

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	TR147-23 Glenmore Street & Chaytor Street & Karori Road, Karori – Transitional bike, bus and pedestrian improvements.
Location – where we propose to make the change	<ul style="list-style-type: none">• Glenmore Street, Kelburn• Chaytor Street, Karori• Karori Road, Karori
Why we are proposing the change	<ul style="list-style-type: none">• Glenmore Street, Chaytor Street and Karori Road are part of the Wellington Bike Network, which was approved by the Council in March 2022. This route is also part of the No.2 bus service and is identified as a priority route in the Bus Priority Action Plan.• Implementing these street changes will support the strategic goals outlined in the Long-term Plan, the Regional Land Transport Plan and Te Atakura by increasing travel options, improving safety, supporting growth, and enabling a reduction in transport-generated carbon emissions.• This ‘Karori Connections’ proposal will support more people to get to and from the city centre as well as community facilities, shops, schools, and recreational destinations in Karori by providing increased bus capacity, safer cycling facilities, and improved pedestrian crossings.• It will provide a 5 km safe cycling route and provide bus improvements from southern and western Karori to the central city by connecting to the new Bowen Street and Whitmore Street bus and bike lanes.• The bus improvements, which include bus stop platforms, kerb build outs, and more space for buses to pull in and out at bus stops, will make it easier for passengers to board and alight at bus stops and improve accessibility for those who need it. They will also prepare the streets for the increase in services planned for this bus route in the coming years.• Better bus stop spacing and in-lane bus stops will improve bus travel times.• Installing uphill cycleways, where there is a high-speed differential between people biking and driving, will make this route safer and easier to travel for all road users.• New pedestrian crossings, raised zebra crossings, traffic calming measures and safer speeds will make Karori safer and easier to walk around, particularly for children, seniors, and mobility impaired pedestrians.• This proposal will make it safer and easier for our rangatahi to get to and from school using active modes of transport. Karori West Normal School, St Teresa’s Primary School, Karori Normal School, Samuel Marsden Collegiate School are on the route and young people from Karori can also travel to Wellington Girls’ College, Wellington College, Wellington High

	<p>School, and Queen Margaret College in the city. In 2018, there were 2151 secondary students (12–17yrs) living in Karori, and 708 primary school pupils (5–11yrs).</p>
<p>What we'd like to do</p>	<p>Glenmore Street</p> <ul style="list-style-type: none"> • Install 1495 metres of cycle path in the uphill direction on Glenmore Street. • Convert 99 metres of footpath to shared path in the uphill direction on Glenmore Street, near the Upland Road traffic circle. • Increase the length of most bus stops to 20 metres. • Relocate bus stop #5313 south-west by 20 metres and make into an in-line bus stop with a bus platform. • Shift bus stop #4313 north-east by 4 metres. • Convert the existing pedestrian zebra crossing outside the Botanic Gardens to a Swedish style raised zebra crossing. • Switch the positions of the tour bus stop and the two mobility parking spaces outside the Botanic Garden ki Paekākā. • Convert the existing pedestrian zebra crossing outside no.96 Glenmore Street to a raised zebra crossing. • Convert the existing zebra crossing before the Karori tunnel to a raised zebra crossing. • Remove 74 coupon parking spaces along the eastern side of Glenmore Street from the Botanic Gardens entrance to Orangi Kaupapa Road and install a separated cycle path and no stopping at all times (broken yellow lines). • Add coupon parking spaces adjacent to Botanic Garden ki Paekākā to be adjacent to proposed separated cycle lane, resulting in 41 parking spaces. • Remove bus stop #4314 near Garden Road intersection and install 2 additional resident parking spaces. • Change bus stop #5315 into an in-line bus stop with a bus platform. • Shift bus lane over from no.159 Glenmore St to above no.207 Glenmore St to create space for cycle path. • Remove 40 coupon parking spaces along the western (downhill direction) side of Glenmore Street from Garden Road to no.26 Glenmore Street and install no stopping at all times (broken yellow lines). • Remove 3 resident parking spaces along the western (downhill direction) side of Glenmore Street from nos.56 to 60 Glenmore Street and install no stopping at all times (broken yellow lines). • Remove 15 coupon parking spaces along the western side of Glenmore Street from nos.88 to 114 Glenmore Street and install no stopping at all times (broken yellow lines). • Remove 38 coupon parking spaces and 5 resident parking spaces along the eastern side of Glenmore Street from Orangi Kaupapa Road to The Rigi and install a separated cycle path and no stopping at all times (broken yellow lines).

- Remove 5 coupon parking spaces along the western side of Glenmore Street from nos.114 to 118 Glenmore Street and install 5 resident parking spaces.
- Remove 4 coupon parking spaces along the western side of Glenmore Street from nos.140 to 142 Glenmore Street and install 4 residents parking spaces.
- Remove 5 coupon car parking spaces along the north-western side of Glenmore Street outside no.146 Glenmore Street and install no stopping at all times (broken yellow lines).
- Remove 37 coupon parking spaces along the western side of Glenmore Street leading up to The Rigi and install no stopping at all times (broken yellow lines).
- Install 6 coupon parking spaces outside nos.154 to 158 Glenmore Street near the tennis club.
- Install 3 coupon parking spaces opposite no.185 Glenmore Street.
- Remove 7 coupon parking spaces along the eastern side of Glenmore Street before the horseshoe bend and install no stopping at all times (broken yellow lines).
- Remove 3 unrestricted parking spaces on the western side of Glenmore Street before the Upland traffic circle and install no stopping at all times (broken yellow lines).
- Remove 60 coupon parking spaces in the existing bus lane (Monday through Friday, 4pm – 6pm).

Chaytor Street

- Increase the length of all bus stops to 20 metres.
- Install 60 metres of cycle lane in the uphill direction on Chaytor Street from the tunnel to Birdwood Street.
- Install 304 metres of shared path through Appleton Park from Birdwood Street to bus stop #5321.
- Install 464 metres of cycle path in the uphill direction on Chaytor Street from bus stop #5321 to Karori Road.
- Remove 267 metres of the bus lane from opposite 21 Chaytor St to bus stop near Curtis Street.
- Convert existing 4 unrestricted parking spaces outside no.48 Chaytor Street to time restricted car parking spaces, 9am – 7am to allow for morning peak bus service.
- Install 1 mobility parking space outside no.61 Chaytor Street.
- Install 195 metres of no stopping at all times (broken yellow lines) on the southwestern side (uphill direction) from bus stop 5321 to bus stop 5322.
- Install 49 metres of no stopping at all times (broken yellow lines) on the western side (uphill direction) from bus stop 5322 to parking at 51 Chaytor Street.
- Install 108 metres of no stopping at all times (broken yellow lines) on the western side (uphill direction) from parking at 51 Chaytor Street to mobility park at 61 Chaytor Street.

- Install 56 metres of no stopping at all times (broken yellow lines) on the southwestern side (uphill direction) from mobility park at 61 Chaytor Street to Karori Road intersection.
- Install 53.5 metres of no stopping at all times (broken yellow lines) on the eastern side (downhill direction) of Chaytor Street outside no.48 Chaytor Street.
- Install 65 metres of no stopping at all times (broken yellow lines) on the eastern side (downhill direction) of Chaytor Street from nos.19 to 43 Chaytor Street.
- Install 113 metres of no stopping at all times (broken yellow lines) on the north-eastern (downhill direction) side of Chaytor Street from nos.60 to 64 Chaytor Street.
- Install 31 metres of no stopping at all times (broken yellow lines) on the northern side (downhill direction) of Chaytor Street outside no.68 Chaytor Street.
- Install 9 metres of no stopping at all times (broken yellow lines) on the north-eastern side (downhill direction) of Chaytor Street outside no.74 Chaytor Street.
- Remove 6 unrestricted parking spaces and install no stopping at all times (broken yellow lines) along Appleton Park in the uphill direction.
- Remove 20 unrestricted parking spaces between Karori Road and Curtis Street and install no stopping at all times (broken yellow lines) in the downhill direction.

Karori Road

- Increase the length of most bus stops to 20 metres or longer.
- Convert the existing zebra crossing outside no.99 Karori Road to a raised zebra crossing.
- Convert the existing zebra crossing outside no.173 Karori Road to a raised zebra crossing.
- Install raised safety platforms across Campbell Street and Raine Street at their intersections with Karori Road.
- Install a new raised pedestrian zebra crossing outside no.237 Karori Road.
- Convert the existing zebra crossing outside no.298 Karori Road to a raised zebra crossing.
- Convert the existing zebra crossing outside no.363 Karori Road to a raised zebra crossing.
- Convert 103 metres of footpath to shared path from the kerb ramp before the Chaytor Street and Karori Road intersection to the kerb ramp after the bus stop outside no.93 Karori Road.
- Install 331 metres of cycle path in the uphill direction from no.95 Karori Road to Lancaster Street.
- Install 127 metres of cycle path in the uphill direction from nos.134 to 120 Karori Road.
- Install 170 metres of cycle path in the uphill direction from nos.163 to 181 Karori Road.

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- Install 437 metres of cycle path in the uphill direction from Raine Street to no.181 Karori Road.
- Install 621 metres of cycle path in the uphill direction from no.354 Karori Road to Chamberlain Road.
- Install 421 metres of cycle path in the uphill direction from no.415 Karori Road to Tringham Street.
- Change bus stop #4325 into an in-line bus stop with a bus platform.
- Increase the length of bus stop #4327 (Karori Mall) to 36 metres.
- Change bus stop #4328 into an in-line bus stop with a bus platform.
- Change bus stop #4329 into an in-line bus stop with a bus platform.
- Two bus stops will be removed - Bus stop #4236 near no.218 Karori Road St, and bus stop #4430 near no.352 Karori Road where there is another stop within 100 metres walking distance.
- Bus Stops #5325 and #5326 will be combined and moved near to no.215 Karori Rd, to provide more even spacing.
- Bus stops #5330 and #5329 will be combined and moved to 341-342 Karori Road (west of Burrows Ave) to provide more even spacing.
- Add a new bus stop near the Karori Park Dairy at no.424 Karori Road.
- Install 2 unrestricted car parking spaces outside nos.357 and 359 Karori Road where bus stop #5330 was located.
- Remove one P30 parking space near no.2 Parkvale Road and relocate one taxi bay from outside no.236 Karori Road to an angled parking space near no.2 Parkvale Road.
- Change 5 unrestricted parking spaces outside no.164 Karori Road to P10, pick up and drop off parking for Marsden school.
- Change 10 unrestricted parking spaces on Karori Road, adjacent to no.13 Donald Street to P10, pick up and drop off parking for the Marsden school.
- Remove one P30 parking space from outside no.143 Karori Road and install no stopping at all times (broken yellow lines).
- Remove 2 P10, pick up and drop school parking from outside no.175 Karori Road and install cycle path and no stopping at all times (broken yellow lines).
- Remove 1 P10 parking space from outside no.232 Karori Road and install separated cycle path and no stopping at all times (broken yellow lines).
- Remove 6 P30 parking spaces from outside nos.236 to 250 Karori Road and install no stopping at all times (broken yellow lines).
- Remove 198 unrestricted parking spaces along the proposed uphill cycle path.
- Install a new raised zebra crossing outside no.422 Karori Road.

Impact

The overall impact on pedestrians and people with disabilities is positive with improved safety and accessibility from raising the seven existing zebra crossings, and building two proposed new raised zebra crossings, two new raised courtesy crossings, and three median islands. The proposed new bike

lanes will also reduce the number of people cycling or scootering on the footpath.

Safety will also improve for people driving. Safer speeds and in-lane bus stops may result in slightly longer travel times but this is expected to be minor. New raised safety platforms will also reduce vehicle operating speeds at these locations and may cause an inconvenience when crossing the platform for general traffic and service vehicles.

The provision of the uphill bike lanes will reduce the inconvenience and stress for traffic as drivers will not have to wait behind slower moving people on bikes and make overtaking decisions.

The impact on people cycling/scootering and choosing to cycle/scooter will be safer with more attractive dedicated routes through Karori and into the city and greater connectivity between existing cycling infrastructure and community destinations.

The impact on public transport users will be improved bus access in and out of bus stops with additional lead in and lead out areas for bus manoeuvring and improved travel efficiency and service reliability with bus stops rationalisation and spacings.

Bus passengers will experience easier boarding and alighting, and efficient bus journeys with five in-lane bus stops along the route, allowing improved mobility access, and removing delays with buses merging back into the flow of traffic. The proposed longer bus stops will accommodate increased bus capacity. The raised crossings on the route may impact bus passenger comfort on this section of the route, however, these crossings have been designed to bus friendly specifications.

Parking impacts of the proposed changes will vary along the route:

Glenmore Street

- There are currently 341 car parking spaces. 315 are coupon car parking spaces, with an average weekday occupancy of ~55%.
Net parking impact:
 - Removal of 241 coupon car parking spaces
 - Removal of 3 unrestricted parking spaces
 - Addition of 7 resident car parking spaces
 - 74 coupon and 21 resident car parking spaces remain
 - All existing mobility parking spaces, time restricted parking spaces and the single coach park will remain.
 - There will be moderate to high impacts on people using these parking spaces, which can be mitigated through the provision of the additional resident and coupon parking spaces.
 - Of the 130 properties on Glenmore Street, about 62 percent have off street parking facilities.

Chaytor Street

- There are currently 63 unrestricted car parking spaces
- Net parking impact:
- Removal of 30 unrestricted car parking spaces
 - Addition of 4 time restricted car parking spaces (converted unrestricted)
 - Addition of 1 mobility car parking space (converted unrestricted)
 - In total 38 on street car parking spaces remain
 - Of the 42 properties on Chaytor Street, about 90 percent currently have off street parking facilities.
 - The impact of the proposed parking changes will be low.

Karori Road

- There are currently 279 unrestricted car parking spaces and 69 time restricted car parking spaces
- Net parking impact:
- Removal of 8 P30 time restricted car parking spaces
 - Removal of 198 unrestricted car parking spaces
 - Addition of 12 P10, pick up and drop off car parking spaces
 - 81 unrestricted car parking spaces remain
 - 73 time restricted car parking spaces remain

And other parking changes on Karori Road:

- 15 unrestricted car parking spaces changed to 15 P10 drop off/pickup car parking spaces near Marsden School on Karori Road.
- One P30 parking space removed at bus stop to allow for bus manoeuvring.
- One carparking space changed to six bicycle parking spaces on Hatton Street.
- Convert 1 angle parking spaces at no.2 Parkvale Road to 1 taxi stands, which were in front of Karori Mall.

Of the 194 properties on Karori Road, about 90 percent have off street parking facilities. The impact of the proposed parking changes ranges from very low, to high near Karori Park.

The impact on businesses on Karori Road will be low as there are minimal parking changes proposed in front of businesses and they will be easier to access on foot, by bus, or by bike.

At the Botanic Gardens the impact for visitors will be a reduction in short stay parking spaces availability which may require some people to find off-street parking spaces in the vicinity, using one of 5 nearby paid car parking spaces or use public or active transport to get to the Gardens.

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	<p>At Karori Park, the parking impact for visitors will be a reduction in unrestricted parking spaces on Karori Road, which may require people to park in side streets and walk a little further or choose to bus or bike to the park.</p>
<p>How this relates to the parking policy</p>	<ul style="list-style-type: none"> • Support shift in type of transport used – facilitate a shift to using active (eg. walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles. • 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. • Support business wellbeing – ensure parking management and pricing controls support economic activity in suburban centres. • Support move to becoming an eco-city – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to reduced carbon emissions, better water quality, air quality, stormwater management and biodiversity outcomes.
<p>Additional Information</p>	<ul style="list-style-type: none"> • Karori Connections is a key initiative to deliver on several strategic plans for the city, including the Long-term Plan, Te Atakura (Climate Action Plan) and Paneke Pōneke (Wellington Bike Network Plan). • The proposed bus improvements deliver on the Bus Priority Action Plan and are being made in close partnership with Greater Wellington Regional Council, with a goal to increase bus patronage on the No.2 bus route by 52% by 2035. • Designs were developed by technical experts and with input from the local community. A technical working group helped to ensure project objectives were met without compromising public safety, within the constraints of the road corridors. • Several of the raised pedestrian zebra crossings and intersection changers are part of Let’s Get Wellington Moving’s Targeted Improvements package that was approved by the Council in May 2022. • Average daily traffic count <ul style="list-style-type: none"> ○ 16,200 - 19,400 vehicles on Glenmore Street, ○ 16,000 vehicles on Chaytor Street and ○ 19,300 (city end), 22,000 (middle section), 8,300 (south Karori end) vehicles on Karori Road. • Annual parking revenue impact – reduction in annual revenue of \$101,506. The loss of revenue includes all possible payment sources and infringements. • To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website

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	<p>transportprojects.org.nz/karori from 9.00am Tuesday 12 September 2023 at or you can call (04) 499 4444 and we will send one out to you.</p>
Feedback	<ul style="list-style-type: none">• 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 transportprojects.org.nz/ or emailing us at karoriconnections@wcc.govt.nz.• Please note if you are giving feedback the consultation period opens at 9am Tuesday 12 September 2023 and finishes at 5pm Sunday 8 October 2023.• Privacy statement - what we do with your personal information: Submissions including your name and opinions on the proposed plans are published and made available to elected members and to the public from our offices and on our website. Contact details provided by you (eg, phone number, email) may be given to elected members if they wish to contact you about your submission. Personal information will be used for the administration of the notified proposed plan process. If offered, demographic information will be used to identify macro-trends which can assist the Council in identifying who is engaging with us. <p>With the exception of your name, personal details like contact information, IP addresses and demographic information collected in the demographic survey questions will be redacted prior to publishing.</p> <p>Please note that you should not include any personal information in the free text opinion/feedback fields of this questionnaire if you do not wish it to be made public. As stated above, only personal details like contact information, IP addresses and demographic information collected [in the demographic questions will be redacted before publishing. All other information is considered as a part of your submission and becomes public record.</p> <p>For further details around privacy please see our extended Privacy Statement on the Council's website. All information collected will be held by Wellington City Council in accordance with the Privacy Act 2020. You have a right to ask for a copy of any personal information we hold about you, and to ask for it to be corrected if you think it is wrong. Please contact us via the relevant project email address available on the project webpage.</p>
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Wednesday 29 November 2023.2. The proposal will go to a Council meeting on 13 December 2023.3. If approved, the proposal will commence installation within the following three months.

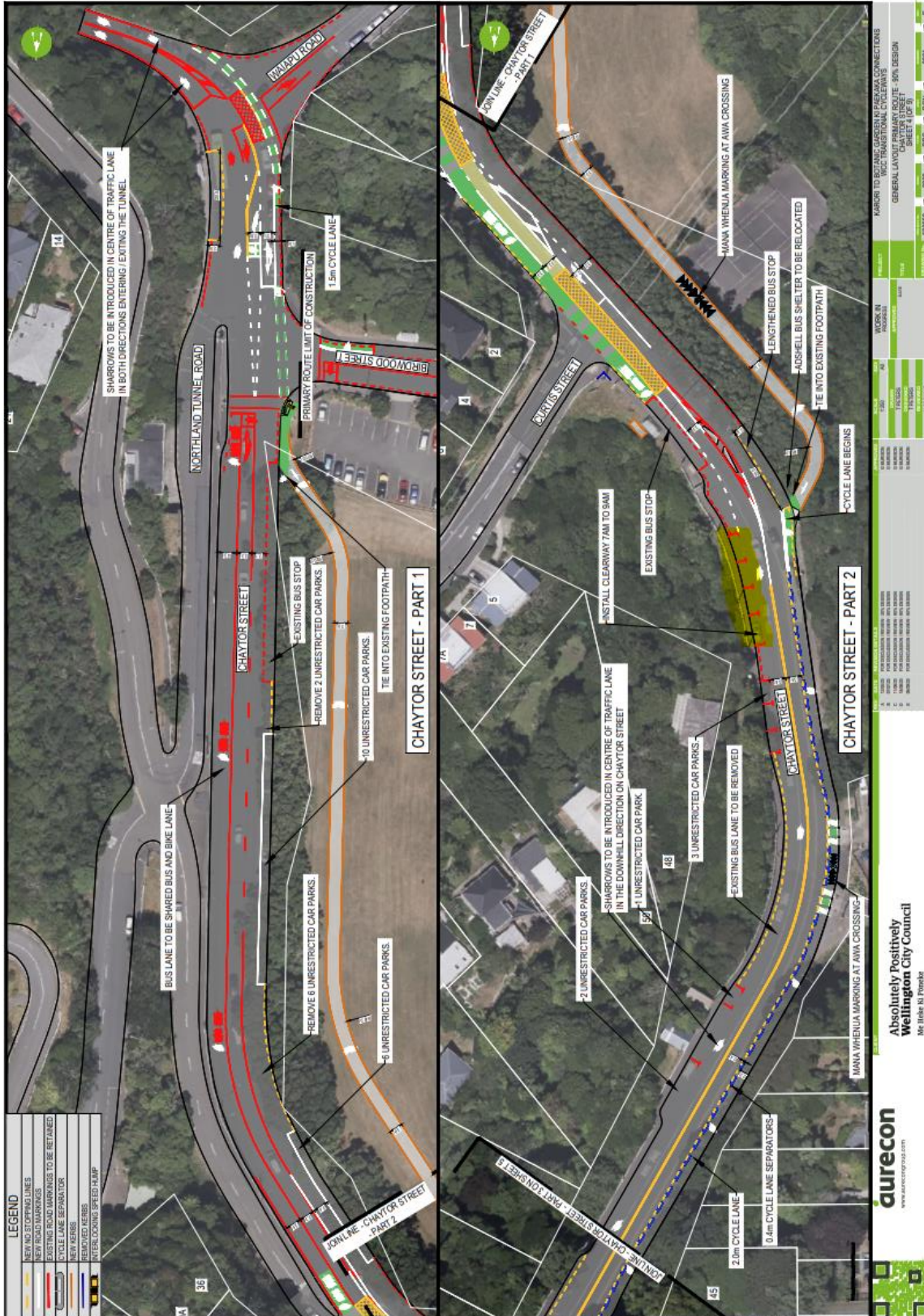
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Traffic Resolution Plan: TR147-23 Glenmore Street & Chaytor Street & Karori Road, Karori – Transitional bike, bus and pedestrian improvements.



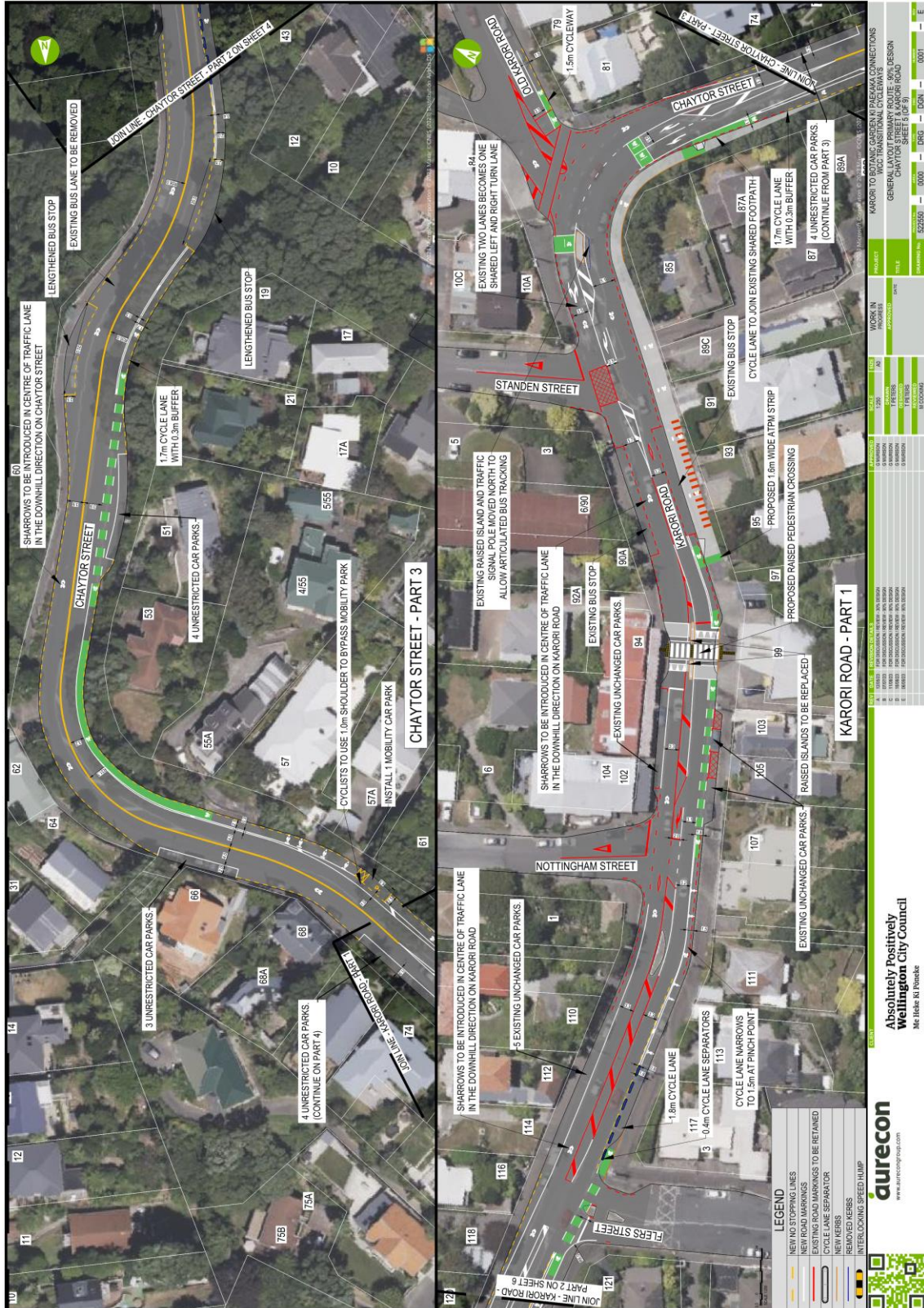
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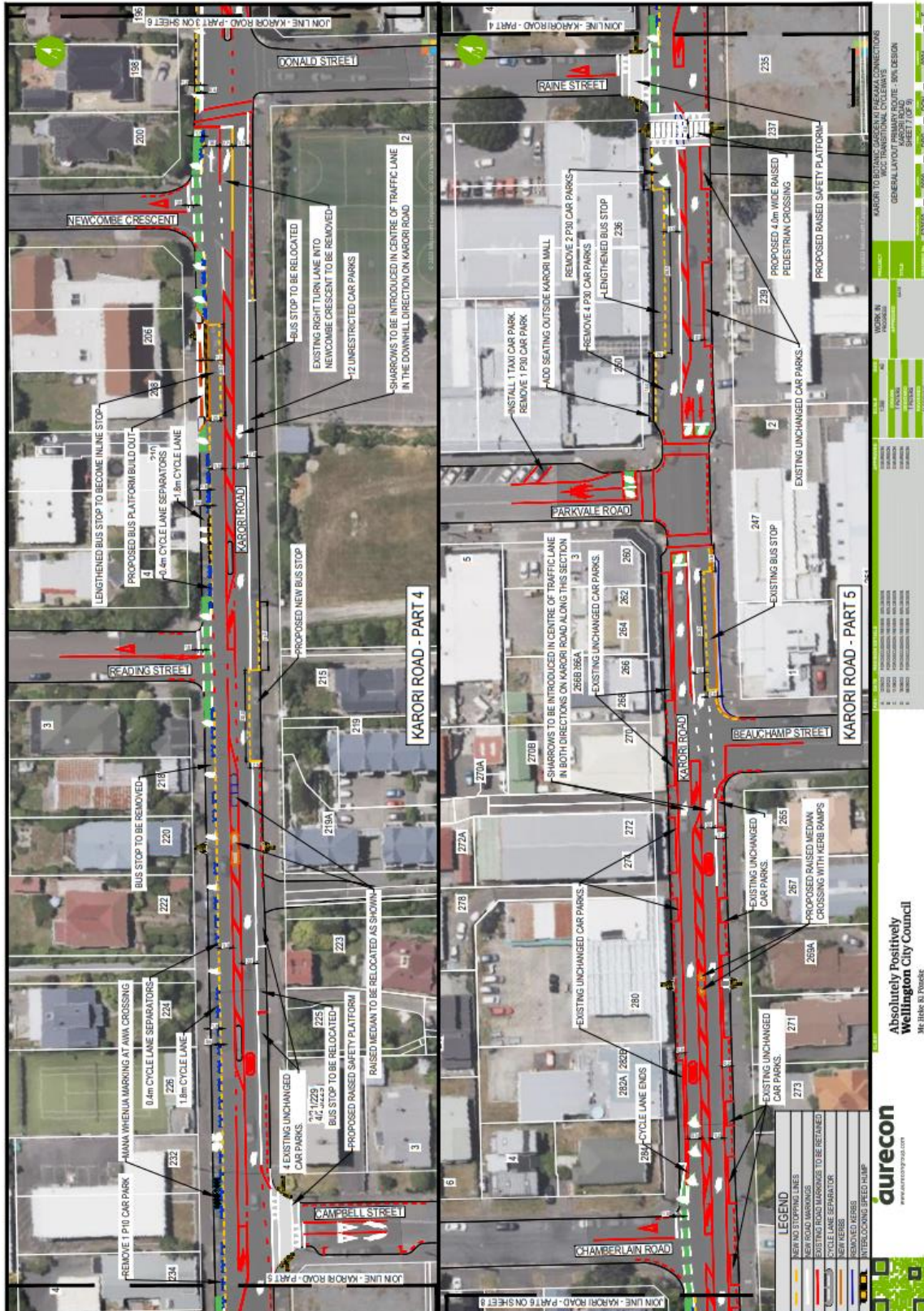
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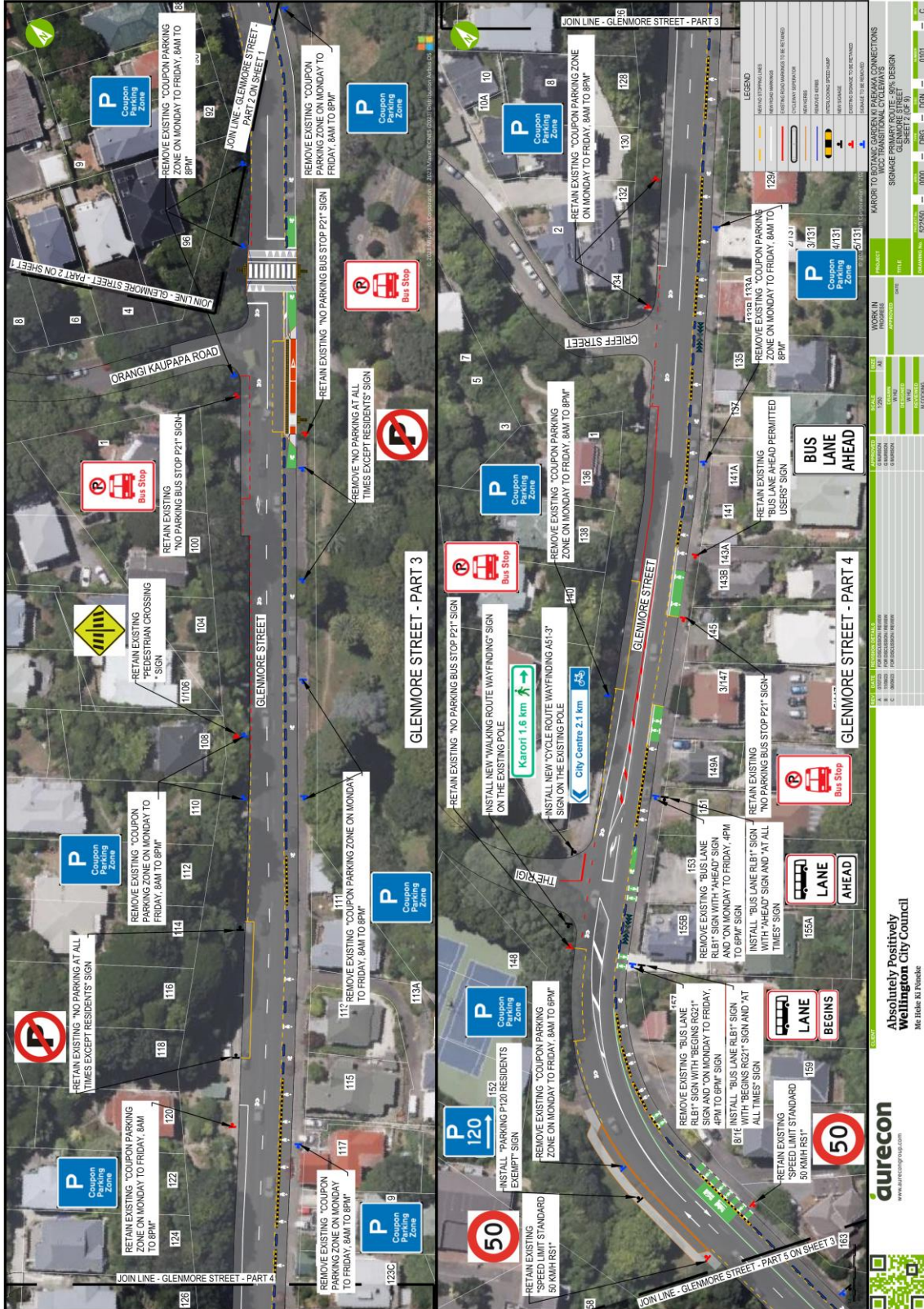
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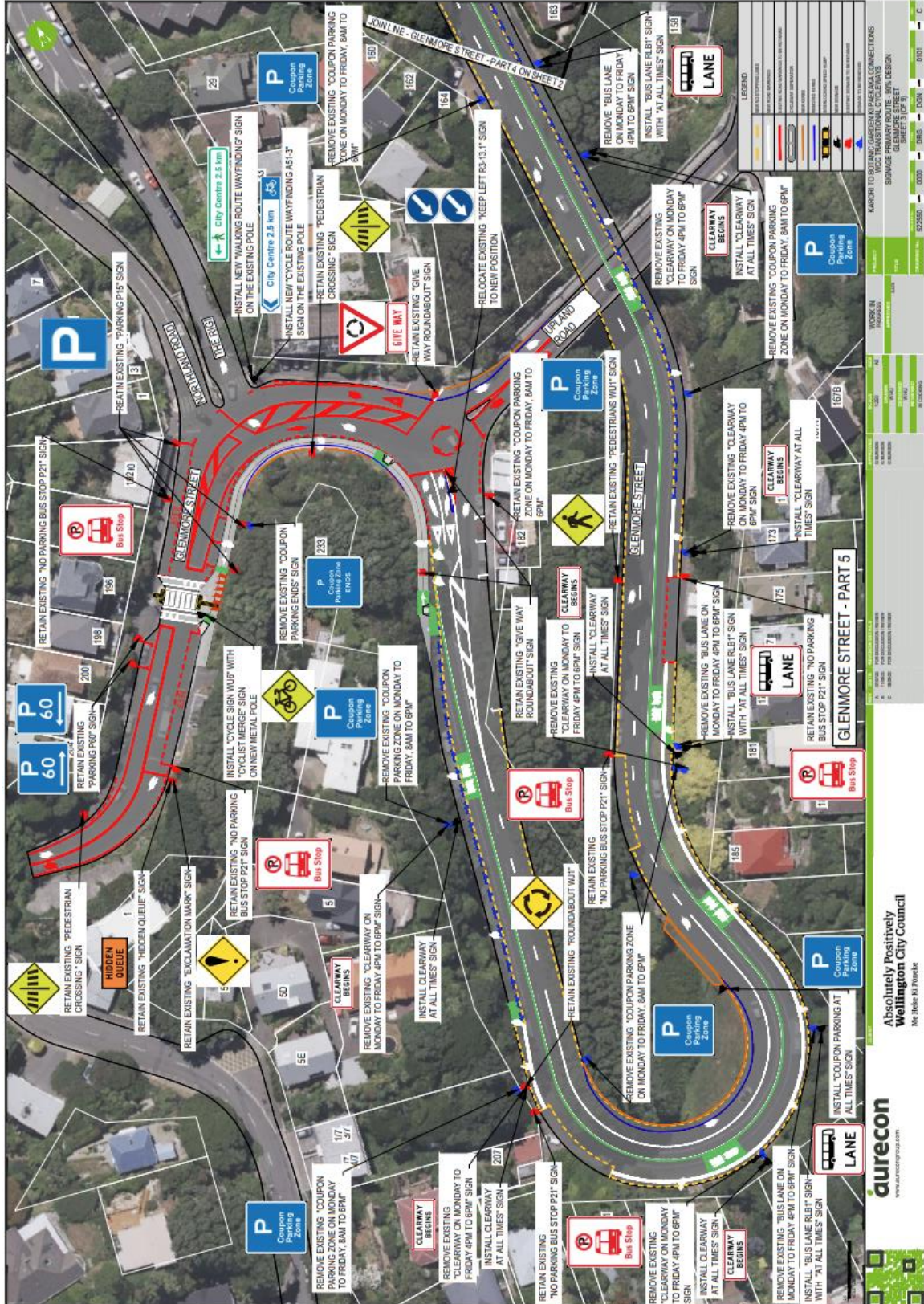
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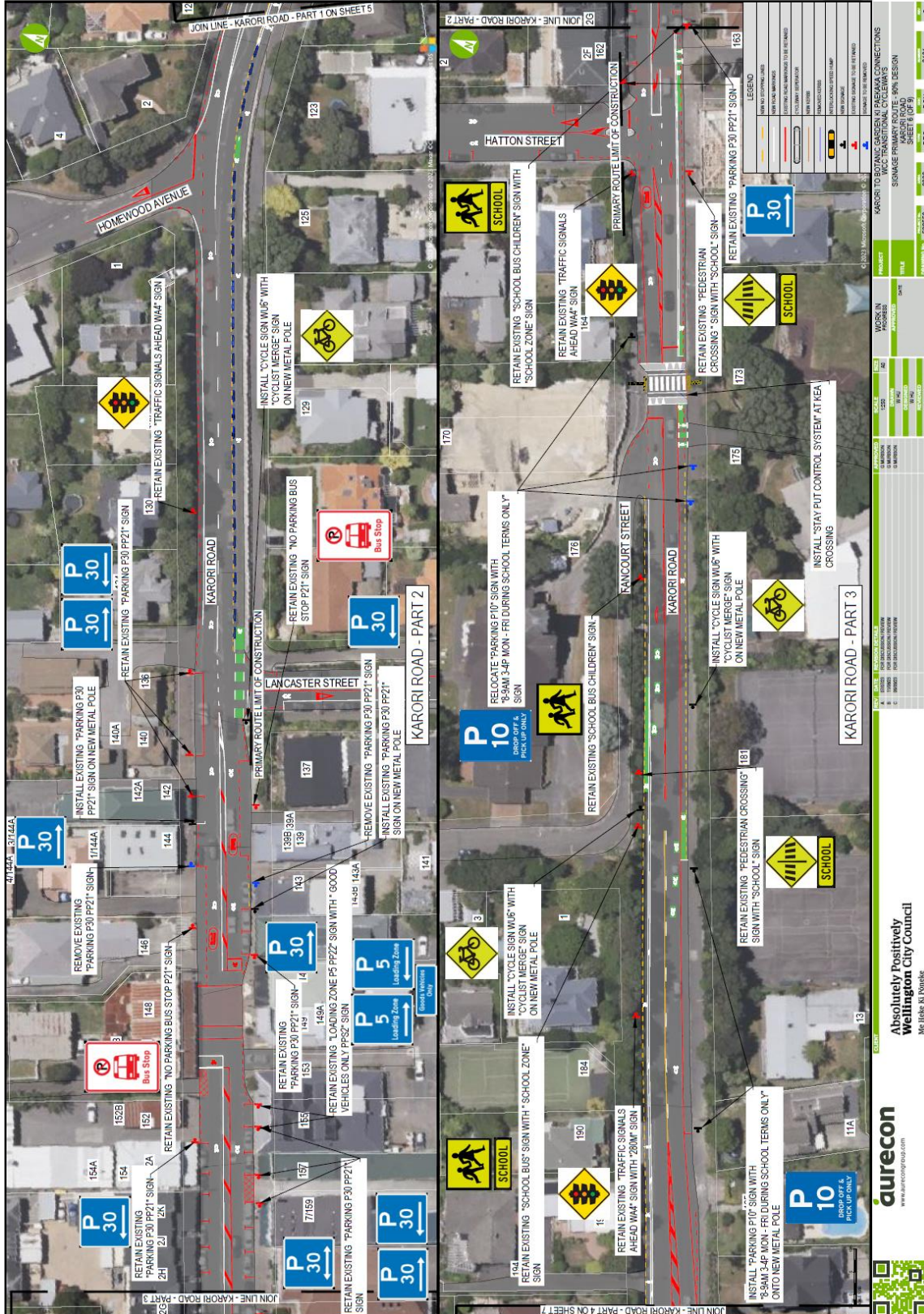
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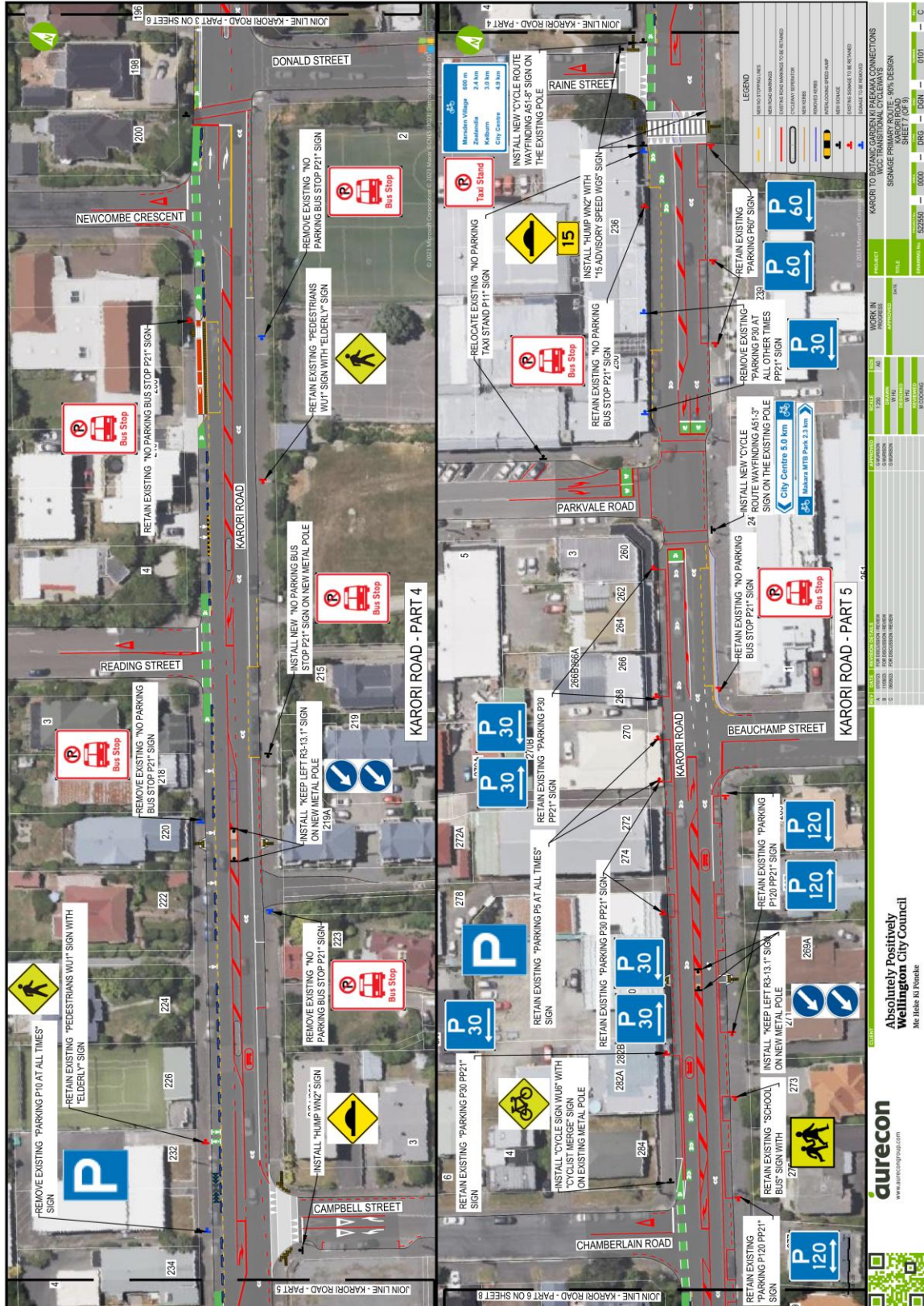
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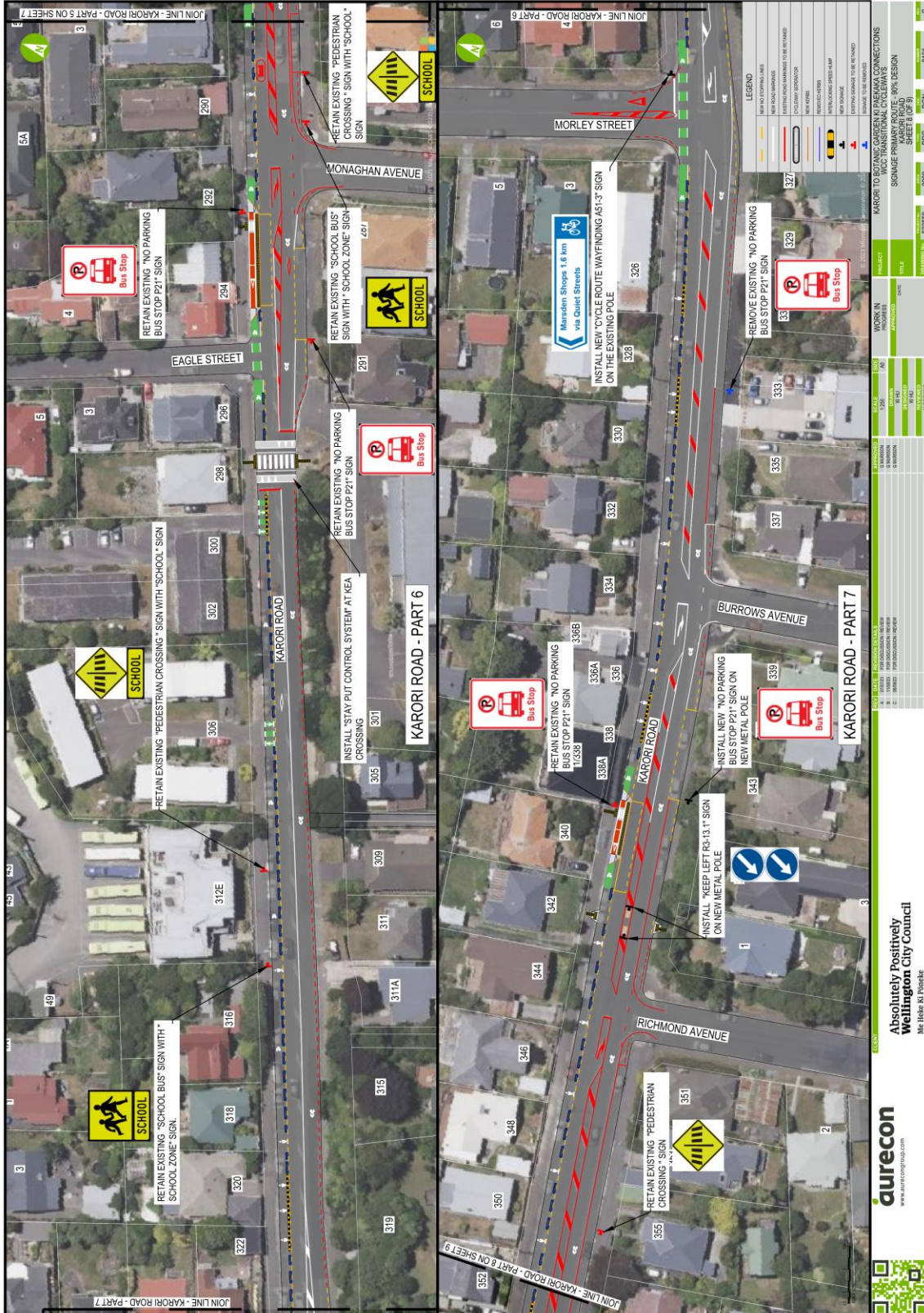
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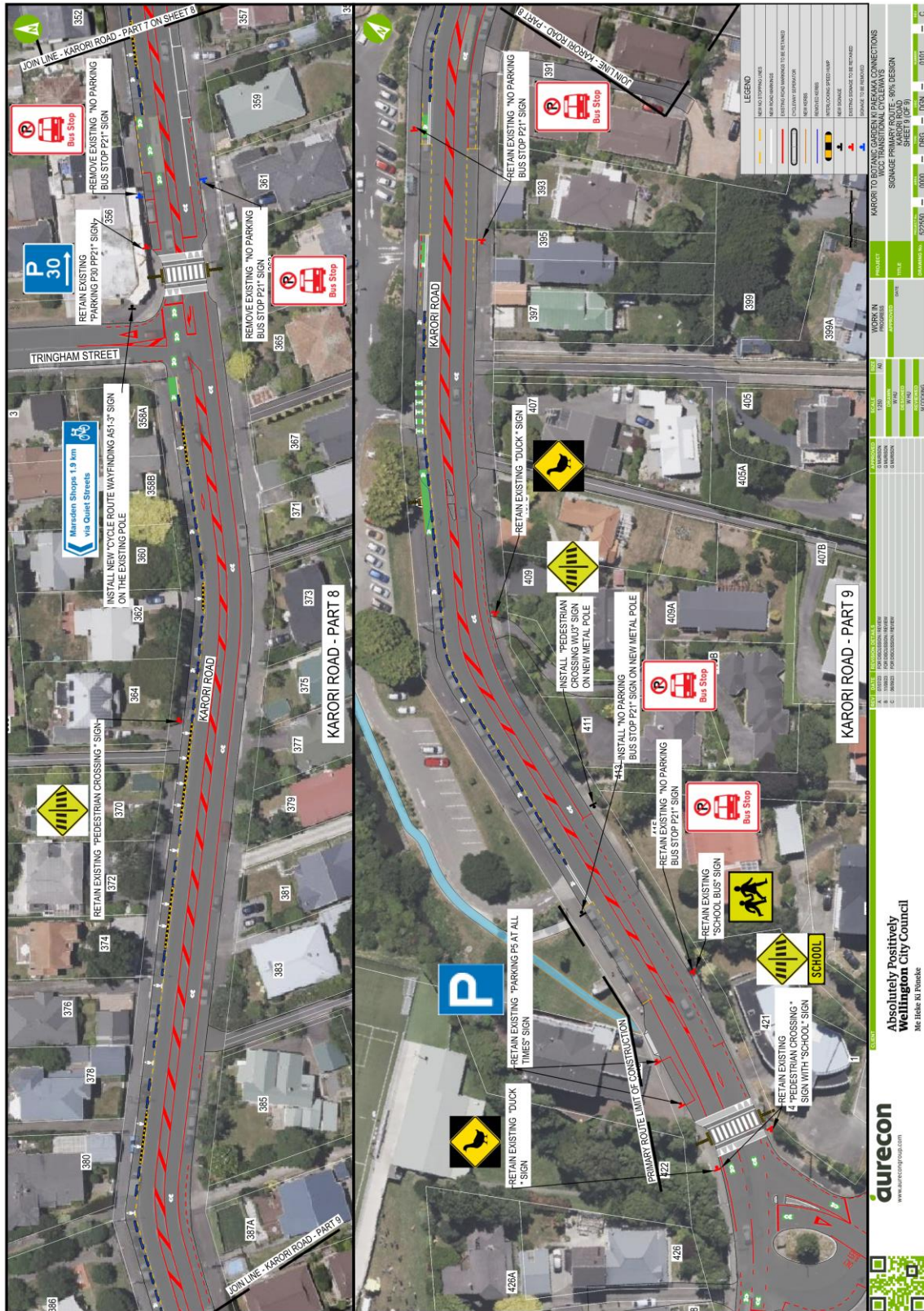
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Legal Description:

GLENMORE STREET

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

Column One	Column Two	Column Three
Glenmore Street	Bus stop, at all times	<i>South side, commencing 14.5 metres south-west of the Botanic Garden Rose Gardens entrance (Grid Coordinates X=1,748,011.843m Y=5,428,604.791m) and extending in a south-westerly direction, following the southern kerb for 23.9 metres.</i>
Glenmore Street	Bus stop, at all times	<i>North side, commencing 337.3 metres north-east of its intersection with Garden Road (Grid coordinates X=1,747,961.135m Y=5,428,579.598m) and extending in a north-easterly direction following the northern kerb for 19 metres.</i>
Glenmore Street	Coupon parking, Monday to Friday - 8am to 6pm	<i>North side, commencing 284.5 metres north-east of its intersection with Garden Road (Grid Coordinates X=1,747,915.489m Y=5,428,553.303m) and extending in a north-easterly direction, following the northern kerb for 25 metres. (4 parallel carparks)</i>
Glenmore Street	Mobility parking, at all times	<i>South side, commencing 87.2 metres south-west of the Botanic Garden Rose Gardens entrance (Grid Coordinates X=1,747,952.101m Y=5,428,560.766m) and extending in a south-westerly direction, following the</i>

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		<i>southern kerb for 15 metres. (2 parallel carparks)</i>
Glenmore Street	Bus stop, at all times	<i>South side, commencing 102.2 metres south-west of the Botanic Garden Rose Gardens entrance (Grid Coordinates X=1,747,939.122m Y=5,428,553.245m) and extending in a south-westerly direction, following the southern kerb for 20 metres.</i>
Glenmore Street	Coupon parking, Monday to Friday - 8am to 6pm	<i>South side, commencing 122.2 metres south-west of the Botanic Garden Rose Gardens entrance (Grid Coordinates X=1,747,921.811m Y=5,428,543.005m) and extending in a south-westerly direction, following the southern kerb for 408.1 metres. (74 parallel carparks)</i>
Glenmore Street	Coupon parking, Monday to Friday - 8am to 6pm	<i>North side, commencing 17.0 metres north-east of its intersection with Garden Road (Grid Coordinates X=1,747,685.79m Y=5,428,416.681m) and extending in a north-easterly direction, following the northern kerb for 145 metres. (22 parallel carparks)</i>
Glenmore Street	Coupon parking, Monday to Friday - 8am to 6pm	<i>North side, commencing 191.8 metres north-east of its intersection with Garden Road (Grid Coordinates X=1,747,836.334m Y=5,428,505.766m) and extending in a north-easterly direction, following the northern kerb for 80 metres. (14 parallel carparks)</i>

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Glenmore Street	Bus stop, at all times	<i>North-west side, commencing 114.6 metres north-east of its intersection with Orangi Kaupapa Road (Grid Coordinates X=1,747,652.066m Y=5,428,376.03m) and extending in a north-easterly direction, following the northern kerb for 24.5 metres.</i>
Glenmore Street	Coupon parking, Monday to Friday - 8am to 6pm	<i>North-west side, commencing 21.7 metres north-east of its intersection with Orangi Kaupapa Road (Grid Coordinates X=1,747,595.164m Y=5,428,303.738m) and extending in a north-easterly direction, following the northern kerb for 63 metres. (9 parallel carparks)</i>
Glenmore Street	Bus stop, at all times	<i>South-east side, commencing opposite its intersection with Orangi Kaupapa Road (Grid Coordinates X=1747589.869m Y=5428286.26m) and extending in a south-westerly direction, following the south-eastern kerb for 17 metres.</i>
Glenmore Street	Coupon parking, Monday to Friday - 8am to 6pm	<i>South-east side, commencing 59 metres south-west of its intersection with Orangi Kaupapa Road (Grid Coordinates X=1,747,541.977m Y=5,428,242.87m) and extending in a south-westerly direction, following the south-eastern kerb for 308.7 metres. (38 parallel carparks)</i>
Glenmore Street	Coupon parking, Monday to Friday - 8am to 6pm	<i>North-west side, commencing 122.8 metres north-east of its intersection with Crieff Street</i>

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		<i>(Grid Coordinates X=1,747,459.668m Y=5,428,185.659m) and extending in a north-easterly direction, following the northern kerb for 30 metres. (5 parallel carparks)</i>
Glenmore Street	Coupon parking, Monday to Friday - 8am to 6pm	<i>North-west side, commencing 153.7 metres north-east of its intersection with Crieff Street (Grid Coordinates X=1,747,483.611m Y=5,428,205.081m) and extending in a north-easterly direction, following the northern kerb for 35 metres. (6 parallel carparks)</i>
Glenmore Street	Bus stop, at all times	<i>South side, commencing 59.8 metres south-west of its intersection with Crieff Street (Grid Coordinates X=1747322.982m Y=5428063.248m) and extending in a south-westerly direction, following the southern kerb for 21 metres.</i>
Glenmore Street	Coupon parking, Monday to Friday - 8am to 6pm	<i>North-west side, commencing 35.1 metres from its intersection with The Rigi (Grid Coordinates X=1,747,301.26m Y=5,428,062.305m) and extending in a north-easterly direction, following the northern kerb for 24 metres. (4 parallel carparks)</i>
Glenmore Street	Coupon parking, Monday to Friday - 8am to 6pm	<i>North-west side, commencing 6.6 metres from its intersection with The Rigi (Grid Coordinates X= 1,747,277.167m Y=5,428,046.296m) and extending in a north-easterly direction, following the</i>

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		<i>northern kerb for 28.9 metres. (5 parallel carparks)</i>
Glenmore Street	Bus stop, at all times	<i>North side, commencing just before its intersection with The Rigi (Grid Coordinates X=1,747,238.067m Y=5,428,018.177m) and extending in a north-easterly direction, following the northern kerb for 19 metres.</i>
Glenmore Street	Bus lane, 4pm – 6pm Monday – Friday	<i>East side, commencing 20.0 metres south-west of its intersection with The Rigi (Grid coordinates X=1,747,258.765m Y=5,428,021.164m) and extending in a southerly direction following the eastern kerb for 518 metres.</i>
Glenmore Street	Coupon parking, Monday to Friday - 8am to 6pm	<i>West side, commencing 266.8 metres from its intersection with Upland Road (Grid Coordinates X=1,747,174.009m Y=5,427,795.404m) and extending in a northerly direction, following the western kerb for 237 metres. (37 parallel carparks)</i>
Glenmore Street	Bus stop, at all times	<i>West side, commencing 246.6 metres from its intersection with Upland Road (Grid Coordinates X=1,747,166.061m Y=5,427,776.875m) and extending in a northerly direction, following the western kerb for 19 metres.</i>
Glenmore Street	Coupon parking, Monday to Friday - 8am to 6pm	<i>East side, commencing 60.4 metres from its intersection with Upland Road (Grid Coordinates X=1,747,156.49m Y=5,427,816.825m) and</i>

We are proposing a change in your area

		<i>extending in a southerly direction, following the eastern kerb for 42 metres. (7 parallel carparks)</i>
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Delete to Schedule D (No Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<i>Glenmore Street</i>	Clearway, Monday to Friday, 4pm – 6pm	<i>East side, commencing 20.0 metres south-west of its intersection with The Rigi (Grid coordinates X=1,747,258.765m Y=5,428,021.164m) and extending in a southerly direction following the eastern kerb for 518 metres.</i>
<i>Glenmore Street</i>	No stopping, at all times	<i>South side, commencing at the Botanic Garden Rose Gardens entrance (Grid Coordinates X=1,748,032.094m Y=5,428,623.998m) and extending in a south-westerly direction, following the southern kerb for 31.5 metres.</i>
<i>Glenmore Street</i>	No stopping, at all times	<i>South side, commencing 37 metres from its intersection with the Botanic Garden Rose Gardens entrance (Grid Coordinates X=1,747,993.743m Y=5,428,589.42m) and extending in a south-westerly direction, following the southern kerb for 34 metres.</i>
<i>Glenmore Street</i>	No stopping, at all times	<i>North side, commencing 356.4 metres north-east of its intersection with Garden Road (Grid Coordinates X=1,747,977.173m Y=5,428,590.059m) and extending in a north-easterly</i>

We are proposing a change in your area

		<i>direction, following the northern kerb for 2.4 metres.</i>
Glenmore Street	No stopping, at all times	<i>South side, commencing opposite its intersection with the The Rigi (Grid Coordinates X=1,747,273.535m Y=5,428,031.223m) and extending in a south-westerly direction, following the southern/eastern kerb for 82.5 metres.</i>
Glenmore Street	No stopping, at all times	<i>South-east side, commencing 33 metres from its intersection with the Northland Road (Grid Coordinates X=1,747,113.433m Y=5,427,873.572m) and extending in a south-westerly direction, following the south-eastern kerb for 1 metre.</i>
Glenmore Street	No stopping, at all times	<i>South-east side, commencing 40 metres from its intersection with the Northland Road (Grid Coordinates X=1,747,108.746m Y=5,427,869.585m) and extending in a south-westerly direction, following the south-eastern kerb for 3 metres.</i>

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

Column One	Column Two	Column Three
Glenmore Street	Resident parking, at all times	<i>North side, commencing 162.3 metres north-east of its intersection with Garden Road (Grid Coordinates X=1,747,810.953m Y=5,428,490.43m) and extending in a north-easterly direction, following the northern kerb for 5.5 metres. (1 parallel carpark)</i>

We are proposing a change in your area

Glenmore Street	Resident parking, at all times	North side, commencing 179.2 metres north-east of its intersection with Garden Road (Grid Coordinates X=1,747,825.376m Y=5,428,499.29m) and extending in a north-easterly direction, following the northern kerb for 12.6 metres. (2 parallel carparks)
Glenmore Street	Resident parking, at all times	South-east side, commencing 29 metres south-west of its intersection with Orangi Kaupapa Road (Grid Coordinates X=1747564.266m Y=5428262.961m) and extending in a south-westerly direction, following the south-eastern kerb for 30 metres. (5 parallel carparks)

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

Column One	Column Two	Column Three
Glenmore Street	P120 parking, residents exempt	West side, commencing 452.9 metres north-east of its intersection with Upland Road (Grid Coordinates X=1,747,222.687m Y=5,427,964.349m) and extending in northerly direction, for 33 metres. (6 parallel carparks)

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

Column One	Column Two	Column Three
Glenmore Street	Bus stop, at all times	North side, commencing 340.3 metres north-east of its intersection with Garden Road (Grid coordinates X=1,747,963.22m Y=5,428,582.309m) and

We are proposing a change in your area

		<i>extending in a north-easterly direction following the northern kerb for 20 metres.</i>
<i>Glenmore Street</i>	Bus stop, at all times	<i>South side, commencing 34.2 metres south-west of the Botanic Garden Rose Gardens entrance (Grid Coordinates X=1,747,994.35m Y=5,428,592.17m) and extending in a south-westerly direction, following the southern kerb for 20 metres.</i>
<i>Glenmore Street</i>	Bus stop, at all times	<i>South side, commencing 87.2 metres south-west of the Botanic Garden Rose Gardens entrance (Grid Coordinates X=1,747,952.101m Y=5,428,560.766m) and extending in a south-westerly direction, following the southern kerb for 20 metres.</i>
<i>Glenmore Street</i>	Mobility parking, at all times	<i>South side, commencing 107.2 metres south-west of the Botanic Garden Rose Gardens entrance (Grid Coordinates X=1,747,934.801m Y=5,428,550.729m) and extending in a south-westerly direction, following the southern kerb for 16 metres. (2 parallel carparks)</i>
<i>Glenmore Street</i>	Coupon parking, Monday to Friday - 8am to 6pm	<i>South side, commencing 138.9 metres south-west of the Botanic Garden Rose Gardens entrance (Grid Coordinates X=1,747,906.062m Y=5,428,536.745m) and extending in a south-westerly direction, following the southern cycle separators for 225.5 metres. (41 parallel carparks)</i>

We are proposing a change in your area

Glenmore Street	Bus stop, at all times	South-east side, commencing opposite its intersection with Orangi Kaupapa Road (Grid Coordinates X=1,747,584.23m Y=5,428,284.361m) and extending in a south-westerly direction, following the south-eastern kerb for 20 metres.
Glenmore Street	Bus stop, at all times	South side, commencing 60.9 metres south-west of its intersection with Crieff Street (Grid Coordinates X=1,747,322.294m Y=5,428,062.333m) and extending in a south-westerly direction, following the southern kerb for 20 metres.
Glenmore Street	Bus stop, at all times	North side, commencing just before its intersection with The Rigi (Grid Coordinates X=1,747,237.241m Y=5,428,017.271m) and extending in a north-easterly direction, following the northern kerb for 20 metres.
Glenmore Street	Bus stop, at all times	West side, commencing 244.3 metres from its intersection with Upland Road (Grid Coordinates X=1,747,165.875m Y=5,427,775.615m) and extending in a northerly direction, following the western kerb for 20 metres.
Glenmore Street	Bus stop, at all times	South side, commencing 399.4 metres south of its intersection with The Rigi adjacent to tennis courts (Grid Coordinates X=1,747,125.847m Y=5,427,715.261m) and extending in a northerly

We are proposing a change in your area

		<i>direction, following the southern kerb for 20 metres.</i>
Glenmore Street	Bus lane, at all times	<i>East side, commencing 28.0 metres south-west of its intersection with The Rigi (Grid coordinates X=1,747,246.768m Y=5,428,013.672m) and extending in a southerly direction following the eastern kerb for 503 metres.</i>
Glenmore Street	Coupon parking, Monday to Friday - 8am to 6pm	<i>West side, commencing 210.2 metres south-east of its intersection with Upland Road (Grid Coordinates X=1,747,168.867m Y=5,427,739.494m) and extending in northerly direction, for 16.5 metres. (3 parallel carparks)</i>

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

Column One	Column Two	Column Three
Glenmore Street	No stopping, at all times	<i>South side, commencing at the Botanic Garden Rose Gardens entrance (Grid Coordinates X=1,748,020.316m Y=5,428,614.419m) and extending in a south-westerly direction, following the southern kerb for 34 metres.</i>
Glenmore Street	No stopping, at all times	<i>North side, commencing 326.5 metres north-east of its intersection with Garden Road (Grid Coordinates X=1,747,951.615m Y=5,428,574.721m) and extending in a north-easterly direction, following the northern kerb for 3 metres.</i>

We are proposing a change in your area

Glenmore Street	No stopping, at all times	<i>North side, commencing 284.5 metres north-east of its intersection with Garden Road (Grid Coordinates X=1,747,915.489m Y=5,428,553.303m) and extending in a north-easterly direction, following the northern kerb for 25 metres.</i>
Glenmore Street	No stopping, at all times	<i>North side, commencing 17.0 metres north-east of its intersection with Garden Road (Grid Coordinates X=1,747,685.79m Y=5,428,416.681m) and extending in a north-easterly direction, following the northern kerb for 255 metres.</i>
Glenmore Street	No stopping, at all times	<i>South side, commencing 364.5 metres from the Botanic Garden Rose Gardens entrance (Grid Coordinates X=1,747,711.827m Y=5,428,422.073m) and extending in a south-westerly direction, following the cycle separators for 169 metres.</i>
Glenmore Street	No stopping, at all times	<i>North-west side, commencing 127.1 metres north-east of its intersection with Orangi Kaupapa Road (Grid Coordinates X=1,747,659.33m Y=5,428,386.313m) and extending in a north-easterly direction, following the northern kerb for 11 metres.</i>
Glenmore Street	No stopping, at all times	<i>North-west side, commencing 33.7 metres north-east of its intersection with Orangi Kaupapa Road (Grid Coordinates X=1,747,604.089m Y=5,428,311.76m) and extending in a north-easterly direction,</i>

We are proposing a change in your area

		<i>following the northern kerb for 51 metres.</i>
Glenmore Street	No stopping, at all times	<i>South-east side, commencing opposite its intersection with Orangi Kaupapa Road (Grid Coordinates X=1,747,592.192m Y=5,428,291.776m) and extending in a south-westerly direction, following the south-eastern kerb for 10.9 metres.</i>
Glenmore Street	No stopping, at all times	<i>South-east side, commencing 20.5 metres south-west of its intersection with Orangi Kaupapa Road (Grid Coordinates X=1,747,568.801m Y=5,428,271.209m) and extending in a south-westerly direction, following the south-eastern kerb for 323 metres.</i>
Glenmore Street	No stopping, at all times	<i>North-west side, commencing 153.7 metres north-east of its intersection with Crieff Street (Grid Coordinates X=1,747,483.611m Y=5,428,205.081m) and extending in a north-easterly direction, following the northern kerb for 85 metres.</i>
Glenmore Street	No stopping, at all times	<i>South-east side, commencing 81.7 metres south-west of its intersection with Crieff Street (Grid Coordinates X=1,747,303.786m Y=5,428,053.602m) and extending in a south-westerly direction, following the south-eastern kerb for 251.3 metres.</i>
Glenmore Street	No stopping, at all times	<i>South-east side, commencing 209.6 metres south-west of its intersection with The Rigi (Grid Coordinates X=1,747,214.756m Y=5,427,836.672m) and</i>

We are proposing a change in your area

		<i>extending in a south-westerly direction, following the south-eastern kerb for 17.0 metres.</i>
Glenmore Street	No stopping, at all times	<i>South-east side, commencing 245.8 metres south-west of its intersection with The Rigi (Grid Coordinates X=1,747,195.312m Y=5,427,806.426m) and extending in a south-westerly direction, following the south-eastern kerb for 155.6 metres.</i>
Glenmore Street	No stopping, at all times	<i>West side, commencing 421.7 metres south-west of its intersection with The Rigi (Grid Coordinates X=1,747,120.052m Y=5,427,735.59m) and extending in a northerly direction, following the western kerb for 19.6 metres.</i>
Glenmore Street	No stopping, at all times	<i>North-west side, commencing at its intersection with The Rigi (Grid Coordinates X=1,747,273.865m Y=5,428,043.913m) and extending in a north-easterly direction, following the northern kerb for 33 metres.</i>
Glenmore Street	No stopping, at all times	<i>West side, commencing 266.8 metres north-east of its intersection with Upland Road (Grid Coordinates X=1,747,174.009m Y=5,427,795.404m) and extending in a northerly direction, following the western kerb for 181 metres.</i>
Glenmore Street	No stopping, at all times	<i>West side, commencing 492.2 metres north-east of its intersection with Upland Road (Grid Coordinates X=1,747,228.109m Y=5,428,000.604m) and extending in a northerly direction,</i>

We are proposing a change in your area

		<i>following the western kerb for 19 metres.</i>
<i>Glenmore Street</i>	No stopping, at all times	<i>East side, commencing 60.4 metres south of its intersection with Upland Road (Grid Coordinates X=1,747,156.49m Y=5,427,816.825m) and extending in a southerly direction, following the eastern kerb for 147 metres.</i>
<i>Glenmore Street</i>	No stopping, at all times	<i>West side, commencing 229.6 metres from its intersection with Upland Road (Grid Coordinates X=1,747,165.961m Y=5,427,759.698m) and extending in a southerly direction, following the eastern kerb for 15.9 metres.</i>

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

Column One	Column Two	Column Three
<i>Glenmore Street</i>	Resident parking, at all times	<i>North-west side, commencing 90.4 metres north-east of its intersection with Orangi Kaupapa Road (Grid Coordinates X=1,747,638.945m Y=5,428,355.839m) and extending in a north-easterly direction, following the northern kerb for 36 metres. (6 parallel carparks)</i>
<i>Glenmore Street</i>	Resident parking, at all times	<i>North-west side, commencing 35.1 metres from its intersection with The Rigi (Grid Coordinates X=1,747,301.26m Y=5,428,062.305m) and extending in a north-easterly direction, following the northern kerb for 24 metres. (4 parallel carparks)</i>

We are proposing a change in your area

Glenmore Street	Resident parking, at all times	<i>North-west side, commencing 123.6 metres north-east of its intersection with Crieff Street (Grid Coordinates X=1,747,460.324m Y=5,428,186.215m) and extending in a north-easterly direction, following the northern kerb for 30 metres. (5 parallel carparks)</i>
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Add to Schedule I (Cycleway) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Glenmore Street	Cycleway, at all times	<i>South side, commencing at the Botanic Garden Rose Gardens entrance (Grid coordinates X=1,748,021.702m Y=5,428,613.567m) and extending in a south-westerly direction following the south-eastern kerb for 1495.1 metres.</i>
Glenmore Street	Shared path, at all times. Pedestrians have priority.	<i>West side, commencing 34 metres before its intersection with Upland Road (Grid Coordinates X=1,747,154.047m, Y=5,427,843.541m) and extending in a northerly direction following the western footpath for 99 metres</i>

We are proposing a change in your area

CHAYTOR STREET

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

Column One	Column Two	Column Three
Chaytor Street	Bus stop, at all times	<i>East side, commencing 32.0 metres south of its intersection with Birdwood Street (Grid coordinates X=1,746,943.998m Y=5,427,900.303m) and extending in a southerly direction following the eastern kerb for 12.5 metres.</i>
Chaytor Street	Bus stop, at all times	<i>North side, commencing just before its intersection with Curtis Street (Grid coordinates X=1746806.140m Y=5428179.269m) and extending in a westerly direction following the northern kerb for 20 metres.</i>
Chaytor Street	Bus stop, at all times	<i>South side, commencing 43.1 metres west of its intersection with Curtis Street (Grid coordinates X=1,746,798.61m Y=5,428,167.392m) and extending in a westerly direction following the southern kerb for 15.5 metres.</i>
Chaytor Street	Bus stop, at all times	<i>West side, commencing 263.9 metres north-west of its intersection with Curtis Street (Grid coordinates X=1,746,721.123m Y=5,428,364.922m) and extending in a north-easterly direction following the western kerb for 20 metres.</i>
Chaytor Street	Bus stop, at all times	<i>East side, commencing 228.0 metres south-east of its intersection with Karori Road (Grid coordinates X=1,746,757.11m</i>

We are proposing a change in your area

		<i>Y=5,428,405.562m) and extending in a southerly direction following the eastern kerb for 11 metres.</i>
Chaytor Street	Bus lane, at all times	<i>East side, commencing 200 metres south-east of its intersection with Karori Road (Grid coordinates X=1,746,740.026m Y=5,428,383.68m) and extending in a south-easterly direction following the north-eastern kerb for 549.6 metres.</i>

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

Column One	Column Two	Column Three
Chaytor Street	Bus stop, at all times	<i>East side, commencing 25.5 metres south of its intersection with Birdwood Street (Grid coordinates X=1,746,944.127m Y=5,427,907.033m) and extending in a southerly direction following the eastern kerb for 20 metres.</i>
Chaytor Street	Bus stop, at all times	<i>North side, commencing just before its intersection with Curtis Street (Grid coordinates X=1746806.140m Y=5428179.269m) and extending in a westerly direction following the northern kerb for 20 metres.</i>
Chaytor Street	Bus lane, at all times	<i>North side, commencing just before its intersection with Curtis Street (Grid coordinates X=1,746,823.87m Y=5,428,173.215m) and extending in a south-easterly direction following the north-eastern kerb for 292.4 metres.</i>

We are proposing a change in your area

Chaytor Street	Bus stop, at all times	<i>South side, commencing 38.0 metres west of its intersection with Curtis Street (Grid coordinates X=1,746,803.504m Y=5,428,165.503m) and extending in a westerly direction following the southern kerb for 20 metres.</i>
Chaytor Street	Bus stop, at all times	<i>West side, commencing 260.6 metres north-west of its intersection with Curtis Street (Grid coordinates X=1,746,720.096m Y=5,428,364.813m) and extending in a north-easterly direction following the western kerb for 20 metres.</i>
Chaytor Street	Bus stop, at all times	<i>East side, commencing 217.1 metres south-east of its intersection with Karori Road (Grid coordinates X=1,746,758.022m Y=5,428,414.693m) and extending in a southerly direction following the eastern kerb for 20 metres.</i>
Chaytor Street	Mobility parking, at all times	<i>South-west side, commencing 466.1 metres north-west of its intersection with Curtis Street (Grid coordinates X=1,746,695.904m Y=5,428,523.551m) and extending in a north-westerly direction following the south-western kerb for 6.5 metres. (1 parallel carpark)</i>

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

Column One	Column Two	Column Three
Chaytor Street	Clearway, 7am – 9am	<i>North-east side, commencing 447.6 metres south-east of its</i>

We are proposing a change in your area

		<i>intersection with Karori Road (Grid Coordinates X=1,746,774.717m Y=5,428,204.369m) and extending in south-easterly direction, for 25.3 metres.</i>
Chaytor Street	No stopping, at all times	<i>West side, commencing 71.9 metres north of its intersection with Birdwood Street (Grid Coordinates X=1,746,926.436m Y=5,428,003.214m) and extending in a northerly direction, following the western kerb for 11.5 metres.</i>
Chaytor Street	No stopping, at all times	<i>West side, commencing 138.4 metres north of its intersection with Birdwood Street (Grid Coordinates X=1,746,925.485m Y=5,428,069.705m) and extending in a north-westerly direction, following the western kerb for 33.2 metres.</i>
Chaytor Street	No stopping, at all times	<i>South-west side, commencing 204.6 metres north-west of its intersection with Birdwood Street (Grid Coordinates X=1,746,899.252m Y=5,428,128.809m) and extending in a north-westerly direction, following the south-western kerb for 105.0 metres.</i>
Chaytor Street	No stopping, at all times	<i>South-west side, commencing 59.0 metres west of its intersection with Curtis Street (Grid coordinates X=,1746,785.21m Y=5,428,175.063m) and extending in a north-westerly direction following the south-western kerb for 15.0 metres.</i>
Chaytor Street	No stopping, at all times	<i>South-west side, commencing 71.1 metres west of its</i>

We are proposing a change in your area

		<i>intersection with Curtis Street (Grid coordinates X=1,746,777.554m Y=5,428,187.18m) and extending in a north-westerly direction following the south-western cycle separators for 194.7 metres.</i>
Chaytor Street	No stopping, at all times	<i>West side, commencing 287.7 metres north-west of its intersection with Curtis Street (Grid coordinates X=1,746,727.768m Y=5,428,384.501m) and extending in a north-easterly direction following the western kerb for 48.9 metres.</i>
Chaytor Street	No stopping, at all times	<i>West side, commencing 358.4 metres north-west of its intersection with Curtis Street (Grid coordinates X=1,746,748.898m Y=5,428,451.604m) and extending in a north-westerly direction following the western kerb for 108.2 metres.</i>
Chaytor Street	No stopping, at all times	<i>South-west side, commencing 472.6 metres north-west of its intersection with Curtis Street (Grid coordinates X=1,746,691.403m Y=5,428,528.249m) and extending in a north-westerly direction following the south-western kerb for 22.0 metres.</i>
Chaytor Street	No stopping, at all times	<i>East side, commencing 370.0 metres south-east of its intersection with Karori Road (Grid coordinates X=1,746,737.119m Y=5,428,268.808m) and extending in a south-easterly</i>

We are proposing a change in your area

		<i>direction following the eastern kerb for 53.5 metres.</i>
Chaytor Street	No stopping, at all times	<i>North-east side, commencing 30.0 metres south-east of its intersection with Karori Road (Grid coordinates X=1,746,675.264m Y=5,428,560.706m) and extending in a south-easterly direction following the north-eastern kerb for 9.0 metres.</i>
Chaytor Street	No stopping, at all times	<i>North side, commencing 63.0 metres south-east of its intersection with Karori Road (Grid coordinates X=1,746,698.971m Y=5,428,537.952m) and extending in a south-easterly direction following the northern kerb for 31.0 metres.</i>
Chaytor Street	No stopping, at all times	<i>North-east side, commencing 113.1 metres south-east of its intersection with Karori Road (Grid coordinates X=1,746,742.435m Y=5,428,517.033m) and extending in a south-easterly direction following the north-eastern kerb for 113.0 metres.</i>
Chaytor Street	No stopping, at all times	<i>East side, commencing 238.6 metres south-east of its intersection with Karori Road (Grid coordinates X=1,746,751.418m Y=5,428,394.812m) and extending in a southerly direction following the eastern kerb for 65.0 metres.</i>

Add to Schedule I (Cycleway) of the Traffic Restrictions Schedule

We are proposing a change in your area

Column One	Column Two	Column Three
Chaytor Street	Cycleway, at all times	<i>West side, commencing at its intersection with Waiapu Road (Grid coordinates X=1,746,949.098m Y=5,427,865.047m) and extending in a northerly direction following the western kerb for 59.6 metres.</i>
Chaytor Street	Shared path, at all times. Pedestrians have priority.	<i>West side, commencing 17.1 metres north of its intersection with Birdwood Street (Grid Coordinates X=1,746,924.774m, Y=5,427,948.402m) and extending in a north-westerly direction through Appleton Park for 303.8 metres</i>
Chaytor Street	Cycleway, at all times	<i>South-west side, commencing 59.0 metres west of its intersection with Curtis Street (Grid coordinates X=1,746,784.888m Y=5,428,174.65m) and extending in a north-westerly direction following the south-western kerb for 463.6 metres.</i>

We are proposing a change in your area

KARORI ROAD

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

Column One	Column Two	Column Three
Karori Road	P30	<i>South-east side, commencing 47.2 metres south-west of its intersection with Lancaster Street (Grid Coordinates X=1,746,227.805m Y=5,428,430.852m) and extending in a south-westerly direction, following the south-eastern kerb for 5.0 metres. (1 parallel carpark)</i>
Karori Road	P10, pick up and drop off 8am-9am and 3pm -4pm Monday – Friday during school terms only.	<i>South-east side, commencing opposite its intersection with Fancourt Street (Grid Coordinates X=1,746,048.406m Y=5,428,368.146m) and extending in a south-westerly direction, following the south-eastern kerb for 12 metres. (2 parallel carparks)</i>
Karori Road	P10	<i>North-west side, commencing 27.6 metres north-west of its intersection with Raine Street (Grid Coordinates X=1,745,615.298m Y=5,428,227.963m) and extending in a north-easterly direction, following the north-western kerb for 6 metres. (1 parallel carpark)</i>
Karori Road	P30	<i>North-west side, commencing 16.8 metres north-west of its intersection with Parkvale Road (Grid Coordinates X=1,745,518.273m Y=5,428,192.951m) and extending in a north-easterly direction, following the north-</i>

We are proposing a change in your area

		<i>western kerb for 22.0 metres. (4 parallel carparks)</i>
Karori Road	P30	<i>North-west side, commencing 63.0 metres north-west of its intersection with Parkvale Road (Grid Coordinates X=1,745,561.784m Y=5,428,208.759m) and extending in a north-easterly direction, following the north-western kerb for 13.8 metres. (2 parallel carparks)</i>
Parkvale Road	P30	<i>West side, commencing 24.0 metres north of its intersection with Karori Road (Grid coordinates X=1,745,500.935m Y=5,428,213.244m) and extending in a north-easterly direction following the northern kerb for 3 metres. (1 angled bay)</i>
Karori Road	P120	<i>South-east side, commencing 46.0 metres south-west of its intersection with Beauchamp Street (Grid Coordinates X=1,745,411.006m Y=5,428,143.082m) and extending in a south-westerly direction, following the south-eastern kerb for 18.0 metres. (3 parallel carparks)</i>

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

Column One	Column Two	Column Three
Karori Road	Bus stop, at all times	<i>South side, commencing 14.7 metres south-west of its intersection with Newcombe Crescent (Grid coordinates X=1,745,817.393m Y=5,428,286.711m) and extending in a south-westerly</i>

We are proposing a change in your area

		<i>direction following the southern kerb for 13 metres.</i>
Karori Road	Bus stop, at all times	<i>North side, commencing 53.7 metres north-east of its intersection Reading Street (Grid coordinates X=1,745,785.371m Y=5,428,289.035m) and extending in a north-easterly direction following the northern kerb for 19.5 metres.</i>
Karori Road	Bus stop, at all times	<i>North side, commencing 114.2 metres north-east of its intersection Raine Street (Grid coordinates X=1,745,696.611m Y=5,428,257.718m) and extending in a north-easterly direction following the northern kerb for 18.5 metres.</i>
Karori Road	Bus stop, at all times	<i>South side, commencing 55.8 metres south-west of its intersection with Reading Street (Grid coordinates X=1,745,686.307m Y=5,428,240.867m) and extending in a south-westerly direction following the southern kerb for 15 metres.</i>
Karori Road	Bus stop, at all times	<i>North side, commencing 18.7 metres north-east of its intersection with Eagle Street (Grid coordinates X=1,745,281.173m Y=5,428,107.812m) and extending in a north-easterly direction following the northern kerb for 13 metres.</i>
Karori Road	Bus stop, at all times	<i>South side, commencing 40.6 metres south-west of its intersection with Morley Street (Grid coordinates X=1,745,009.085m Y=5,427,997.506m) and</i>

We are proposing a change in your area

		<i>extending in a south-westerly direction following the southern kerb for 19 metres.</i>
Karori Road	Bus stop, at all times	<i>North side, commencing 29.8 metres north-east of its intersection with Richmond Avenue (Grid coordinates X=1,744,882.216m Y=5,427,983.73m) and extending in a north-easterly direction following the northern kerb for 17 metres.</i>
Karori Road	Bus stop, at all times	<i>South side, commencing 67.9 metres south-west of its intersection with Richmond Avenue (Grid coordinates X=1,744,786.046m Y=5,427,958.74m) and extending in a south-westerly direction following the southern kerb for 18.5 metres.</i>
Karori Road	Bus stop, at all times	<i>North side, commencing 37.4 metres north-east of its intersection with Tringham Street (Grid coordinates X=1,744,753.622m Y=5,427,966.834m) and extending in a north-easterly direction following the northern kerb for 12.5 metres.</i>

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

Column One	Column Two	Column Three
Karori Road	P10, pick up and drop off 8am-9am and 3pm -4pm Monday – Friday during school terms only.	<i>North-west side, commencing 26.0 metres north-east of its intersection with Fancourt Street (Grid Coordinates X=1,746,070.925m Y=5,428,385.43m) and extending in a north-easterly direction, following the north-</i>

We are proposing a change in your area

		<i>western kerb for 29.4 metres. (5 parallel carparks)</i>
Karori Road	P10, pick up and drop off 8am-9am and 3pm -4pm Monday – Friday during school terms only.	<i>South-east side, commencing 87.2 metres south-west of its intersection with Fancourt Street (Grid Coordinates X=1,745,966.189m Y=5,428,340.951m) and extending in a south-westerly direction, following the south-eastern kerb for 60.5 metres. (11 parallel carparks)</i>
Karori Road	P120	<i>South-east side, commencing 46.0 metres south-west of its intersection with Beauchamp Street (Grid Coordinates X=1,745,411.006m Y=5,428,143.082m) and extending in a south-westerly direction, following the south-eastern kerb for 5.5 metres. (1 parallel carpark)</i>
Karori Road	P120	<i>South-east side, commencing 53.0 metres south-west of its intersection with Beauchamp Street (Grid Coordinates X=1,745,404.384m Y=5,428,140.696m) and extending in a south-westerly direction, following the south-eastern kerb for 11.0 metres. (2 parallel carparks)</i>

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

Column One	Column Two	Column Three
Karori Road	Bus stop, at all times	<i>North side, commencing 53.0 metres north-east of its intersection with Reading Street (Grid coordinates X=1,745,785.473m Y=5,428,286.521m) and</i>

We are proposing a change in your area

		<i>extending in a north-easterly direction following the northern kerb for 20 metres.</i>
Karori Road	Bus stop, at all times	<i>South side, commencing opposite its intersection with Reading Street (Grid coordinates X=1,745,735.847m Y=5,428,258.311m) and extending in a south-westerly direction following the southern kerb for 20 metres.</i>
Karori Road	Bus stop, at all times	<i>North side, commencing 31.7 metres north-east of its intersection with Parkvale Road (Grid coordinates X=1,745,531.747m Y=5,428,199.842m) and extending in a north-easterly direction following the northern kerb for 36 metres.</i>
Parkvale Road	Taxi stand, at all times	<i>West side, commencing 24.0 metres north of its intersection with Karori Road (Grid coordinates X=1,745,500.935m Y=5,428,213.244m) and extending in a north-easterly direction following the northern kerb for 3 metres. (1 angled bay)</i>
Karori Road	Bus stop, at all times	<i>South side, commencing 16.4 metres south-west of its intersection with Parkvale Road (Grid coordinates X=1,745,490.248m Y=5,428,172.33m) and extending in a south-westerly direction following the southern kerb for 26 metres.</i>
Karori Road	Bus stop, at all times	<i>South side, commencing 18.3 metres south-west of its intersection with Monaghan Avenue (Grid coordinates</i>

We are proposing a change in your area

		<i>X=1,745,290.135m Y=5,428,097.967m) and extending in a south-westerly direction following the southern kerb for 20 metres.</i>
Karori Road	Bus stop, at all times	<i>North side, commencing 11.5 metres north-east of its intersection with Eagle Street (Grid coordinates X=1,745,275.092m Y=5,428,103.26m) and extending in a north-easterly direction following the northern kerb for 20 metres.</i>
Karori Road	Bus stop, at all times	<i>South side, commencing 24.1 metres west of its intersection with Burrows Avenue (Grid coordinates X=1,744,921.535m Y=5,427,975.981m) and extending in a south-westerly direction following the southern kerb for 20 metres.</i>
Karori Road	Bus stop, at all times	<i>North side, commencing 25.7 metres north-east of its intersection with Richmond Avenue (Grid coordinates X=1,744,878.472m Y=5,427,980.848m) and extending in a north-easterly direction following the northern kerb for 20 metres.</i>
Karori Road	Bus stop, at all times	<i>South-east side, commencing 250.4 metres west of its intersection with Tringham Street (Grid coordinates X=1,744,473.843m Y=5,427,936.694m) and extending in a south-westerly direction following the south-eastern kerb for 20 metres.</i>
Karori Road	Bus stop, at all times	<i>North-west side, commencing 227.6 metres north-east of the</i>

We are proposing a change in your area

		<p><i>South Karori Road bus turn around (Grid coordinates X=1,744,450.765m Y=5,427,937.322m) and extending in a north-easterly direction following the north-western kerb for 20 metres.</i></p>
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Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<i>Karori Road</i>	No stopping, at all times	<i>South side, commencing 25.3 metres south-west of its intersection with Nottingham Street (Grid Coordinates X=1,746,493.151m Y=5,428,488.065m) and extending in a westerly direction, following the southern kerb for 47.0 metres.</i>
<i>Karori Road</i>	No stopping, at all times	<i>South side, commencing at its intersection with Flers Street (Grid Coordinates X=1,746,425.008m Y=5,428,486.948m) and extending in a south-westerly direction, following the south-eastern kerb for 154.8 metres.</i>
<i>Karori Road</i>	No stopping, at all times	<i>North side, commencing 38.0 metres east from its intersection with Homewood Avenue (Grid Coordinates X=1,746,409.082m Y=5,428,495.216m) and extending in a north-easterly direction, following the northern kerb for 31.0 metres.</i>
<i>Karori Road</i>	No stopping, at all times	<i>South side, commencing 42.1 metres south-west of its intersection with Lancaster Street (Grid Coordinates X=1,746,228.676m Y=5,428,430.25m) and extending</i>

We are proposing a change in your area

		<i>in a south-westerly direction, following the south-eastern kerb for 5.0 metres.</i>
Karori Road	No stopping, at all times	<i>South side, commencing opposite its intersection with Fancourt Street (Grid Coordinates X=1,746,048.406m Y=5,428,368.146m) and extending in a south-westerly direction, following the south-eastern kerb for 86.6 metres.</i>
Karori Road	No stopping, at all times	<i>North side, commencing 21.8 metres north-east from its intersection with Newcombe Crescent (Grid Coordinates X=1,745,848.086m Y=5,428,310.574m) and extending in a north-easterly direction, following the northern kerb for 201.0 metres.</i>
Karori Road	No stopping, at all times	<i>North side, commencing at its intersection with Newcombe Crescent (Grid Coordinates X=1,745,835.82m Y=5,428,304.965m) and extending in a north-easterly direction, following the northern kerb for 9.9 metres.</i>
Karori Road	No stopping, at all times	<i>South side, commencing 15.1 metres south-west from its intersection with Newcomb Crescent (Grid Coordinates X=1,745,816.783m Y=5,428,287.183m) and extending in a south-westerly direction, following the south-eastern kerb for 4.5 metres.</i>
Karori Road	No stopping, at all times	<i>South side, commencing opposite its intersection with Reading Street (Grid Coordinates X=1,745,749.904m Y=5,428,263.551m) and</i>

We are proposing a change in your area

		<i>extending in a south-westerly direction, following the south-eastern kerb for 15.0 metres.</i>
Karori Road	No stopping, at all times	<i>North side, commencing 64.0 metres north-east from its intersection with Reading Street (Grid Coordinates X=1,745,804.633m Y=5,428,293.579m) and extending in a north-easterly direction, following the northern kerb for 15.0 metres.</i>
Karori Road	No stopping, at all times	<i>North side, commencing at its intersection with Reading Street (Grid Coordinates X=1,745,744.279m Y=5,428,272.226m) and extending in a north-easterly direction, following the northern kerb for 43.0 metres.</i>
Karori Road	No stopping, at all times	<i>North side, commencing at its intersection with Raine Street (Grid Coordinates X=1,745,596.52m Y=5,428,219.889m) and extending in a north-easterly direction, following the northern kerb for 135.0 metres.</i>
Karori Road	No stopping, at all times	<i>North side, commencing 67.7 metres east from its intersection with Parkvale Road (Grid Coordinates X=1,745,565.792m Y=5,428,211.322m) and extending in a north-easterly direction, following the northern kerb for 9.0 metres.</i>
Karori Road	No stopping, at all times	<i>North side, commencing 16.8 metres east from its intersection with Parkvale Road (Grid Coordinates X=1,745,517.652m Y=5,428,194.695m) and extending in a north-easterly</i>

We are proposing a change in your area

		<i>direction, following the northern kerb for 15.0 metres.</i>
Karori Road	No stopping, at all times	<i>South side, commencing 10.6 metres west from its intersection with Parkvale Road (Grid Coordinates X=1,745,495.41m Y=5,428,175.04m) and extending in a south-westerly direction, following the south-eastern kerb for 5.8 metres.</i>
Karori Road	No stopping, at all times	<i>South side, commencing 42.6 metres west from its intersection with Parkvale Road (Grid Coordinates X=1,745,465.59m Y=5,428,163.43m) and extending in a south-westerly direction, following the south-eastern kerb for 9.0 metres.</i>
Karori Road	No stopping, at all times	<i>South side, commencing 13.3 metres west from its intersection with Monaghan Avenue (Grid Coordinates X=1,745,294.634m Y=5,428,100.201m) and extending in a south-westerly direction, following the south-eastern kerb for 5.0 metres.</i>
Karori Road	No stopping, at all times	<i>South side, commencing 38.3 metres west from its intersection with Monaghan Avenue (Grid Coordinates X=1,745,271.098m Y=5,428,091.634m) and extending in a south-westerly direction, following the south-eastern kerb for 7.0 metres.</i>
Karori Road	No stopping, at all times	<i>North side, commencing 32.7 metres north-east from its intersection with Eagle Street (Grid Coordinates X=1,745,294.99m Y=5,428,110.337m) and extending in a north-easterly</i>

We are proposing a change in your area

		<i>direction, following the northern kerb for 45.0 metres.</i>
Karori Road	No stopping, at all times	<i>North side, commencing 5.0 metres north-east from its intersection with Eagle Street (Grid Coordinates X=1,745,268.941m Y=5,428,100.996m) and extending in a north-easterly direction, following the northern kerb for 5.0 metres.</i>
Karori Road	No stopping, at all times	<i>North side, commencing 215.7 metres north-east from its intersection with Morley Street (Grid Coordinates X=1,745,247.528m Y=5,428,092.847m) and extending in a north-easterly direction, following the northern kerb for 13.0 metres.</i>
Karori Road	No stopping, at all times	<i>North side, commencing 11.5 metres north-east from its intersection with Morley Street (Grid Coordinates X=1,745,055.862m Y=5,428,022.472m) and extending in a north-easterly direction, following the northern kerb for 193.0 metres.</i>
Karori Road	No stopping, at all times	<i>South side, commencing 246.5 metres south-west from its intersection with Monaghan Avenue (Grid Coordinates X=1,745,075.255m Y=5,428,021.509m) and extending in a south-westerly direction, following the south-eastern kerb for 47.0 metres.</i>
Karori Road	No stopping, at all times	<i>South side, commencing 17.3 metres west from its intersection with Burrows Avenue (Grid Coordinates X=1,744,928.242m</i>

We are proposing a change in your area

		<i>Y=5,427,977.619m) and extending in a south-westerly direction, following the south-eastern kerb for 7.0 metres.</i>
Karori Road	No stopping, at all times	<i>South side, commencing 44.1 metres west from its intersection with Burrows Avenue (Grid Coordinates X=1,744,901.664m Y=5,427,973.694m) and extending in a south-westerly direction, following the south-eastern kerb for 9.0 metres.</i>
Karori Road	No stopping, at all times	<i>North side, commencing 46.5 metres east from its intersection with Richmond Avenue (Grid Coordinates X=1,744,899.044m Y=5,427,983.644m) and extending in a north-easterly direction, following the northern kerb for 139.0 metres.</i>
Karori Road	No stopping, at all times	<i>South side, commencing 71.1 metres west from its intersection with Burrows Avenue (Grid Coordinates X=1,744,874.933m Y=5,427,970.542m) and extending in a south-westerly direction, following the south-eastern kerb for 3.0 metres.</i>
Karori Road	No stopping, at all times	<i>North side, commencing 50.7 metres east from its intersection with Tringham Street (Grid Coordinates X=1,744,766.641m Y=5,427,966.314m) and extending in an easterly direction, following the northern kerb for 113.0 metres.</i>
Karori Road	No stopping, at all times	<i>North side, commencing 37.5 metres east from its intersection with Tringham Street (Grid Coordinates X=1,744,753.657m Y=5,427,966.546m) and extending in an easterly direction,</i>

We are proposing a change in your area

		<i>following the northern kerb for 12.6 metres.</i>
Karori Road	No stopping, at all times	<i>South-east side, commencing 234.1 metres west from its intersection with Tringham Street (Grid Coordinates X=1,744,486.328m Y=5,427,945.001m) and extending in a south-westerly direction, following the south-eastern kerb for 15.0 metres.</i>
Karori Road	No stopping, at all times	<i>North-west side, commencing 257.2 metres east from its intersection with the South Karori Road bus turnaround (Grid Coordinates X=1,744,476.783m Y=5,427,951.059m) and extending in a north-easterly direction, following the north-western kerb for 236.6 metres.</i>
Karori Road	No stopping, at all times	<i>North-west side, commencing 247.7 metres east from its intersection with the South Karori Road bus turnaround (Grid Coordinates X=1,744,467.876m Y=5,427,947.682m) and extending in a north-easterly direction, following the north-western kerb for 9.0 metres.</i>
Karori Road	No stopping, at all times	<i>South-east side, commencing 269.3 metres west from its intersection with Tringham Street (Grid Coordinates X=1,744,456.524m Y=5,427,926.612m) and extending in a south-westerly direction, following the south-eastern kerb for 9.0 metres.</i>
Karori Road	No stopping, at all times	<i>North-west side, commencing 213.0 metres east from its intersection with the South Karori Road bus turnaround (Grid</i>

We are proposing a change in your area

		<i>Coordinates X=1,744,438.058m Y=5,427,928.641m) and extending in a north-easterly direction, following the north-western kerb for 5.0 metres.</i>
Karori Road	No stopping, at all times	<i>North-west side, commencing 82.0 metres east from its intersection with the South Karori Road bus turnaround (Grid Coordinates X=1,744,352.895m Y=5,427,833.668m) and extending in a north-easterly direction, following the north-western kerb for 129.0 metres.</i>

Add to Schedule I (Cycleway) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Karori Road	Shared path, at all times. Pedestrians have priority.	<i>South-east side, commencing at its intersection with Chaytor Street (Grid Coordinates X=1,746,661.193m, Y=5,428,558.975m) and extending in a south-westerly direction, for 102.7 metres</i>
Karori Road	Cycleway, at all times	<i>South-east side, commencing 75.5 metres south-west of its intersection with Chaytor Street (Grid Coordinates X=1,746,580.181m, Y=5,428,522.867m) and extending in a south-westerly direction, for 332.5 metres</i>
Karori Road	Cycleway, at all times	<i>South-east side, commencing 138.9 metres south-west of its intersection with Lancaster Street (Grid Coordinates X=1,746,137.185m, Y=5,428,399.338m) and extending in a south-westerly direction, for 169.3 metres</i>

We are proposing a change in your area

Karori Road	Cycleway, at all times	North-west side, commencing at its intersection with Raine Street (Grid Coordinates X=1,745,576.769m, Y=5,428,214.677m) and extending in a north-easterly direction, for 437.3 metres
Karori Road	Cycleway, at all times	North-west side, commencing 50.3 metres east of its intersection with Tringham Street (Grid Coordinates X=1,744,766.396m, Y=5,427,967.628m) and extending in a north-easterly direction, for 620.9 metres
Karori Road	Cycleway, at all times	West side, commencing 74.4 metres north-east of its intersection with the South Karori Road bus turnaround (Grid Coordinates X=1,744,348.568m, Y=5,427,827.821m) and extending in a north-easterly direction, for 420.6 metres

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

Column One	Column Two	Column Three
Karori Road	Pedestrian Crossing	Across Karori Road, commencing 9.3 metres south-west of its intersection with Raine Street (Grid Coordinates X=1,745,579.961m, Y=5,428,209.957m) and extending 4.0 metres in width
Karori Road	Pedestrian Crossing	Across Karori Road, commencing 9.5 metres north-east of the bus turn around on South Karori Road (Grid Coordinates X=1,744,321.968m,

We are proposing a change in your area

		<i>Y=5,427,767.426m) and extending 6.0 metres in width</i>
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We are proposing a change in your area

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By:

Jonathan Kennett

Project Lead, Transitional Cycleways

Approved By:

Evandro Scherer

Team Leader Traffic & Resolutions

Date:

7 September 2023
