We are proposing a change in your area

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Kia ora,

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

Proposal:

Reference	TR68-23 Chaytor Street, Karori – Safety Improvements
Location – where we propose to make the change	Chaytor Street, Karori from 65 metres west of the Curtis Street intersection to 65 metres north of Birdwood Street.

What we'd like to do	• In the Pūroro Āmua – Planning and Environment Committee meeting on 15 September 2022, Wellington City Council (WCC) instructed officers to investigate the preferred safety improvements in this location to be implemented as part of a Traffic Resolution.
	• Following the above Committee resolution and discussions held with the residents associations groups, and members of the community, Council Officers have identified the issues and investigated the safety improvements to be implemented along Chaytor Street at the intersections of Raroa Crescent and Curtis Street.
	• The proposed safety improvements include:
	  • Narrower vehicular lanes
	  • New road markings consisting of white edge lines, yellow hatchings, and high-friction road surfaces
	  • Installation of a city-bound:
	  ○ electronic bike warning sign
	  ○ electronic driver speed feedback sign
	  • Relocation of the bus shelter and handrail by Curtis Street to be finalised
	• These safety improvements will include 10metres of no stopping lines on the northbound lane adjacent to Appleton Park, opposite the intersection of Raroa Crescent.

Why we are proposing the change	• The intersection of Chaytor Street, Raroa Crescent, and Curtis Street has been identified as a location of high safety risks for pedestrians and cyclists. There is a history of safety concerns, recorded crashes, and ongoing risks raised by different road users, members of the public, and elected members.
	• Between 2017 and 2022, nine crashes have been recorded. Of these, two crashes involved people on bikes, and four crashes involved people on mopeds. The proposed changes are to improve safety for all road users.
	• These safety benefits include:
	  • Lower traffic speed and injury risk
	  • Increased sightline and visibility at intersections
	  • Improving skid resistance and reducing stopping distances
	  • Improved painted median area to accommodate turning vehicles
	  • Improving the traffic lane alignment

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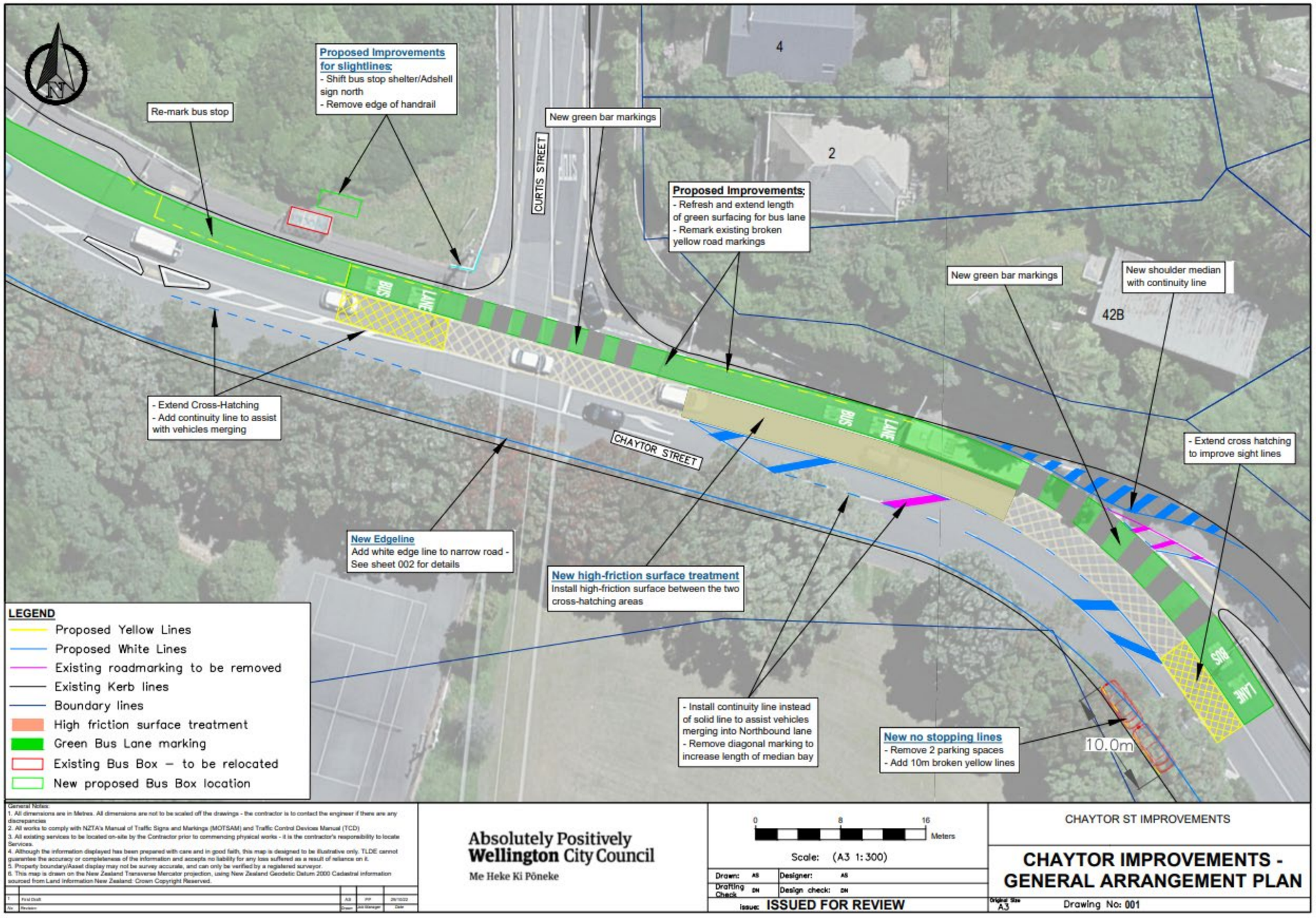
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Impact	• Strategic Drivers - safe, resilient, and reliable core transport infrastructure network. • Net parking impact – removal of two unrestricted parking spaces. • Pedestrian impact – positive. Increased visibility, lower vehicular speeds and reduced stopping distances to provide public transport users safer access to the Bus Stop #4321, Chaytor Street at Curtis Street.
How this relates to the parking policy	• Support shift in type of transport used – facilitate a shift to using active (e.g., 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.
Additional Information	• Average monthly passenger number – Bus stop #4321 boarding 1612 alighting 185 (as of March 2023). • Average daily traffic count – 18,330 vehicles per day. • To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Tuesday 2 May 2023 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. **Please note if you are giving feedback the consultation period opens at 9.00 am Tuesday 2 May 2023 and finishes at 5.00 pm Monday 15 May 2023.** • What we do with your personal information: All submissions (**including your name**, but not contact details) are provided **in their entirety** to elected members and made available to the public on our website and at our office. 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.
Next Steps	1. Feedback collated by Tuesday 16 May 2023. 2. The proposal will go to the Koata Hātepe | Regulatory Processes Committee meeting on Thursday 22 June 2023. 3. If approved, the proposal will be installed within the following three months.

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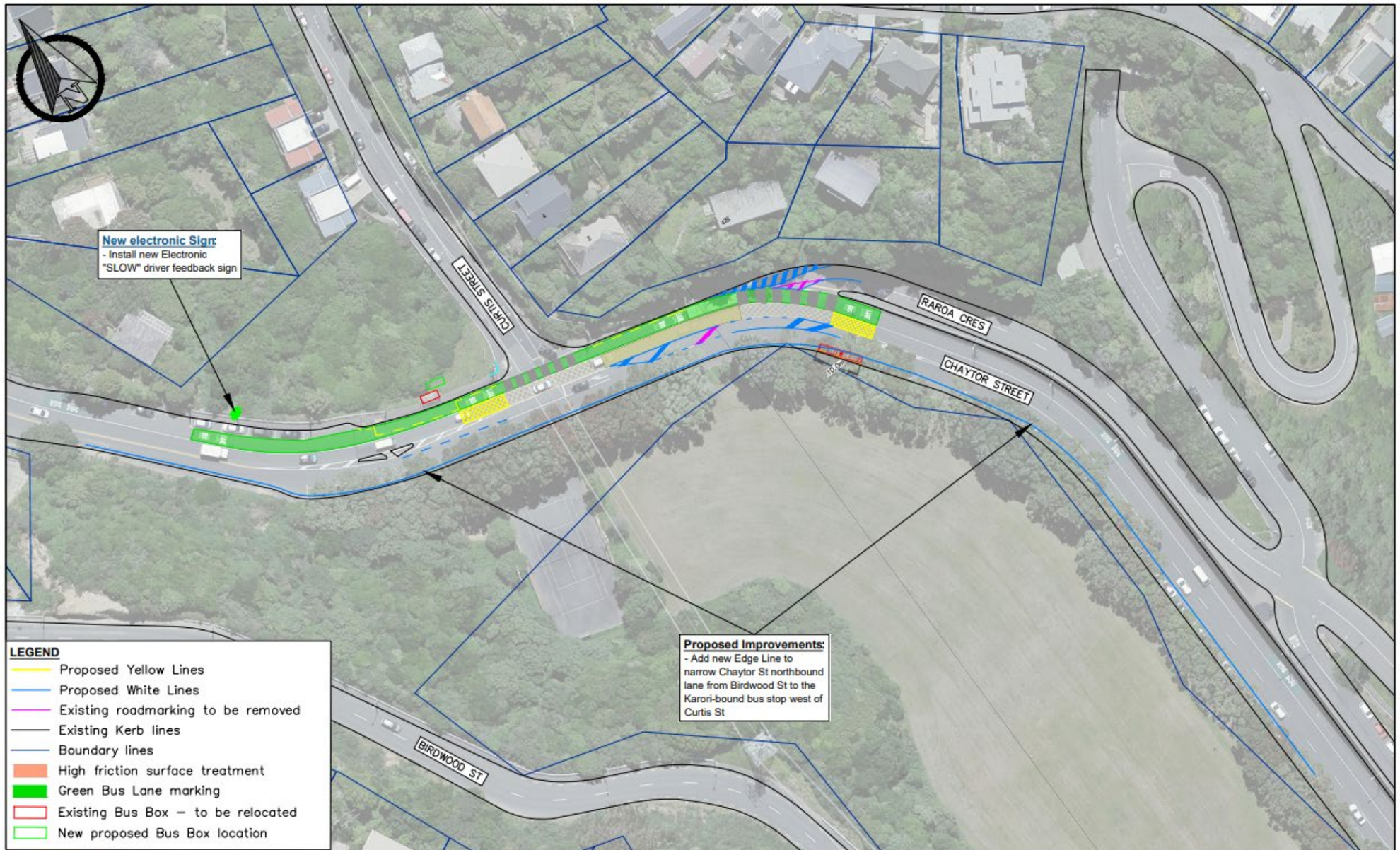
Traffic Resolution Plan: TR68-23 Chaytor Street, Karori – Safety Improvements



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Traffic Resolution Plan: TR68-23 Chaytor Street, Karori – Safety Improvements



General Notes:
1. All dimensions are in Metres. All dimensions are not to be scaled off the drawings - the contractor is to contact the engineer if there are any discrepancies
2. All works to comply with NZTA's Manual of Traffic Signs and Markings (MOTSAM) and Traffic Control Devices Manual (TCD)
3. All existing services to be located on-site by the Contractor prior to commencing physical works - it is the contractor's responsibility to locate Services.
4. Although the information displayed has been prepared with care and in good faith, this map is designed to be illustrative only. TLDE cannot guarantee the accuracy or completeness of the information and accepts no liability for any loss suffered as a result of reliance on it.
5. Property boundary/Asset display may not be survey accurate, and can only be verified by a registered surveyor.
6. This map is drawn on the New Zealand Transverse Mercator projection, using New Zealand Geodetic Datum 2000 Cadastral information sourced from Land Information New Zealand. Crown Copyright Reserved.

1	First Draft	AS	PP	26/10/22
No.	Revision	Drawn	Job Manager	Date

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0 20 40 Meters
Scale: (A3 1:750)

Drawn:	AS	Designer:	AS
Drafting Check	DN	Design check:	DN
Issue:	ISSUED FOR REVIEW		

CHAYTOR ST IMPROVEMENTS

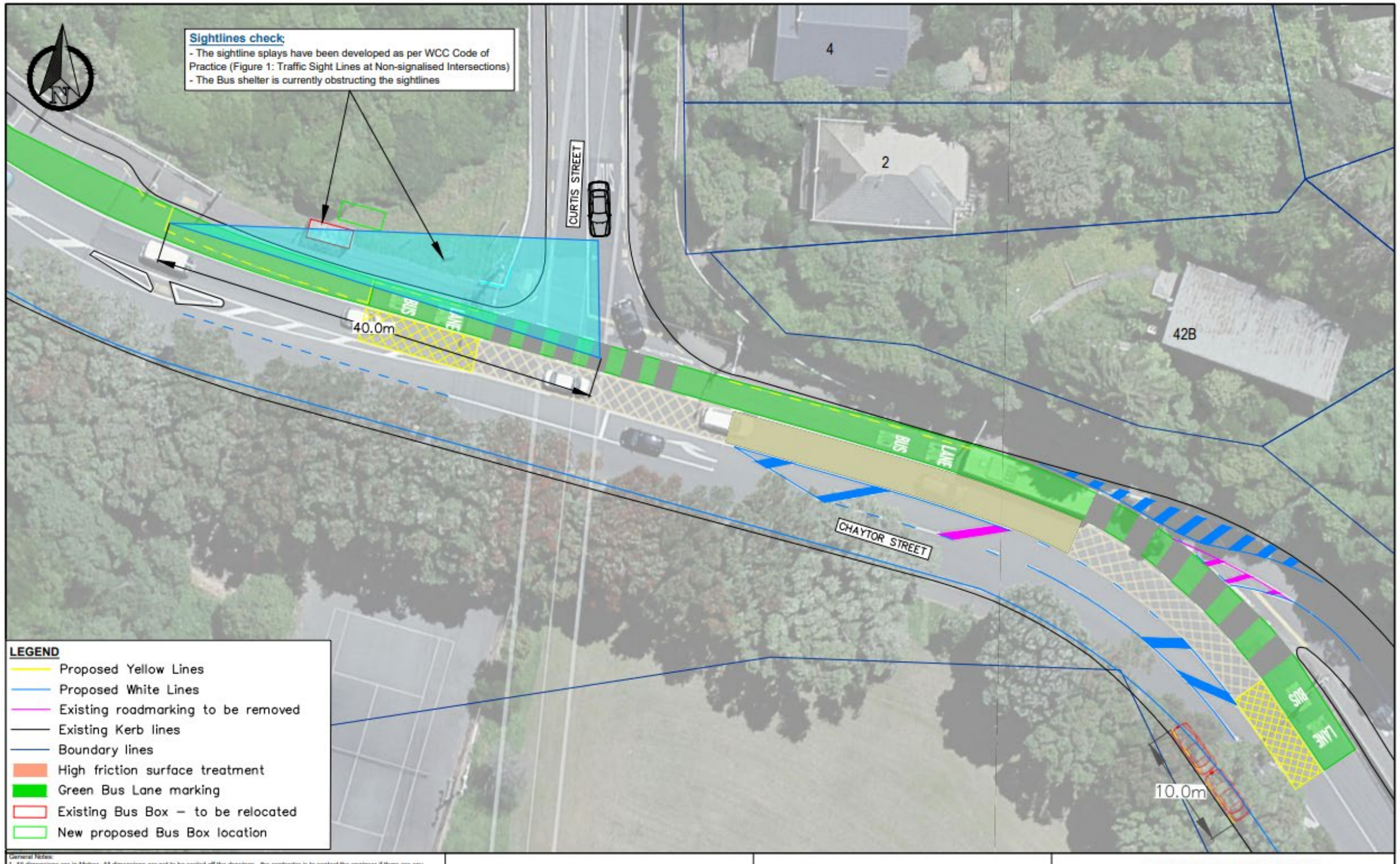
CHAYTOR ST IMPROVEMENTS - ELECTRONIC SIGN & EDGELINE

Original Size A3 | Drawing No: 002

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Traffic Resolution Plan: TR68-23 Chaytor Street, Karori – Safety Improvements



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No.	Revision	Drawn	Job Manager	Date
1	First Draft	AS	PP	28/10/22

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0 8 16 Meters
Scale: (A3 1:300)

Drawn:	AS	Designer:	AS
Drafting Check	DN	Design check:	DN
Issue:	ISSUED FOR REVIEW		

CHAYTOR ST IMPROVEMENTS

CHAYTOR IMPROVEMENTS - SIGHT-LINES CHECK

Original Size A3 | Drawing No: 003

Legal Description:

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

Column One	Column Two	Column Three
Chaytor Street	*No Stopping At All Times*	*West side, commencing 183 metres north of its intersection with Birdwood Street (Grid coordinates x= 1746903.8m, y= 5428123.2m) and extending in a northerly direction following the western kerbline for 106 metres.*

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

Column One	Column Two	Column Three
Chaytor Street	*No Stopping At All Times*	*West side, commencing 173 metres north of its intersection with Birdwood Street (Grid coordinates x= 1746903.8m, y= 5428123.2m) and extending in a northerly direction following the western kerbline for 116 metres.*

Prepared By:	Patrick Padilla	**Project Manager**
Approved By:	Evandro Scherer	**(Team Leader Traffic & Resolutions)**
Date:	26/04/2023	