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ORDINARY MEETING  
OF  
**PŪRORO ĀMUA | PLANNING AND ENVIRONMENT**  
COMMITTEE  
SUPPLEMENTARY AGENDA

Time: 9:30am  
Date: Thursday, 10 March 2022  
Venue: Virtual meeting

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1. General Business

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## TR20-22 THE PARADE, ISLAND BAY - SAFETY IMPROVEMENTS

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### Kōrero taunaki | Summary of considerations

#### Purpose

1. This report requests the Pūroro Āmua | Planning and Environment Committee approve a Traffic Resolution to formalise parking layout changes and restrictions on The Parade in Island Bay. The Traffic Resolution attached to this report reflects the changes on the road corridor required to implement the option approved at the 10 November 2021 Pūroro Āmua | Planning and Environment Committee meeting.
2. The report also requests amending the Pūroro Āmua – Planning and Environment Committee resolution of 10 November 2021:
  - 5) *Request officers undertake a Local Parking Plan as required by WCC's Parking Policy prior to detailed design on this option*

Due to a combination of time constraints and the uncertainty associated with Covid, officers were unable to meet the deadline for completion of the parking plan prior to detailed design.

### Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- |  |  |
|--|--|
| <b>Strategic alignment with priority objective areas from Long-term Plan 2021–2031</b> | <input checked="" type="checkbox"/> Sustainable, natural eco city<br><input checked="" type="checkbox"/> People friendly, compact, safe and accessible capital city<br><input type="checkbox"/> Innovative, inclusive and creative city<br><input checked="" type="checkbox"/> Dynamic and sustainable economy<br><br><input type="checkbox"/> Functioning, resilient and reliable three waters infrastructure<br><input type="checkbox"/> Affordable, resilient and safe place to live<br><input checked="" type="checkbox"/> Safe, resilient and reliable core transport infrastructure network<br><input type="checkbox"/> Fit-for-purpose community, creative and cultural spaces<br><input checked="" type="checkbox"/> Accelerating zero-carbon and waste-free transition<br><input type="checkbox"/> Strong partnerships with mana whenua |
|--|--|

#### Relevant Previous decisions

November 10, 2021: Pūroro Āmua | Planning and Environment Committee meeting on The Parade Upgrade – Design Options.

#### Significance

The decision is **rated medium significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.

#### Financial considerations

- |                              |   |   |
|------------------------------|---|---|
| <input type="checkbox"/> Nil | <input checked="" type="checkbox"/> Budgetary provision in Annual Plan / Long-term Plan | <input type="checkbox"/> Unbudgeted \$X |
|------------------------------|---|---|

**Risk**

|  Low      |  Medium      |  High      |  Extreme

Author	Brad Singh, Transport and Infrastructure Manager
Authoriser	Siobhan Procter, Chief Infrastructure Officer

## **Taunakitanga | Officers' Recommendations**

Officers recommend the following motion

That Pūroro Āmua | Planning and Environment Committee:

1. Receive the information.
2. Agree that the Pūroro Āmua – Planning and Environment Committee, 10 November 2021 resolution 5) be amended from:  
  
Request officers undertake a Local Parking Plan as required by WCC's Parking Policy prior to detailed design on this option.  
  
To:  
  
Request officers undertake a Local Parking Plan as required by WCC's Parking Policy and progress plans for realising any potential parking efficiencies as soon as practical.
3. Approve the following Traffic Resolution, pursuant to the provisions of the Traffic and Parking Bylaw 2021, TR20-22 The Parade, Island Bay – Safety Improvements (Option 1-D).

## **Whakarāpopoto | Executive Summary**

1. Following the 10 November 2021 Pūroro Āmua – Planning and Environment Committee meeting, officers developed and undertook consultation on a Traffic Resolution to implement the Safety Improvements Option (1-D) chosen by Committee.
2. It is recommended that the changes to the parking and traffic restrictions on The Parade as outlined in this document and the attached Traffic Resolution, TR20-22 The Parade, Island Bay – Safety Improvements, are approved.
3. Due to the impact of Covid settings on scheduled dates for completion of a parking survey to inform a local parking management plan, officers have not yet completed the requested plan.
4. Work on the parking management plan is currently underway and a draft will be completed in late March 2022, prior to detailed design of the town centre upgrade commencing.
5. Options for addressing the delayed local parking management plan are provided.

## **Takenga mai | Background**

6. Following the cycleway construction in 2014 and consequent concerns raised by the community, there was a community co-design process, Love the Bay. The process was created to work through the different ways to improve The Parade.
7. From September 2016 to May 2017, the Council, in collaboration with the community of Island Bay, the residents' association, and groups including Cycle Wellington, held facilitated workshops, drop-in sessions, and surveys to focus on identifying suitable design improvements based on the holistic needs of the community.
8. From July 2017 to August 2017, four design options were identified for consultation, each reflecting outcomes from the Love the Bay co-design process, safety audits, and Waka Kotahi guidelines.
9. In September 2017, the Council approved a redesign of The Parade that met the agreed objectives from the Love the Bay community co-design process. \$6M was assigned to develop the design and implement the upgrade.
10. In moving from concept design to detailed design, it became evident that implementing the approved scheme would cost significantly more than originally estimated.
11. In subsequent discussions, the Council was informed that Waka Kotahi would not fund The Parade upgrade before a connection from Dee Street to the city was in place. In 2020, this decision changed stating the connection to the city must be approved and funded in the LTP before Waka Kotahi could co-fund The Parade upgrade.
12. In April 2020, the Council applied, but was not successful in obtaining, shovel-ready funding for the implementation of the scheme approved in September 2017.
13. In August 2021, part of The Parade was confirmed for resurfacing in the 2021/2022 maintenance programme. This created a window of opportunity to build back better by making minor changes to the existing layout, improving safety in line with the 2017 upgrade proposal.
14. 15. In the 2021-2031 LTP, the Council decided to invest in accelerated delivery of the full cycleway programme while mitigating the challenges of a constrained construction and supplier market.
15. Additionally, Council agreed to:
  - Refresh the 2015 Cycleways Masterplan
  - Reprioritise the order and cost of project delivery to bring forward \$52M capex to years 1 through 3
  - Seek a report on options for accelerated delivery
  - Commission a report on the design and cost options for Island Bay by September 2021 within a budget up to \$14M.
16. Officers presented four safety design options, and six long-term design options to Councillors in a workshop in May 2021. The options put forward addressed feedback received through the Love the Bay process and were in line with safety and sustainable transport objectives.
17. On 10 November 2021, the Pūroro Āmua | Planning and Environment Committee resolved to:

- progress with a Safety Improvements option (Option 1-D) integrated with the resurfacing works
- develop the proposed chosen option and progress with the formal traffic resolutions process
- undertake a local Parking Plan as required by WCC's Parking Policy prior to detailed design on this option.

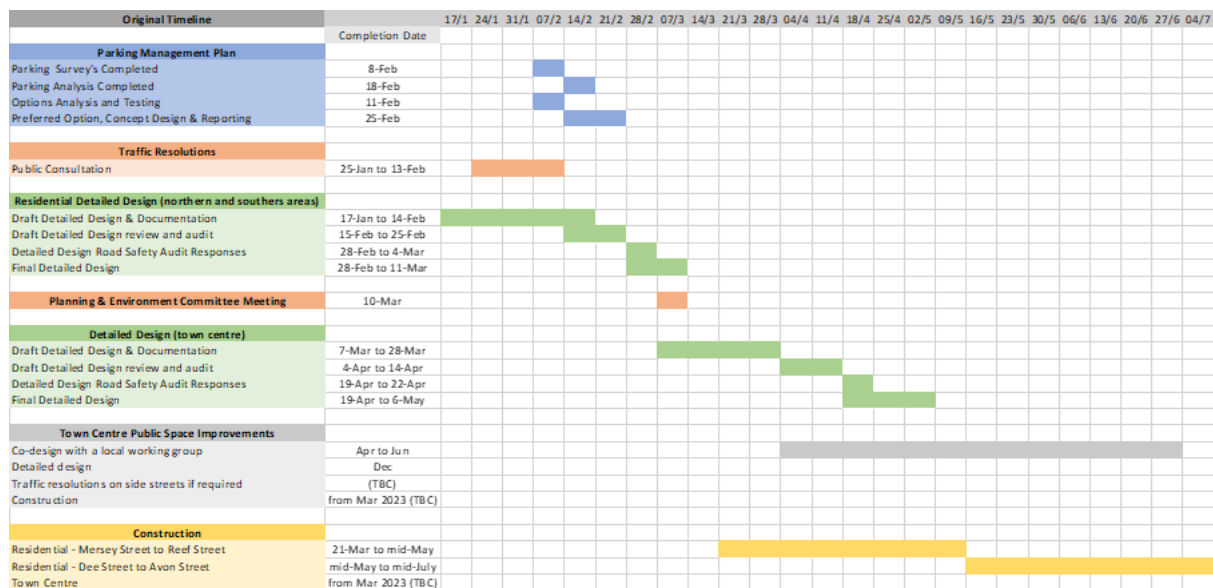
18. Design was progressed up to a point where it could be consulted on via a traffic resolution from January 25, 2022.

### **Kōrerorero | Discussion**

19. The Safety Improvements option selected by Committee on 10 November 2021, will see a range of safety measures implemented along the length of The Parade. These include wider traffic lanes, physically separated bike lanes, clear and consistent road markings, parking adjustments, and new speed humps.
20. Resurfacing the road will address maintenance requirements to preserve the road's integrity and its service life, while providing the characteristics and markings needed for increased road user safety.
21. A Road Safety Audit on the preferred option was conducted between December 2021 and February 2022. Findings from the audit are being addressed in preparation for detailed design.
22. There is a total of 64 time-restricted parking spaces along The Parade – all of which have been preserved or relocated (seven spaces) to nearby side streets.
23. As such, the traffic resolution reflects the Committee's November 10, 2021 resolution to *"...ensure that at least the existing amount and type of time limited parking remains available as close to businesses and community facilities as practical under the new scheme, in line with the Parking Policy" [2(a)iii].*

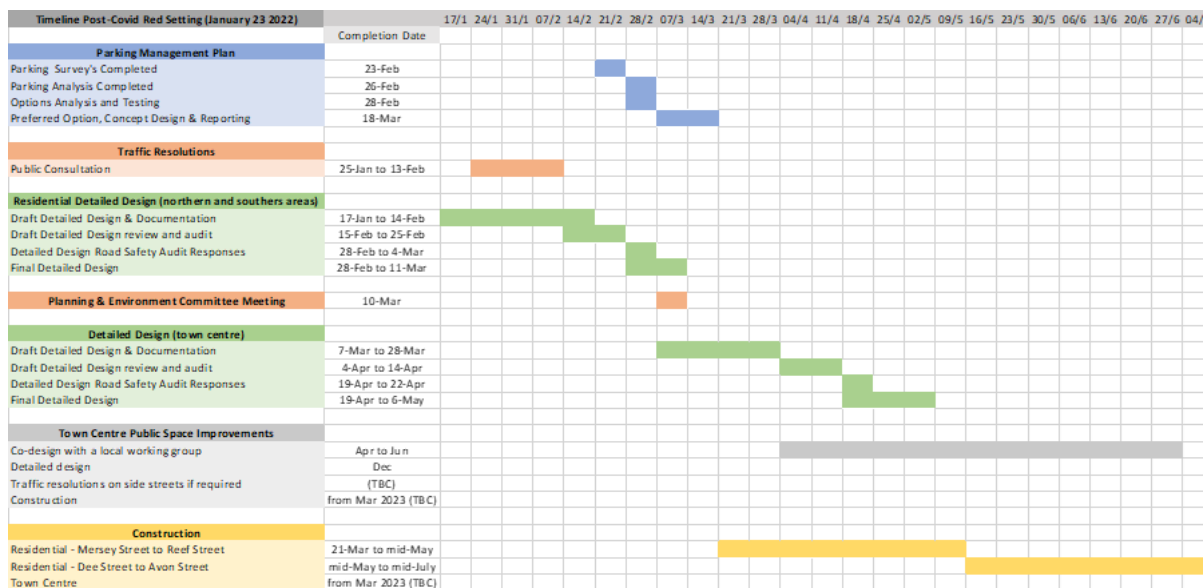
#### Delay to Parking Plan

24. The local Parking Plan was due for completion in early March 2022. The following figure shows the original timeline.



25. On 23 January 2022, New Zealand moved to the Red Setting of the Covid Protection Framework and officers sought independent advice about whether the setting was likely to impact parking patterns.
26. The parking survey to inform the local parking management plan was due for completion on 8 February. However, the independent advice given was that survey results under the Red Setting may not accurately reflect the nature of parking on The Parade. At the same time, and on the growing understanding New Zealand would remain in the Red Setting for some time, officers identified a new date for the parking survey. The new completion date was 23 February, approximately two weeks later than originally scheduled.
27. The postponement of the parking survey has delayed the parking management plan, originally scheduled for completion on 25 February. The draft parking management plan will now be completed on 18 March, approximately three weeks later than originally planned, and finalised by the end of March 2022.





28. At the 10 November 2021 Pūroro Āmua | Planning and Environment Committee meeting, officers had advised that a high quality 2017 parking survey was available and that development in the area had not been so significant as to suggest this was out of date. The concept and detailed design done to date have been developed based on data from this survey.
29. Officers received the updated parking survey data on the 4 March 2022, which confirms little change from the 2017 survey and supports the design decisions made. This updated data will be included in the draft parking management plan under development.
30. The 2022 parking survey results are broadly in line with the results of the 2017 parking survey.

	2017 Weekday	2022 Weekday	2017 Weekend	2022 Weekend
Average Occupancy	59%	71%	54%	55%
<1 hour park	62%	64%	65%	64%
1-2 hour park	10%	12%	10%	14%
2-4 hour park	6%	7%	8%	5%
4+ hour park	21%	17%	16%	17%

Construction

31. Construction is scheduled for the residential sections starting in the southern section from late March through to mid-May 2022. The residential area north of the town centre will be completed from mid-May through to mid-July 2022.



**The Parade Safety Improvements Option 1-D**

- **Northern Residential Area**
  - Dee Street to Avon Street
  - Detailed design completion date 11 March 2022
  - Construction date from mid-May to mid-July
  
- **Town Centre**
  - Avon Street to approx. 100m south of Medway Street
  - Detailed design completion date May 2022
  - Construction date from March 2023
  
- **Southern Residential Area**
  - approx. 100m south of Medway Street to Reef Street
  - Detailed design completion date 11 March 2022
  - Construction date from 21 March to mid-May 2022



- **Town Centre (Public Spaces Improvements)**
  - Avon Street to approx. 100m south of Medway Street
  - Including the Mersey Street shops
  - Co-design process with a local working group from April to June 2022
  - Detailed design completion date December 2022
  - Traffic resolutions on side streets if required
  - Construction from March 2023

32. The town centre changes will be programmed to coincide with the town centre public space upgrade which is scheduled for March 2023.

33. There were a number of submitters who suggested retaining the angle parking in the town centre. This is technically possible but not recommended as it would require reducing the footpath width and businesses outdoor service areas. More detail can be found in Attachment 3.

### **Kōwhiringa | Options**

34. **Option A (recommended)**

Proceed with this Traffic Resolution.

On November 10, 2021, the Pūroro Āmua | Planning and Environment Committee resolved to: *progress with a Safety Improvements option (Option 1-D) integrated with the resurfacing works.*

Proceeding with the Traffic Resolution while finalising the parking management plan will have no material impact on the proposed design of the Parade. It will however provide certainty to the community.

35. **Option B**

Defer this Traffic Resolution until completion of the parking management plan. We will proceed with the resurfacing works however, deferral will delay the implementation of the Safety Improvements in Option 1-D .

There are no benefits to this option given the completion of the parking management plan has no material impact on the proposed design of the Parade.

Impacts of deferral include:

- Lack of certainty for the community.
- Additional cost of approximately \$40,000.
- A further 6 weeks disruption to the community - coming back to complete the safety improvements.
- Uncertainty as to when a construction team could complete the work and the need to reschedule other planned maintenance and construction work to accommodate the delay and re-work.

36. **Option C**

Proceed with the Northern and Southern residential sections of The Parade safety improvements . Defer the traffic resolutions relating to the town centre section until the parking management plan has been completed.

The traffic resolutions for the town centre will then return for decision later in 2022 to Pūroro Hātepe Regulatory Processes Committee.

This option would allow additional time to work through specific changes to parking restrictions with the local business community.

### **Whai whakaaro ki ngā whakataunga | Considerations for decision-making**

#### **Alignment with Council's strategies and policies**

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37. The traffic resolution aligns with Council strategies and policies including the 2021-2031 Long-Term Plan, Cycling Policy, Parking Policy, Te Atakura -First to Zero Low Carbon Capital Plan, Significance and Engagement Policy, Transport Asset Management Plan Summary, and Walking Policy.

### **Engagement and Consultation**

38. From 25 January to 13 February 2022 we consulted with the affected community. Consultation involved online surveys, email notices, a media release, and letter drops to affected residents and businesses.
39. We received 1,197 submissions including 13 submissions from organisations. Additionally 32 oral submissions were heard on 2 March 2022.
40. 55% of submitters lived locally, 7% travelled through the area, 1% owned or managed a business on The Parade, 17% were people who visited friends and/ or businesses in the area and 2% worked in the area.
41. Of the submitters, 13% generally walked or ran along the parade, 6% travelled by bus, 19% were cyclists, 3% drove a commercial vehicles and 57% used a private vehicle.
42. 55% of submitters lived locally, 7% travelled through the area, 1% owned or managed a business on The Parade, 17% were people who visited friends and/ or businesses in the area and 2% worked in the area.
43. Generally, people who provided feedback opposed the proposal. 66% of submitters strongly opposed or opposed and 32% strongly supported or supported the proposal.
44. Perceptions of how important it is to have a connected bike network was mixed, with 44% saying it is very important or important and 40% saying it is of low importance or not important.
45. Comments in opposition were based mainly around how the proposed plan will affect carparking and access to businesses and shared a desire to return to its previous layout.
46. Comments in support thought the implementation of the proposed option would make The Parade safer.
47. The full list of submissions, an engagement report and the oral submission summary is attached.
48. The majority of concerns were around the affect the changes would have on the vibrancy of the town centre and the local businesses.

Theme name	Theme explanation/example
Concern about concrete buffers	Comments concerned with the proposed changes to the concrete buffers. This often related to difficulty exiting vehicles, safety concerns, accessibility concerns, or wasted space.
Concern about impact on/access to businesses	Comments which are concerned that the proposed changes will have a negative impact on business, or comments which mentioned increase difficulty accessing businesses
Concern about loss of carparks	Comments concerned about the reduction in number of parks and/or the conversion to parallel parks
Concern about safety implications of new design	Comments which were concern with the safety implications of the proposed changes
Consider impact on people with mobility/accessibility issues	Expressing concern that the proposed changes do not cater to people with mobility issues, the elderly or children
Divisive issue	Comments mentioning the divisive nature of this area/engagement and impacts on 'the community'
Feedback on engagement/comms	Comments which contained constructive feedback for engagement or communication in relation to the parade
General opposition to the proposed changes	Comments showing general opposition for the proposed changes. This includes comments about the proposal being 'a waste of money' or 'other areas/issues are more important'
General support for the proposed changes	Comments showing general support for the proposed changes
Good for health	Comments proposing that this cycle way would have result in good health outcomes
Good for the environment	Comments proposing that this cycle way would have result for the environment, or lead to mode shift
Improve/change public transport	Comments expressing the need for public transport specific improvements (eg bus routes, timing etc)
Just get on with it	Comments that expressed the need for WCC to go faster, and make changes quicker
Lack of clear rationale/data	Comments proposing that there is insufficient rationale or data provided by the WCC to justify proposed changes

Theme name	Theme explanation/example
Leave it as it is	Comments proposing that The Parade should be left as it is
Mention of MRT	Comments that mentioned that MRT should be factored into decision making
Motorist or cyclist behaviour change needed	Comments that express concerns with motorist or cyclist behaviour. Also includes comments which advocate for new regulations/comms related to changing behaviour
NA	Not applicable answers (eg no comment/NA)
Only benefits cyclists	Comments proposing that the changes will only benefit cyclists. Also includes comments which advocate, listening to the majority, or decisions should reflect the needs of the area.
Other	Comments that are niche, miscellaneous, and/or unrelated to the proposal
Return it to how it was previously	Comments proposing that The Parade should be returned to it's previous state, or that carparks should be located next to the sidewalk
Scope of changes could be greater	Comments advocating for more changes, or the changes to be more bold
Specific design feedback	Comments that contain specific design feedback to improve the proposed changes
This will be good for business	Comments proposing that the changes will have a positive impact on businesses
This will connect the parade/network	Comments which mentioned the benefits (or need to) connect the bike network, and/or to have bike access through the parade
This will make it safer	Comments advocating that the proposed changes will have a positive impact on safety
Use alternative street for cyclelane	Comments advocating that the cycle lane should go down an alternative route instead of The Parade (eg Clyde st)
WCC does not listen	Comments proposing that WCC does not listen to/seek feedback, or that engagement is not genuine

49. Comments in support, thought the implementation of the proposed option would make The Parade safer.
50. Comments in opposition relate to the effects on carparking, access to businesses and a desire to return The Parade to its previous layout.
51. Where practicable and within project objectives, Officers are working with submitters to mitigate their concerns.

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52. Officers have also offered to work directly with impacted businesses, and at this stage the offer to meet has been taken up by eight business, or representatives of businesses.

### **Implications for Māori**

53. Planned upgrades for The Parade are made with overall community interest in mind, where a varied range of road users will benefit from improved safety, accessibility, and multi-modal transport choices.

### **Financial implications**

54. Funding for The Parade upgrade has been allocated in the Council's 2021-2031 Long-term Plan. Funding subsidies from Waka Kotahi NZ Transport Agency are currently unavailable.

### **Legal considerations**

55. The traffic resolution process complies with the Traffic and Parking Bylaw 2021

### **Risks and mitigations**

56. Covid continues to be a key delivery risk. If approved, changes will be delivered on a very tight schedule.
57. This is our most important deliverable and will be prioritised over other maintenance and renewal works.
58. In addition, this work has been prioritised by our contractors. Our contractors are actively managing the risk of widespread infection and its impact on their workforce, but the labour pool is already under-resourced.
59. Resurfacing is high priority safety work and weather dependent. Post-March there is a risk of treatment failure as temperatures drop.
60. Given the Council decision to delay this maintenance work to the latest possible date for coordinated timing with proposed safety improvements, there is no float available to delay resurfacing any further. If safety improvements are postponed, new line markings will be blacked out and re-drawn according to approved changes, and at additional cost.
61. Disruption to businesses and residents during works will be managed through early notification and discussion with businesses. We will also provide allowance through our traffic management processes to allow for carparking were possible to alleviate the impact to businesses.

### **Disability and accessibility impact**

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62. The proposed upgrades to The Parade are being made with improved safety in mind. Physical improvements to the road surface, road markings, physical works, and other design changes should improve the overall experience for all users of this area.
  63. Separated bike lanes from vehicle lanes and footpaths add a layer of security by reducing the probability of conflict between different road users.
  64. Wider bike lanes for mobility bikes, and consistent buffer space between cyclists and parked vehicles will decrease the occurrence of conflict between people on bikes and vehicles as well as preventing parked vehicles from blocking the bike lane.
  65. All existing accessible parking spaces on The Parade will be retained.

### **Climate Change impact and considerations**

66. We need to move more people with fewer vehicles in Wellington, especially at peak travel times. The Council's ongoing development of the transport network is to encourage the use of public transport, walking, riding bikes rather than the private car and therefore reduce greenhouse gas emissions.
67. This proposal looks to make cycling a viable transport alternative by improving safety for people on bikes.

### **Communications Plan**

68. See Engagement/Consultation attachments.

### **Health and Safety Impact considered**

69. We have considered the safety impacts of these proposals with the aim to improve safety of all road users.

### **Ngā mahinga e whai ake nei | Next actions**

70. Should the traffic resolution be approved by Committee, Council officers will proceed with
  - development of engineering design drawings and other technical documents
  - coordination of contractor resources,
  - various other pre-implementation activities
71. Early changes are expected to be implemented from late-March 2022.
72. It is currently expected to take up to four months to complete the physical construction works for the residential areas, but this could be delayed due to the impacts of Covid on the workforce.
73. Specific requests are being analysed and may require further investigation by Officers. These will be considered on an individual basis.

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**Attachments**

- Attachment 1. Traffic Resolution - TR20-22 The Parade, Island Bay – Safety Improvements 18 January 2022
- Attachment 2. Island Bay Final Engagement Report 22 February 2022
- Attachment 3. The Parade Safety Improvements Plan
- Attachment 4. Island Bay Submitter Theme Responses
- Attachment 5. The Parade - Summary of Oral Submissions



# We are proposing a change in your area

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

## Proposal:

Reference	TR20-22 The Parade, Island Bay – Safety Improvements
<b>What we'd like to do</b>	<p>Resurfacing maintenance is scheduled to take place on The Parade between Mersey Street and Reef Street in early 2022.</p> <p>In the Pūroro Āmua – Planning and Environment Committee meeting on 10 November 2021, Council resolved to progress with the resurfacing works and to take the opportunity to do some additional safety improvements along the entire length of The Parade (between Dee Street and Reef Street). As part of these works, they also resolved to include separated bike lanes through the Island Bay town centre. These changes will provide safety improvements for all road users on The Parade and improve consistency and clarity of the road layout.</p> <p>The improvements will help achieve the Bike Network and Love the Bay objectives, which were developed in collaboration with the community to shape the design brief for The Parade. The objectives are:</p> <ul style="list-style-type: none"><li>• The Parade is safe for all users</li><li>• The layout is intuitive and easy to understand</li><li>• The Parade accommodates all current and future users</li><li>• The visual environment is cohesive and clean</li><li>• Central Island Bay is a pleasant and welcoming environment</li></ul> <p>We are also planning improvements to the look and feel of the main shopping area. We expect to start talking with the community from early 2022 about the possible options such as planting, new seats and art that would also be consistent with the Love the Bay objectives.</p> <p>To improve safety on The Parade and help work toward these objectives, we are proposing to:</p> <ul style="list-style-type: none"><li>• Widen the traffic lanes through the residential areas from 3m to 3.2m</li><li>• Widen the buffer space between the bike lanes and the on-street parking and install physical separators to:<ul style="list-style-type: none"><li>– Provide physical protection for people on bikes, and</li><li>– Give people a raised, separated space to use when entering and exiting parked cars</li></ul></li><li>• Adjust on-street parking through the residential areas as follows:</li></ul>

# We are proposing a change in your area

	<ul style="list-style-type: none"> <li>– Provide a 3m parking setback at driveways to improve safety and visibility</li> <li>– Remove parking where space is constrained between kerbs to provide safe widths for motor vehicle and bike lanes</li> <li>– Remove individual car park markings to provide more parking flexibility</li> <li>• Provide clear and consistent pavement markings across intersections to improve clarity for all users along The Parade</li> <li>• Install separated bike lanes through the town centre</li> <li>• Make adjustments to the traffic calming in the town centre through measures such as raised tables, kerb buildouts, and dual crossings across side roads for pedestrians and people on bikes</li> <li>• Change the angled parking in the town centre to parallel parking</li> </ul>
<b>Why we are proposing the change</b>	<p>Since completion of the bike lanes along The Parade in 2016, there has been concern from residents that the layout is confusing and unsafe. Some of the key concerns that have been raised by the community include the following:</p> <ul style="list-style-type: none"> <li>• The layout is inconsistent and confusing, particularly at intersections and transitions to and from the bike lanes</li> <li>• The traffic lanes are narrow, making it difficult for motor vehicles to safely manoeuvre</li> <li>• There is a lack of intervisibility between people on bikes and people driving, particularly at driveways and intersections</li> <li>• People park cars in the bike lane car-door buffer zones</li> <li>• There is a lack of visibility and designated space for people on bikes at transitions from the bike lane</li> <li>• The kerbside bike lanes make it harder for vehicle passengers to exit from parked cars and cross the bike lane to the footpath</li> </ul>
<b>Location – where we propose to make the change</b>	The length of The Parade, Island Bay, between the intersections with Dee Street and Reef Street
<b>Impact</b>	<ul style="list-style-type: none"> <li>• Improves safety and accessibility for people on bikes</li> <li>• General improvements to public safety by reducing vehicle impediment and increasing driver visibility</li> <li>• Net parking impact – removal of approximately 80 to 100 parking spaces</li> <li>• Pedestrian impact – improves visibility when crossing roads and driveways, and improved safety when exiting vehicles and crossing the bike lanes</li> <li>• Annual parking revenue impact – no change</li> </ul>
<b>How this relates to the Council’s strategic direction, including the parking policy</b>	<ul style="list-style-type: none"> <li>• Support shift in type of transport used in accordance with Council’s transport hierarchy – facilitate a shift to using active (e.g. walking and cycling) and public transport through parking management and pricing, with the aim to move more people using fewer vehicles</li> </ul>

# We are proposing a change in your area

	<ul style="list-style-type: none"> <li>• Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles</li> <li>• Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, good urban design outcomes and attractive streetscapes.</li> <li>• Support the move to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions.</li> </ul>
<b>Additional Information</b>	<ul style="list-style-type: none"> <li>• Average daily traffic count – 6,300 to 11,200 vehicles per day (varies along the length of The Parade)</li> <li>• Average daily bike count – 380 to 450 bike trips per day</li> <li>• To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9am Tuesday 25 January 2022 at <a href="http://www.transportprojects.org.nz/the-parade/">www.transportprojects.org.nz/the-parade/</a> or you can call (04) 499 4444 and we will send one out to you.</li> </ul>
<b>Feedback</b>	<ul style="list-style-type: none"> <li>• If you would like to provide us with specific feedback, you can do so by filling out an online submission form, downloading a printable submission form on <a href="http://www.transportprojects.org.nz/the-parade/">www.transportprojects.org.nz/the-parade/</a> or emailing us at <a href="mailto:theparade@wcc.govt.nz">theparade@wcc.govt.nz</a>.</li> </ul> <p><b>Please note: if you are giving feedback, the consultation period opens 9am Tuesday 25 January 2022 and finishes 5pm Sunday 13 February 2022.</b></p> <ul style="list-style-type: none"> <li>• What we do with your personal information: All submissions (including name, but not contact details) are provided in their entirety to elected members and made available to the public at our office and on our website. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.</li> </ul>
<b>Next Steps</b>	<ol style="list-style-type: none"> <li>1. Feedback collated by Monday 14 February 2022.</li> <li>2. The proposal will go to the Planning &amp; Environment Committee on Thursday 10 March 2022.</li> <li>3. If approved, installation of the proposal will begin within the following three months.</li> </ol>

# We are proposing a change in your area

## Legal Description:

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

Column One	Column Two	Column Three
<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 141 metres north of its intersection with Medway Street (Grid coordinates x = 1748381.8m, y = 5422561.6m), and extending in a northerly direction following the western kerbline for 17 metres. (3 parallel parking spaces)</i>
<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 14 metres from its intersection with Medway Street and extending in a northerly direction following the western kerbline for 13 metres</i>
<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 50.5 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 20.5 metres.</i>
<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 78.5 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 13 metres.</i>
<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 97 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 4 metres.</i>
<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 105.5 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 17 metres.</i>
<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 127.5 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 18 metres.</i>
<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 47.5 metres from its intersection with Medway Street and extending in a northerly direction following the western kerbline for 60 metres.</i>
<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 14 metres from its intersection with Medway Street and extending in a northerly direction following the western kerbline for 13 metres</i>

# We are proposing a change in your area

<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	East side, commencing 33.1 metres south of the northern kerb line of Medway Street (Grid coordinates x= 1748391.4m y= 5422528.0m), and extending in a southerly direction for 12.2 metres.
<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	East side, commencing 33.1 metres south of the northern kerb line of Medway Street (Grid coordinates x= 1748391.4m y= 5422528.0m), and extending in a southerly direction for 12.2 metres.
<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	East side, commencing 59.9 metres south of the northern kerb line of Medway Street (Grid coordinates x= 1748388.8m y= 5422501.5 m), and extending in a southerly direction for 19.5 metres.
<b>Medway Street</b>	<i>P60, Monday to Sunday, 8:00am - 6:00pm</i>	South side, commencing 19 metres west of its intersection with The Parade (Grid coordinates x=1748380.6 m, y=5422546.2 m), and extending in a westerly direction following the southern kerb line for 12.5 metres (4 angled vehicle parks).
<b>Medway Street</b>	<i>P60, Monday to Sunday, 8:00am - 6:00pm</i>	North side, commencing 21 metres west of its intersection with The Parade (Grid coordinates x=1748381.4 m, y=5422559.7m), and extending in a westerly direction following the northern kerbline for 11 metres.
<b>The Parade</b>	<i>P10, at all times</i>	<i>East side, commencing 12 metres south the southern kerb line of Mersey Street (Grid coordinates x= 1748320.9m y= 5422266.7m), and extending in a southerly direction for 5 metres.</i>
<b>The Parade</b>	<i>P10, at all times</i>	<i>West side, commencing 36.7 metres south the southern kerb line of Mersey Street (Grid coordinates X=1748301.6 Y=5422248.0m), and extending in a southerly direction for 5 metres.</i>
<b>The Parade</b>	<i>P20, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 52 metres north of its intersection with Reef Street and extending in a northerly direction following the eastern kerbline for 9.5 metres.</i>
<b>The Parade</b>	<i>P120, Monday to Sunday, 8:00am - 8:00pm</i>	<i>East side, commencing 18.8 metres north the northern kerb line of Reef Street (Grid coordinates X=1748128.8m Y=5421683.7m), and extending in a northerly direction for 43.2 metres.</i>

# We are proposing a change in your area

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

Column One	Column Two	Column Three
<b>The Parade</b>	Mobility parking, Displaying an Operation Mobility Permit Only, At All Times	East side, commencing 132 metres from its intersection with Tamar Street (Grid coordinates x= 1748435.6 m, y= 5422940.4 m), and extending in a southerly direction following the eastern kerbline for 6 metres.
<b>The Parade</b>	Bus stop, at all times	West side, commencing 24.5 metres from its intersection with Medway Street and extending in a northerly direction following the western kerbline for 13 metres.
<b>The Parade</b>	Bus stop, at all times	East side, commencing 145.5 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 20.5 metres.
<b>The Parade</b>	Bus stop, at all times	West side, commencing 19.9 metres north of the northern kerb line of Mersey Street (Grid coordinates x= 1748323.9m y= 5422316.1m) and extending in a northerly direction for 14 metres.
<b>The Parade</b>	Mobility parking, vehicles displaying an operation mobility card only, P60 Monday to Saturday, 8:00am - 6:00pm	West side, commencing 27 metres from its intersection with Medway Street and extending in a northerly direction for 4 metres
<b>The Parade</b>	P60, Monday to Saturday, 8am to 6pm, Vehicles Displaying an Operational Mobility Permit Only	East side, commencing 44.8 metres south of the northern kerb line of Medway Street (Grid coordinates x= 1748390.3m y= 5422515.9m) and extending in a southerly direction for 5 metres.
<b>Medway Street</b>	Taxi Stand	North side, commencing 9.5 metres west of its intersection with The Parade (Grid coordinates x=1748381.4 m, y=5422559.7m), and extending in a westerly direction following the northern kerbline for 11.5 metres.

# We are proposing a change in your area

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

Column One	Column Two	Column Three
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West Side, commencing 22.1 metres North from its intersection with Tamar Street (Grid Co-Ordinates X=1,748,422.14 Y=5,422,965.38) and extending north for 5 metres along the western street line.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 11.1 metres south of its intersection with Dee Street (Grid coordinates X=1,748,443.7m Y=5,423,178.5m), and extending in a southerly direction for 5 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 56 metres south from its intersection with Mersey Street (Grid coordinates x=1,748,324.81m y=5,422,279.3m) and extending in a southerly direction following the eastern kerb line for 6 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 55.26 metres north of its intersection with Humber Street (Grid coordinates x=1748198.11m, y=5421934.38m) and extending in a northerly direction following the western kerb line for 6 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 262 metres south of its intersection with Humber Street and extending in a southerly direction following the western kerbline for 4 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 269.5 metres south of its intersection with Humber Street and extending in a southerly direction following the western kerbline for 19.5 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 43.5 metres south of the southern kerb line of Humber Street (Grid coordinates X=1748184.2m Y=5421882.5m), and extending in a northerly direction for 8.9 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 20.6 metres south of the southern kerb line of Humber Street (Grid coordinates X=1748191.0m Y=5421903.6m), and extending in a northerly direction for 20.6 metres.</i>

## We are proposing a change in your area

<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 3.7 metres north of the northern kerb line of Reef Street (Grid coordinates X=1748110.7m Y=5421673.5m) and extending in a northerly direction for 2.8 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 20.5 metres north of the northern kerb line of Reef Street (Grid coordinates X=1748118.4m Y=5421688.5m), and extending in a northerly direction for 18 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>North side, commencing 2.5 metres north of its intersection with The Parade and extending in an easterly direction following the eastern kerbline for 6.5 metres.</i>
<b>Humber Street</b>	<i>No stopping, at all times</i>	<i>South side, commencing 1.5 metres east of its intersection with The Parade and extending in an easterly direction following the southern kerbline for 5.5 metres.</i>
<b>Medway Street</b>	<i>No stopping, at all times</i>	<i>South side, commencing from its intersection with The Parade and extending in a westerly direction following the southern kerbline for 14.5 metres.</i>
<b>Medway Street</b>	<i>No stopping, at all times</i>	<i>North side, commencing from its intersection with The Parade and extending in a westerly direction following the northern kerbline for 9.5 metres.</i>
<b>Avon Street</b>	<i>No stopping, at all times</i>	<i>North side, commencing from its intersection with The Parade (Grid coordinates x= 1748409.1 m, y= 5422715.3 m), and extending in an easterly direction following the northern kerbline for 7.5 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 71 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 7.5 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 91.5 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 6.5 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 101 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 4.5 metres.</i>



# We are proposing a change in your area

<b>The Parade</b>	No stopping, at all times	East side, commencing 122.5 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 5 metres.
<b>The Parade</b>	No stopping, at all times	West side, commencing 131.5 metres north of its intersection with Medway Street, (Grid coordinates x = 1748381.8m, y = 5422561.6m), and extending in a northerly direction following the western kerbline for 9.5 metres.
<b>Reef Street</b>	No stopping, at all times	North side commencing at a prolonged eastern kerb line of The Parade (Grid Coordinates x= 1748128.4m, y= 5421662.1m) and extending in an easterly direction following the northern kerb line for 10 metres
<b>Tamar Street</b>	No stopping, at all times	North side, commencing 2.5 metres north of its intersection with The Parade and extending in an easterly direction following the eastern kerbline for 6.5 metres.

## Delete from Schedule H (Pedestrian Crossings) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<b>The Parade</b>	Pedestrian crossing	Commencing 40.5 metres south of the southern kerb line of Avon Street (Grid coordinates x= 1748403.7m y= 54226654.0m).
<b>The Parade</b>	Pedestrian crossing	Commencing 16.2 metres south of the northern kerb line of Medway Street (Grid coordinates x= 1748383.5m y= 5422544.7m).

## Delete from Schedule I (Cycle Lanes) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<b>The Parade</b>	Cycle lane	East side, commencing 19.3m north of the northern kerb line of Dover Street (Grid coordinates x= 1748489.8m y= 5423310.5m) and extending in a southerly direction for 603 metres.

# We are proposing a change in your area

<b>The Parade</b>	Cycle lane	East side, commencing 7.7 metres south of the northern kerb line Medway Street (Grid coordinates x= 1748394.0m y=5422553.0m) and extending in a southerly direction for 930 metres.
<b>The Parade</b>	Cycle lane	West side, commencing 12.3 metres north of the northern kerb line of Avon Street (Grid coordinates x= 1748399.0m, y=5422726.7m) and extending in a northerly direction for 575 metres.
<b>The Parade</b>	Cycle lane	West side, commencing 24.4 metres north of the northern kerb line Reef Street (Grid coordinates x= 1748118.7m y=5421692.9m) and extending in a northerly direction for 930 metres.

## Add to Schedule A (Time Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<b>The Parade</b>	P60, Monday to Saturday, 8:00am - 6:00pm	West side, commencing 218 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 22.4 metres.
<b>The Parade</b>	P60, Monday to Saturday, 8:00am - 6:00pm	West side, commencing 253.5 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 14.9 metres.
<b>The Parade</b>	P60, Monday to Saturday, 8:00am - 6:00pm	West side, commencing 287 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 57.1 metres.
<b>The Parade</b>	P60, Monday to Saturday, 8:00am - 6:00pm	East side, commencing 10.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 15.6 metres.

# We are proposing a change in your area

<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 49.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 13.1 metres.</i>
<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 72 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 10.2 metres.</i>
<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 100.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 12.8 metres.</i>
<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 147 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 9.6 metres.</i>
<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 173.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 7 metres.</i>
<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 209.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 5 metres.</i>
<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 223.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 5.5 metres.</i>

# We are proposing a change in your area

<b>Medway Street</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>North side, commencing 32.5 metres west of its intersection with The Parade (Grid Coordinates X = 1748385.964m, Y = 5422557.899m and extending in a westerly direction following the northern kerbline for 5 metres.</i>
<b>Medway Street</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>South side, commencing 20.5 metres west of its intersection with The Parade (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a westerly direction following the southern kerbline for 18.8 metres.</i>
<b>Medway Street</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>South side, commencing 44.5 metres west of its intersection with The Parade (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a westerly direction following the southern kerbline for 7.8 metres.</i>
<b>Medway Street</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>South side, commencing 59 metres west of its intersection with The Parade (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a westerly direction following the southern kerbline for 5.4 metres.</i>
<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 42 metres south of its intersection with Medway Street (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a southerly direction following the western kerbline for 7.3 metres.</i>
<b>The Parade</b>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 73 metres south of its intersection with Medway Street (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a southerly direction following the western kerbline for 5.1 metres.</i>
<b>The Parade</b>	<i>P10, at all times</i>	<i>East side, commencing 10 metres south of its intersection with Mersey Street (Grid Coordinates X = 1748324.738m, Y = 5422280.892m and extending in a southerly direction following the eastern kerbline for 10.1 metres.</i>

# We are proposing a change in your area

<b>The Parade</b>	<i>P20, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 47 metres south of its intersection with Trent Street (Grid Coordinates X = 1748207.265m, Y = 5421920.346m and extending in a southerly direction following the eastern kerbline for 5 metres.</i>
<b>The Parade</b>	<i>P120, Monday to Sunday, 8:00am - 8:00pm</i>	<i>East side, commencing 60.5 metres south of its intersection with Trent Street (Grid Coordinates X = 1748207.265m, Y = 5421920.346m and extending in a southerly direction following the eastern kerbline for 17.6 metres.</i>
<b>Reef Street</b>	<i>P120, Monday to Sunday, 8:00am - 8:00pm</i>	<i>North side, commencing 6 metres east of its intersection with The Parade (Grid Coordinates X = 1748123.42m, Y = 5421664.377m and extending in an easterly direction following the northern kerbline for 5.7 metres.</i>

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>The Parade</b>	<i>Bus stop, at all times</i>	<i>West side, commencing 346 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 15 metres.</i>
<b>The Parade</b>	<i>Mobility parking, at all times, displaying an operation mobility permit only</i>	<i>East side, commencing 131.5 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748433.764m, Y = 5422940.831m and extending in a southerly direction following the eastern kerbline for 7.8 metres.</i>
<b>The Parade</b>	<i>Bus stop, at all times</i>	<i>East side, commencing 121.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 15 metres.</i>
<b>The Parade</b>	<i>Mobility parking, at all times, displaying an operation mobility permit only</i>	<i>East side, commencing 180.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a</i>

# We are proposing a change in your area

		southerly direction following the eastern kerbline for 15.7 metres.
<b>Medway Street</b>	Mobility parking, displaying an operation mobility permit only, P60 Monday to Saturday, 8:00am - 6:00pm	North side, commencing 14 metres west of its intersection with The Parade (Grid Coordinates X = 1748385.964m, Y = 5422557.899m and extending in a westerly direction following the northern kerbline for 7.8 metres.
<b>Medway Street</b>	Taxi stand, at all times	North side, commencing 21.5 metres west of its intersection with The Parade (Grid Coordinates X = 1748385.964m, Y = 5422557.899m and extending in a westerly direction following the northern kerbline for 11 metres.
<b>The Parade</b>	Bus stop, at all times	West side, commencing 229.5 metres south of its intersection with Medway Street (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a southerly direction following the western kerbline for 15 metres.

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

Column One	Column Two	Column Three
<b>Dee Street</b>	No stopping, at all times	South side, commencing at its intersection with The Parade (Grid Coordinates X = 1748443.863m, Y = 5423178.699m and extending in a westerly direction following the southern kerbline for 9.3 metres.
<b>Dee Street</b>	No stopping, at all times	South side, commencing at its intersection with The Parade (Grid Coordinates X = 1748458.062m, Y = 5423178.59m and extending in an easterly direction following the southern kerbline for 12.9 metres.
<b>The Parade</b>	No stopping, at all times	West side, commencing at its intersection with Dee Street (Grid Coordinates X = 1748443.863m, Y = 5423178.699m and extending in a southerly direction following the western kerbline for 57.3 metres.

# We are proposing a change in your area

<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 63 metres south of its intersection with Dee Street (Grid Coordinates X = 1748443.863m, Y = 5423178.699m and extending in a southerly direction following the western kerbline for 22.5 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 96.5 metres south of its intersection with Dee Street (Grid Coordinates X = 1748443.863m, Y = 5423178.699m and extending in a southerly direction following the western kerbline for 63.7 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 172 metres south of its intersection with Dee Street (Grid Coordinates X = 1748443.863m, Y = 5423178.699m and extending in a southerly direction following the western kerbline for 55.8 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing at its intersection with Dee Street (Grid Coordinates X = 1748458.062m, Y = 5423178.59m and extending in a southerly direction following the eastern kerbline for 21.3 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 33 metres south of its intersection with Dee Street (Grid Coordinates X = 1748458.062m, Y = 5423178.59m and extending in a southerly direction following the eastern kerbline for 39.3 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 82 metres south of its intersection with Dee Street (Grid Coordinates X = 1748458.062m, Y = 5423178.59m and extending in a southerly direction following the eastern kerbline for 8.9 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 96 metres south of its intersection with Dee Street (Grid Coordinates X = 1748458.062m, Y = 5423178.59m and extending in a southerly direction following the eastern kerbline for 46.4 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 153 metres south of its intersection with Dee Street (Grid Coordinates X = 1748458.062m, Y = 5423178.59m and extending in a southerly direction following the eastern kerbline for 24.6 metres.</i>

# We are proposing a change in your area

<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 190.5 metres south of its intersection with Dee Street (Grid Coordinates X = 1748458.062m, Y = 5423178.59m and extending in a southerly direction following the eastern kerbline for 38 metres.</i>
<b>Tamar Street</b>	<i>No stopping, at all times</i>	<i>North side, commencing at its intersection with The Parade (Grid Coordinates X = 1748421.519m, Y = 5422952.223m and extending in a westerly direction following the northern kerbline for 6.6 metres.</i>
<b>Tamar Street</b>	<i>No stopping, at all times</i>	<i>North side, commencing at its intersection with The Parade (Grid Coordinates X = 1748436.727m, Y = 5422951.058m and extending in an easterly direction following the northern kerbline for 8.6 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing at its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 30.6 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 71 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 19.6 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 97.5 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 33.3 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 144 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 12.2 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 161.5 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 56.6 metres.</i>



# We are proposing a change in your area

<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 240.5 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 12.9 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 268 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 18.7 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 344 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 1.9 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 361 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748421.374m, Y = 5422942.657m and extending in a southerly direction following the western kerbline for 25.6 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing at its intersection with Tamar Street (Grid Coordinates X = 1748433.764m, Y = 5422940.831m and extending in a southerly direction following the eastern kerbline for 26.2 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 31 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748433.764m, Y = 5422940.831m and extending in a southerly direction following the eastern kerbline for 11.1 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 59 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748433.764m, Y = 5422940.831m and extending in a southerly direction following the eastern kerbline for 17.4 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 85 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748433.764m, Y = 5422940.831m and extending in a southerly direction following the eastern kerbline for 46.3 metres.</i>

# We are proposing a change in your area

<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 139 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748433.764m, Y = 5422940.831m and extending in a southerly direction following the eastern kerbline for 33.6 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 186.5 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748433.764m, Y = 5422940.831m and extending in a southerly direction following the eastern kerbline for 19.2 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 213 metres south of its intersection with Tamar Street (Grid Coordinates X = 1748433.764m, Y = 5422940.831m and extending in a southerly direction following the eastern kerbline for 15 metres.</i>
<b>Avon Street</b>	<i>No stopping, at all times</i>	<i>North side, commencing at its intersection with The Parade (Grid Coordinates X = 1748408.604m, Y = 5422714.063m and extending in an easterly direction following the northern kerbline for 10.1 metres.</i>
<b>Avon Street</b>	<i>No stopping, at all times</i>	<i>South side, commencing at its intersection with The Parade (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in an easterly direction following the southern kerbline for 13.2 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing at its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 10.6 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 26 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 23.2 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 62.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 9.6 metres.</i>

# We are proposing a change in your area

<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 82.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 18 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 113 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 8.2 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 136.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 10.8 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 156.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 16.6 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 196 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 13.5 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 214.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 9.2 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 229 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 21.7 metres.</i>

# We are proposing a change in your area

<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 261.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 16.2 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 284 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 9 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 300 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 8.6 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 314 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 39.5 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 359.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 8.7 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 386.5 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m and extending in a southerly direction following the eastern kerbline for 42.7 metres.</i>
<b>Medway Street</b>	<i>No stopping, at all times</i>	<i>North side, commencing at its intersection with The Parade (Grid Coordinates X = 1748385.964m, Y = 5422557.899m and extending in a westerly direction following the northern kerbline for 13.8 metres.</i>
<b>Medway Street</b>	<i>No stopping, at all times</i>	<i>South side, commencing at its intersection with The Parade (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a westerly direction following the southern kerbline for 20.4 metres.</i>

# We are proposing a change in your area

<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing at its intersection with Medway Street (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a southerly direction following the western kerbline for 42 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 49.5 metres south of its intersection with Medway Street (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a southerly direction following the western kerbline for 23.5 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 78 metres south of its intersection with Medway Street (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a southerly direction following the western kerbline for 151.8 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 244.5 metres south of its intersection with Medway Street (Grid Coordinates X = 1748385.417m, Y = 5422550.92m and extending in a southerly direction following the western kerbline for 22.2 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 21 metres south of its intersection with Mersey Street (Grid Coordinates X = 1748312.864m, Y = 5422283.728m and extending in a southerly direction following the western kerbline for 33.6 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 61.5 metres south of its intersection with Mersey Street (Grid Coordinates X = 1748312.864m, Y = 5422283.728m and extending in a southerly direction following the western kerbline for 24.2 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 90.5 metres south of its intersection with Mersey Street (Grid Coordinates X = 1748312.864m, Y = 5422283.728m and extending in a southerly direction following the western kerbline for 10.3 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 106 metres south of its intersection with Mersey Street (Grid Coordinates X = 1748312.864m, Y = 5422283.728m and extending in a southerly direction following the western kerbline for 9.1 metres.</i>

## We are proposing a change in your area

<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 121 metres south of its intersection with Mersey Street (Grid Coordinates X = 1748312.864m, Y = 5422283.728m and extending in a southerly direction following the western kerbline for 10.5 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 136.5 metres south of its intersection with Mersey Street (Grid Coordinates X = 1748312.864m, Y = 5422283.728m and extending in a southerly direction following the western kerbline for 12.1 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 163.5 metres south of its intersection with Mersey Street (Grid Coordinates X = 1748312.864m, Y = 5422283.728m and extending in a southerly direction following the western kerbline for 16 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 219.5 metres south of its intersection with Mersey Street (Grid Coordinates X = 1748312.864m, Y = 5422283.728m and extending in a southerly direction following the western kerbline for 31.1 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 257.5 metres south of its intersection with Mersey Street (Grid Coordinates X = 1748312.864m, Y = 5422283.728m and extending in a southerly direction following the western kerbline for 9 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 287.5 metres south of its intersection with Mersey Street (Grid Coordinates X = 1748312.864m, Y = 5422283.728m and extending in a southerly direction following the western kerbline for 11.2 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 305.5 metres south of its intersection with Mersey Street (Grid Coordinates X = 1748312.864m, Y = 5422283.728m and extending in a southerly direction following the western kerbline for 35.6 metres.</i>

## We are proposing a change in your area

<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 350.5 metres south of its intersection with Mersey Street (Grid Coordinates X = 1748312.864m, Y = 5422283.728m and extending in a southerly direction following the western kerbline for 16.7 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing at its intersection with Mersey Street (Grid Coordinates X = 1748324.738m, Y = 5422280.892m and extending in a southerly direction following the eastern kerbline for 9.8 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 20 metres south of its intersection with Mersey Street (Grid Coordinates X = 1748324.738m, Y = 5422280.892m and extending in a southerly direction following the eastern kerbline for 14.7 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 48 metres south of its intersection with Mersey Street (Grid Coordinates X = 1748324.738m, Y = 5422280.892m and extending in a southerly direction following the eastern kerbline for 321.2 metres.</i>
<b>Humber Street</b>	<i>No stopping, at all times</i>	<i>North side, commencing at its intersection with The Parade (Grid Coordinates X = 1748211.569m, Y = 5421929.348m and extending in an easterly direction following the northern kerbline for 6.7 metres.</i>
<b>Humber Street</b>	<i>No stopping, at all times</i>	<i>South side, commencing at its intersection with The Parade (Grid Coordinates X = 1748195.191m, Y = 5421924.611m and extending in a westerly direction following the southern kerbline for 13.4 metres.</i>
<b>Humber Street</b>	<i>No stopping, at all times</i>	<i>South side, commencing at its intersection with The Parade (Grid Coordinates X = 1748207.265m, Y = 5421920.346m and extending in an easterly direction following the southern kerbline for 8 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing at its intersection with Humber Street (Grid Coordinates X = 1748195.191m, Y = 5421924.611m and extending in a southerly direction following the western kerbline for 21.4 metres.</i>

## We are proposing a change in your area

<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 35 metres south of its intersection with Humber Street (Grid Coordinates X = 1748195.191m, Y = 5421924.611m and extending in a southerly direction following the western kerbline for 20.1 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 65 metres south of its intersection with Humber Street (Grid Coordinates X = 1748195.191m, Y = 5421924.611m and extending in a southerly direction following the western kerbline for 29.7 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 113 metres south of its intersection with Humber Street (Grid Coordinates X = 1748195.191m, Y = 5421924.611m and extending in a southerly direction following the western kerbline for 36.9 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 161 metres south of its intersection with Humber Street (Grid Coordinates X = 1748195.191m, Y = 5421924.611m and extending in a southerly direction following the western kerbline for 19.4 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 186.5 metres south of its intersection with Humber Street (Grid Coordinates X = 1748195.191m, Y = 5421924.611m and extending in a southerly direction following the western kerbline for 8.8 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 201 metres south of its intersection with Humber Street (Grid Coordinates X = 1748195.191m, Y = 5421924.611m and extending in a southerly direction following the western kerbline for 8.7 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>West side, commencing 218 metres south of its intersection with Humber Street (Grid Coordinates X = 1748195.191m, Y = 5421924.611m and extending in a southerly direction following the western kerbline for 53.1 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing at its intersection with Humber Street (Grid Coordinates X = 1748207.265m, Y = 5421920.346m and extending in a southerly direction following the eastern kerbline for 8.9 metres.</i>



# We are proposing a change in your area

<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 24 metres south of its intersection with Humber Street (Grid Coordinates X = 1748207.265m, Y = 5421920.346m and extending in a southerly direction following the eastern kerbline for 127.8 metres.</i>
<b>Trent Street</b>	<i>No stopping, at all times</i>	<i>North side, commencing at its intersection with The Parade (Grid Coordinates X = 1748161.965m, Y = 5421775.595m and extending in an easterly direction following the northern kerbline for 7.2 metres.</i>
<b>Trent Street</b>	<i>No stopping, at all times</i>	<i>South side, commencing at its intersection with The Parade (Grid Coordinates X = 1748159.004m, Y = 5421766.417m and extending in an easterly direction following the southern kerbline for 7.5 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing at its intersection with Trent Street (Grid Coordinates X = 1748207.265m, Y = 5421920.346m and extending in a southerly direction following the eastern kerbline for 47 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 52 metres south of its intersection with Trent Street (Grid Coordinates X = 1748207.265m, Y = 5421920.346m and extending in a southerly direction following the eastern kerbline for 8.4 metres.</i>
<b>The Parade</b>	<i>No stopping, at all times</i>	<i>East side, commencing 78 metres south of its intersection with Trent Street (Grid Coordinates X = 1748207.265m, Y = 5421920.346m and extending in a southerly direction following the eastern kerbline for 21.2 metres.</i>

## Add to Schedule H (Pedestrian Crossings) of the Traffic Restrictions Schedule

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Avon Street</b>	<i>Pedestrian crossing</i>	<i>Commencing 6 metres east of its intersection with The Parade (Grid Coordinates X = 1748407.9733m, Y = 5422707.739m).</i>

# We are proposing a change in your area

<b>The Parade</b>	<i>Pedestrian crossing</i>	<i>Commencing 44.2 metres south of its intersection with Avon Street (Grid Coordinates X = 1748407.973m, Y = 5422707.739m).</i>
<b>Medway Street</b>	<i>Pedestrian crossing</i>	<i>Commencing 6.8 metres west of its intersection with The Parade (Grid Coordinates X = 1748385.417m, Y = 5422550.92m).</i>
<b>The Parade</b>	<i>Pedestrian crossing</i>	<i>Commencing 9.3 metres south of its intersection with Medway Street (Grid Coordinates X = 1748385.417m, Y = 5422550.92m).</i>

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>The Parade</b>	<i>Cycle lane</i>	<i>West side, commencing 72 metres north of its intersection with Derwent Street (Grid Coordinates X = 1748079.640m, Y = 5421586.479m) and extending in a northerly direction following the western kerbline for 1,535 metres.</i>
<b>The Parade</b>	<i>Cycle lane</i>	<i>East side, commencing 4 metres south of its intersection with Dee Street (Grid Coordinates X = 1748458.062m, Y = 5423178.59m) and extending in a southerly direction following the eastern kerbline for 1,575 metres.</i>

**Prepared By:** Janine Sziklasi

Transportation Engineer Tonkin & Taylor

**Reviewed By:** Zackary Moodie

Team Leader Transport Engineering

**Approved By:** Brad Singh

Manager Transport & Infrastructure

**Date:**

18 January 2022



# **The Parade safety improvements proposal**

## Consultation summary

**25 January to 13 February 2022**

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

## Engagement summary

The purpose of this document is to summarise community feedback received about the proposed safety improvements on The Parade. The large amount of information from the community has been presented in themes and graphs to give Councillors, officers, stakeholders and the community a sense of the feedback. We've summarised all data and information provided to us during the consultation period. Unlike research, no representative adjustments or sampling has been done based on demographics, instead we present all information and provide transparency about who provided feedback.

We consulted with the community between 25 January and 13 February 2022. We sought specific feedback about whether we've got these proposed safety improvements quite right, so we could fine-tune the detailed design. In total, we had 1197 individuals and organisations provide feedback directly on the proposed safety improvements

Generally, people who provided feedback opposed the proposal. 66% of submitters strongly opposed or opposed and 32% strongly supported or supported the proposal. Perceptions of how important it is to have a connected

bike network was mixed, with 44% saying it is very important or important and 40% saying it is of low importance or not important.

Comments in opposition were based mainly around how the proposed plan will affect carparking and access to businesses and shared a desire to return The Parade to its previous layout. Comments in support were generally supportive of the proposal and thought it would make The Parade safer.

# Engagement

How many responses did we get?

**1197**  
Responses

**This includes:**  
**13** submissions that came from organisations

**Number of daily submissions over duration of engagement:**

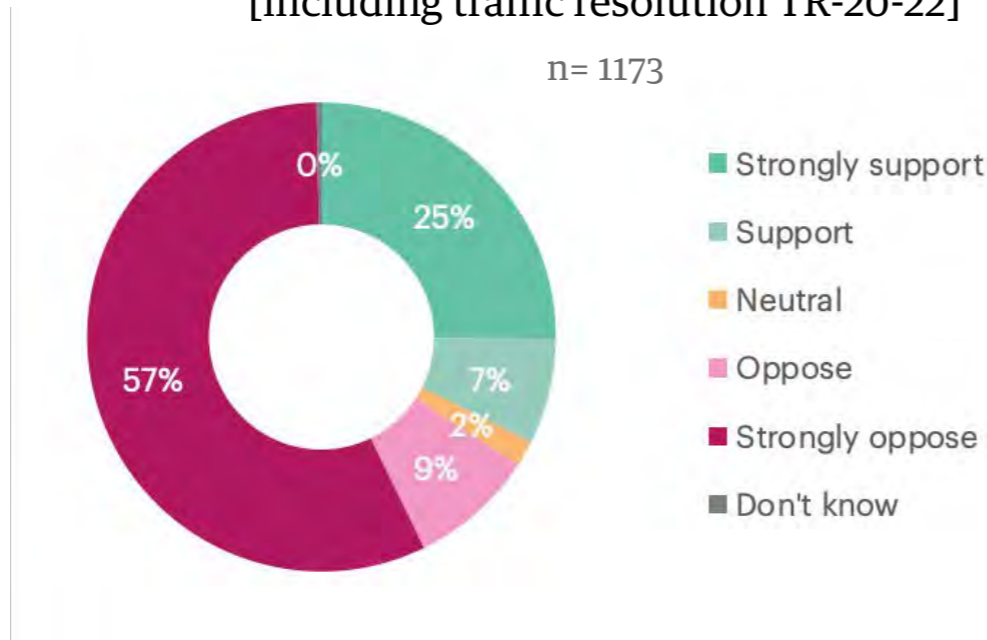


*This summary includes all submissions received between 25 January and 14 February. Submissions received after 14 February were considered by the project team but not included in this summary*

**What people thought**

# How people felt about the proposed changes

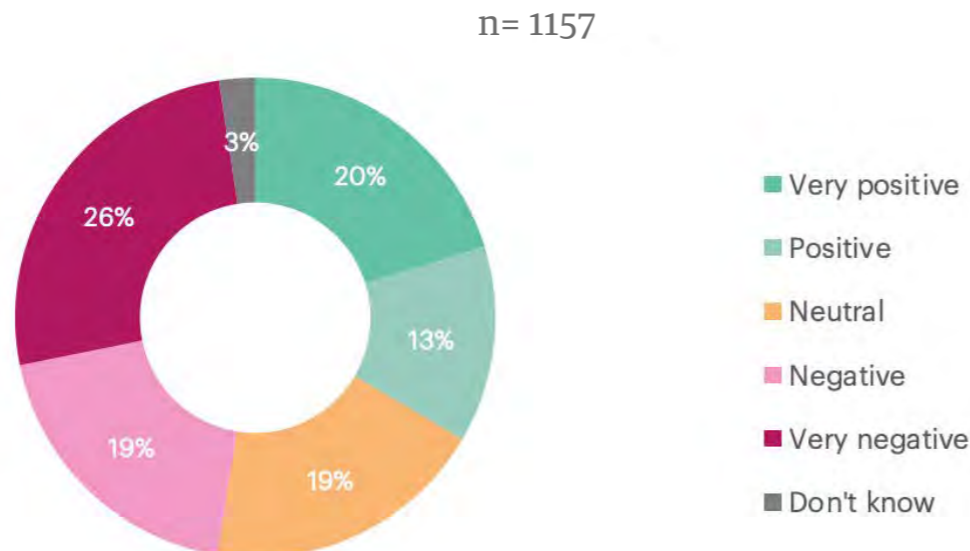
Overall, do you support the proposed changes to The Parade?  
[including traffic resolution TR-20-22]



**32% of respondents** support or strongly support the proposed changes.

**66%** oppose or strongly oppose the changes.

Thinking about the city's goals to reduce emissions from road transport and move more people with fewer vehicles, as part of taking action against climate change, the long-term impact of the proposed changes to The Parade will be:

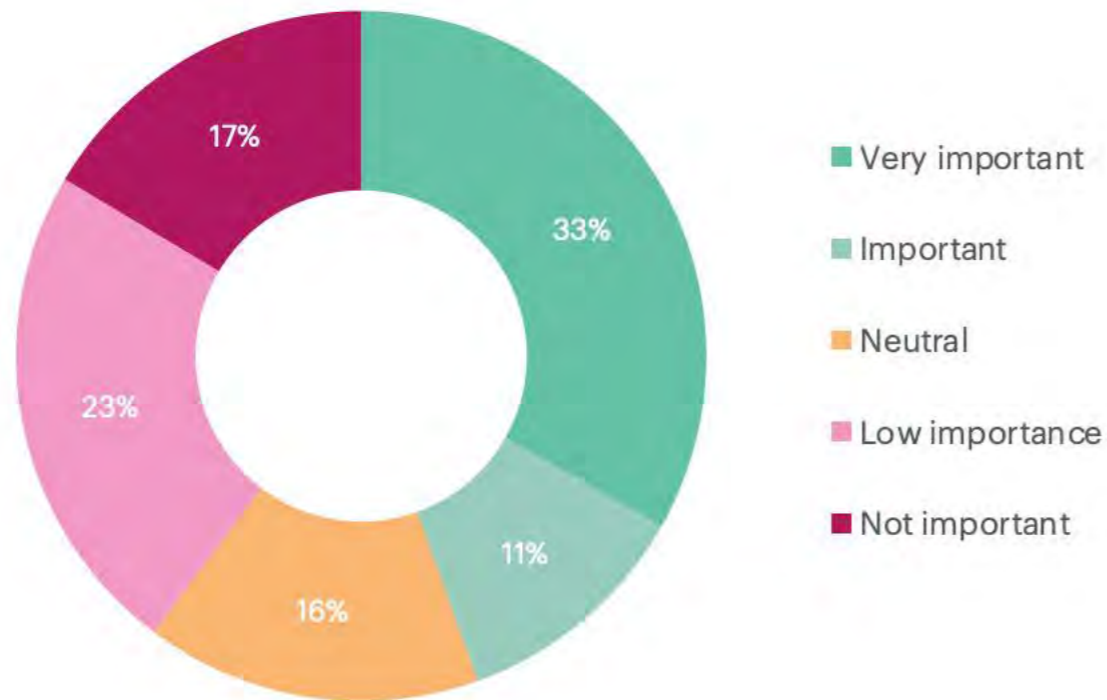


**33% of respondents** think this proposal will have a positive or very positive long-term impact.

**45%** think this proposal will have a negative or very negative long-term impact.

# How important is it to have a connected and complete network of biking routes across the city?

n= 1168



**44% of respondents** believe it is important or very important to have a connected and complete network.

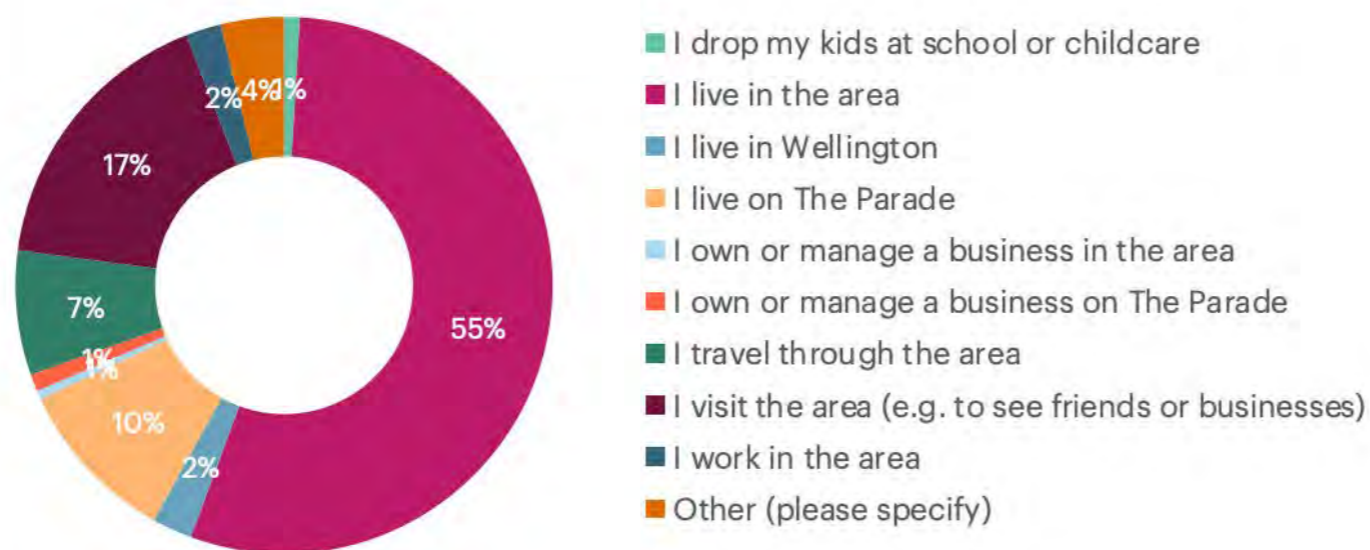
**40%** believe it is of low importance or not important.



# Relationships to the area

What is the main relationship you have to the area?

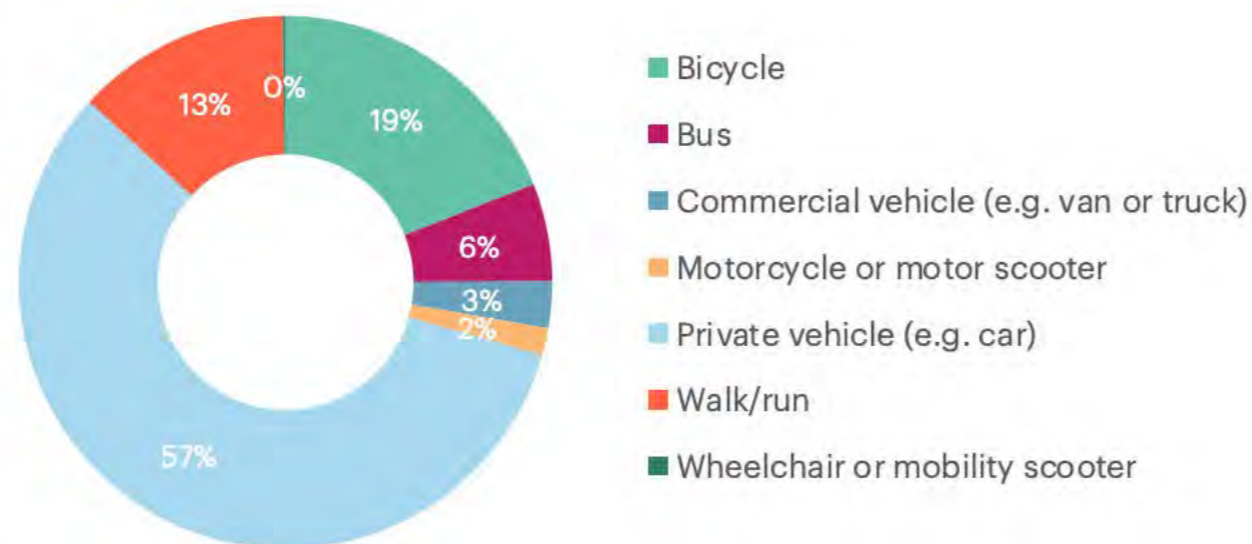
n= 1161



**55% of respondents** state their main relationship is living in the area.

What is the main way you travel along The Parade?

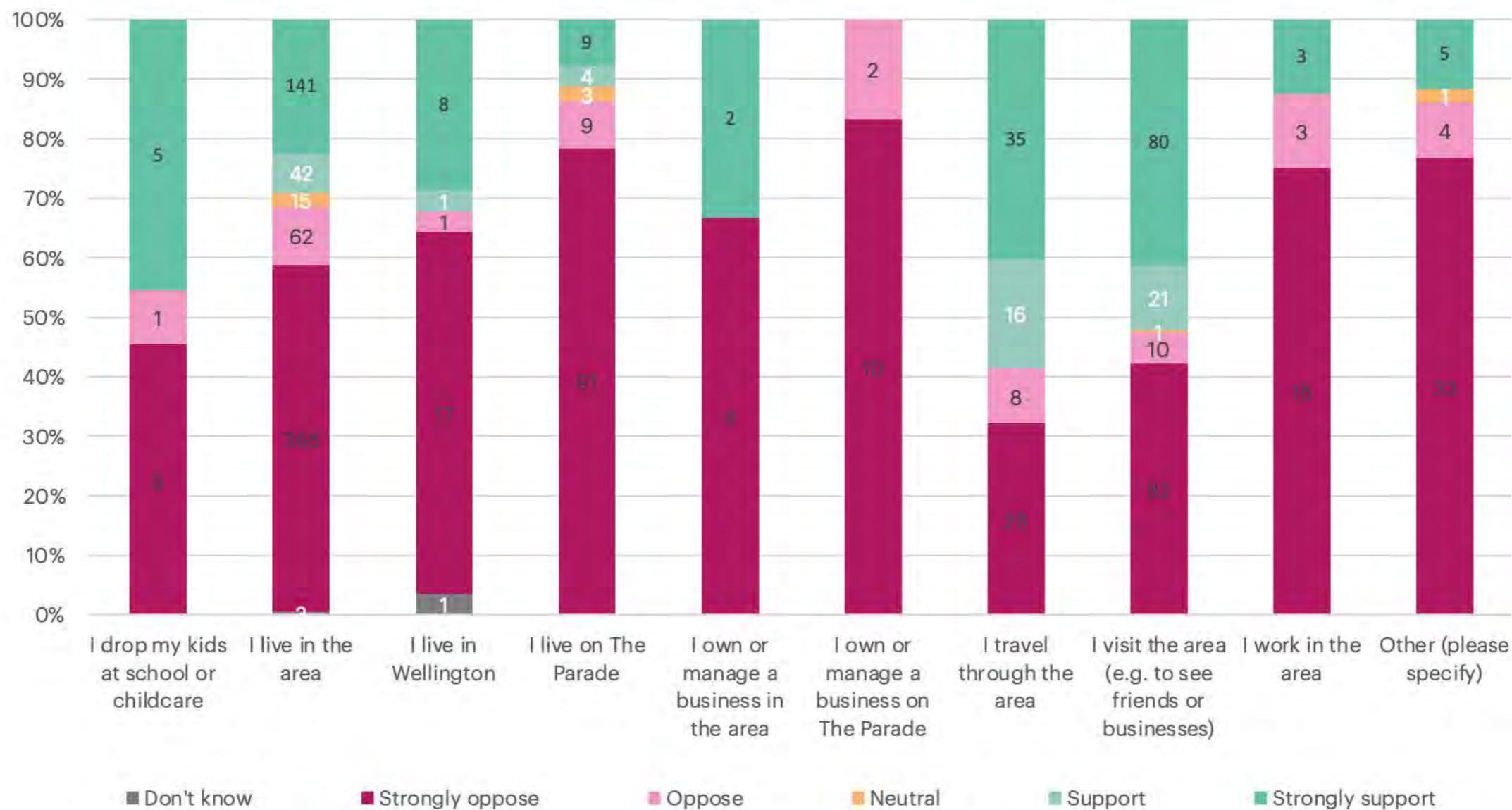
n= 1167



**57% of respondents** mainly use a private vehicle to travel along The Parade.

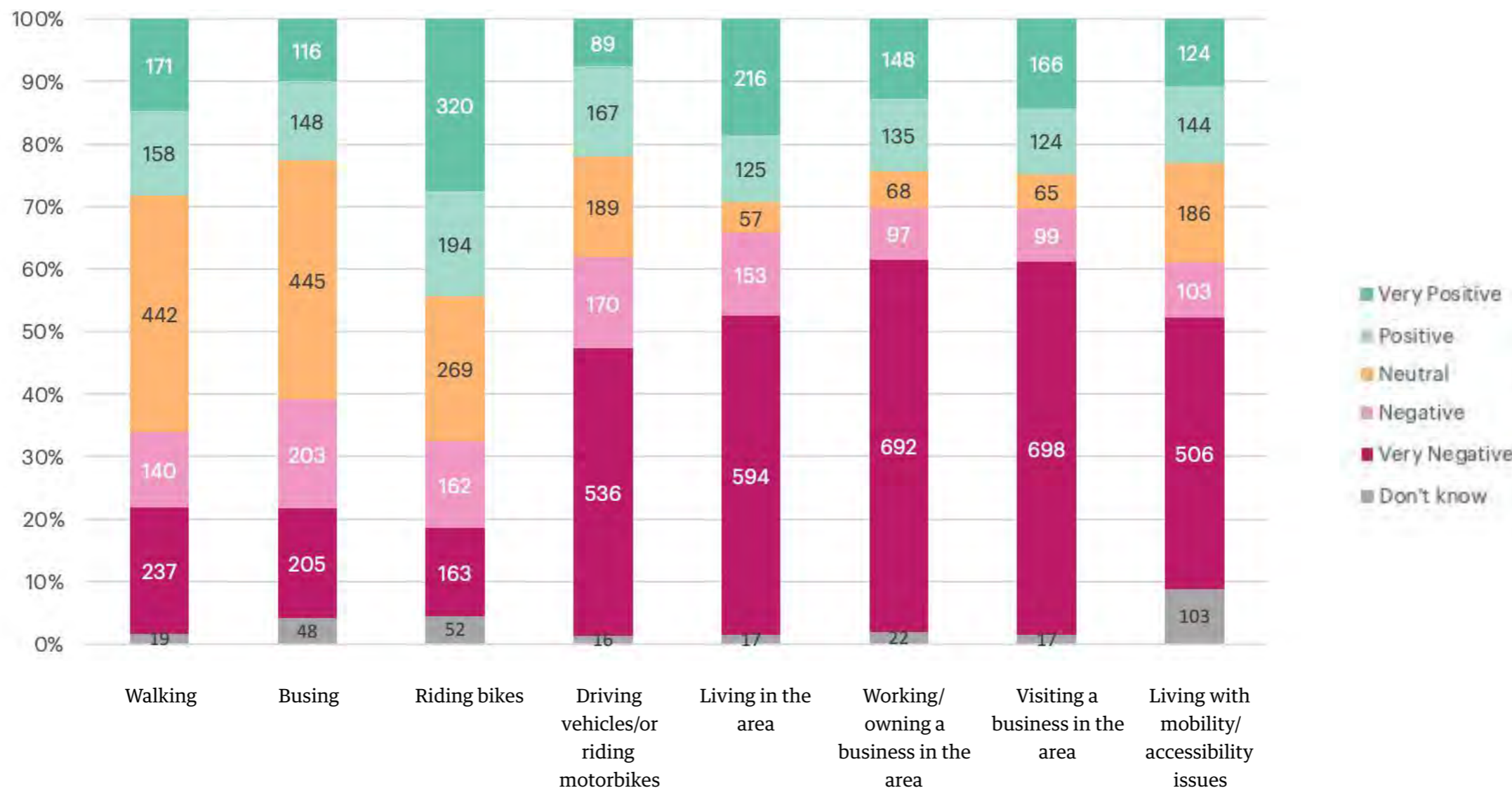
# Level of support for the proposal based on 'main relationship' to the area

n= 1152



# Thinking about the proposed changes and the different ways people use The Parade, what do you think the impact of the changes will be for people when they are:

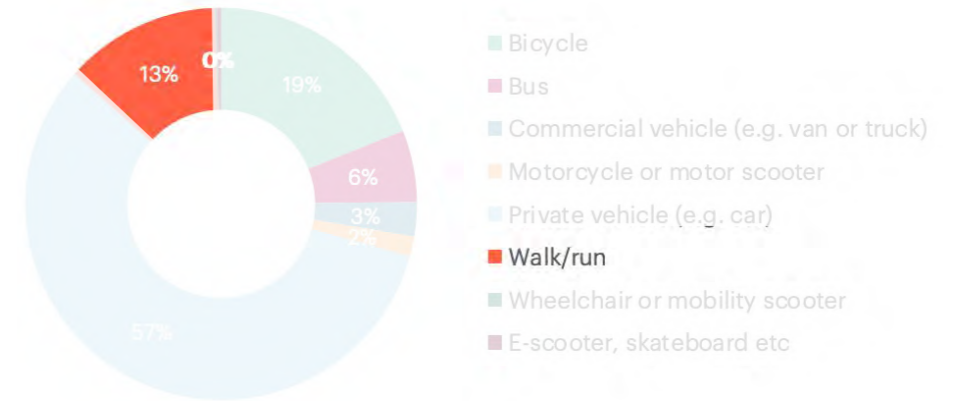
What everyone thought the impacts would be for different groups



**How people who use different  
modes of travel feel about the  
impacts of the proposed changes**

# People walking/running

What is the main way you travel along The Parade?

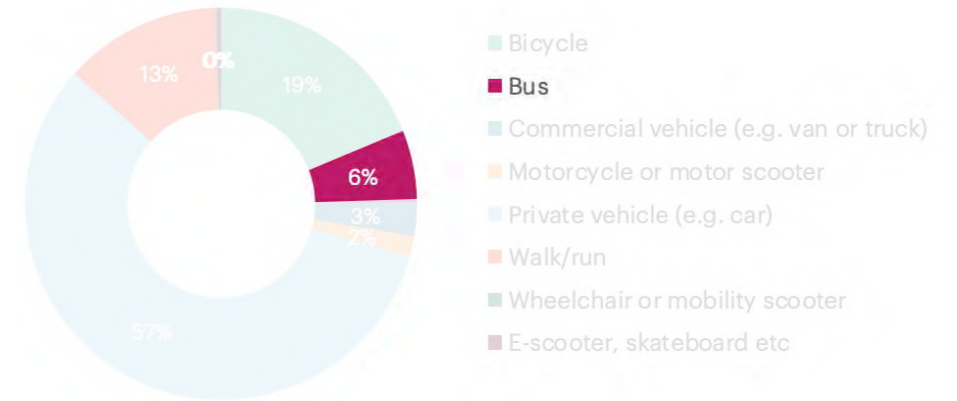


People who primarily walk/run thought the impacts for different users would be...



# People using the bus

What is the main way you travel along The Parade?

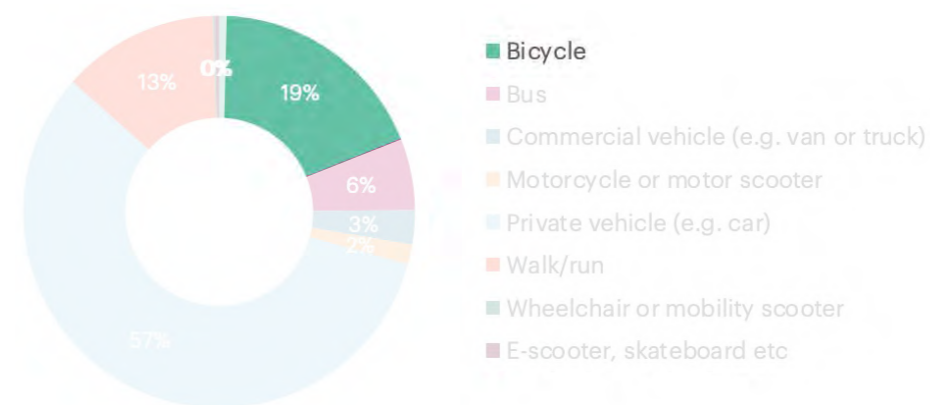


People who primarily bus thought the impacts for the different users would be...



# People on bikes

What is the main way you travel along The Parade?



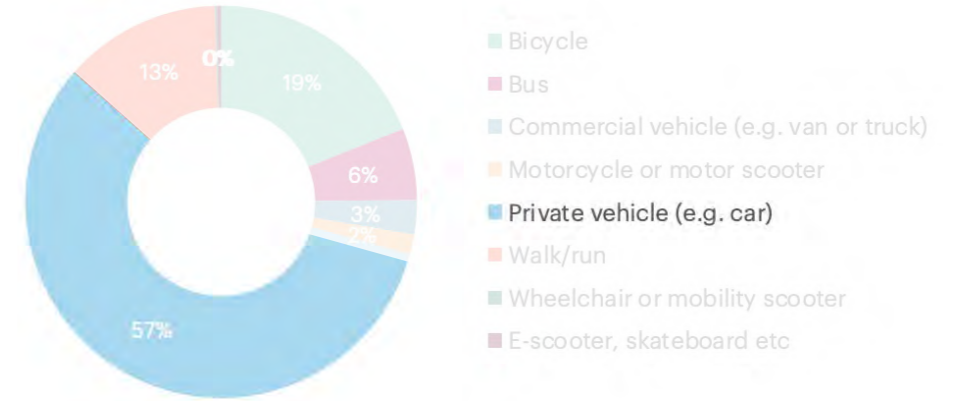
People who primarily biked thought the impacts for different users would be...



# People driving a car

People who said they primarily used a car in this area felt the proposed changes would have negative impacts.

What is the main way you travel along The Parade?



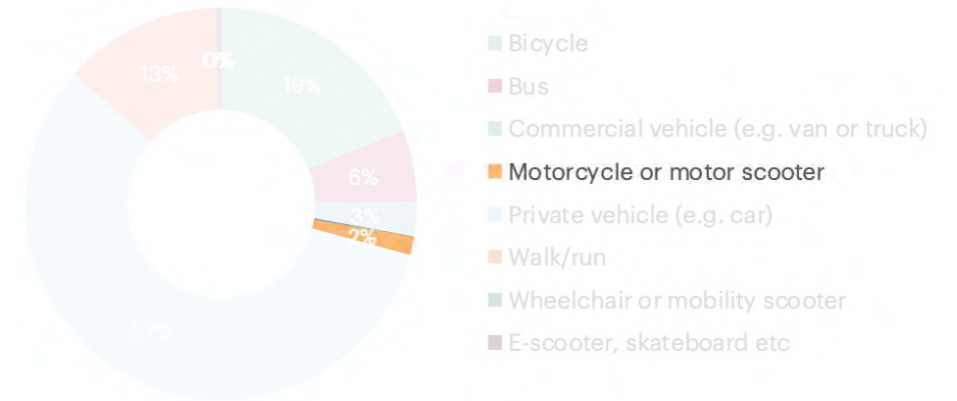
People who primarily drive thought the impacts for different users would be...





# People driving motorcycles or motor scooter

What is the main way you travel along The Parade?

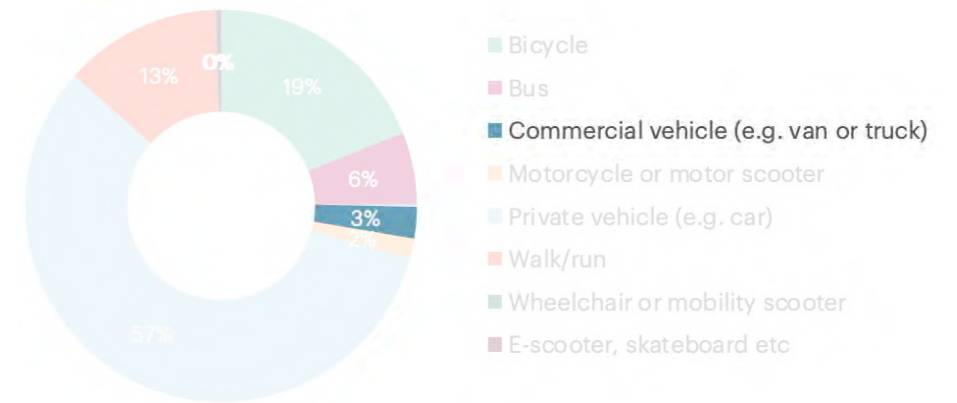


People who primarily drive motorcycles or motor scooters thought the impacts for different users would be...

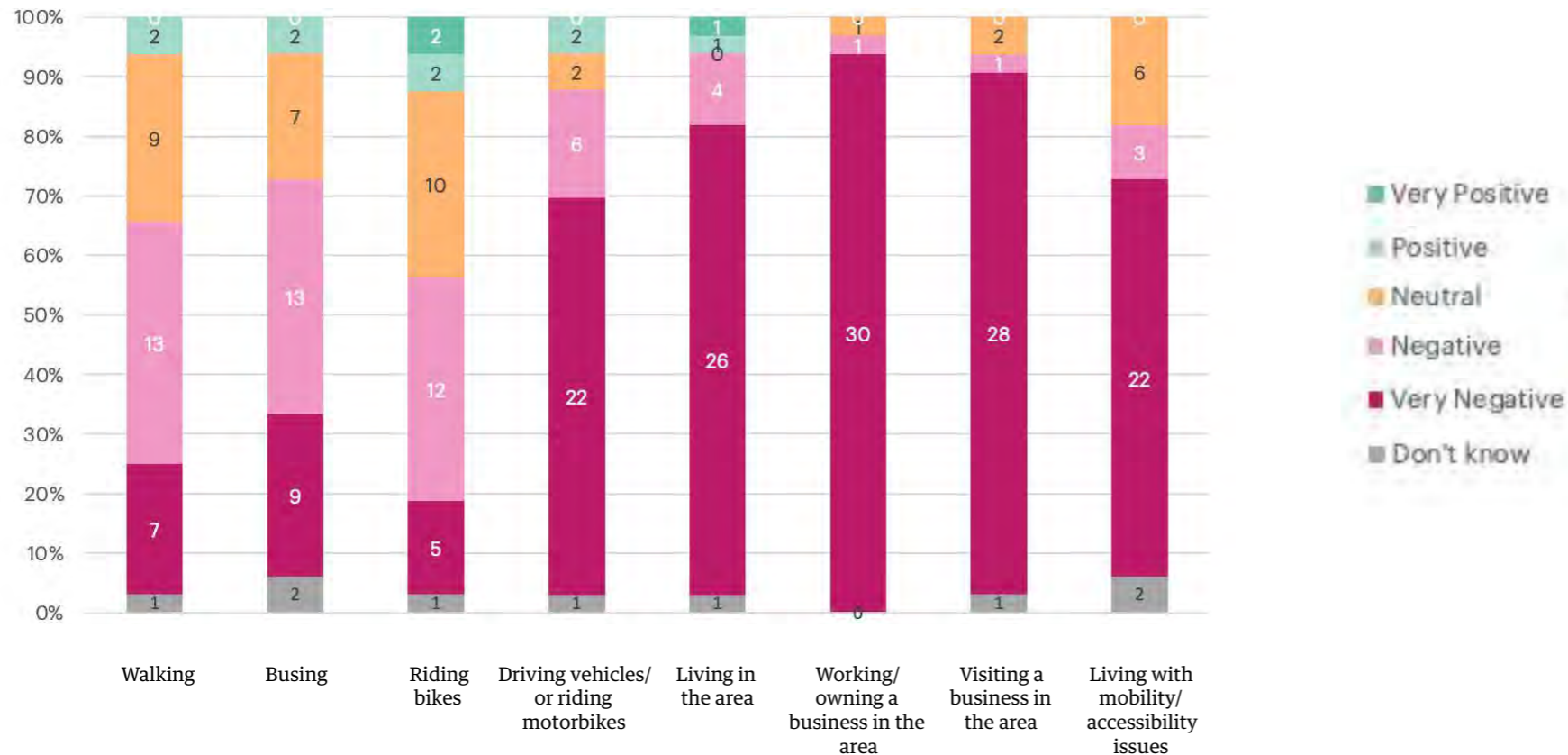


# People driving commercial vehicles

What is the main way you travel along The Parade?



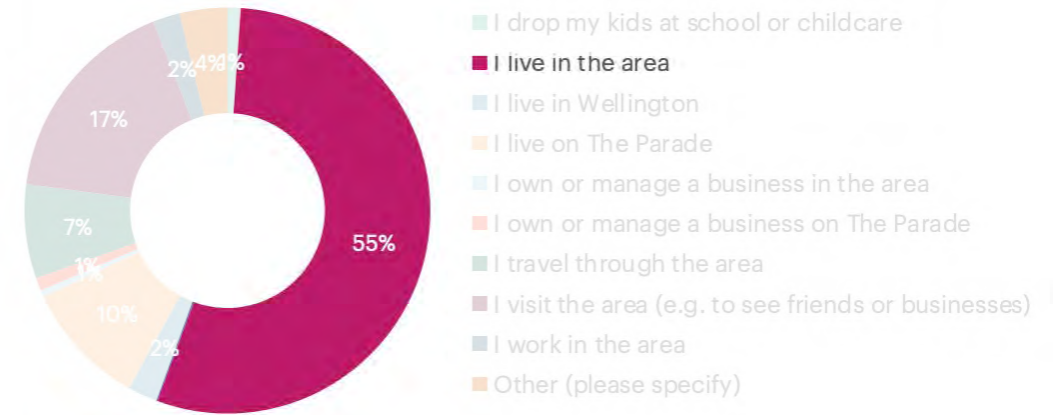
People who primarily drive commercial vehicles thought the impacts for different users would be...



**How people with different relationships  
to the area felt about the impacts of the  
proposed changes**

# People who live in the area

What is the main relationship you have to the area?

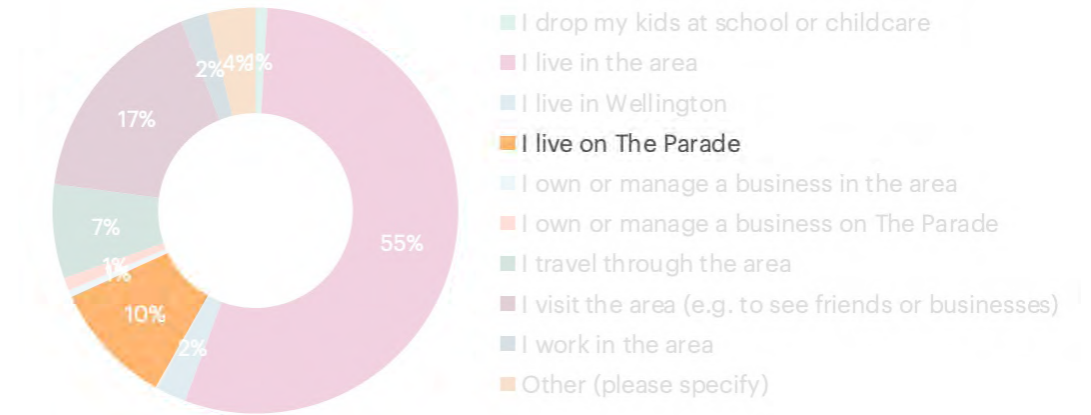


People who live in the area thought the impacts for different users would be...



# People who live on The Parade

What is the main relationship you have to the area?

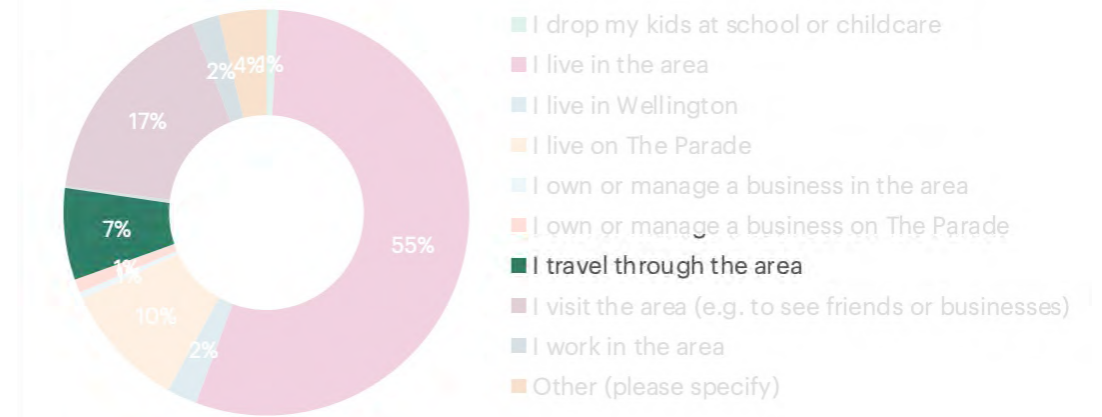


People who live on The Parade thought the impacts for different users would be...

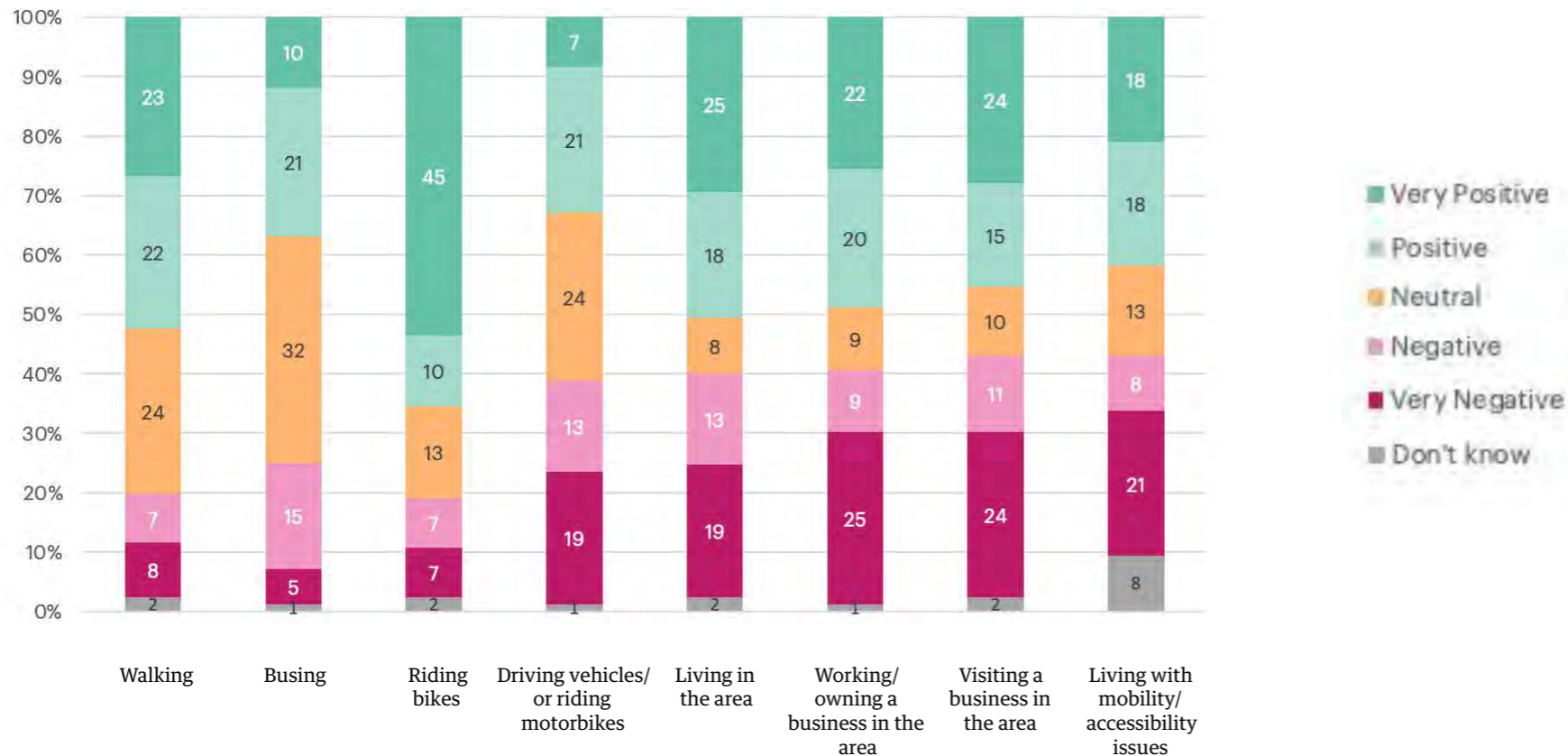


# People who travel through the area

What is the main relationship you have to the area?

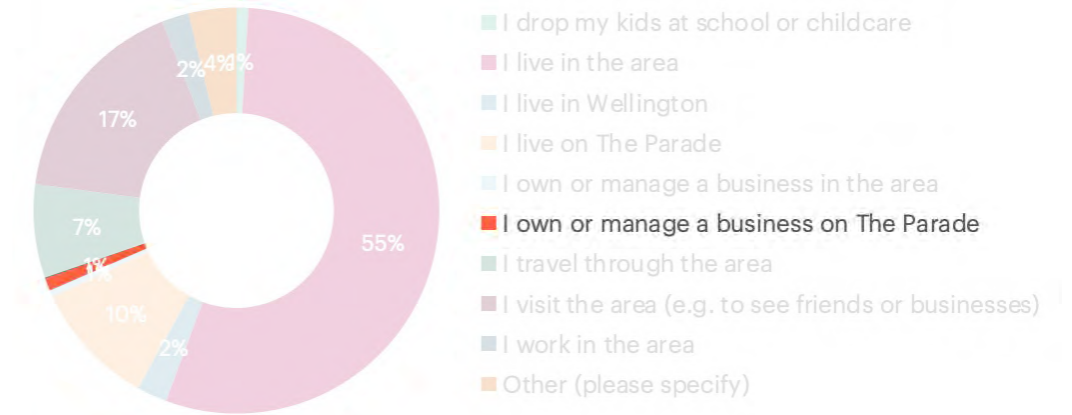


People who travel through the area thought the impacts for different users would be...

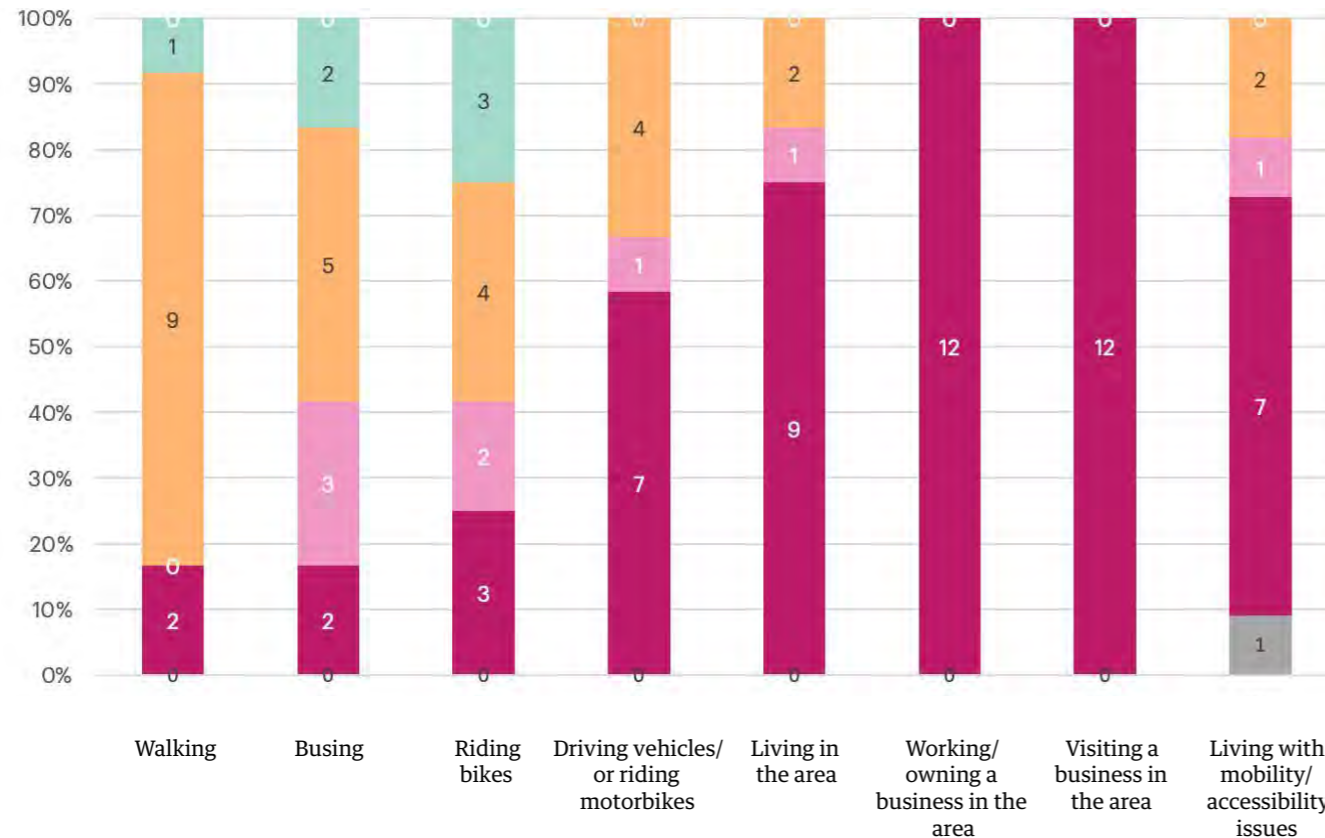


# People who own or manage a business on The Parade

What is the main relationship you have to the area?

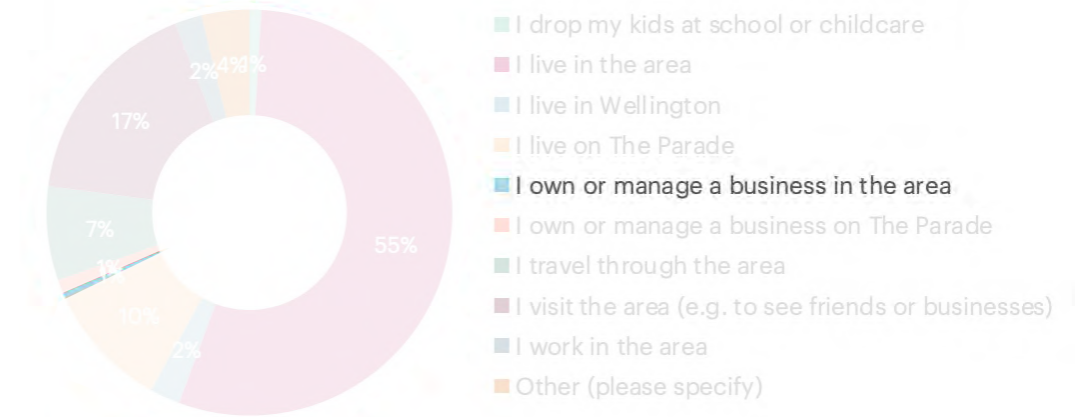


People who own or manage a business on The Parade thought the impacts for different users would be...

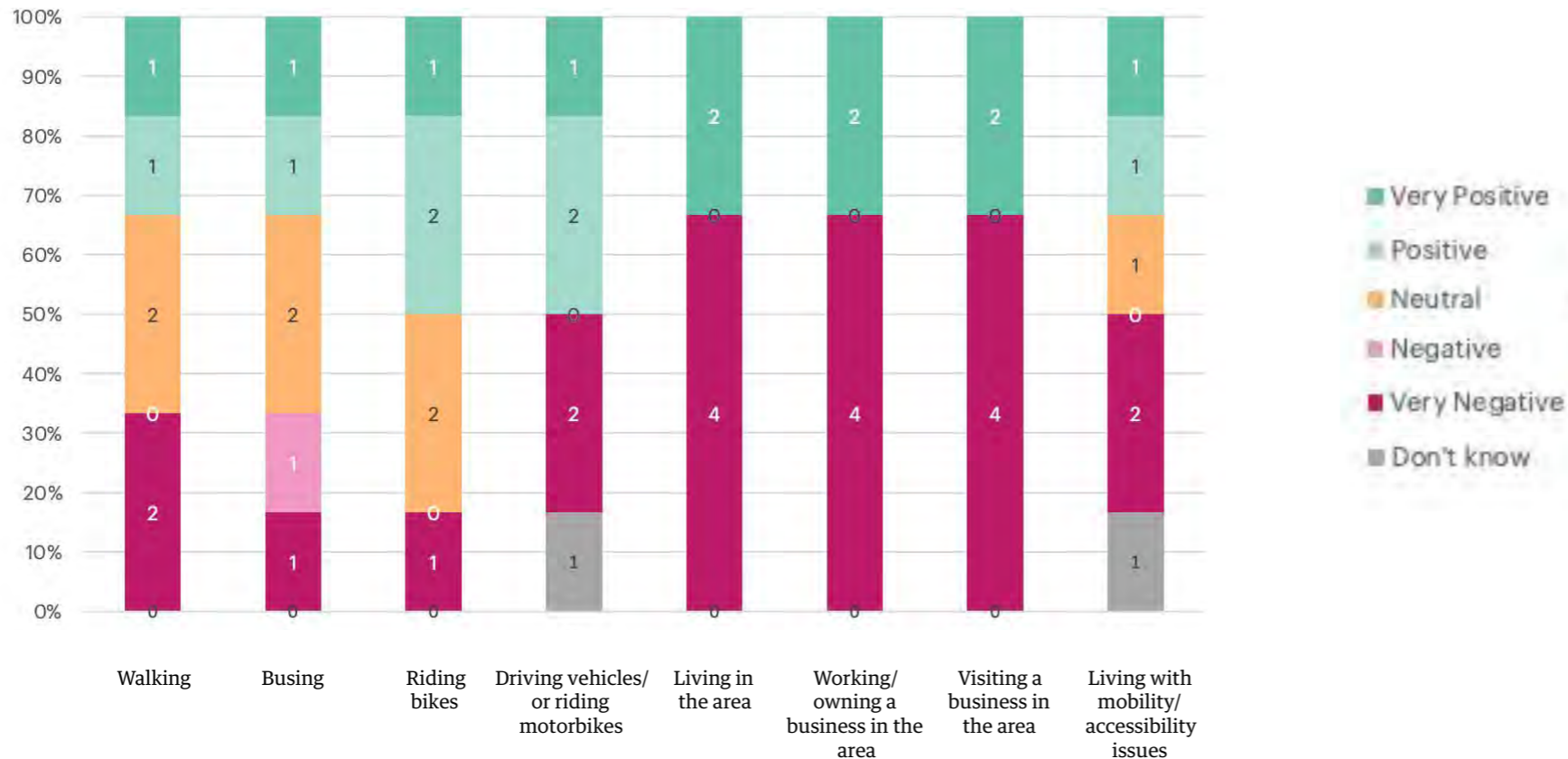


# People who own or manage a business in the area

What is the main relationship you have to the area?



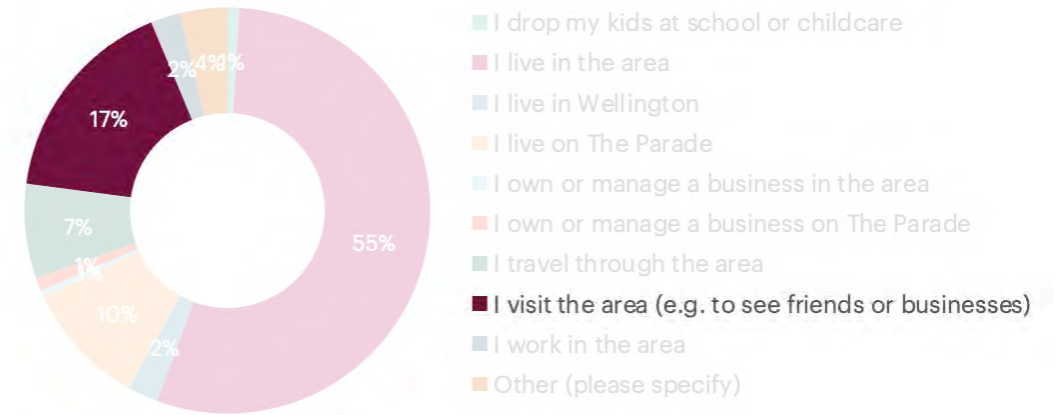
People who own or manage a business in the area thought the impacts for different users would be...



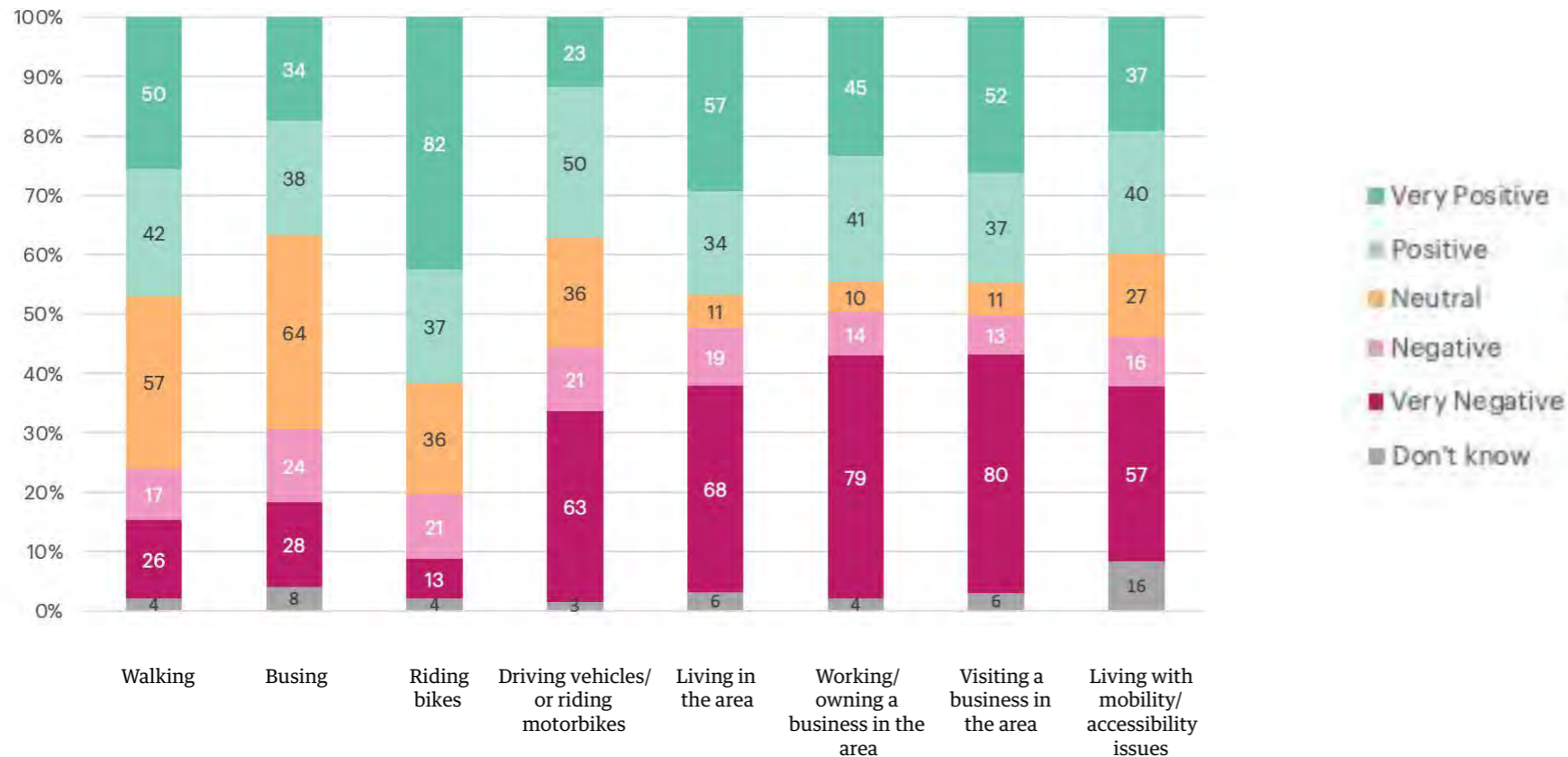


# People who visit the area

What is the main relationship you have to the area?

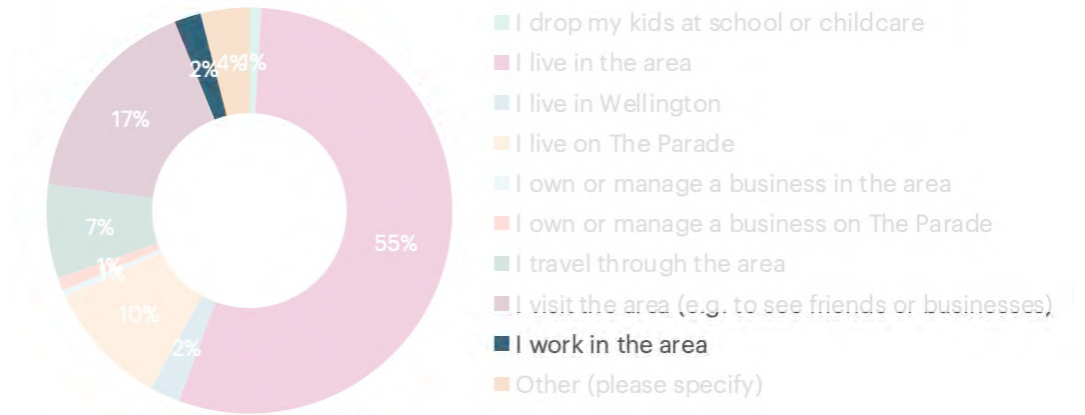


People who visit the area thought the impacts for different users would be...

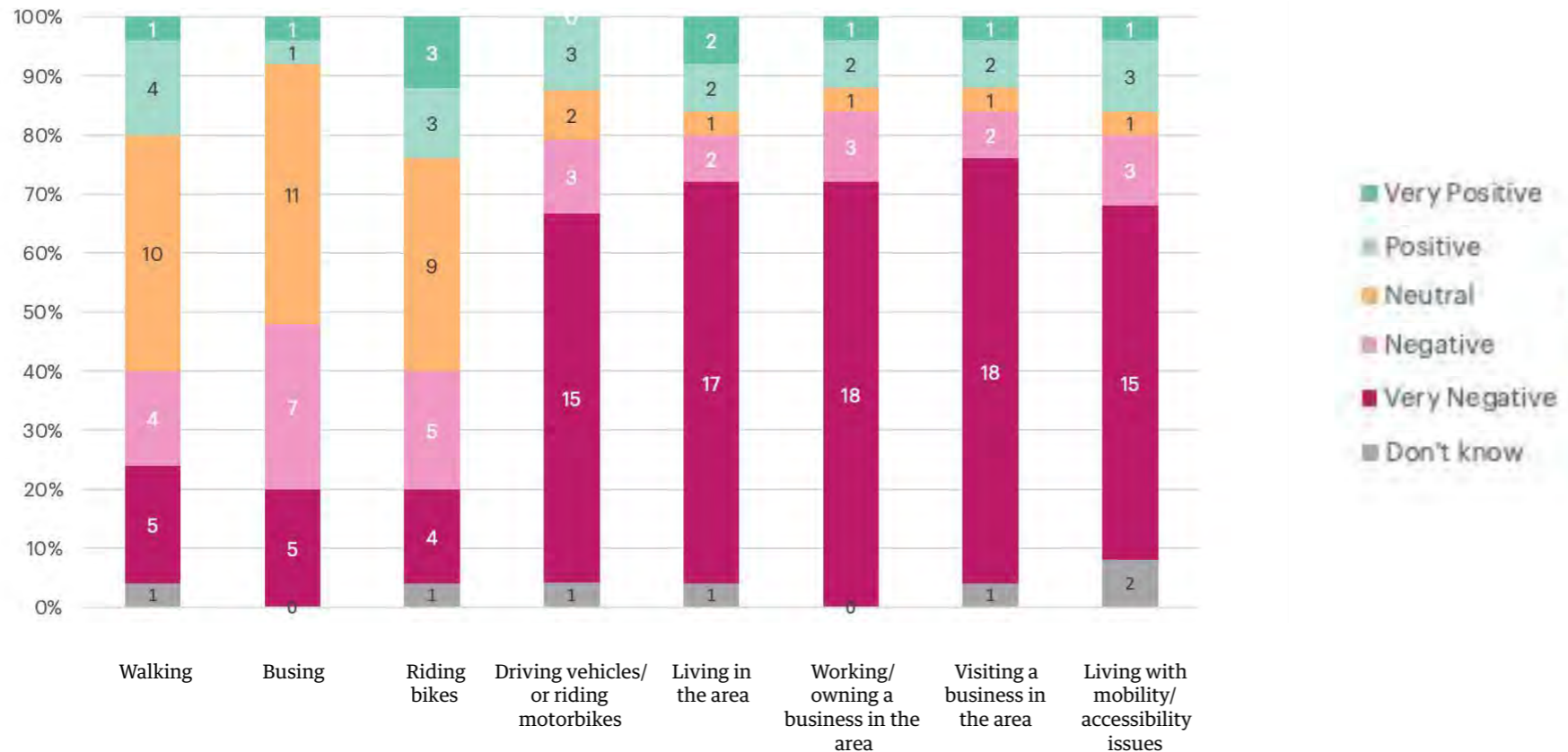


# People who work in the area

What is the main relationship you have to the area?

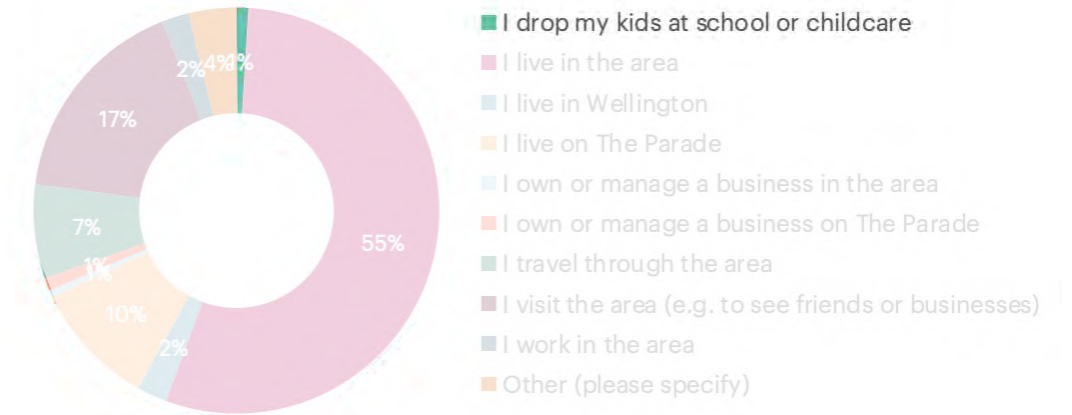


People who work in the area thought the impacts for different users would be...



# People who drop kids off at school or childcare

What is the main relationship you have to the area?



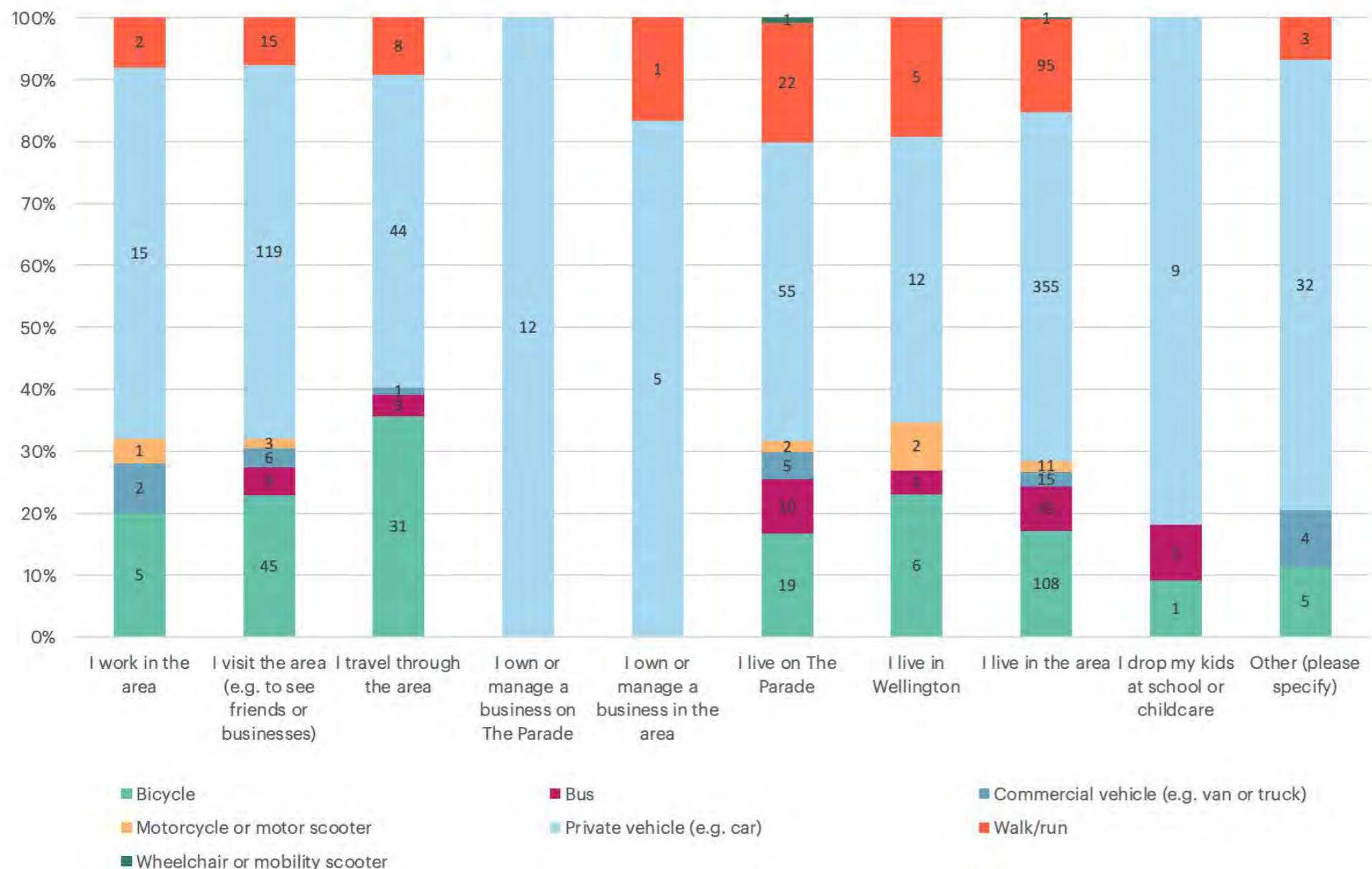
People who drop children off at school or childcare in the area thought the impacts for different users would be...



# Relationship to the area by main mode of transport

Nearly all people who own or manage a business on The Parade or in the area say their main mode of transport is by private vehicle.

n= 1152

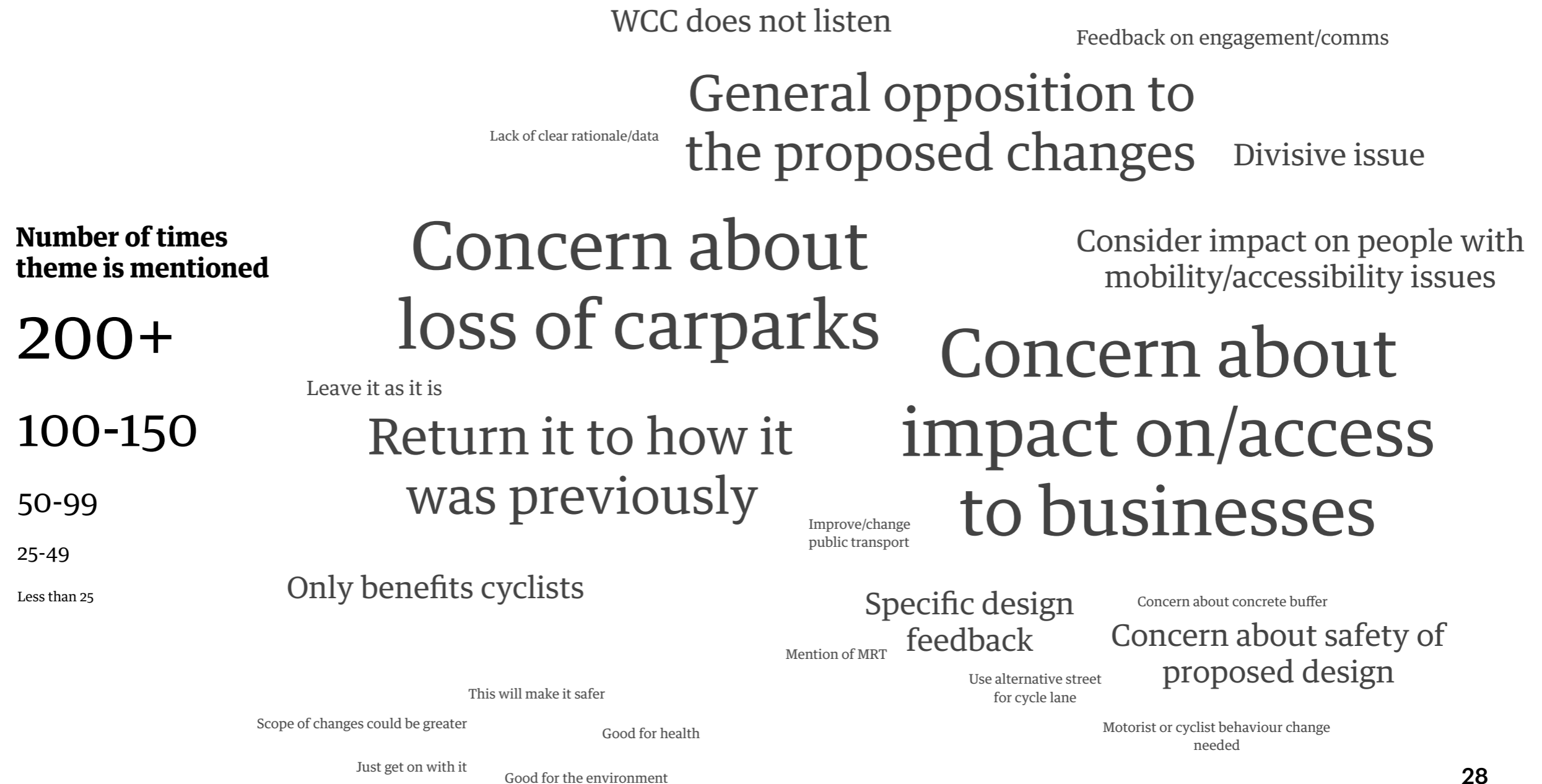


## **Comment themes**

## Opposition to the proposed changes - Themes

Themes from “Please provide any comments to support your answer:” as a follow up to “Overall, do you support the proposed changes to The Parade? including traffic resolution TR-20-22”. The themes below are based on the comments from people who ‘oppose’ or ‘strongly oppose’ the proposed changes. One comment can contain multiple themes.

642 comments



## Support for the proposed changes - Themes

Themes from “Please provide any comments to support your answer:” as a follow up to “Overall, do you support the proposed changes to The Parade? including traffic resolution TR-20-22”. The themes below are based on the comments from people who ‘support’ or ‘strongly support’ the proposed changes. One comment can contain multiple themes.

249 comments



# Who commented on the proposal?



**84%**  
of people who opposed the proposal left a comment

**66%**  
of people who supported the proposal left a comment

*\* Based on comments made in answer to the question: Please provide any comments to support your answer.*



## Specific design feedback (1 of 2)

All comments in the engagement were analysed to capture specific design feedback. The following design feedback comes from comments in answer to “Overall, do you support the proposed changes to The Parade? including traffic resolution TR-20-22” and “Is there anything specific you think would improve the proposed changes to The Parade?”

### Specific design feedback:

- Feedback about road width (includes make it narrower and wider)
- Don't take away car parks
- Make sure businesses can be easily/safely accessed (eg medical centre)
- Suggestions for bus stop design/placement
- Make sure concrete buffers work for all users (especially people with accessibility issues)
- Suggestions for parking placement/timing/allocation
- Lower vehicle speeds (eg implement traffic calming measures)
- Do not remove speed bumps
- Ensure layout is easy to understand (currently too many signs/barriers)
- Feedback on planting and placemaking
- Cycle lane is not needed through village centre

*“Putting in concrete buffers creates a trip hazard for people getting out of vehicles and further narrows a road which once had excellent visibility and width. It also introduces a hazard for bike and scooter users and restricts their ability to go round other cycle lane users”*

*“Support all EXCEPT putting cycle lanes in the main shopping strip. This area is 30km per hour and at that speed both bikes and cars are able to share the road”*

*“...I see no issue in sharing the road through a 30km zone, so long as drivers are adhering to the 30km limitations - which may not always be the case. Another better option could be to build shared cycleways on the footpath, and slow cyclists down going through this area.”*

*“I don't see much in terms of bike racks to secure bikes in front of shops/cafes (these are missing everywhere in Wellington. They are rarer than gold)”*

*“...However, all speed bumps should be left in place, and new ones put in at the start of the 30 kmh limit...”*

*“... The present location of the bus stop past the Dee/Parade roundabout is problematic for two reasons. Firstly when one comes around the roundabout one often has to stop because of the bus, and traffic builds up as not all drivers are comfortable going around the bus and not all vehicles are small enough to circumvent the bus given the pedestrian crossing. Secondly, the bus obscures pedestrians coming off the bus until they are suddenly on the crossing. My recommendation is move the pedestrian crossing so that its south of the bus stop. “*

## Specific design feedback identified (2 of 2)

Comments from both “Overall, do you support the proposed changes to The Parade? including traffic resolution TR-20-22” and “Is there anything specific you think would improve the proposed changes to The Parade?”

### Specific design feedback:

- Make sure intersection designs are safe
- Move carparks next to the footpath
- Combine cycle lane with footpath
- Increase width of cycle lane
- Consider how to address the large number of cars that will now have to park in adjacent streets and businesses
- Consider only having a cycle lane on one side of the road
- Ensure that the cycle lane isn't obstructed by parked vehicles
- Ensure that design avoids conflict between pedestrians & cyclists

*“...I find the main problems are 1. turning right at the intersections, crossing both lanes of traffic. The proposal does not seem to solve this...”*

*“Remove a bike path from one side of the road and make the remaining one two way. ....”*

*“The cycle lane southbound approaching Mersey Street is one of the most hazardous locations on the existing cycleway and this proposal does not include any changes to this area.”*

*“Bike awareness signs needed in areas where cars are parked up against concrete barriers.”*

*“Not sure why we need to widen the traffic lanes, narrower lanes support slower driving as immediate feedback to drivers is communicated through the environment. Plenty of research suggests that while accidents may happen, they're at a far lower severity, especially between vehicles and cyclists or pedestrians.”*

*“My main concern is the safety for cyclists of the Medway street /parade intersection and the safety accessibility of the village for parents with young children who may be trying to access Playcentre, the library or the doctors.”*

*“There is a significant safety problem outside the Betsy Cafe on the Parade. The cafe has outside seating on the footpath right up against the cycleway. The seating blocks the footpath and means pedestrians step onto the cycleway...”*

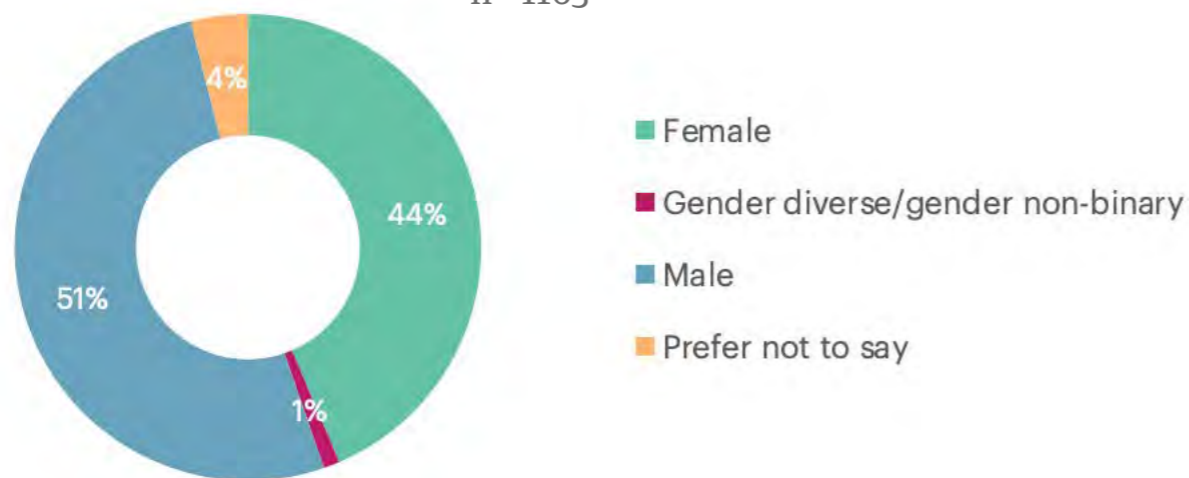
*“... If you need to put up more signs & barriers than what's already there, then the design itself is not safe. ”*

## **Who we heard from**

## Demographics

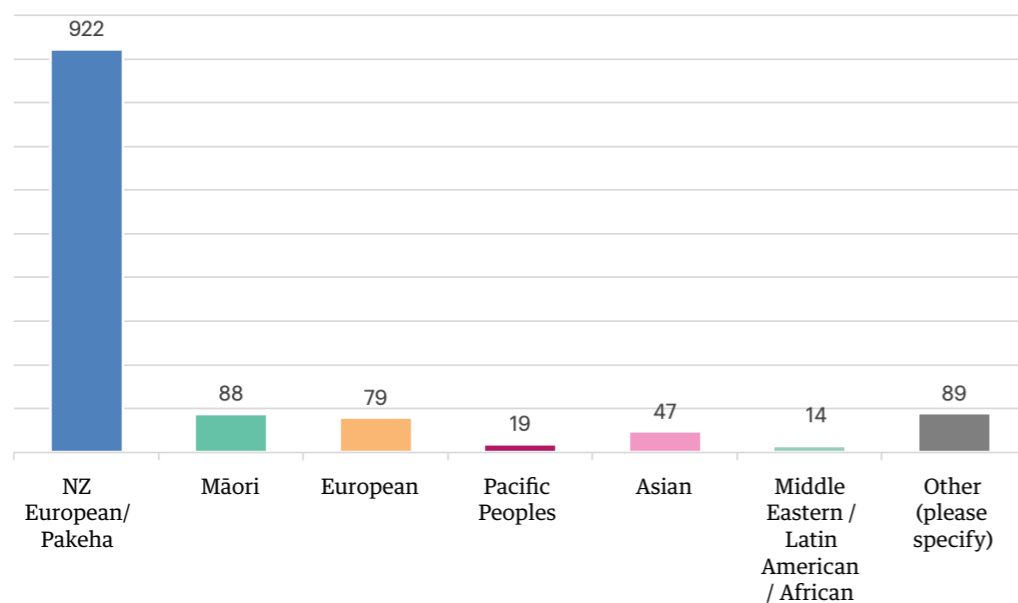
Please choose the gender that best identifies you:

n= 1163



Please choose the ethnicity group/s you identify with:  
(You can select more than one)

n= 1142



Total does not add up to 100% as people can select more than one ethnicity.

**81% of respondents** identified as NZ European/Pakeha

**8%** identified as Māori

**7%** identified as European

**2%** identified as Pacific Peoples

**4%** identified as Asian

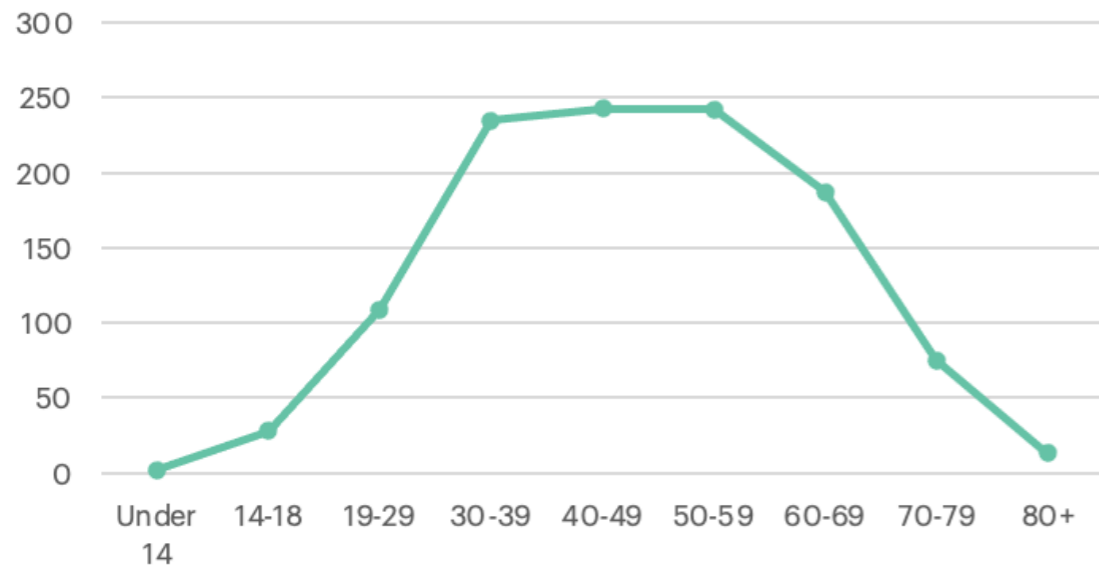
**1%** identified as Middle Eastern / Latin American / African

**8%** specified another ethnicity

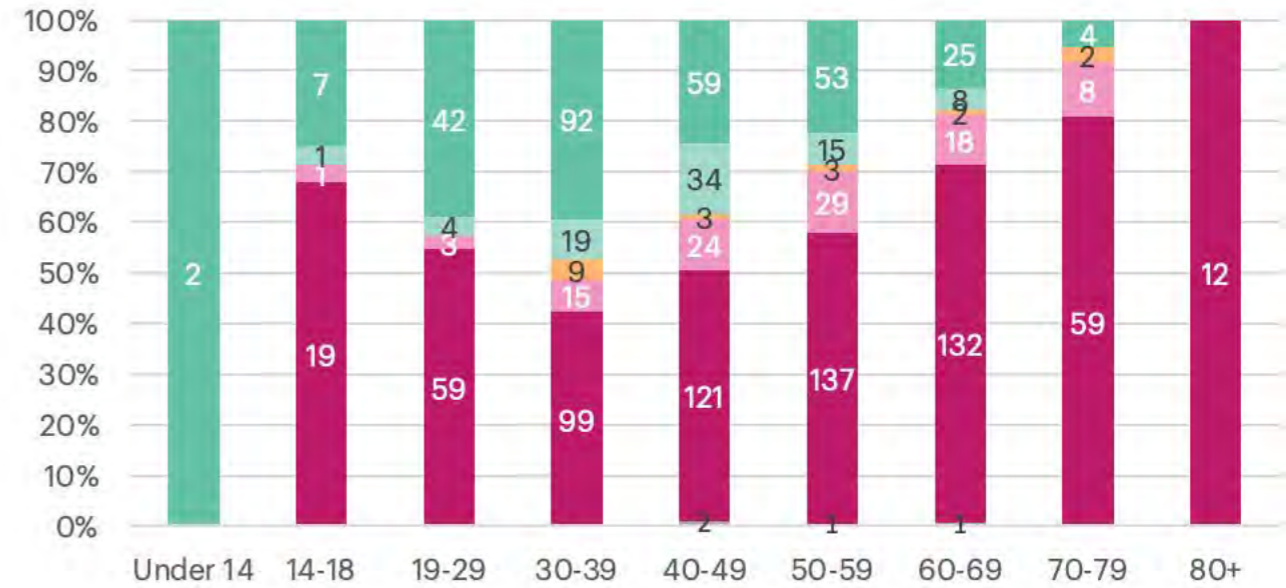
# Demographics

Please choose the age group you belong to:

n= 1134



Please choose the age group you belong to:  
(Compared with support for the proposal)

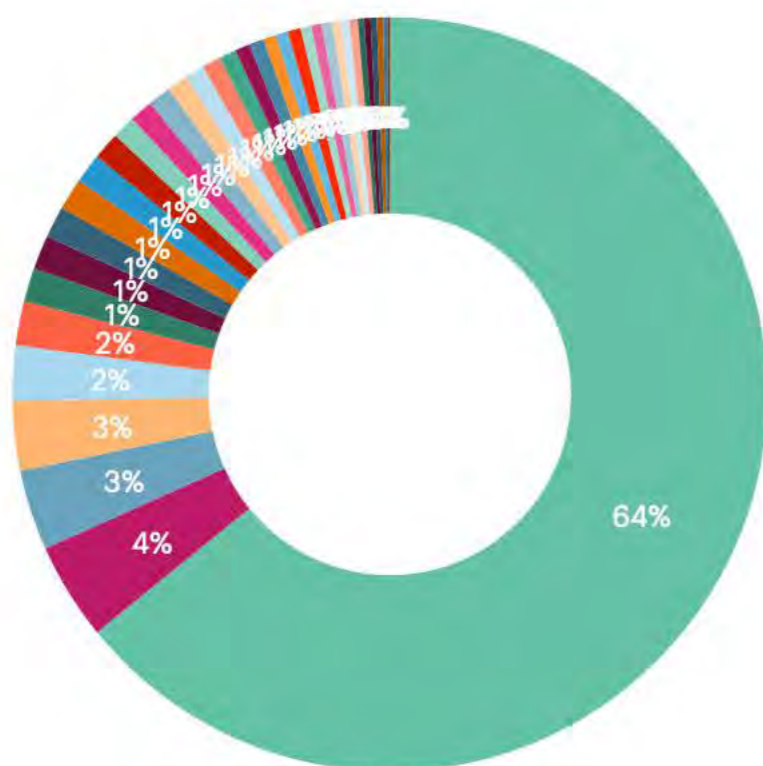


# Demographics

Which suburb do you live in?

If you live outside Wellington City, please select 'other'

n= 1104



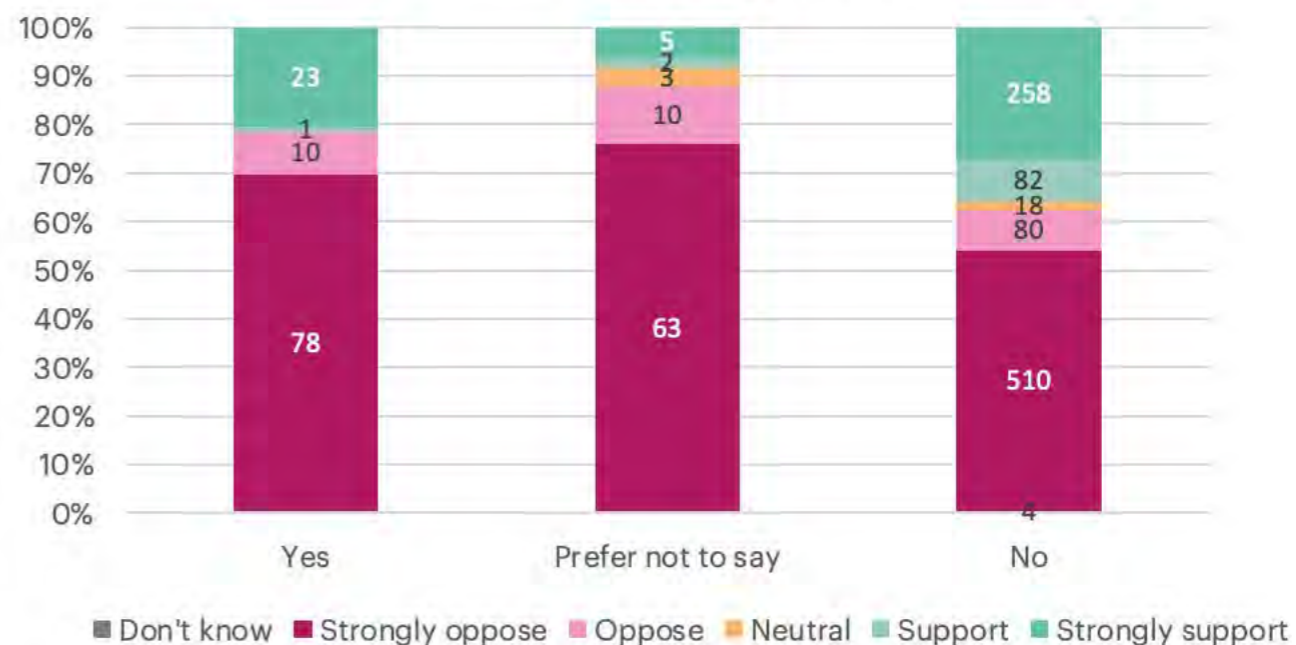
- 708 Island Bay
- 46 Berhampore
- 38 Brooklyn
- 33 Other
- 26 Newtown
- 21 Southgate
- 16 Owhiro Bay
- 16 Miramar
- 15 Karori
- 15 Houghton Bay
- 14 Hataitai
- 13 Mount Victoria
- 11 Kilbirnie
- 11 Khandallah
- 11 Te Aro
- 10 Vogeltown
- 9 Aro Valley
- 9 Kingston
- 8 Lyall Bay
- 7 Wellington Central
- 7 Mount Cook
- 6 Mornington
- 6 Churton Park
- 6 Seatoun
- 5 Melrose
- 5 Kelburn
- 5 Strathmore Park
- 4 Ngaio
- 4 Wadestown
- 4 Johnsonville
- 3 Happy Valley
- 3 Roseneath
- 3 Oriental Bay
- 3 Newlands
- 2 Paparangi
- 1 Maupuia

## Accessibility

**116 (10%)**

of respondents live with a disability or accessibility issues

Do you live with a disability or accessibility issues?  
(Compared with support for the proposal)



## Organisations we heard from

Living Streets Aotearoa	Island Bay Playcentre
Island Bay Residents Association	Empire Cinema and Eatery
CCS Disability Action Wellington	Island Bay Glass Ltd
Blind Citizens NZ	Muollo Family Trust Partnership
Disabled Persons Assembly	Local iwi
Cycle Wellington	Brazen



## **Appendix: theme definitions**

# Theme name explanations

Theme name	Theme explanation/example
Concern about concrete buffers	Comments concerned with the proposed changes to the concrete buffers. This often related to difficulty exiting vehicles, safety concerns, accessibility concerns, or wasted space.
Concern about impact on/access to businesses	Comments which are concerned that the proposed changes will have a negative impact on business, or comments which mentioned increase difficulty accessing businesses
Concern about loss of carparks	Comments concerned about the reduction in number of parks and/or the conversion to parallel parks
Concern about safety implications of new design	Comments which were concern with the safety implications of the proposed changes
Consider impact on people with mobility/accessibility issues	Expressing concern that the proposed changes do not cater to people with mobility issues, the elderly or children
Divisive issue	Comments mentioning the divisive nature of this area/engagement and impacts on ‘the community’
Feedback on engagement/comms	Comments which contained constructive feedback for engagement or communication in relation to the parade
General opposition to the proposed changes	Comments showing general opposition for the proposed changes. This includes comments about the proposal being ‘a waste of money’ or ‘other areas/issues are more important’
General support for the proposed changes	Comments showing general support for the proposed changes
Good for health	Comments proposing that this cycle way would have result in good health outcomes
Good for the environment	Comments proposing that this cycle way would have result for the environment, or lead to mode shift
Improve/change public transport	Comments expressing the need for public transport specific improvements (eg bus routes, timing etc)
Just get on with it	Comments that expressed the need for WCC to go faster, and make changes quicker
Lack of clear rationale/data	Comments proposing that there is insufficient rationale or data provided by the WCC to justify proposed changes

# Theme name explanations

Theme name	Theme explanation/example
Leave it as it is	Comments proposing that The Parade should be left as it is
Mention of MRT	Comments that mentioned that MRT should be factored into decision making
Motorist or cyclist behaviour change needed	Comments that express concerns with motorist or cyclist behaviour. Also includes comments which advocate for new regulations/comms related to changing behaviour
NA	Not applicable answers (eg no comment/NA)
Only benefits cyclists	Comments proposing that the changes will only benefit cyclists. Also includes comments which advocate, listening to the majority, or decisions should reflect the needs of the area.
Other	Comments that are niche, miscellaneous, and/or unrelated to the proposal
Return it to how it was previously	Comments proposing that The Parade should be returned to it's previous state, or that carparks should be located next to the sidewalk
Scope of changes could be greater	Comments advocating for more changes, or the changes to be more bold
Specific design feedback	Comments that contain specific design feedback to improve the proposed changes
This will be good for business	Comments proposing that the changes will have a positive impact on businesses
This will connect the parade/network	Comments which mentioned the benefits (or need to) connect the bike network, and/or to have bike access through the parade
This will make it safer	Comments advocating that the proposed changes will have a positive impact on safety
Use alternative street for cyclelane	Comments advocating that the cycle lane should go down an alternative route instead of The Parade (eg Clyde st)
WCC does not listen	Comments proposing that WCC does not listen to/seek feedback, or that engagement is not genuine

# Specific design feedback - Theme name explanations

Theme name	Theme explanation/example
Combine cycle lane with footpath	Comments advocating that the footpath could support cyclists, instead of the road (also includes comments about raising the cycle land)
Consider how to address the large number of cars that will now have to park in adjacent streets and businesses	Comments concerned about the flow on effects from lack of parking, and how to mitigate impacts on surround streets (eg supermarket carpark, residents carparks, etc)
Consider only having a cycle lane on one side of the road	Comments advocating a two-way cycleway on one side of the road is a more appropriate solution
Cycle lane is not needed through village centre	Comments advocating that the village centre does not need a cycle lane due to low speeds, and ability to share the road
Do not remove speed bumps	Comments opposed to the removal of speed bumps
Don't take away car parks	Comments opposed to the removal or carparks
Ensure layout is easy to understand (currently too many signs/barriers)	Comments advocating for simpler road layouts and removal of unnecessary sign, barriers, etc (eg opposition to turning bay crossing Trent street)
Ensure that design avoids conflict between pedestrians & cyclists	Comments concerned about conflict between pedestrians and cyclists.
Ensure that the cycle lane isn't obstructed by parked vehicles	Comments mentioning the likelihood of cycleway obstructions (eg illegally parked vehicles), and suggestions to resolve this.
Feedback about road width (includes make it narrower and wider)	Comments which provide feedback on the road width. This includes comments advocating for a wider road (due to conflict of modes) and also include comments advocating for a narrowing road (to encourage low vehicle speeds)
Feedback on planting and placemaking	Comments which give feedback on the placemaking in the area - such as planting, bike parks, etc. This includes comments opposed to the removal of plants (or advocating that these be replaced).
Increase width of cycle lane	Comments concerned with narrows parts of the cycle lane and advocating for this to meet minimum NZTA requirements
Lower vehicle speeds (eg implement traffic calming measures)	Comments which advocate for lower speeds, or traffic calming measures, to increase safety in the area
Make sure businesses can be easily/safely accessed (eg medical centre)	Comments concerned about limitations to accessing businesses

## Specific design feedback - Theme name explanations

<b>Theme name</b>	<b>Theme explanation/example</b>
Make sure concrete buffer works for all users (especially people with accessibility issues)	Comments with feedback about the concrete buffer. This includes concerns expressed by respondents about the safety implications of the buffer for particular users (eg children or people with accessibility issues)
Make sure intersection designs are safe	Suggestions or concerns about the safety of intersections. This also includes pulling out of driveways
Move carparks next to the footpath	Comments advocating the carparks should be located next to the footpath, and that the cycleway should be next to traffic
Suggestions for bus stop design/placement to avoid mode conflict	Comments with feedback on improving safety related to buses, and bus stops. This also includes comments about conflict of modes with people entering/exiting buses. This also includes suggestions around the location of bus stops.
Suggestions for parking placement/timing/allocation	Comments with suggestions for improving the remaining parks - based on rules, park types, placement, etc. This also includes comments advocating for more mobility parking

# WELLINGTON CITY COUNCIL THE PARADE, ISLAND BAY SAFETY IMPROVEMENTS CONCEPT DESIGN ISSUE

DRAWING

Rev Title

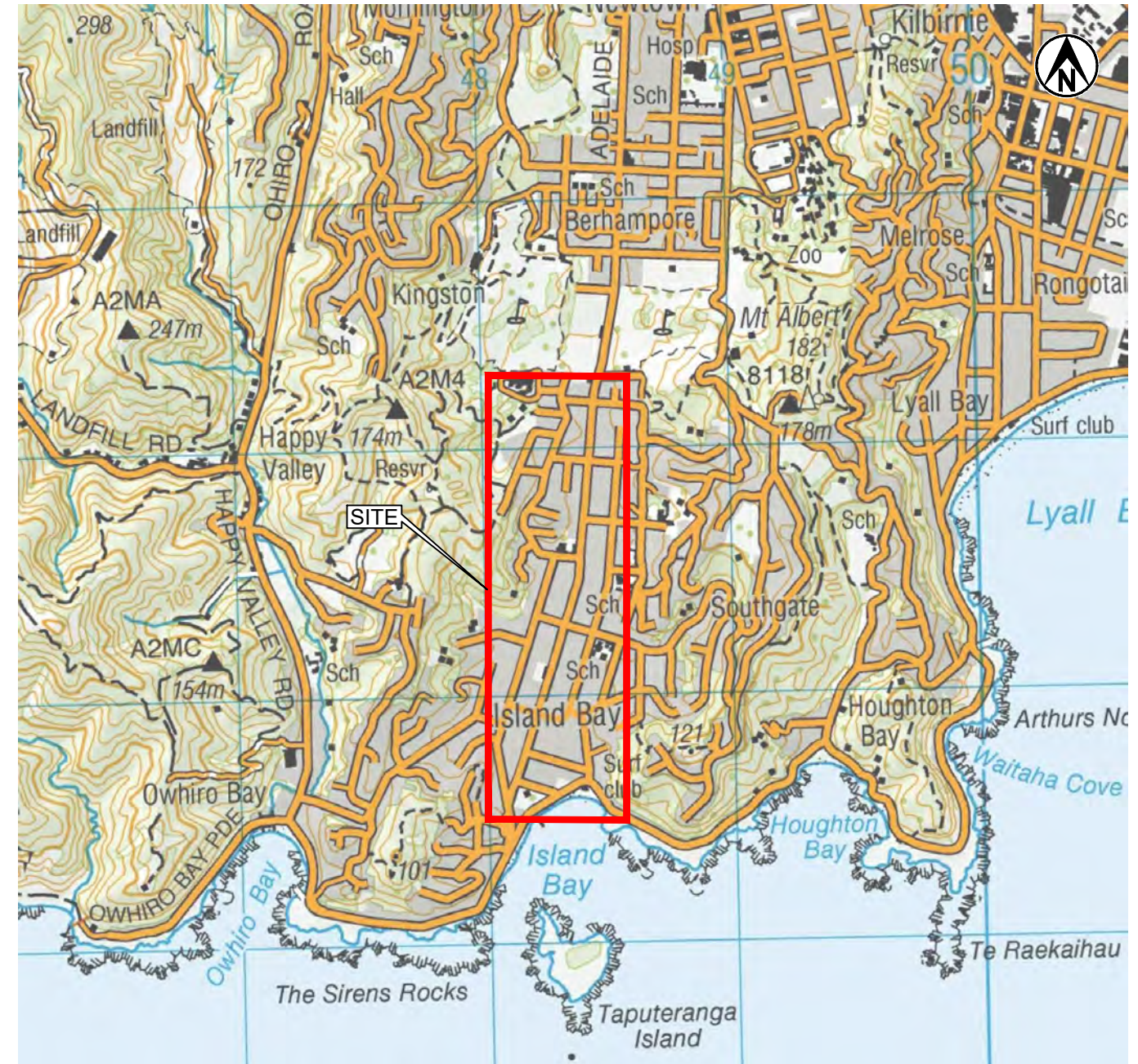
**GENERAL**

- 1016611.0000-001

**PLANS**

- 1016611.0000-101
- 1016611.0000-102
- 1016611.0000-103
- 1016611.0000-104
- 1016611.0000-105
- 1016611.0000-106
- 1016611.0000-107
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- 1016611.0000-113
- 1016611.0000-114
- 1016611.0000-115
- 1016611.0000-116
- 1016611.0000-117
- 1016611.0000-118

2	DRAWING LIST AND LOCATION PLAN
1	GENERAL ARRANGEMENT PLAN - SHEET 1 OF 18
1	GENERAL ARRANGEMENT PLAN - SHEET 2 OF 18
1	GENERAL ARRANGEMENT PLAN - SHEET 3 OF 18
1	GENERAL ARRANGEMENT PLAN - SHEET 4 OF 18
1	GENERAL ARRANGEMENT PLAN - SHEET 5 OF 18
2	GENERAL ARRANGEMENT PLAN - SHEET 6 OF 18
1	GENERAL ARRANGEMENT PLAN - SHEET 7 OF 18
2	GENERAL ARRANGEMENT PLAN - SHEET 8 OF 18
1	GENERAL ARRANGEMENT PLAN - SHEET 9 OF 18
1	GENERAL ARRANGEMENT PLAN - SHEET 10 OF 18
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1	GENERAL ARRANGEMENT PLAN - SHEET 18 OF 18



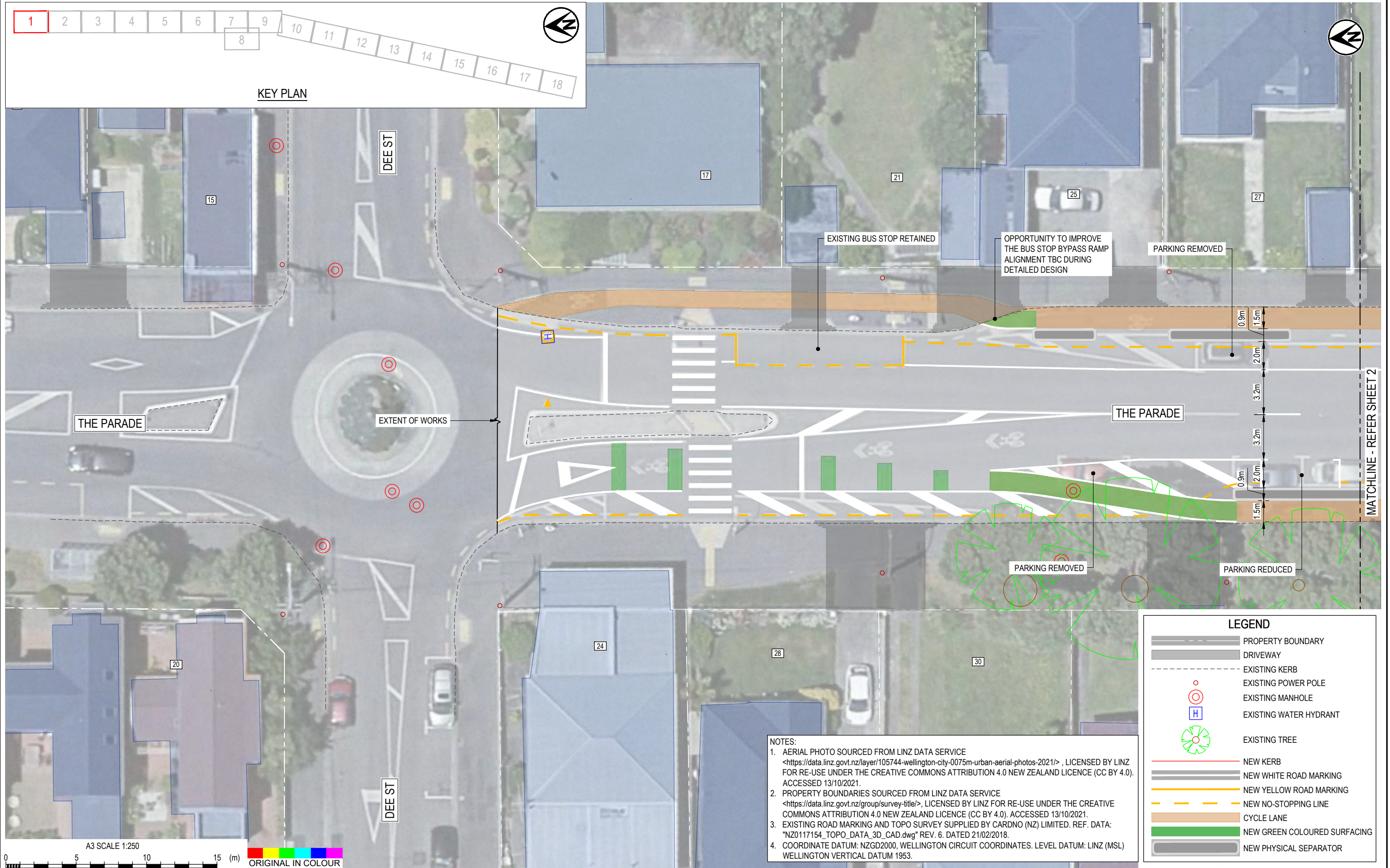
TOPOMAP SOURCED FROM LINZ DATA SERVICE <https://data.linz.govt.nz/layer/50767-nz-topo50-maps/>, LICENSED BY LINZ FOR RE-USE UNDER THE CREATIVE COMMONS ATTRIBUTION 4.0 NEW ZEALAND LICENCE (CC BY 4.0). ACCESSED 13/10/2021.

**LOCATION PLAN**  
SCALE: 1:25000

• Denotes drawing this issue: 13/01/2022



1	FOR TRAFFIC RESOLUTION	LWA	JASZ	17.12.21	DESIGNED JASZ Dec.21 DRAWN LIWA Dec.21 DESIGN CHECKED JRN 13.01.22 DRAWING CHECKED CYAX 13.01.22	DRAWING STATUS TRAFFIC RESOLUTION PROJECT PHASE CONCEPT DESIGN	CLIENT <b>WELLINGTON CITY COUNCIL</b>
	2	FOR TRAFFIC RESOLUTION - UPDATED	LWA	JASZ			13.01.22
NOT FOR CONSTRUCTION THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION PURPOSES UNLESS SIGNED AS APPROVED							TITLE <b>SAFETY IMPROVEMENTS DRAWING LIST AND LOCATION PLAN</b>
REV	DESCRIPTION	CAD	CHK	DATE	APPROVED	DATE	SCALE (A3) 1:25000    DWG No. 1016611.0000-001    REV 2



**NOTES:**

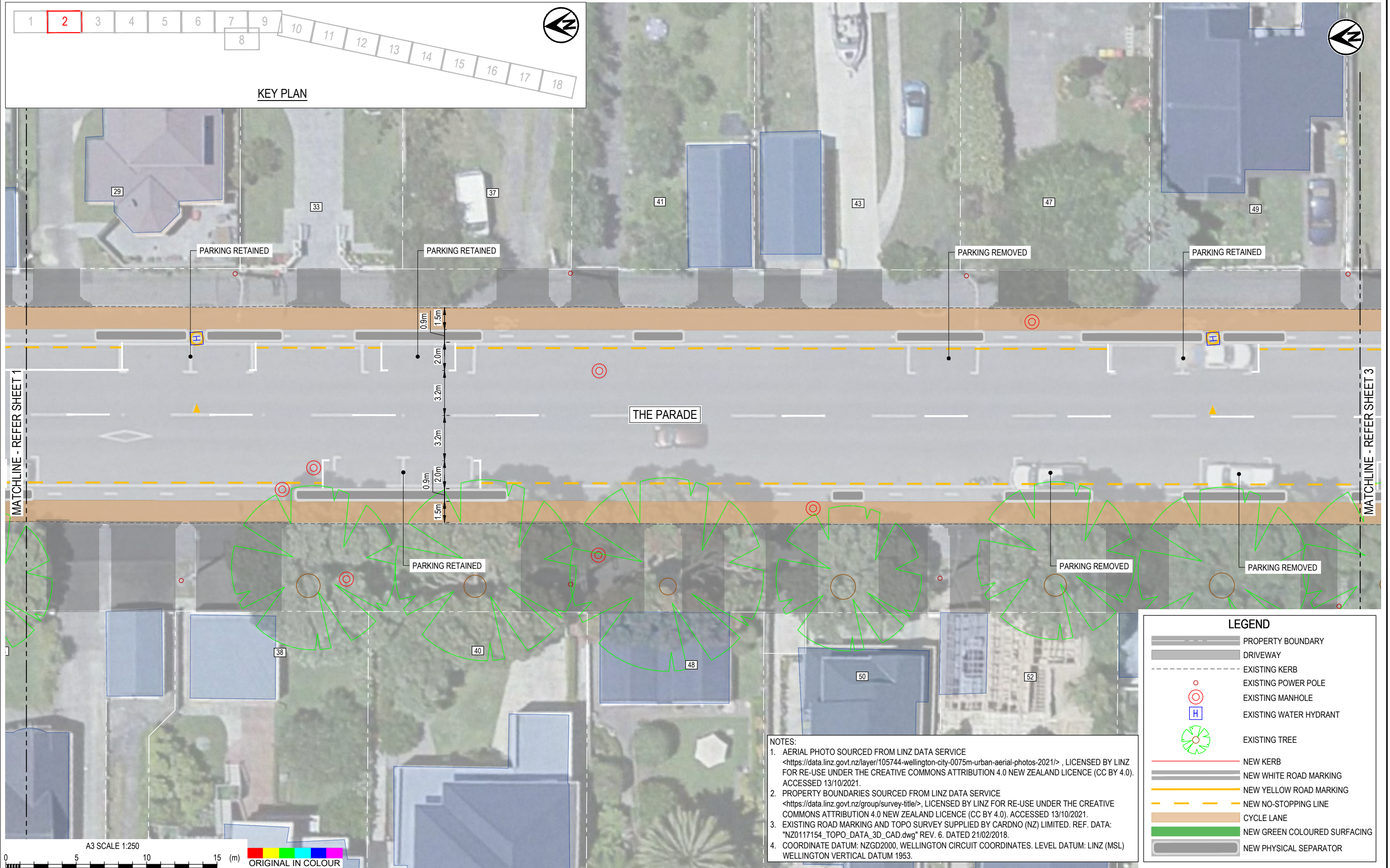
1. AERIAL PHOTO SOURCED FROM LINZ DATA SERVICE  
<https://data.linz.govt.nz/layer/105744-wellington-city-0075m-urban-aerial-photos-2021/>, LICENSED BY LINZ FOR RE-USE UNDER THE CREATIVE COMMONS ATTRIBUTION 4.0 NEW ZEALAND LICENCE (CC BY 4.0). ACCESSED 13/10/2021.
2. PROPERTY BOUNDARIES SOURCED FROM LINZ DATA SERVICE  
<https://data.linz.govt.nz/group/survey-title/>, LICENSED BY LINZ FOR RE-USE UNDER THE CREATIVE COMMONS ATTRIBUTION 4.0 NEW ZEALAND LICENCE (CC BY 4.0). ACCESSED 13/10/2021.
3. EXISTING ROAD MARKING AND TOPO SURVEY SUPPLIED BY CARDNO (NZ) LIMITED. REF. DATA: "NZ0117154\_TOPO\_DATA\_3D\_CAD.dwg" REV. 6. DATED 21/02/2018.
4. COORDINATE DATUM: NZGD2000, WELLINGTON CIRCUIT COORDINATES. LEVEL DATUM: LINZ (MSL) WELLINGTON VERTICAL DATUM 1953.

LEGEND	
	PROPERTY BOUNDARY
	DRIVEWAY
	EXISTING KERB
	EXISTING POWER POLE
	EXISTING MANHOLE
	EXISTING WATER HYDRANT
	EXISTING TREE
	NEW KERB
	NEW WHITE ROAD MARKING
	NEW YELLOW ROAD MARKING
	NEW NO-STOPPING LINE
	CYCLE LANE
	NEW GREEN COLOURED SURFACING
	NEW PHYSICAL SEPARATOR



1	FOR TRAFFIC RESOLUTION	LWA	JASZ	17.12.21	DESIGNED	JASZ	Dec.21	DRAWING STATUS	TRAFFIC RESOLUTION
					DRAWN	LIWA	Dec.21	PROJECT PHASE	CONCEPT DESIGN
					DESIGN CHECKED	JRN	17.12.21		
					DRAWING CHECKED	CYAX	17.12.21		
					NOT FOR CONSTRUCTION				
					THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION PURPOSES UNLESS SIGNED AS APPROVED				
REV	DESCRIPTION	CAD	CHK	DATE	APPROVED	DATE			

CLIENT	WELLINGTON CITY COUNCIL
PROJECT	THE PARADE, ISLAND BAY
TITLE	SAFETY IMPROVEMENTS GENERAL ARRANGEMENT PLAN - SHEET 1 OF 18
SCALE (A3)	1:250
DWG No.	1016611.0000-101
REV	1

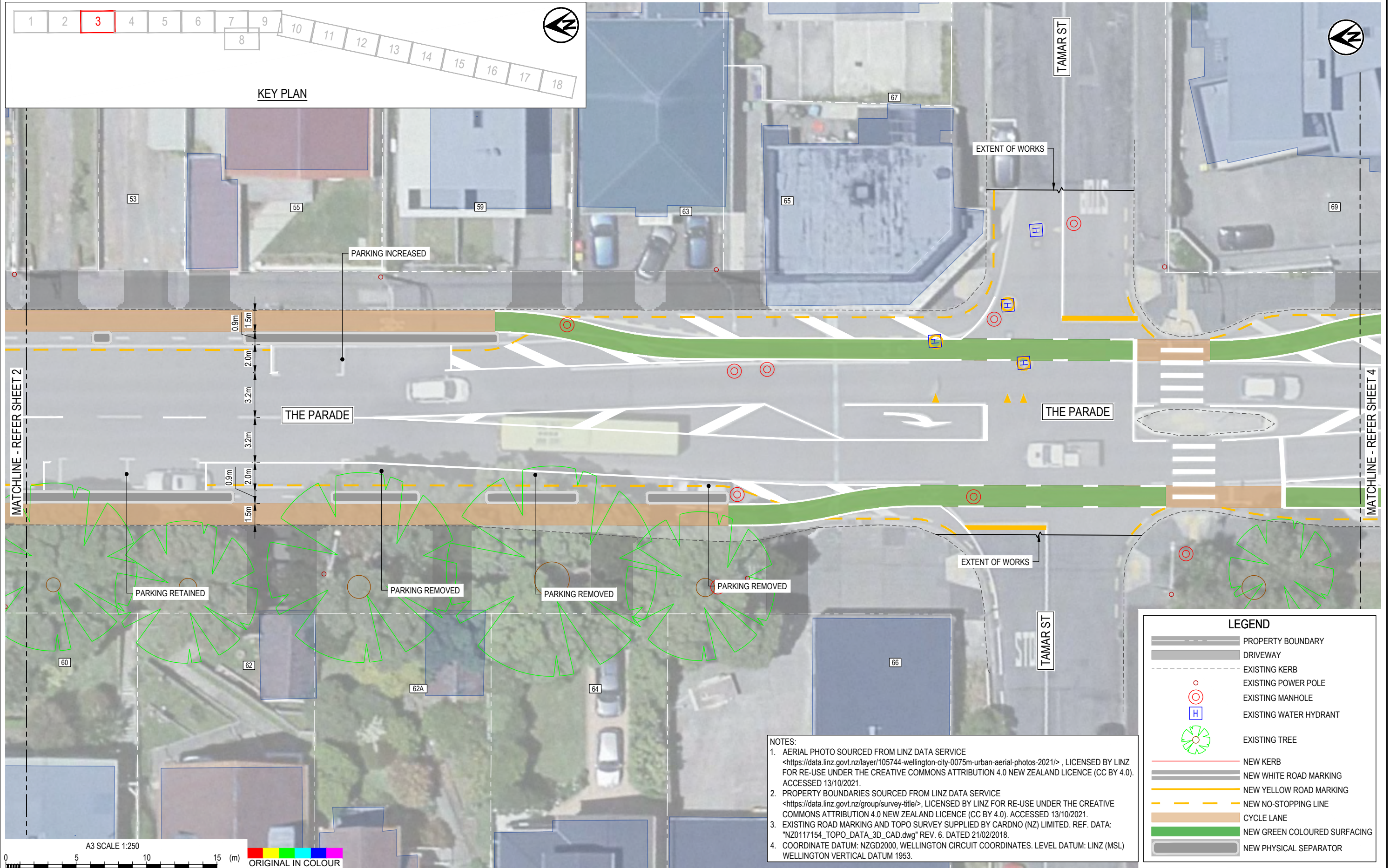


**NOTES:**  
 1. AERIAL PHOTO SOURCED FROM LINZ DATA SERVICE  
 <https://data.linz.govt.nz/layer/105744-wellington-city-0075m-urban-aerial-photos-2021/>, LICENSED BY LINZ FOR RE-USE UNDER THE CREATIVE COMMONS ATTRIBUTION 4.0 NEW ZEALAND LICENCE (CC BY 4.0). ACCESSED 13/10/2021.  
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 4. COORDINATE DATUM: NZGD2000, WELLINGTON CIRCUIT COORDINATES. LEVEL DATUM: LINZ (MSL) WELLINGTON VERTICAL DATUM 1953.

LEGEND	
	PROPERTY BOUNDARY
	DRIVEWAY
	EXISTING KERB
	EXISTING POWER POLE
	EXISTING MANHOLE
	EXISTING WATER HYDRANT
	EXISTING TREE
	NEW KERB
	NEW WHITE ROAD MARKING
	NEW YELLOW ROAD MARKING
	NEW NO-STOPPING LINE
	CYCLE LANE
	NEW GREEN COLOURED SURFACING
	NEW PHYSICAL SEPARATOR

DESIGNED	JASZ	Dec.21	DRAWING STATUS	WELLINGTON CITY COUNCIL					
DRAWN	LIWA	Dec.21	TRAFFIC RESOLUTION	PROJECT THE PARADE, ISLAND BAY					
DESIGN CHECKED	JRN	17.12.21	PROJECT PHASE	TITLE SAFETY IMPROVEMENTS					
DRAWING CHECKED	CYAX	17.12.21	CONCEPT DESIGN	GENERAL ARRANGEMENT PLAN - SHEET 2 OF 18					
NOT FOR CONSTRUCTION			THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION PURPOSES UNLESS SIGNED AS APPROVED						
REV	DESCRIPTION	CAD	CHK	DATE	APPROVED	DATE	SCALE (A3) 1:250	DWG No. 1016611.0000-102	REV 1





MATCHLINE - REFER SHEET 2

MATCHLINE - REFER SHEET 4



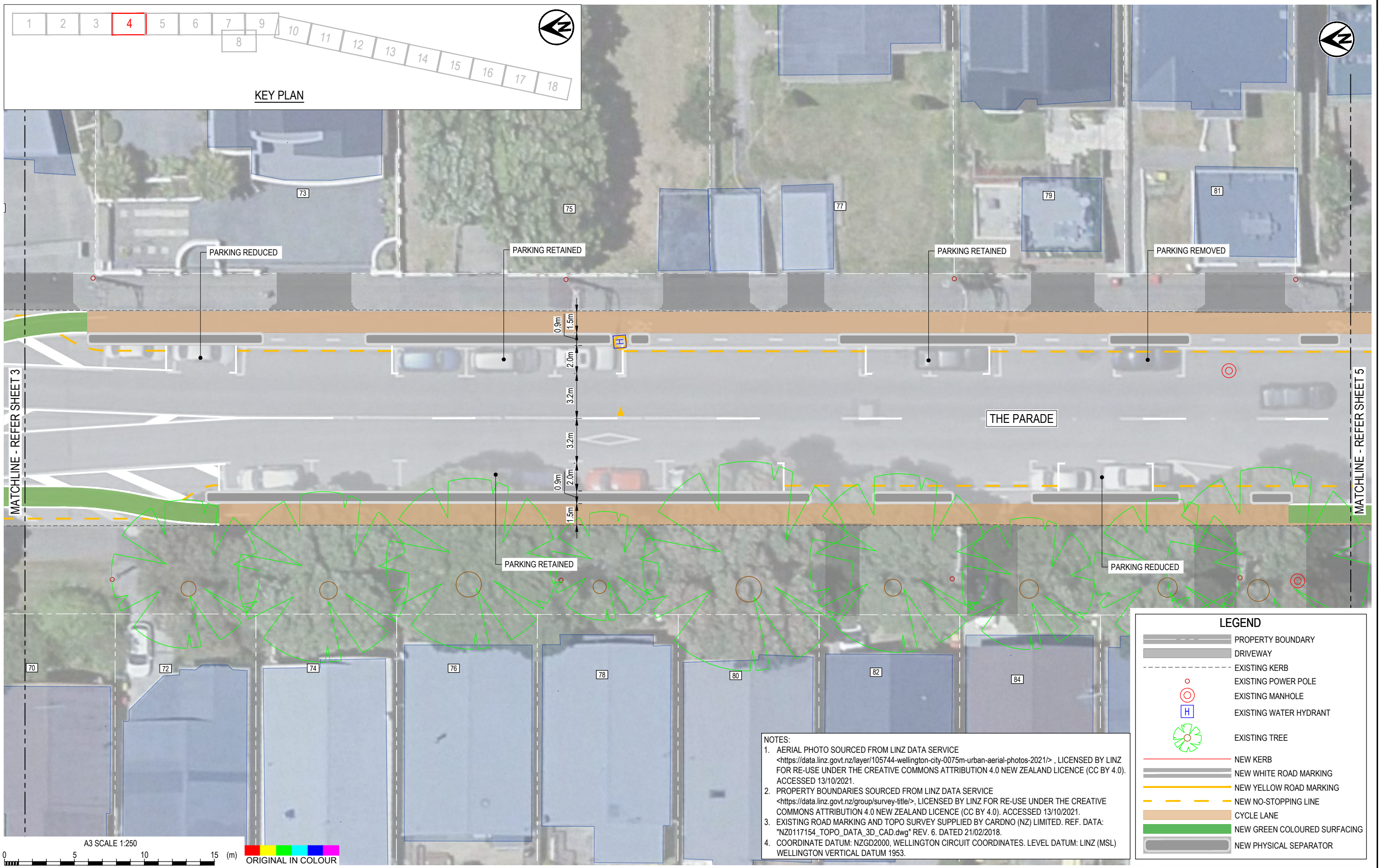
LEGEND	
	PROPERTY BOUNDARY
	DRIVEWAY
	EXISTING KERB
	EXISTING POWER POLE
	EXISTING MANHOLE
	EXISTING WATER HYDRANT
	EXISTING TREE
	NEW KERB
	NEW WHITE ROAD MARKING
	NEW YELLOW ROAD MARKING
	NEW NO-STOPPING LINE
	CYCLE LANE
	NEW GREEN COLOURED SURFACING
	NEW PHYSICAL SEPARATOR

**NOTES:**

- AERIAL PHOTO SOURCED FROM LINZ DATA SERVICE  
<https://data.linz.govt.nz/layer/105744-wellington-city-0075m-urban-aerial-photos-2021/>, LICENSED BY LINZ FOR RE-USE UNDER THE CREATIVE COMMONS ATTRIBUTION 4.0 NEW ZEALAND LICENCE (CC BY 4.0). ACCESSED 13/10/2021.
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- COORDINATE DATUM: NZGD2000, WELLINGTON CIRCUIT COORDINATES. LEVEL DATUM: LINZ (MSL) WELLINGTON VERTICAL DATUM 1953.

1	FOR TRAFFIC RESOLUTION	LWA	JASZ	17.12.21	DESIGNED	JASZ	Dec.21	DRAWING STATUS	TRAFFIC RESOLUTION
					DRAWN	LIWA	Dec.21	PROJECT PHASE	CONCEPT DESIGN
					DESIGN CHECKED	JRN	17.12.21		
					DRAWING CHECKED	CYAX	17.12.21		
NOT FOR CONSTRUCTION					THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION PURPOSES UNLESS SIGNED AS APPROVED				
REV	DESCRIPTION	CAD	CHK	DATE	APPROVED	DATE			

CLIENT	WELLINGTON CITY COUNCIL
PROJECT	THE PARADE, ISLAND BAY
TITLE	SAFETY IMPROVEMENTS GENERAL ARRANGEMENT PLAN - SHEET 3 OF 18
SCALE (A3)	1:250
DWG No.	1016611.0000-103
REV	1



MATCHLINE - REFER SHEET 3

MATCHLINE - REFER SHEET 5



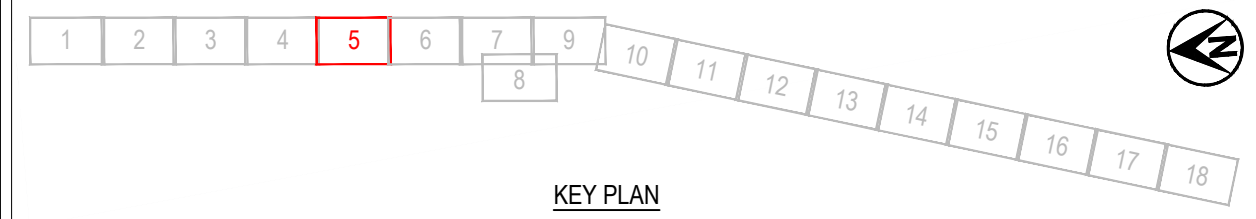
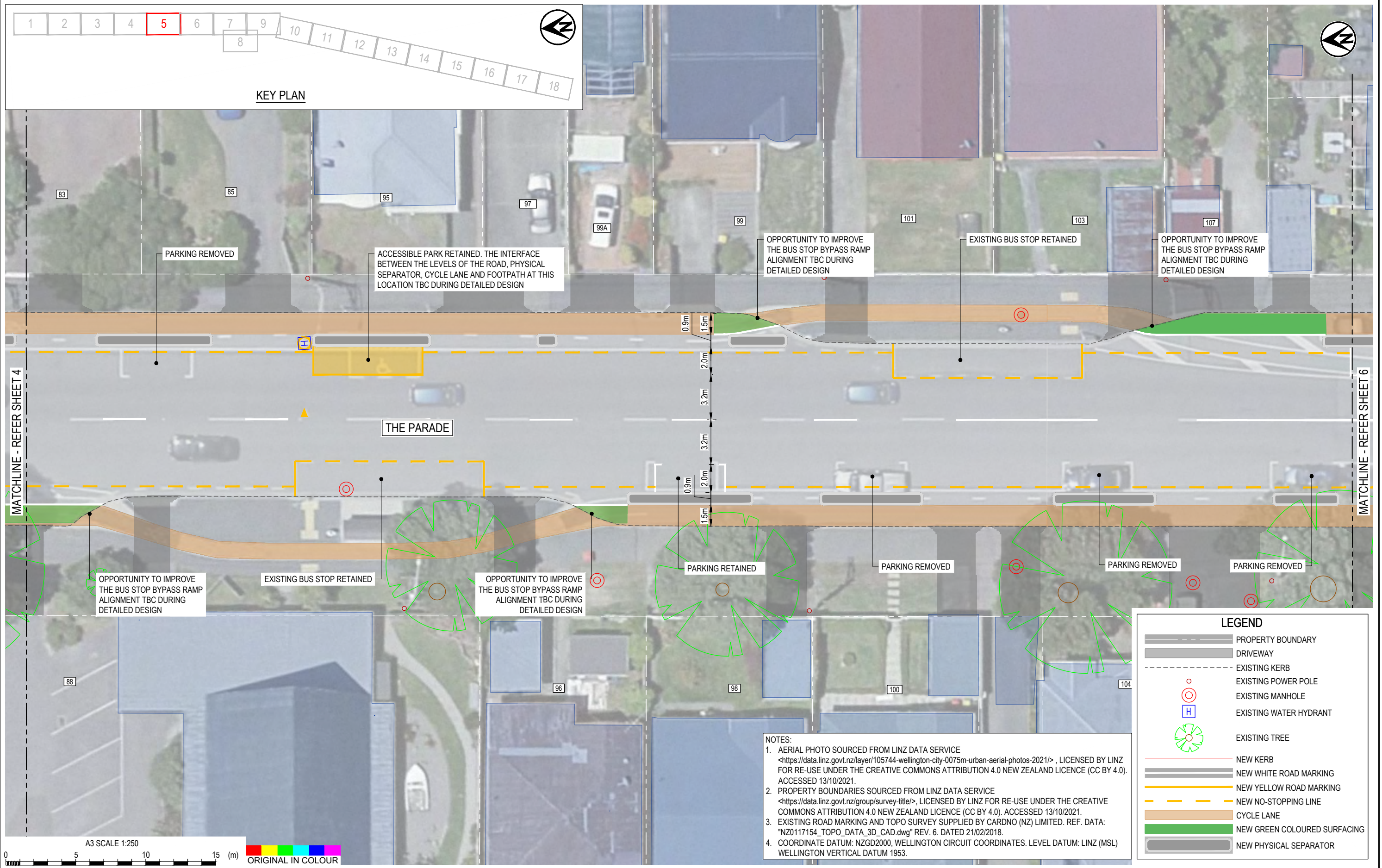
LEGEND	
	PROPERTY BOUNDARY
	DRIVEWAY
	EXISTING KERB
	EXISTING POWER POLE
	EXISTING MANHOLE
	EXISTING WATER HYDRANT
	EXISTING TREE
	NEW KERB
	NEW WHITE ROAD MARKING
	NEW YELLOW ROAD MARKING
	NEW NO-STOPPING LINE
	CYCLE LANE
	NEW GREEN COLOURED SURFACING
	NEW PHYSICAL SEPARATOR

**NOTES:**

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<https://data.linz.govt.nz/layer/105744-wellington-city-0075m-urban-aerial-photos-2021/>, LICENSED BY LINZ FOR RE-USE UNDER THE CREATIVE COMMONS ATTRIBUTION 4.0 NEW ZEALAND LICENCE (CC BY 4.0). ACCESSED 13/10/2021.
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- COORDINATE DATUM: NZGD2000, WELLINGTON CIRCUIT COORDINATES. LEVEL DATUM: LINZ (MSL) WELLINGTON VERTICAL DATUM 1953.

DESIGNED	JASZ	Dec.21	DRAWING STATUS	TRAFFIC RESOLUTION		
	LIWA	Dec.21		PROJECT PHASE		
DESIGN CHECKED	JRN	17.12.21	CONCEPT DESIGN		THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION PURPOSES UNLESS SIGNED AS APPROVED	
DRAWING CHECKED	CYAX	17.12.21				
NOT FOR CONSTRUCTION						
REV	DESCRIPTION	CAD	CHK	DATE	APPROVED	DATE
1	FOR TRAFFIC RESOLUTION	LIWA	JASZ	17.12.21		

CLIENT	WELLINGTON CITY COUNCIL	
PROJECT	THE PARADE, ISLAND BAY	
TITLE	SAFETY IMPROVEMENTS GENERAL ARRANGEMENT PLAN - SHEET 4 OF 18	
SCALE (A3)	1:250	DWG No. 1016611.0000-104
REV	1	



MATCHLINE - REFER SHEET 4

MATCHLINE - REFER SHEET 6

LEGEND	
	PROPERTY BOUNDARY
	DRIVEWAY
	EXISTING KERB
	EXISTING POWER POLE
	EXISTING MANHOLE
	EXISTING WATER HYDRANT
	EXISTING TREE
	NEW KERB
	NEW WHITE ROAD MARKING
	NEW YELLOW ROAD MARKING
	NEW NO-STOPPING LINE
	CYCLE LANE
	NEW GREEN COLOURED SURFACING
	NEW PHYSICAL SEPARATOR

**NOTES:**

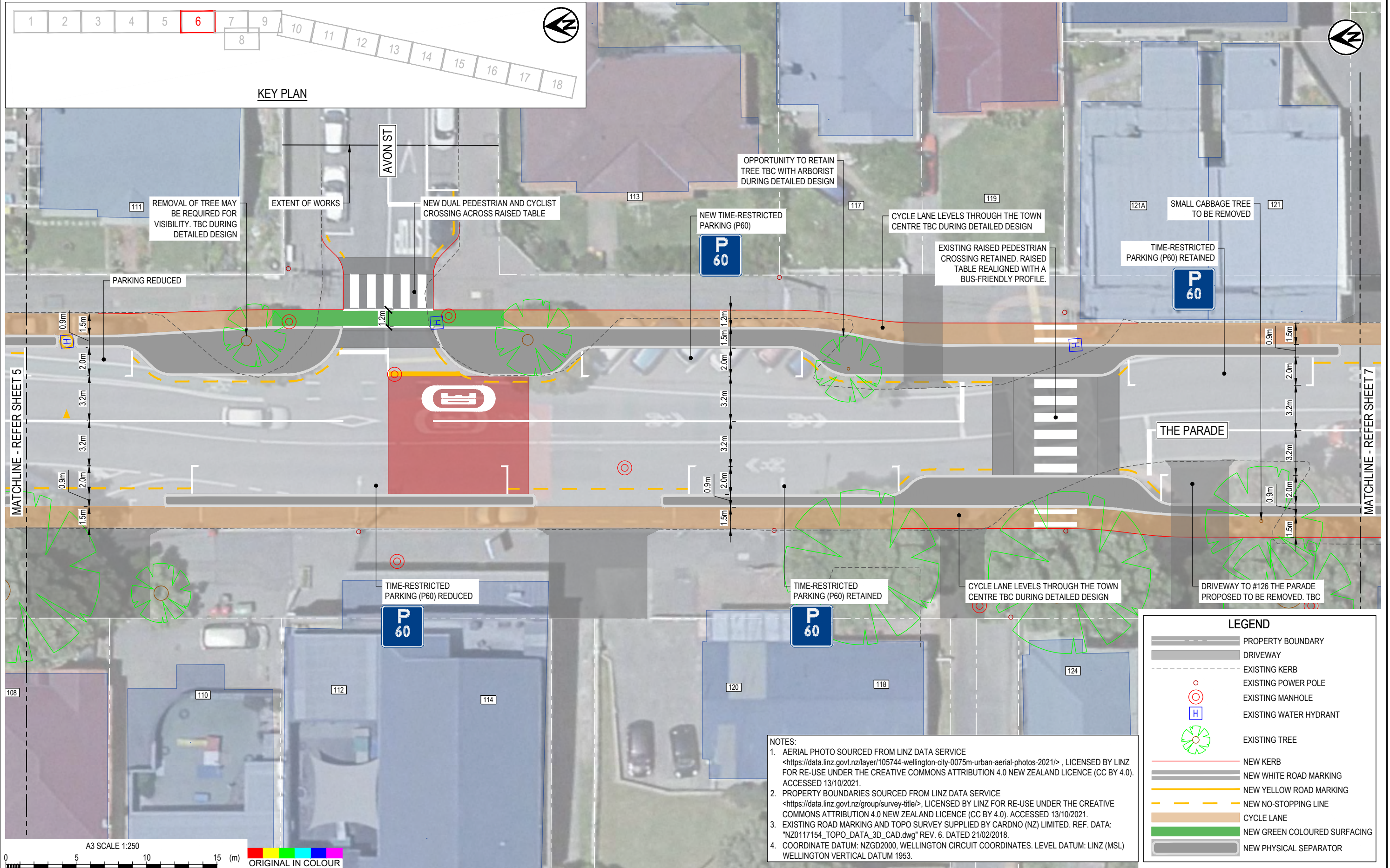
- AERIAL PHOTO SOURCED FROM LINZ DATA SERVICE  
<https://data.linz.govt.nz/layer/105744-wellington-city-0075m-urban-aerial-photos-2021/>, LICENSED BY LINZ FOR RE-USE UNDER THE CREATIVE COMMONS ATTRIBUTION 4.0 NEW ZEALAND LICENCE (CC BY 4.0). ACCESSED 13/10/2021.
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- COORDINATE DATUM: NZGD2000, WELLINGTON CIRCUIT COORDINATES. LEVEL DATUM: LINZ (MSL) WELLINGTON VERTICAL DATUM 1953.



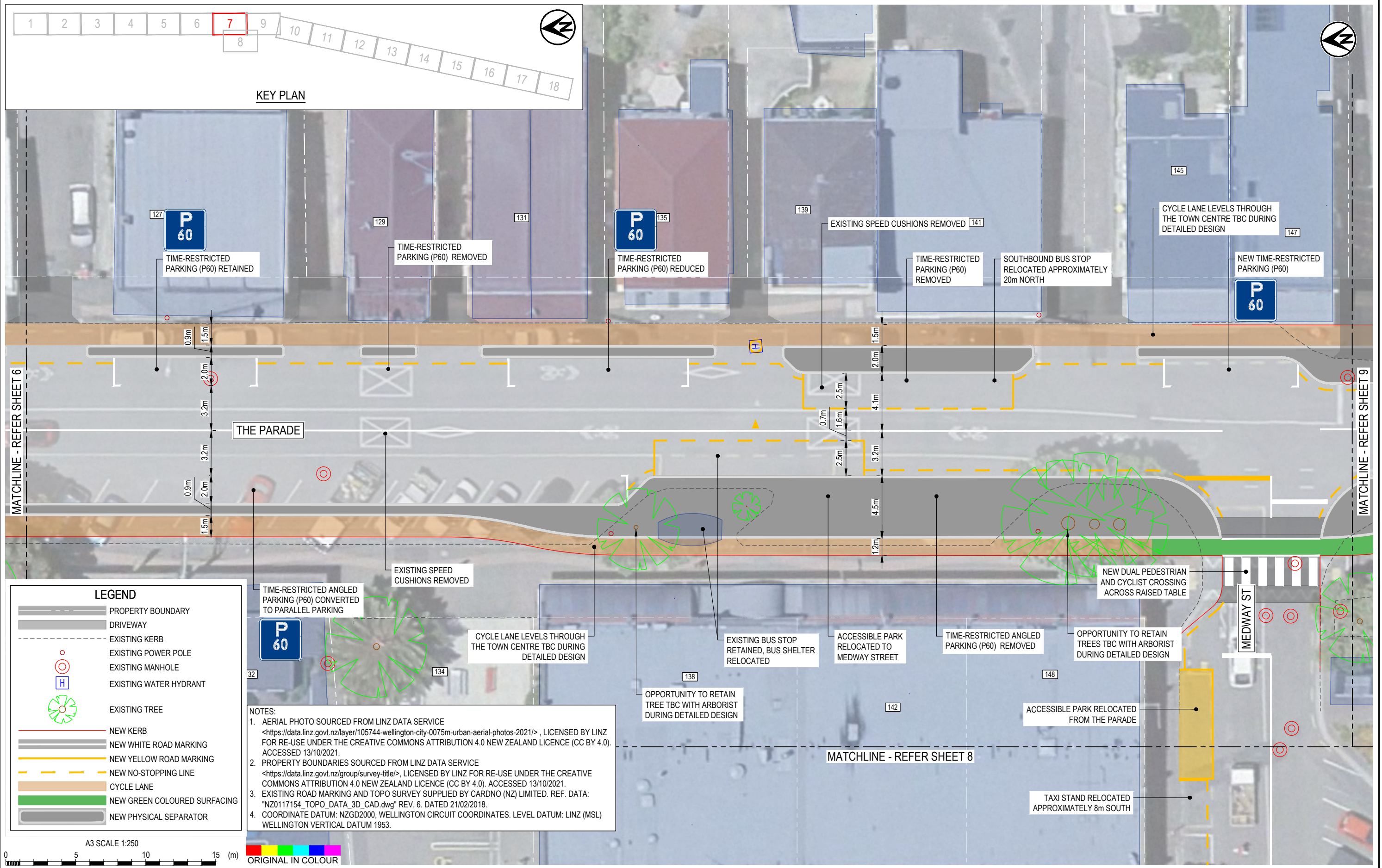
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1	FOR TRAFFIC RESOLUTION	LWA	JASZ	17.12.21	DESIGNED	JASZ	Dec.21	DRAWING STATUS	TRAFFIC RESOLUTION
					DRAWN	LIWA	Dec.21	PROJECT PHASE	CONCEPT DESIGN
					DESIGN CHECKED	JRN	17.12.21		
					DRAWING CHECKED	CYAX	17.12.21		
NOT FOR CONSTRUCTION					THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION PURPOSES UNLESS SIGNED AS APPROVED				
REV	DESCRIPTION	CAD	CHK	DATE	APPROVED	DATE			

CLIENT	WELLINGTON CITY COUNCIL
PROJECT	THE PARADE, ISLAND BAY
TITLE	SAFETY IMPROVEMENTS GENERAL ARRANGEMENT PLAN - SHEET 5 OF 18
SCALE (A3)	1:250
DWG No.	1016611.0000-105
REV	1

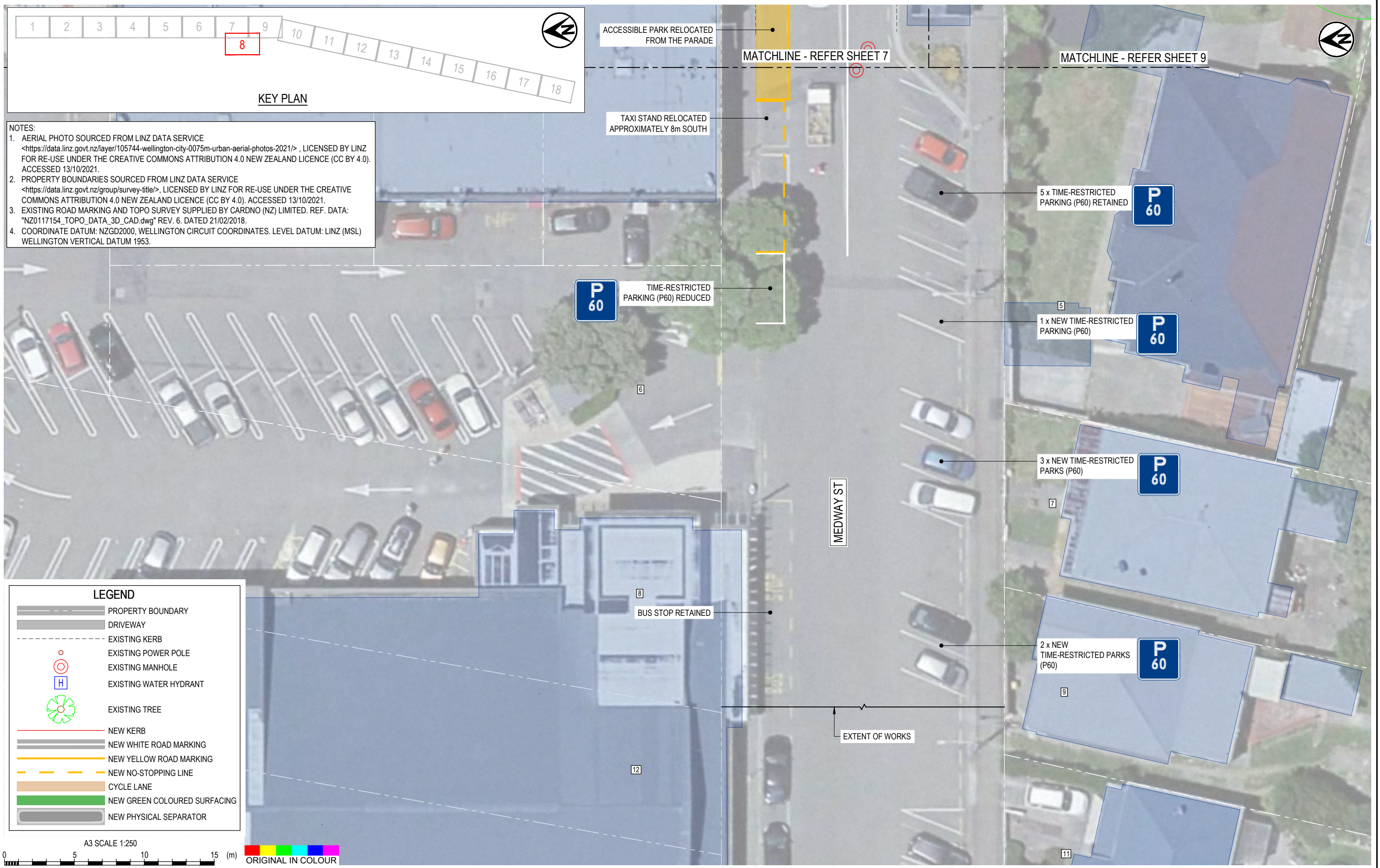


DESIGNED	JASZ	Dec.21	DRAWING STATUS	CLIENT	WELLINGTON CITY COUNCIL
DRAWN	LIWA	Dec.21	TRAFFIC RESOLUTION	PROJECT	THE PARADE, ISLAND BAY
DESIGN CHECKED	JRN	13.01.22	PROJECT PHASE	TITLE	SAFETY IMPROVEMENTS
DRAWING CHECKED	CYAX	13.01.22	CONCEPT DESIGN	GENERAL ARRANGEMENT PLAN - SHEET 6 OF 18	
NOT FOR CONSTRUCTION			THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION PURPOSES UNLESS SIGNED AS APPROVED		
REV	DESCRIPTION	CAD	CHK	DATE	APPROVED
1	FOR TRAFFIC RESOLUTION	LWA	JASZ	17.12.21	
2	FOR TRAFFIC RESOLUTION - UPDATED DIMENSIONS	LWA	JASZ	13.01.22	
				SCALE (A3)	1:250
				DWG No.	1016611.0000-106
				REV	2



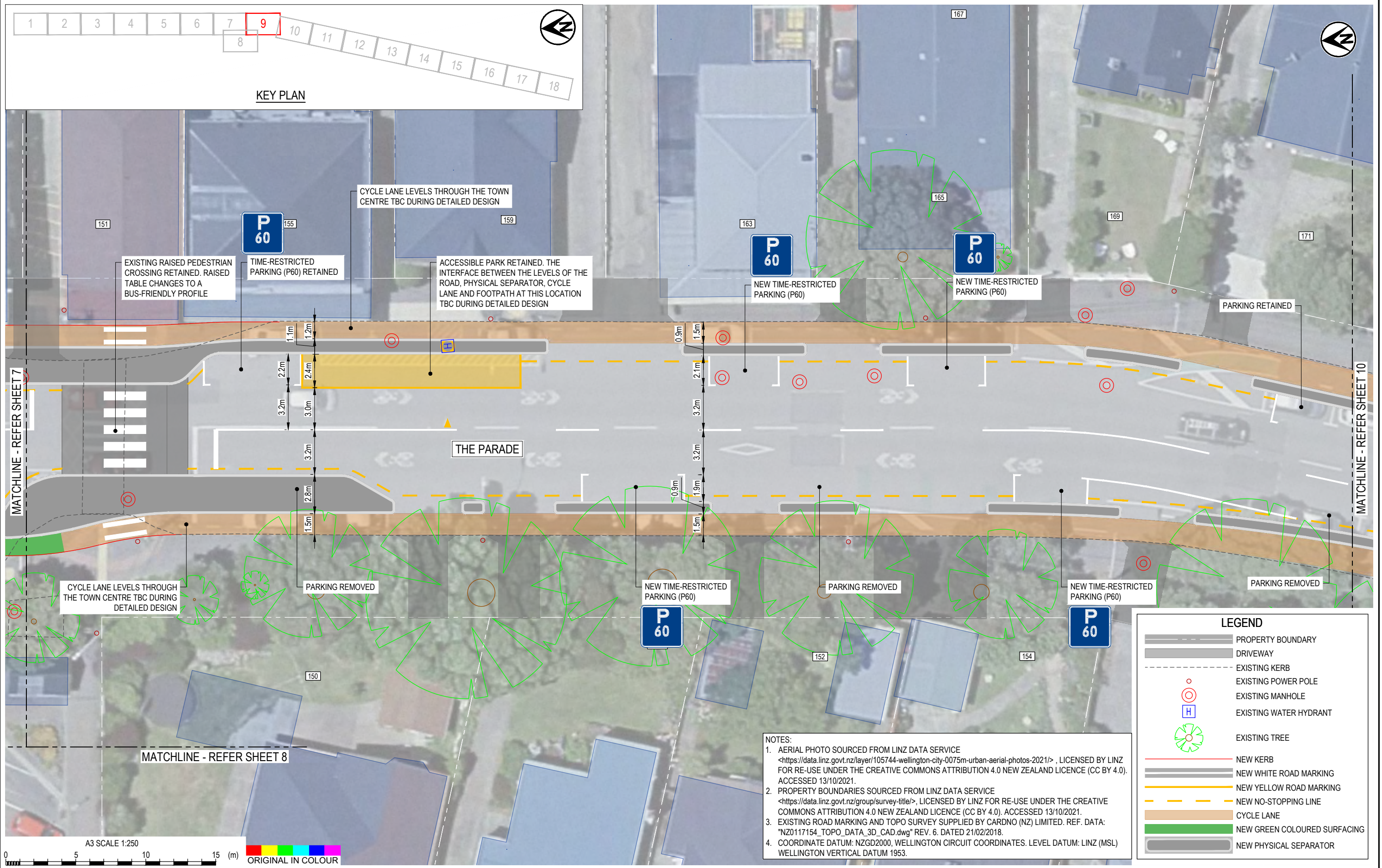
1	FOR TRAFFIC RESOLUTION	LWA	JASZ	17.12.21	DESIGNED DRAWN DESIGN CHECKED DRAWING CHECKED	JASZ LIWA JRN CYAX	Dec.21 Dec.21 17.12.21 17.12.21	DRAWING STATUS TRAFFIC RESOLUTION PROJECT PHASE CONCEPT DESIGN
NOT FOR CONSTRUCTION					THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION PURPOSES UNLESS SIGNED AS APPROVED			
REV	DESCRIPTION	CAD	CHK	DATE	APPROVED	DATE		

CLIENT	WELLINGTON CITY COUNCIL
PROJECT	THE PARADE, ISLAND BAY
TITLE	SAFETY IMPROVEMENTS GENERAL ARRANGEMENT PLAN - SHEET 7 OF 18
SCALE (A3)	1:250
DWG No.	1016611.0000-107
REV	1

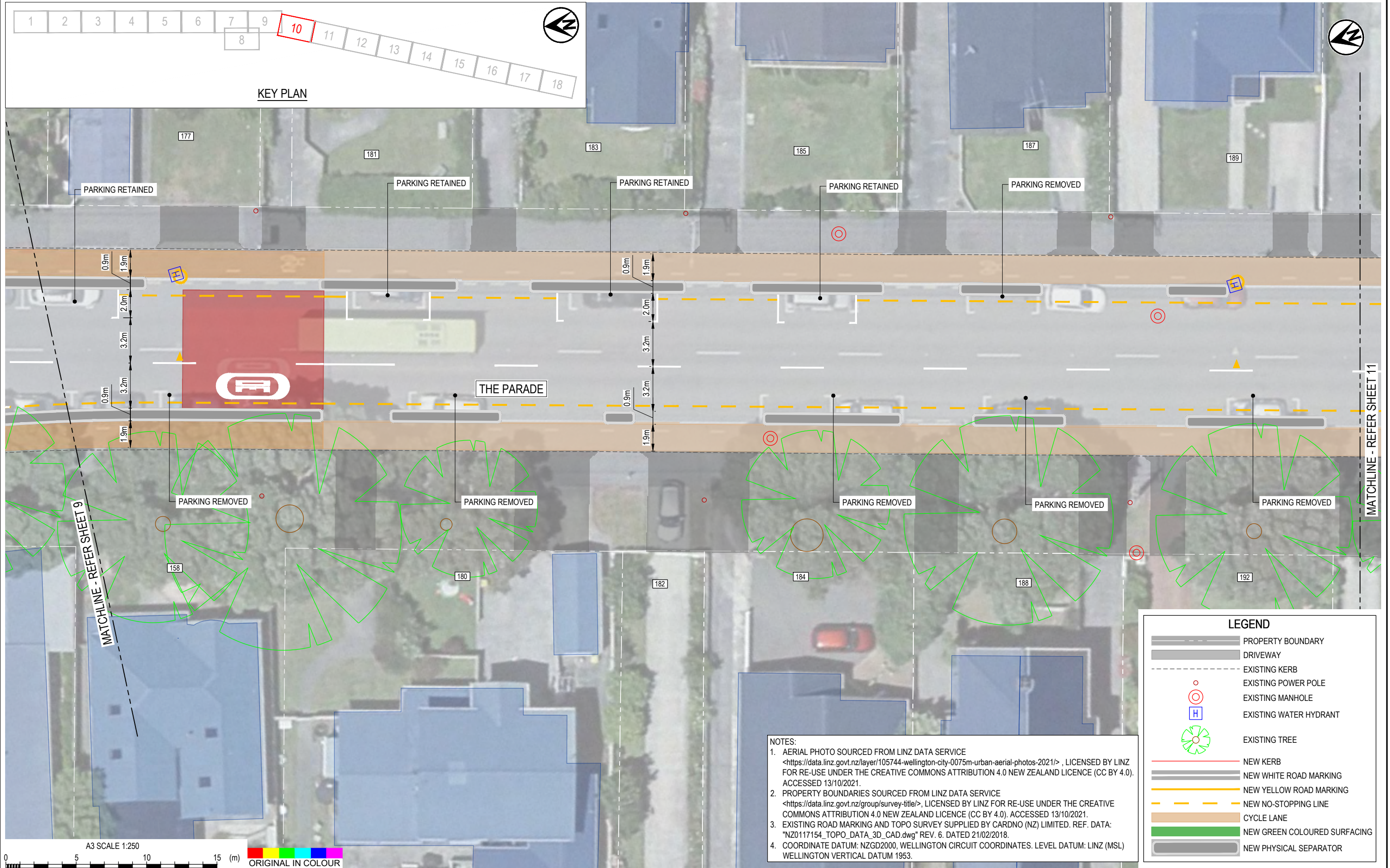


DESIGNED	JASZ	Dec.21	DRAWING STATUS	CLIENT	WELLINGTON CITY COUNCIL
DRAWN	LIWA	Dec.21	TRAFFIC RESOLUTION	PROJECT	THE PARADE, ISLAND BAY
DESIGN CHECKED	JRN	13.01.22	PROJECT PHASE	TITLE	SAFETY IMPROVEMENTS
DRAWING CHECKED	CYAX	13.01.22	CONCEPT DESIGN	GENERAL ARRANGEMENT PLAN - SHEET 8 OF 18	
NOT FOR CONSTRUCTION			THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION PURPOSES UNLESS SIGNED AS APPROVED		
REV	DESCRIPTION	CAD	CHK	DATE	APPROVED
1	FOR TRAFFIC RESOLUTION	LWA	JASZ	17.12.21	
2	FOR TRAFFIC RESOLUTION - UPDATED	LWA	JASZ	13.01.22	

SCALE (A3)	1:250	DWG No.	1016611.0000-108	REV	2
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DESIGNED	JASZ	Dec.21	DRAWING STATUS	CLIENT	WELLINGTON CITY COUNCIL
DRAWN	LIWA	Dec.21	TRAFFIC RESOLUTION	PROJECT	THE PARADE, ISLAND BAY
DESIGN CHECKED	JRN	17.12.21	PROJECT PHASE	TITLE	SAFETY IMPROVEMENTS
DRAWING CHECKED	CYAX	17.12.21	CONCEPT DESIGN	GENERAL ARRANGEMENT PLAN - SHEET 9 OF 18	
NOT FOR CONSTRUCTION			THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION PURPOSES UNLESS SIGNED AS APPROVED		
REV	DESCRIPTION	CAD	CHK	DATE	APPROVED
1	FOR TRAFFIC RESOLUTION	LIWA	JASZ	17.12.21	



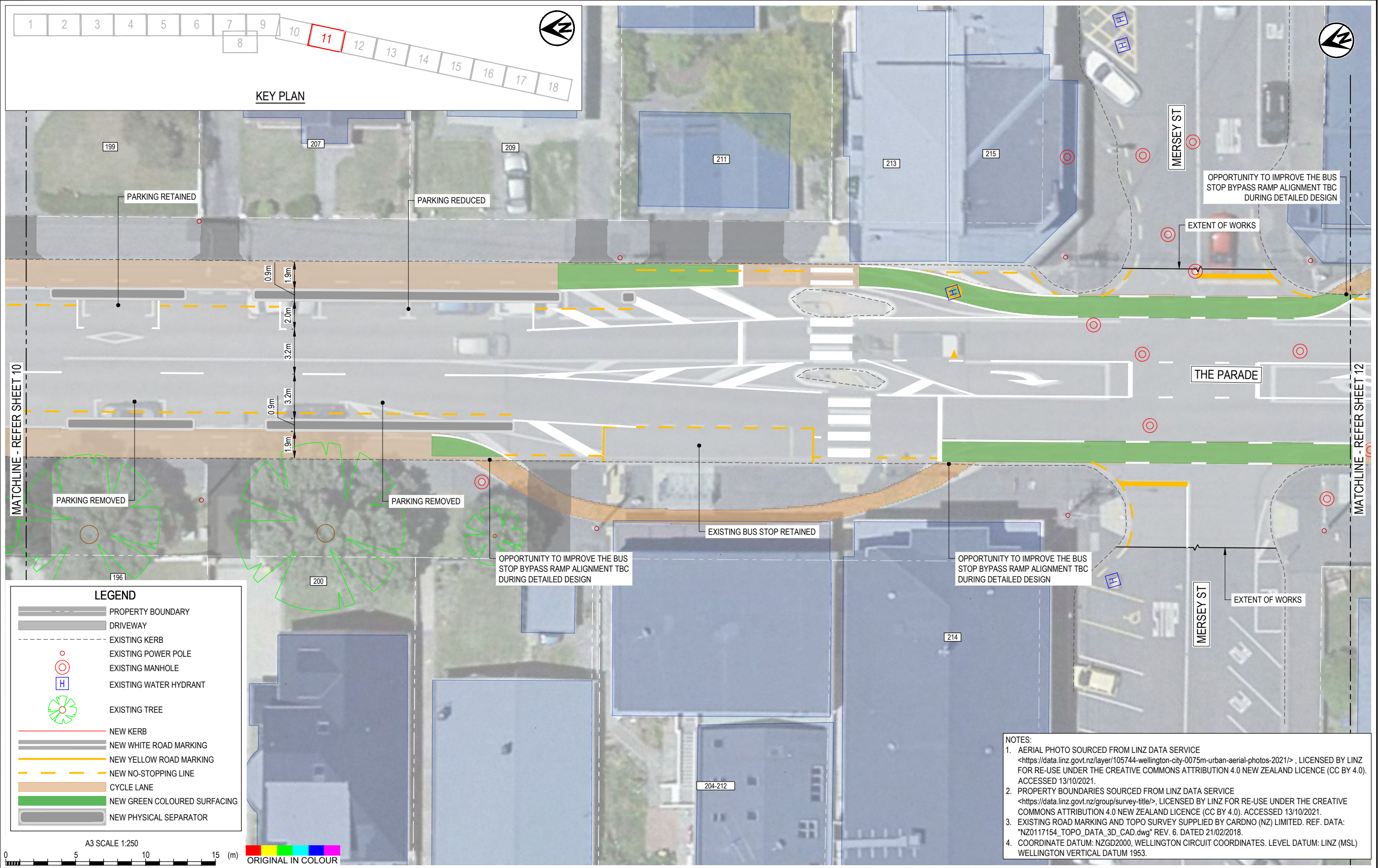
**NOTES:**  
 1. AERIAL PHOTO SOURCED FROM LINZ DATA SERVICE  
 <https://data.linz.govt.nz/layer/105744-wellington-city-0075m-urban-aerial-photos-2021/>, LICENSED BY LINZ FOR RE-USE UNDER THE CREATIVE COMMONS ATTRIBUTION 4.0 NEW ZEALAND LICENCE (CC BY 4.0). ACCESSED 13/10/2021.  
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 4. COORDINATE DATUM: NZGD2000, WELLINGTON CIRCUIT COORDINATES. LEVEL DATUM: LINZ (MSL) WELLINGTON VERTICAL DATUM 1953.

LEGEND	
	PROPERTY BOUNDARY
	DRIVEWAY
	EXISTING KERB
	EXISTING POWER POLE
	EXISTING MANHOLE
	EXISTING WATER HYDRANT
	EXISTING TREE
	NEW KERB
	NEW WHITE ROAD MARKING
	NEW YELLOW ROAD MARKING
	NEW NO-STOPPING LINE
	CYCLE LANE
	NEW GREEN COLOURED SURFACING
	NEW PHYSICAL SEPARATOR

1	FOR TRAFFIC RESOLUTION	LWA	JASZ	17.12.21	DESIGNED	JASZ	Dec.21	DRAWING STATUS	WELLINGTON CITY COUNCIL
					DRAWN	LIWA	Dec.21	TRAFFIC RESOLUTION	
					DESIGN CHECKED	JRN	17.12.21	PROJECT PHASE	THE PARADE, ISLAND BAY
					DRAWING CHECKED	CYAX	17.12.21	CONCEPT DESIGN	
					NOT FOR CONSTRUCTION		THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION PURPOSES UNLESS SIGNED AS APPROVED		
REV	DESCRIPTION	CAD	CHK	DATE	APPROVED	DATE		SCALE (A3)	1:250

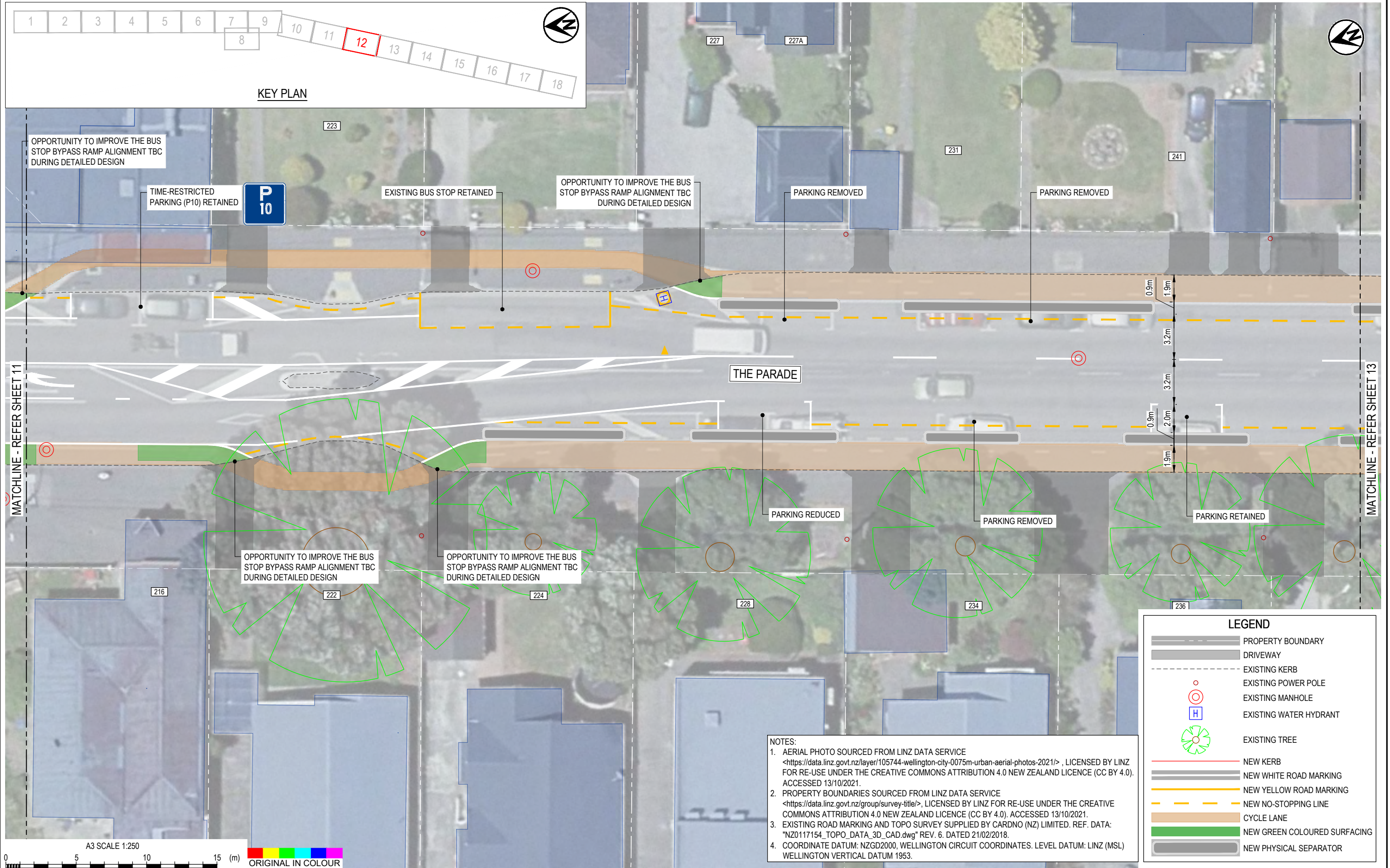
CLIENT	WELLINGTON CITY COUNCIL
PROJECT	THE PARADE, ISLAND BAY
TITLE	SAFETY IMPROVEMENTS GENERAL ARRANGEMENT PLAN - SHEET 10 OF 18
SCALE (A3)	1:250
DWG No.	1016611.0000-110
REV	1





DESIGNED	JASZ	Dec.21	DRAWING STATUS	CLIENT	WELLINGTON CITY COUNCIL
DRAWN	LIWA	Dec.21	TRAFFIC RESOLUTION	PROJECT	THE PARADE, ISLAND BAY
DESIGN CHECKED	JRN	17.12.21	PROJECT PHASE	TITLE	SAFETY IMPROVEMENTS
DRAWING CHECKED	CYAX	17.12.21	CONCEPT DESIGN	GENERAL ARRANGEMENT PLAN - SHEET 11 OF 18	
NOT FOR CONSTRUCTION			THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION PURPOSES UNLESS SIGNED AS APPROVED		
REV	DESCRIPTION	CAD	CHK	DATE	APPROVED
1	FOR TRAFFIC RESOLUTION	LIWA	JASZ	17.12.21	

SCALE (A3)	1:250	DWG No.	1016611.0000-111	REV	1
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MATCHLINE - REFER SHEET 11

MATCHLINE - REFER SHEET 13

**THE PARADE**

LEGEND	
	PROPERTY BOUNDARY
	DRIVEWAY
	EXISTING KERB
	EXISTING POWER POLE
	EXISTING MANHOLE
	EXISTING WATER HYDRANT
	EXISTING TREE
	NEW KERB
	NEW WHITE ROAD MARKING
	NEW YELLOW ROAD MARKING
	NEW NO-STOPPING LINE
	CYCLE LANE
	NEW GREEN COLOURED SURFACING
	NEW PHYSICAL SEPARATOR

**NOTES:**

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<https://data.linz.govt.nz/layer/105744-wellington-city-0075m-urban-aerial-photos-2021/>, LICENSED BY LINZ FOR RE-USE UNDER THE CREATIVE COMMONS ATTRIBUTION 4.0 NEW ZEALAND LICENCE (CC BY 4.0). ACCESSED 13/10/2021.
- PROPERTY BOUNDARIES SOURCED FROM LINZ DATA SERVICE  
<https://data.linz.govt.nz/group/survey-title/>, LICENSED BY LINZ FOR RE-USE UNDER THE CREATIVE COMMONS ATTRIBUTION 4.0 NEW ZEALAND LICENCE (CC BY 4.0). ACCESSED 13/10/2021.
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- COORDINATE DATUM: NZGD2000, WELLINGTON CIRCUIT COORDINATES. LEVEL DATUM: LINZ (MSL) WELLINGTON VERTICAL DATUM 1953.

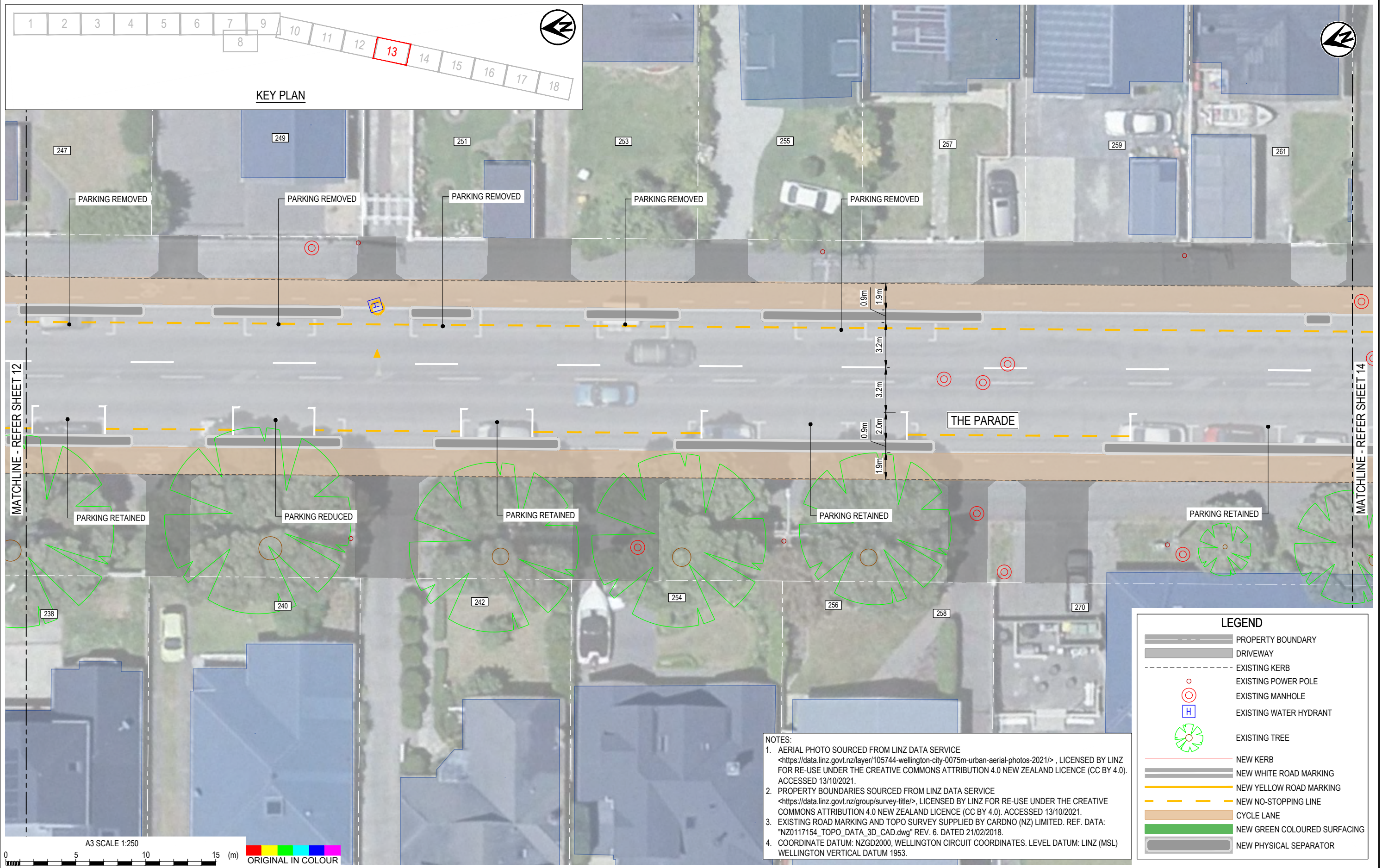
A3 SCALE 1:250  
0 5 10 15 (m) ORIGINAL IN COLOUR



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1	FOR TRAFFIC RESOLUTION	LWA	JASZ	17.12.21	DESIGNED	JASZ	Dec.21	DRAWING STATUS	TRAFFIC RESOLUTION
					DRAWN	LIWA	Dec.21	PROJECT PHASE	CONCEPT DESIGN
					DESIGN CHECKED	JRN	17.12.21		
					DRAWING CHECKED	CYAX	17.12.21		
NOT FOR CONSTRUCTION					THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION PURPOSES UNLESS SIGNED AS APPROVED				
REV	DESCRIPTION	CAD	CHK	DATE	APPROVED	DATE			

CLIENT	WELLINGTON CITY COUNCIL
PROJECT	THE PARADE, ISLAND BAY
TITLE	SAFETY IMPROVEMENTS GENERAL ARRANGEMENT PLAN - SHEET 12 OF 18
SCALE (A3)	1:250
DWG No.	1016611.0000-112
REV	1

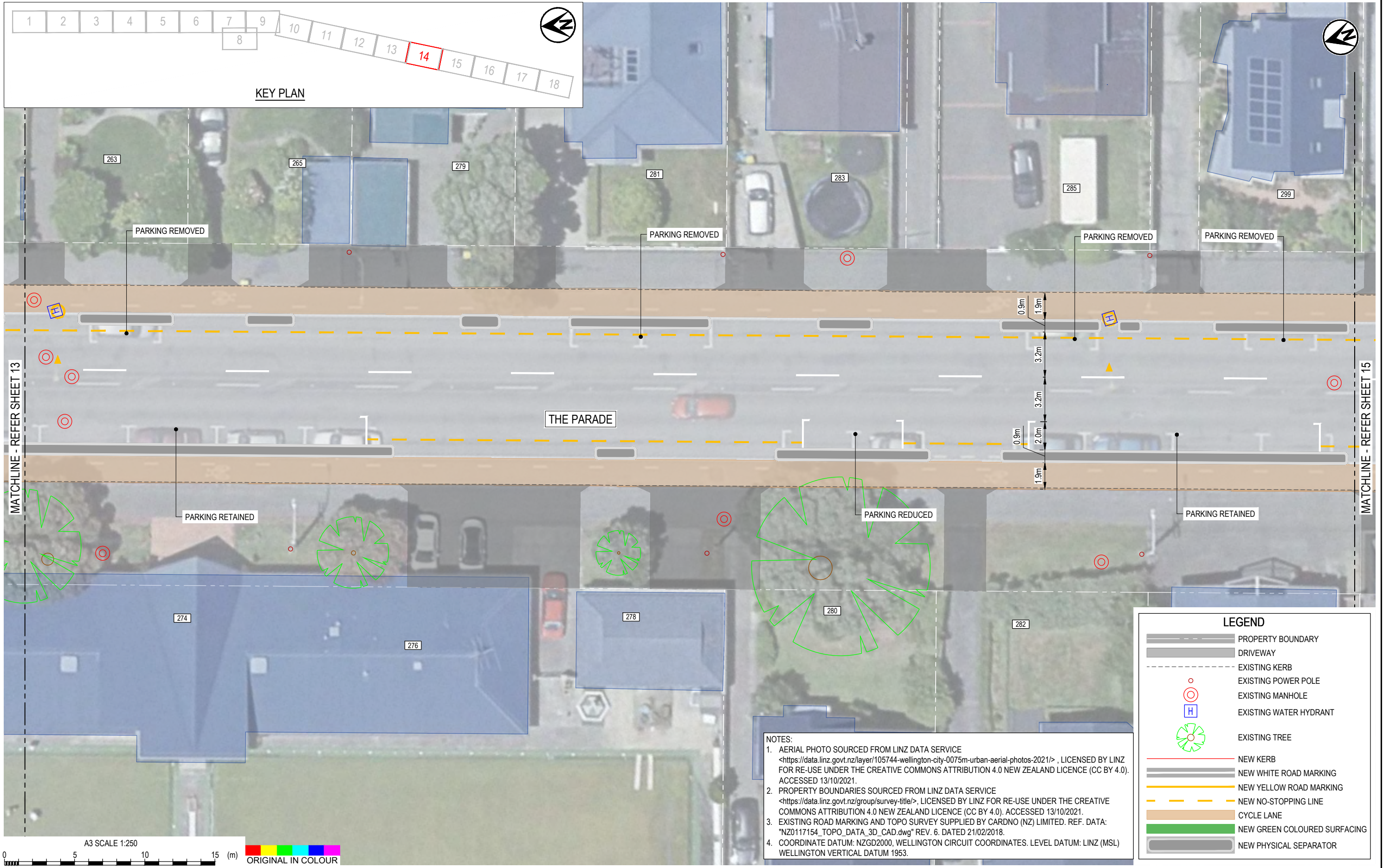


**NOTES:**  
 1. AERIAL PHOTO SOURCED FROM LINZ DATA SERVICE  
 <https://data.linz.govt.nz/layer/105744-wellington-city-0075m-urban-aerial-photos-2021/>, LICENSED BY LINZ FOR RE-USE UNDER THE CREATIVE COMMONS ATTRIBUTION 4.0 NEW ZEALAND LICENCE (CC BY 4.0). ACCESSED 13/10/2021.  
 2. PROPERTY BOUNDARIES SOURCED FROM LINZ DATA SERVICE  
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 4. COORDINATE DATUM: NZGD2000, WELLINGTON CIRCUIT COORDINATES. LEVEL DATUM: LINZ (MSL) WELLINGTON VERTICAL DATUM 1953.

LEGEND	
	PROPERTY BOUNDARY
	DRIVEWAY
	EXISTING KERB
	EXISTING POWER POLE
	EXISTING MANHOLE
	EXISTING WATER HYDRANT
	EXISTING TREE
	NEW KERB
	NEW WHITE ROAD MARKING
	NEW YELLOW ROAD MARKING
	NEW NO-STOPPING LINE
	CYCLE LANE
	NEW GREEN COLOURED SURFACING
	NEW PHYSICAL SEPARATOR

DESIGNED	JASZ	Dec.21	DRAWING STATUS	CLIENT	WELLINGTON CITY COUNCIL
DRAWN	LIWA	Dec.21	TRAFFIC RESOLUTION	PROJECT	THE PARADE, ISLAND BAY
DESIGN CHECKED	JRN	17.12.21	PROJECT PHASE	TITLE	SAFETY IMPROVEMENTS
DRAWING CHECKED	CYAX	17.12.21	CONCEPT DESIGN	GENERAL ARRANGEMENT PLAN - SHEET 13 OF 18	
NOT FOR CONSTRUCTION			THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION PURPOSES UNLESS SIGNED AS APPROVED		
REV	DESCRIPTION	CAD	CHK	DATE	APPROVED
1	FOR TRAFFIC RESOLUTION	LIWA	JASZ	17.12.21	

SCALE (A3)	1:250	DWG No.	1016611.0000-113	REV	1
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MATCHLINE - REFER SHEET 13

MATCHLINE - REFER SHEET 15



**NOTES:**

1. AERIAL PHOTO SOURCED FROM LINZ DATA SERVICE  
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4. COORDINATE DATUM: NZGD2000, WELLINGTON CIRCUIT COORDINATES. LEVEL DATUM: LINZ (MSL) WELLINGTON VERTICAL DATUM 1953.

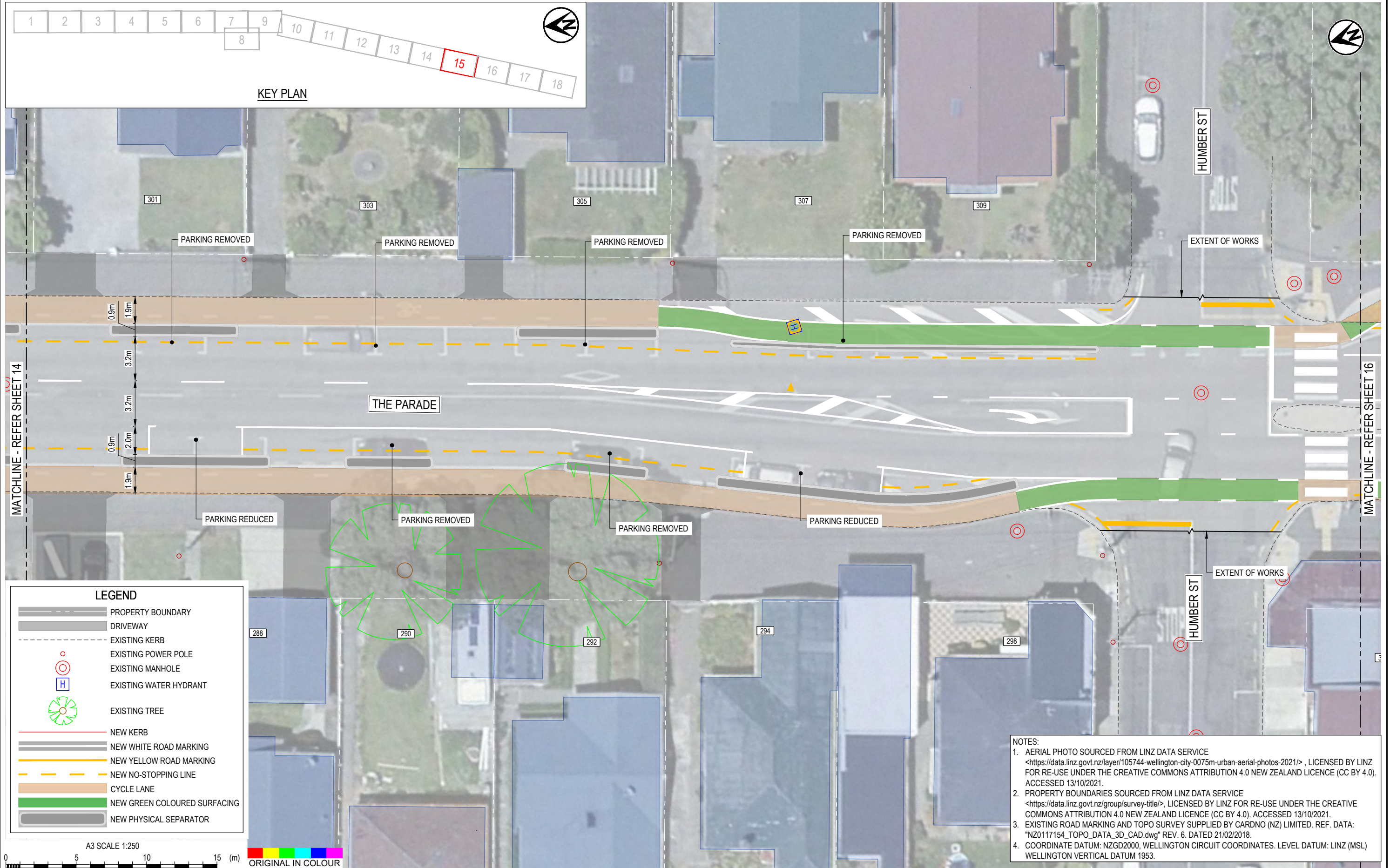
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	EXISTING TREE
	NEW KERB
	NEW WHITE ROAD MARKING
	NEW YELLOW ROAD MARKING
	NEW NO-STOPPING LINE
	CYCLE LANE
	NEW GREEN COLOURED SURFACING
	NEW PHYSICAL SEPARATOR



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					DRAWING CHECKED	CYAX	17.12.21		
					NOT FOR CONSTRUCTION		THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION PURPOSES UNLESS SIGNED AS APPROVED		
REV	DESCRIPTION	CAD	CHK	DATE	APPROVED	DATE			

CLIENT	WELLINGTON CITY COUNCIL
PROJECT	THE PARADE, ISLAND BAY
TITLE	SAFETY IMPROVEMENTS GENERAL ARRANGEMENT PLAN - SHEET 14 OF 18
SCALE (A3)	1:250
DWG No.	1016611.0000-114
REV	1



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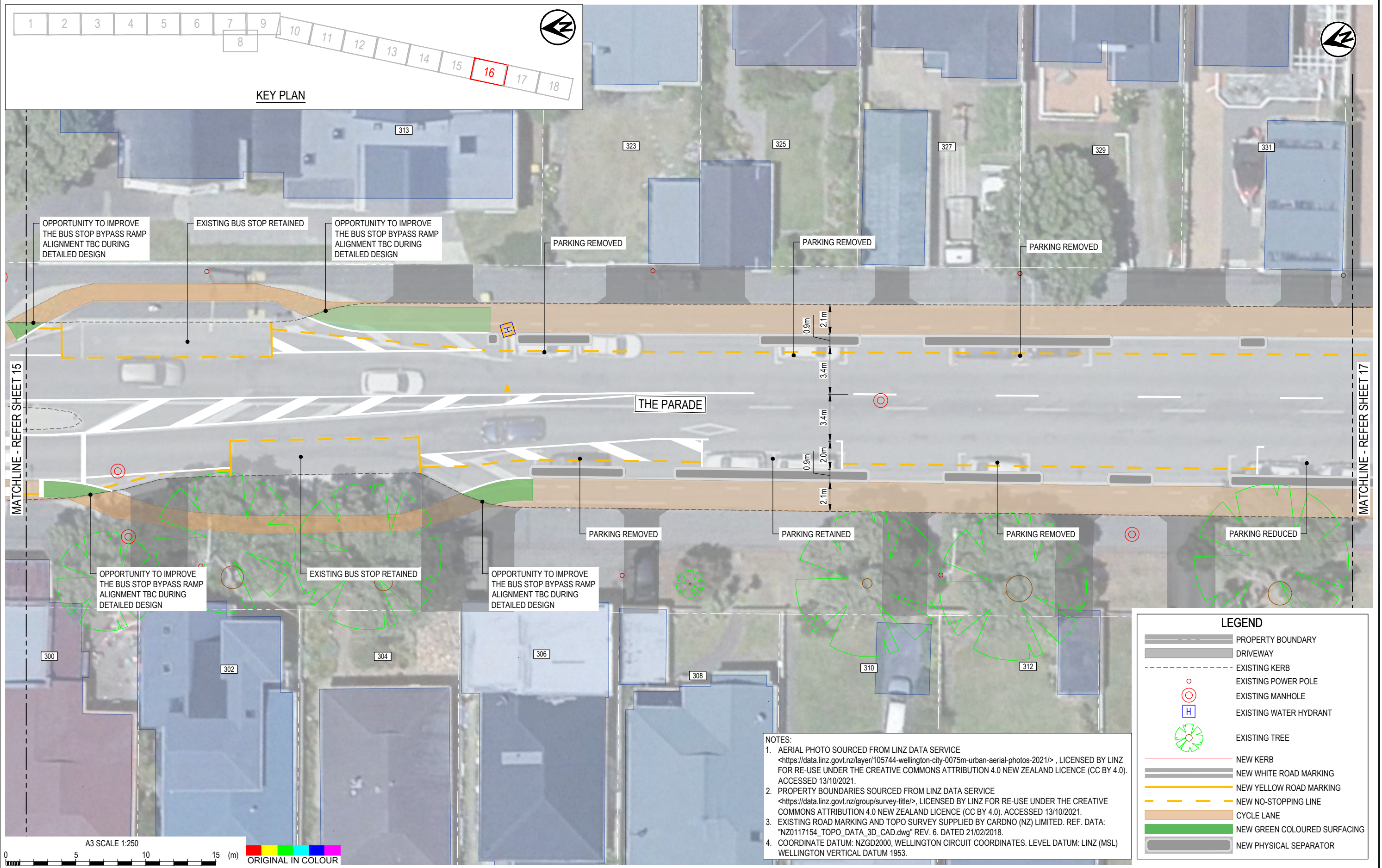
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	NEW WHITE ROAD MARKING
	NEW YELLOW ROAD MARKING
	NEW NO-STOPPING LINE
	CYCLE LANE
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	NEW PHYSICAL SEPARATOR

- NOTES:**
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  - COORDINATE DATUM: NZGD2000, WELLINGTON CIRCUIT COORDINATES. LEVEL DATUM: LINZ (MSL) WELLINGTON VERTICAL DATUM 1953.



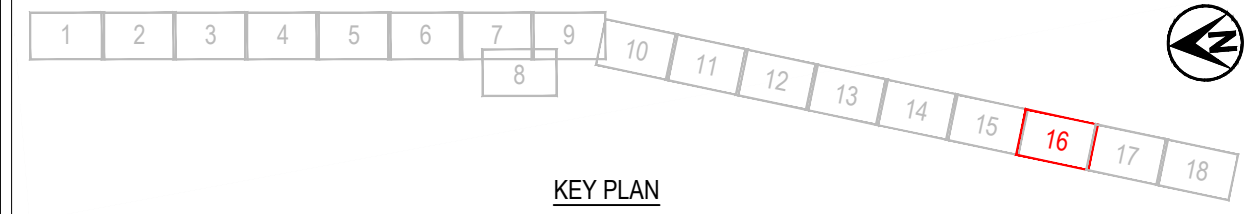
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DRAWING CHECKED	CYAX	17.12.21		
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1	FOR TRAFFIC RESOLUTION	LIWA	JASZ	17.12.21
REV	DESCRIPTION	CAD	CHK	DATE

CLIENT	WELLINGTON CITY COUNCIL
PROJECT	THE PARADE, ISLAND BAY
TITLE	SAFETY IMPROVEMENTS GENERAL ARRANGEMENT PLAN - SHEET 15 OF 18
SCALE (A3)	1:250
DWG No.	1016611.0000-115
REV	1



MATCHLINE - REFER SHEET 15

MATCHLINE - REFER SHEET 17



LEGEND	
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	EXISTING POWER POLE
	EXISTING MANHOLE
	EXISTING WATER HYDRANT
	EXISTING TREE
	NEW KERB
	NEW WHITE ROAD MARKING
	NEW YELLOW ROAD MARKING
	NEW NO-STOPPING LINE
	CYCLE LANE
	NEW GREEN COLOURED SURFACING
	NEW PHYSICAL SEPARATOR

**NOTES:**

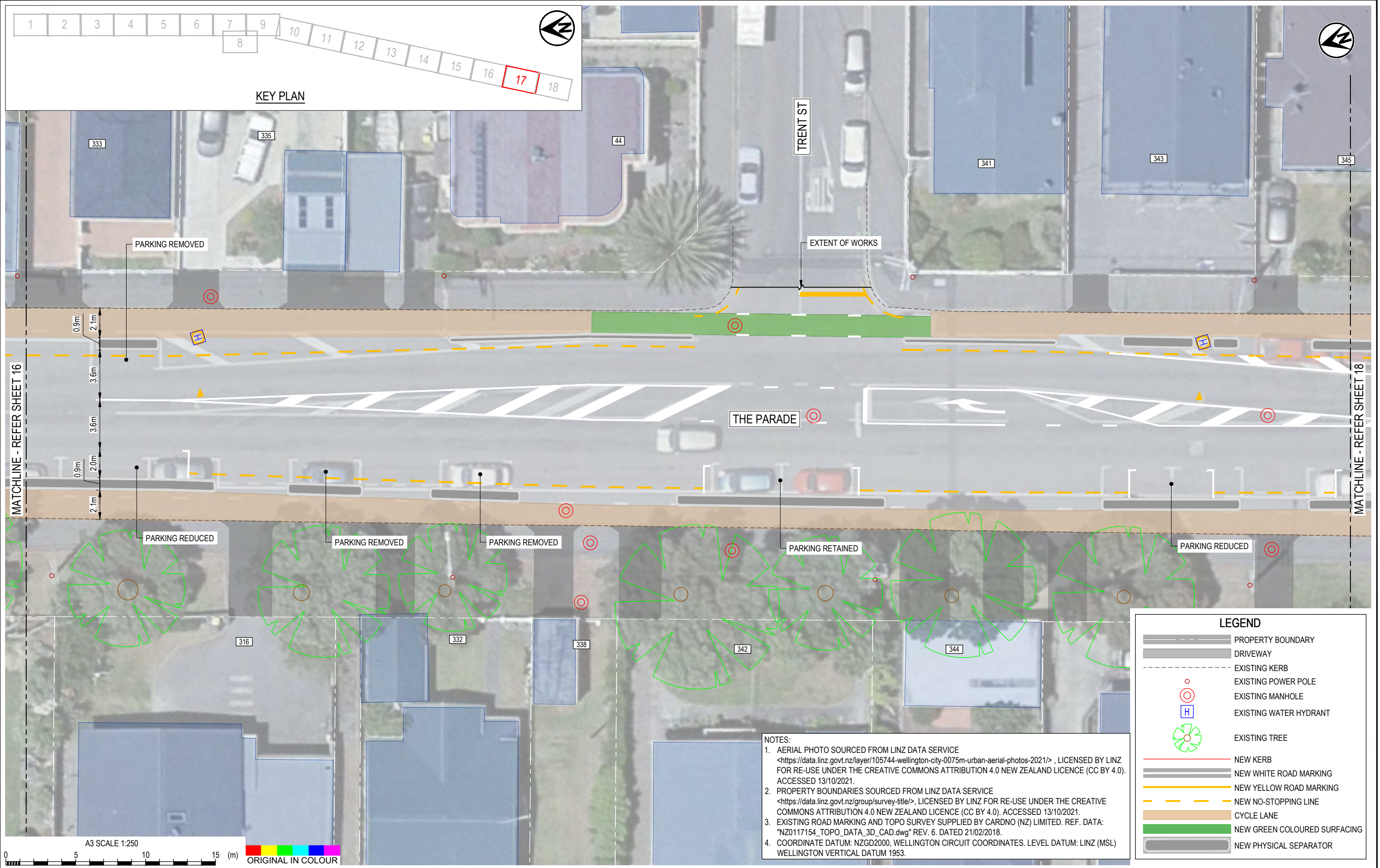
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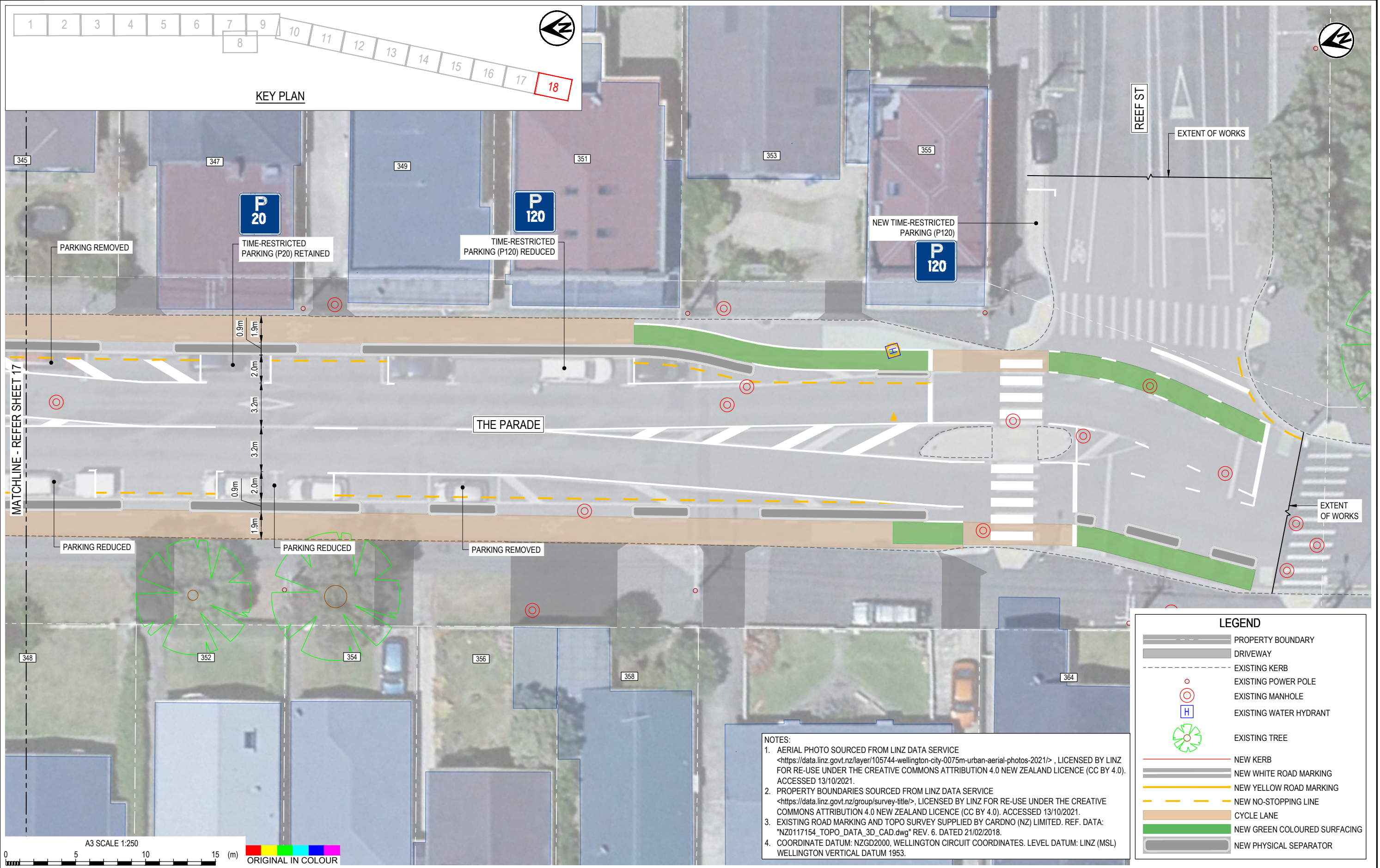
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					DRAWING CHECKED	CYAX	17.12.21		
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CLIENT	WELLINGTON CITY COUNCIL
PROJECT	THE PARADE, ISLAND BAY
TITLE	SAFETY IMPROVEMENTS GENERAL ARRANGEMENT PLAN - SHEET 16 OF 18
SCALE (A3)	1:250
DWG No.	1016611.0000-116
REV	1



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					DESIGN CHECKED	JRN	17.12.21	PROJECT PHASE	TITLE	SAFETY IMPROVEMENTS		
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					NOT FOR CONSTRUCTION			THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION PURPOSES UNLESS SIGNED AS APPROVED				
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CLIENT	WELLINGTON CITY COUNCIL
PROJECT	THE PARADE, ISLAND BAY
TITLE	SAFETY IMPROVEMENTS
	GENERAL ARRANGEMENT PLAN - SHEET 17 OF 18
SCALE (A3)	1:250
DWG No.	1016611.0000-117
REV	1



DESIGNED	JASZ	Dec.21	DRAWING STATUS	CLIENT	WELLINGTON CITY COUNCIL
DRAWN	LIWA	Dec.21	TRAFFIC RESOLUTION	PROJECT	THE PARADE, ISLAND BAY
DESIGN CHECKED	JRN	17.12.21	PROJECT PHASE	TITLE	SAFETY IMPROVEMENTS
DRAWING CHECKED	CYAX	17.12.21	CONCEPT DESIGN	GENERAL ARRANGEMENT PLAN - SHEET 18 OF 18	
NOT FOR CONSTRUCTION			THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION PURPOSES UNLESS SIGNED AS APPROVED		
REV	DESCRIPTION	CAD	CHK	DATE	APPROVED
1	FOR TRAFFIC RESOLUTION	LIWA	JASZ	17.12.21	

SCALE (A3)	1:250	DWG No.	1016611.0000-118	REV	1
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**Design Specific Themes**

Is there anything specific you think would improve the proposed changes to The Parade?

Theme Name	Theme definition	Responses
Combine cyclelane with footpath (eg oriental bay)	Comments proposing that the footpath be combined with the cycle lane, instead of the cycle lane being on the road (also includes comments about raising the cycle lane).	In accordance with design guidance and WCC policy regarding primary bike network routes (Pāneke Pōneke) arterial roads should provide separated bike facilities. Overall, the footpath width on The Parade is not consistent or sufficient to combine foot traffic and bike traffic together.  Raising the bike lanes to footpath level (through the town centre) has been explored and considered, particularly as this would be an ideal solution for vulnerable road users. The cost in raising the bike lanes to footpath level however, is significant, and the value in return is minimal compared to a well-thought out road-level bike lane.
Move parks next to the footpath and cycleway out beside the road	Comments advocating the carparks should be located next to the footpath, and that the cycle lane should be next to traffic (eg the old road layout).	The traffic resolutions being proposed is to improve road user safety and road user experience on The Parade in line the Bike Network and Love the Bay objectives. The layout of the bike lane - its location relative to the kerb, has been decided by the Planning & Environment Committee on November 10, 2021.
Consider how to address the large amount of cars that will seek out parking in adjacent street's and in the supermarket carpark	Comments concerned about the flow on effects from lack of parking, and how to mitigate impacts on surrounding streets (eg supermarket carpark, resident carparks etc).	The proposed design has been developed based on a parking survey from 2017. A new parking survey is underway to assess if there have been changes and the current parking demands, and parking availability on The Parade and its side streets. The survey findings will identify where parking pressures are felt, and what the best solutions might be to manage parking displaced by the safety improvements proposed.
Cycle lane is not needed through village centre	Comments suggesting that the village centre does not need a cycle lane due to low speeds, and ability to share the road.	Having lower speeds within the town centre is certainly beneficial to bikes and other vulnerable road users. However, the traffic resolution and proposed design is a reflection of the Planning & Environment Committee's decision to include a dedicated bike lane through the town centre. This decision was made on November 10, 2021
Opposition to carpark removal	Comments opposed to the removal of carparks particularly in the town centre	The objective of the The Parade Upgrade is to improve safety, experience, and cohesiveness along The Parade for all transport modes.  The removal of carparks has not been taken lightly by the project team. Every step has been taken to minimise this loss, and to preserve all parking with a restriction.  The project team does however note that the large majority of properties along the parade have space for at least one vehicle to park and the occupancy rates from the 2017 parking survey which have informed the design indicated low occupancy levels in the residential area, which will be able to be accommodated on the side streets.  Parking in the town centre is under more pressure and there were a number of suggestions to keep the angle parking rather than change it to parallel parking as proposed. Officers do not recommend this as it will require that the cycleway instead takes space from the footpath which is not aligned with our transport hierarchy and we have assessed would reduce the footpath widths and outdoor service areas of businesses.  A new parking survey is currently underway to determine the full extent of the parking environment as it is currently, and as it will be after installation of the safety upgrades. Any deficiency will be addressed through parking solutions that can be implemented to ease parking pressures.
Ensure layout is easy to understand (currently too many signs/barriers)	Comments suggesting a simpler road layout and removal of unnecessary signs, barriers, painting etc	We agree that a layout with too many signs and markings can be confusing to road users. The project team are striving to implement a design that is as simple as possible, yet easy to understand, while meeting transport standards and improving safety. There have been suggestions of additional signage for cyclists to give way to passengers at bus stops and better markings - This feedback will be incorporate where appropriate.
Feedback about road width	Comments which provide feedback on the road width. This includes comments advocating for a wider road (due to conflict of modes) and also include comments advocating for narrowing the road (to encourage lower vehicle speeds).	With the proposed design, the lane widths will be slightly widened to better accommodate buses and wide vehicles. The wider lane will also benefit motorists driving along The Parade, manoeuvring vehicle, and people getting in and out of their parked vehicles.
Include planting/placemaking	Comments which provide feedback on the placemaking in the area, such as planting, bike parking etc. This includes comments opposed to the removal of plants (or advocating that these be replaced).	We are working closely with Council's Urban Design team to improve the placemaking on The Parade. They will soon be in touch with the Island Bay community for feedback regarding improvements to be made in the town centre.
Increase width of cycle lane	Comments concerned with narrow parts of the cycle lane and advocating for widening.	The project team are looking at areas for improvement along the bike lanes to provide a safer, more pleasant bike trip for riders. This includes more consistent lane widths as best possible. The design team strived to ensure a 1.5m wide bike lane at a minimum. In some areas, the bike lane will be slightly narrower or slightly wider, due to immediate environmental constraints.
Lower vehicle speeds/Implement traffic calming measures	Comments which advocate for lower speeds or traffic calming measures to increase safety in the area.	The posted speed limit within the Island Bay town centre is 30km/h in both directions. This speed limit applies from the south of Avon Street to approximately 100m south of the Medway Street intersection. There are current traffic calming measures such as speed cushions and raised pedestrian platforms. Proposed traffic calming measures will include improvements to the existing platforms, removal of the cushions, and adding new raised pedestrian platforms.  The residential areas will see improvements made through new road separators (concrete and mountable), improved sight distances, and clear road markings.
Make sure businesses can be easily/safely accessed (eg medical centre)	Comments concerned about limitations to accessing businesses.	The project team have preserved all parking spaces with restrictions, either in the same place, or relocated to the closest possible position. Conversations have begun with a number of businesses to see if we can make localised adjustments to improve the proposed design, based on their needs.
Make sure concrete buffer works for people with accessibility issues	Make sure concrete buffer works for all users (especially people with accessibility issues)	This is a high priority for the project team. The concrete barriers are being designed to protect, and facilitate ease of movement for all road users. Similar designs have been implemented in areas such as Rongotai Road, where this has been considered a positive and useful feature of the bike lanes.
Make sure intersection designs are safe	Make sure intersection designs are safe	Safety around intersections have been given high priority and is reflected in the design. There will be 30m setbacks leading up to the intersection for better visibility all around, solid green markings for increased awareness of bikes, and new road markings for better overall road user experience.
Other - related to question	Comments containing something niche, which is relevant to the proposed question	Specific requests or concerns are being considered individually.
Suggestions for bus stop design/placement	Comments with feedback on improving safety related to buses and bus stops. This also includes comments about conflict of modes with people entering/exiting buses. This also include suggestions relating to the location of bus stops.	The two bus stops within the town centre will see a slight relocation, and improvements made to the bus platforms and shelters. Residential bus stops will largely be retained, however, the wider traffic lanes will allow buses to access the bus stops better, allowing passengers to enter and exit the buses with ease. Minor maintenance and improvements are also planned to allow bikes to move behind the bus shelters better. The project team will also look into signage any other design solutions to encourage behaviour change and remind people on bikes to give way to people getting on and off buses.
Suggestions for parking placement/timing/allocation	Comments with suggestions for improving the usage of remaining parks based on rules, park types, placement etc. This also include comments advocating for more mobility parking.	A parking survey is underway to assess the current parking demands, and parking availability on The Parade and its side streets. The survey findings will identify where parking pressures are felt, and what the best solutions might be to manage parking best.  We are discussing parking requirements with businesses and have asked for specific community feedback so we can cater to the needs of people better. Requests for more mobility parking is certainly welcome and will be looked into. During the design stage, the design team purposefully retained all existing mobility parking spaces on The Parade.

# Summary of Oral Submissions

## WCC Traffic Resolutions Hearings Panel

2 March 2022 - 9:30 – 17:30

**Traffic Resolution:** TR20-22 The Parade, Island Bay – Safety Improvements

**Panel members:** Cr. Jenny Condie (Chair), Deputy Mayor Sarah Free, Cr. Fleur Fitzsimons (ward Councillor) Cr Rebecca Matthews, Cr. Sean Rush, Cr Simon Woolf (Crs Young, Day and Foon in attendance.)

**Officers in attendance:** Siobhan Procter (Chief Infrastructure Officer), Bradley Singh (Manager Transport and Infrastructure) and project manager and team.

### SUMMARY

Eighty-eight submitters indicated through their written submission that they would like to present to Council through oral hearings /public participations. Of these, 66 submitters were scheduled to speak, 59 were individual submissions and seven were from organisations, including one submitter representing iwi. Due to changes in availability on the day, only 32 submitters addressed the panel.

Submitters were invited to attend a Zoom hearing panel where each submitter was given 5 minutes including time for questions from the panel.

In general submitters were not supportive of the council resolving the proposed traffic resolution – primarily due to potential impact on parking. A large number of submitters expressed concerns about the impact on local business and the vibrancy of the town centre.

THEME	DEFINITION
Parking Management Plan has not yet been completed	Concern that Parking Management Plan is incomplete despite resolution.
Bike lanes feel unsafe	Concern about current design of bike lanes, and in support of both design changes, and accelerating transition to sustainable transport. Bike path needs to be wider through village centre. Also, an alternate route cycleway via Eden St proposed. Request to Keep speed bumps in village centre. South of the shops the cycle lane is virtually unused and there is no data for North of the shops.
Bikes should not pass bus stops from behind	Concern that cyclists will come into contact with public transport patrons
Concern about number of cars that will park in side streets or supermarket car park	How will flow-on effect of less carparks be mitigated.

Don't take away car parks	General opposition to removal of car parks, expressed a large number of submitters.
Change to Road width	Advocating either widening the road to avoid mode conflict or narrowing to slow traffic. Suggestion trees and grass could be removed to widen road.
Safe and easy access to businesses	Advocating for ease of access on behalf of business, but also on behalf of populations such as the elderly, disabled or those with infants.
Concrete Buffers must work for everyone	Concern about how concrete buffers impact those with accessibility issues. In particular, concern for wheelchair users and potential trip hazard.
Safe Intersections	Reiterating the importance of safe intersections for all modes. Specific suggestions about Mersey St and Medway St intersections.
Move parks next to the footpath	Advocating for parks to be moved next to the footpath, and for the cycle lane to move next to the road (Note: this is the former layout)
Bus stop safety	Concern that those using public transport must be able to board and alight safely with danger of coming into contact with other modes.  Some opposition to in-lane bus stops in the village centre. Particularly unsafe getting out at Avon Street bus stop.
Parking - placement/timing/allocation	Suggestions for efficient use of remaining parks - e.g. Request P120 outside churches, provide carparking for Lawn Bowls club.  One submitter noted that parking is in greatest demand evenings and weekends –urging PMP must consider.
Mobility Parking	Advocating for more mobility parking spaces
Access to assets	Infrastructure providers e.g., Wellington Water Need access to assets but parking across the cycleway and footpath not safe (current).
Lack of Information or engagement from WCC	Comments that Council has not discussed changes with businesses.

Advocating for acceleration of project	Request for changes to be completed 'this season'.
Management of traffic during construction	"Rat running" on Eden St may be a problem during construction on The Parade. Interest in how this will be managed.
Pedestrian safety	Note that with parking on only one side more pedestrians will need to cross. Advocating for width of footpath to remain the same.
Communication	Comment that dependency between the reseal and the changes has not been well explained to community.
Connection to LGWM	Route should be extended up to the point where LGWM will provide connection
Other good examples	Support for Rongotai and Owhiro Bay style cycle lanes.
Revert to previous layout	Layout felt safe, now doesn't feel safe as a pedestrian, driver, or bus passenger. Go back to the drawing board, there is too much conflict with pedestrians. Could revert layout in village centre to retain angle parking.
Council is not hearing representative views	Majority of Island Bay did not participate in the consultation, surveys are self-selecting, so inferences should not be drawn from them. IBRA doesn't represent the views of everyone.
Desire for business case	Concern about level of spending w/o business case.
Not well designed for people with disabilities/mobility requirements	Concern that the proposed design will create new hazards and inconveniences for those with disabilities and mobility concerns
Redesign is needed	Comments suggesting that the design is not well thought out and needs further consideration
Overall community participation during consultation	Comments that the vast majority of Island Bay did not participate in the consultation, and that representative groups do not necessarily represent the community
The design should reflect lessons learned and good design practice	Concern that there's no standard for design guidelines and consistency across the bike network (existing and proposed)

Time restricted parking requests outside churches	Commuters/long-term parking outside churches means churchgoers do not have immediate access to the church
Engagement with businesses has been lacking or non-existent	Concerns that Council has not taken the time to go over the safety improvements with affected businesses
Utilities providers are unable to access their assets if parking is removed	Observations that utilities providers have to park in the berms or bike lanes in order to access company assets. Removal of parking may further exacerbate this
Bike path needs to be wider, particularly in the town centre	Concerns that the design does not allocate sufficient bike lane width
Loss of parking on one side of the road will result in more pedestrians crossing the street	Rather than parking outside their designated area, people will be forced to park on the opposite side of the road then cross
Removal of speed cushions in the town centre	Suggestions to retain the speed cushions to further aid in vehicle speed reduction
Remove the trees and berms	Create more road space by removing existing trees and berms along the road
Relocation of bus stop in the village centre	Opposition to relocating the bus stop, so vehicles are able to pass stopped busses
Parking survey methodology	Concerns that the parking survey does not capture the entire picture of the community parking demands
More parking required	Comments that reinforce the need to retain parking, particularly outside businesses, and areas of interest. Suggestions that there already is a parking shortage, and that more parking is required.
Alternative routes	Comments about the need to (re)consider alternative routes for bike lanes
Council has not understood the needs of the community and is not listening to their requests	Concerns that what the community wants is not in alignment with Council objectives
Road layout is confusing	Comments that enforce the perception that the road layout is not intuitive for cars, bikes, or pedestrians
Riding bikes on the footpath	Suggestions that the bike lane should be removed and that bike riders should be on the road or footpath

Support of the changes	Comments that acknowledge the need to support means of sustainable transport, and that change needs to happen quickly
Supplementing parking losses	A desire to understand where private car users will park their vehicles after car parks have been removed.
Safety is priority	Encouragement that safety and sustainability should be prioritised, not perfection, and to move in the right direction.