sundry rubbish. The Leveson St/Strathmore Park corner is more exposed than the Sidlaw St bus stop and if a stop goes in at Leveson St, this will likely result in daily bits of rubbish being

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blown about the neighbourhood. I have anonymised my contact details as I do not wish my contact details to be in the public domain.

Name: Glen Kingston, Strathmore Park Progressive and Beautifying Association
Address: Not given
Agree: Not stated

No issues on the proposed Strathmore Ave stop which is agreed as the best available option.

The inbound Leveson stop location is also agreed but suggested that the asphalt strip on the island should be extended to the side on which the bus will stop.

The present strip on the Strathmore Ave side of the Island was placed as a result of this Association's representations many years ago on the grounds that the island is mowed only intermittently & becomes sodden in winter & pedestrians are better to use this off road path when heading up Sidlaw St. It should now be extended to the Leveson facing side to allow safe alighting.

The outbound Leveson stop location is noted but not thought to be the best position. Those present considered that the stop would be better located on the opposite side of Leveson St. The proposed location is seen to block the normal flow of traffic while the bus is standing.

The opposite side allows the bus to stop clear of any main flow of traffic & gives the driver a good view of the road when resuming.

Name: Kay Philipsen
Address: 4 Leveson Street , Strathmore Park
Agree: No

I would like to place a submission before the council that the proposed bus stops for Leveson Street are unnecessary and will create a very unsafe road environment.

In your proposed plan you want to increase the amount of buses and situate bus stops on a very busy, curved road on the top of the hill on an unsafe intersection.

As a resident of number 4 Leveson Street for 25 years I have witnessed first hand a large number of actual accidents and innumerable close calls on what is a badly designed intersection to start with. With all the new building/infil housing in this area the number of residence cars has increased. With Scots College on Monorgan road parents drop off and come up over the hill and down onto Strathmore Avenue, the reverse rat run is true of parents dropping off at Kahurangi school, the kindy and child care centre. It is a very busy road.

Traffic coming down the hill on Sidlaw street presume traffic coming up the hill are going up Sidlaw and run the give way. Just yesterday a bus coming down Sidlaw ran the give way, I

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was coming up the hill to Leveson Street, I was indicating and half way across the road if I had been going faster than the 35 kilometres I was going I would have hit the bus. This type of close call happens on both sides of the intersection.

The reverse is true going from Leveson Street down the hill on Strathmore Avenue it is a sharp left turn with cars parked on your right, if you meet a bus coming up the hill you have to pull over, I have been pushed up the curb onto the foot path in order for the bus to drive up the hill.

I am also surprised that there is a need for more bus services in this area as I rarely see people at the bus stops (lower Sidlaw Street and upper Strathmore Ave by the community centre) and when I have used the buses they have been 3/4 empty.

In your proposed traffic resolution you state that the " Strathmore Park Community " advocated for this change? As a member of this community I was very surprised to read this as it was the first I or my neighbours had heard of this. Are the people who " advocated" for this change going to be effected by the noise and road safety hazards that more buses on these roads will cause?

Name: Mike Mellor, Living Streets
Address: Not given
Agree: Yes

We support this proposal but note that the parking restriction leading into the Strathmore Ave stop is of substandard length, and neither of the Leveson St stops have any adjacent parking restrictions. These need to be fixed, to avoid parked vehicles preventing buses accessing the kerb properly.

Officer Response:

As covered in the Traffic resolution report that went out for feedback, a number of different sites have been investigated for the location of an outbound bus stop in the vicinity of the Strathmore community hall. The current proposal for a bus stop North of Elphinstone Avenue is considered the safest of all the locations considered. It provides good visibility for motorists exiting Elphinstone Avenue and although this is compromised when a bus is stopped at the stop, this is only momentary while passengers are primarily dropped off at the stop. If a car tries to pass the stopped bus it would be clearly seen by exiting traffic. If motorists are unsure about exiting while the bus is stopped then they should wait until the bus has passed.

The proposed no stopping restrictions allowing the bus into and out of the stop are adequate for the location.

The Leveson Street stops are proposed to be installed on a trial basis to gauge use. On this basis minimal physical work at each of the sites will be carried out until they are proved to be warranted and effective as part of the local network. In the proposed location further no-stopping restrictions are unnecessary as no car parking currently takes place in these areas.

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A suggestion to move the inbound stop to the other side of Leveson Street is not supported at this point as it moves it into a narrower section of the road whereas the current proposal utilises the wide throat of Leveson Street to gain the space necessary for the stop clear of the traffic lanes.

Although a number of concerns are raised about the current use of the intersection these do not impact on the proposal. The suitability of the route for buses is not in question as most of the streets have been used by buses for many years and it is accepted that care needs to be exercised in manoeuvring through the area to accommodate bus movement and parking on tight corners.