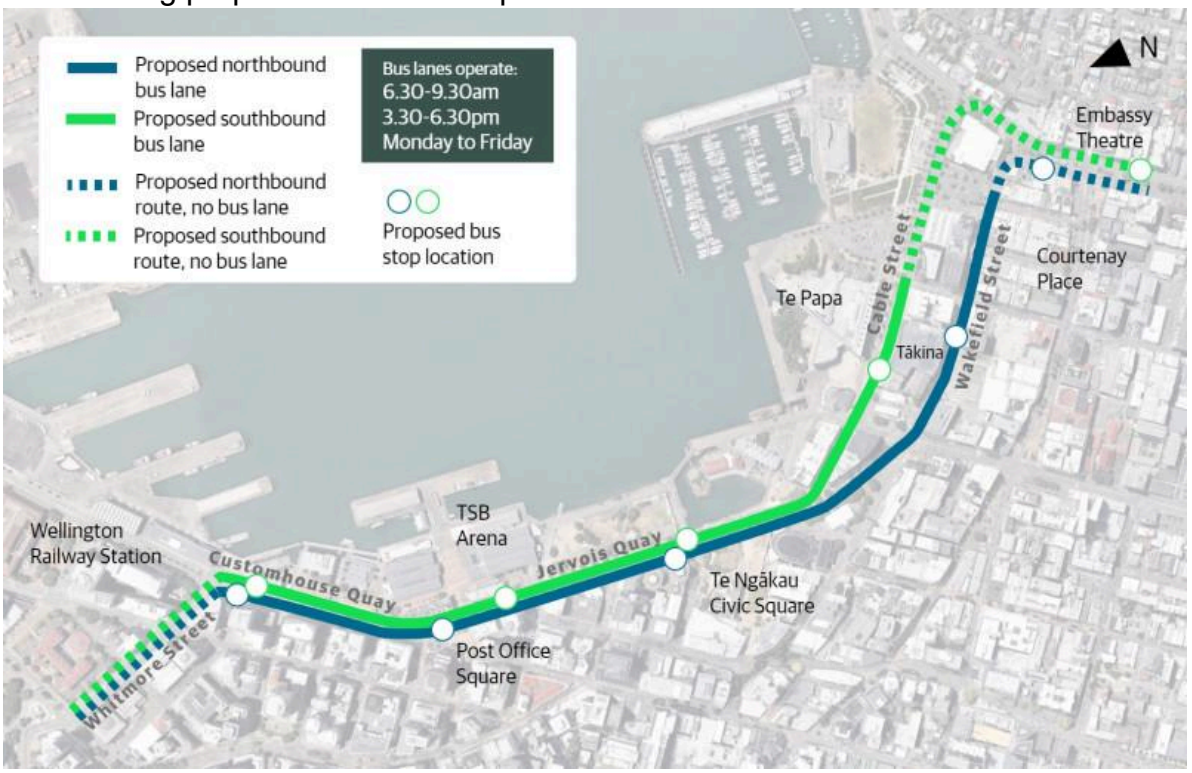
We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Kia ora,

We would like to inform you about a proposed change in your neighbourhood.

Proposal:

Reference	TR09-26 Harbour Quays Bus Corridor
Location – where we propose to make the change	• The Harbour Quays project proposes a new public transport corridor along Wellington's waterfront to complement the current public transport corridor along the Golden Mile. • Harbour Quays follows a southbound route along Whitmore Street before exiting onto Customhouse Quay. The route continues along Customhouse Quay, Jervois Quay, Cable Street, and Kent Terrace before terminating at the Kent/Cambridge Terraces/Courtenay Place intersection. • The northbound route is the same route as southbound but in reverse, using Cambridge Terrace and Wakefield Street until it rejoins Jervois Quay. • The image below shows the extent of the area covered by this proposal including proposed new bus stops. 

We are proposing a change in your area

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What we'd like to do	• Wellington City Council (WCC) as the road controlling authority and Greater Wellington Regional Council (GWRC) as the public transport authority are working together on this project.
	• We are collectively proposing a new bus corridor along Wellington's waterfront along Customhouse and Jervois Quays, Cable and Wakefield Streets, through to Kent and Cambridge Terraces.
	• This includes the introduction of part-time bus lanes, new bus stops, and changes to existing kerbside uses.
	• We are proposing new and upgraded bus stops at:
	  ○ Kent Terrace and Cambridge Terrace near Courtenay Place
	  ○ Te Papa and Takina
	  ○ Frank Kitts Park and Te Ngakau Civic Square
	  ○ Post Office Square and TSB Arena
	  ○ Customhouse Quay near the BNZ and Customhouse Quay at Bell Gully
	• All stops will include shelter or canopy cover, seating and be designed for safe, accessible boarding.
	• To support this change, part-time bus lanes are proposed to operate Monday to Friday, between the hours of 6:30am to 9:30am in the morning, and 3:30pm to 6:30pm in the afternoon, giving buses priority when roads are busiest. Outside these hours, the lanes would be open to all traffic. Clear signage and road markings will show when the bus lanes are operational.
	• To make space for these improvements, there will be:
	  ○ A reduction in metered parking spaces along the proposed route
	  ○ Relocation of tour coach stops to nearby suitable areas
	  ○ Adjustment of loading zones to maintain access for businesses and service deliveries
	  ○ Loss of a taxi stand for three taxi's and short-term school bus layover on Kent Terrace
	  ○ Improvements for pedestrians between Queens Wharf and TSB Arena bus stop.
	• These changes are designed to balance public transport efficiency with access for other users.

Why we are proposing the change	• A second public transport corridor through the central city is required to address current and future public transport capacity and service issues. There are already public transport capacity and service issues on the Golden Mile public transport corridor (see below) and as bus numbers continue to increase in response to patronage growth this is expected to get worse. • Whilst international literature suggests an optimum number of buses per lane per hour should be 50-80, the current Golden Mile number of buses per lane per hour during peak periods ranges from 79-99 at peak and is expected to increase to 126-137 at peak periods by 2034. Buses will begin queueing to enter the Golden Mile when bus numbers reach 130 buses per hour in either direction.

We are proposing a change in your area

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	• The current number of buses operating on the Golden Mile during the peak periods results in the following public transport service issues which a second public transport corridor would assist in resolving:
	  • Bus trips being slower - the current operational speed on the Golden Mile is 8kmh. Without Harbour Quays the Golden Mile bus speeds are projected to fall to 3-6kmh at which time the journey will take 28 minutes to travel between the intersection of Whitmore Street and Lambton Quay in the north, to the intersection of Courtenay Place and Kent Terrace in the south.
	  • Running time variability being too high. The same trip can vary by up to 10 minutes (+/- 5 mins).
	  • Dwell time (the time at a stop without moving) optimum for boarding and alighting at a bus stop is 30 seconds. The average dwell time on the Golden Mile is 40 seconds and certain bus stops experience dwell times of more than 50 to 60 seconds.
	• A second public transport corridor will see some buses move off the Golden Mile onto Harbour Quays, improving capacity and service issues in both corridors.
	• The proposed services to use the Harbour Quays are:
	  • Existing express services – 30X (Moa Point/Scorching Bay), 31X (Miramar North), 32X (Houghton Bay), 38X (Strathmore Park), HX (Wellington Hospital) and AX (Airport).
	  • Peak only from Brandon Street which will become express services – 13 (Mairangi), 26 (Khandallah), 33 (Karori South), 34 (Karori West), 37 (Wrights Hill).
	  • Harbourside all day – potentially 24 (Maupuia – Johnsonville)
	• The full business case for the Harbour Quays corridor can be found on WCC Transport Projects | Harbour Quays bus priority. We are not consulting on the business case but it will provide you with more background information on the project.

Impact	• The main impacts of the proposed Harbour Quays bus corridor are:
	  • the potential removal or reconfiguration of existing on-street parking to provide room for new or improved bus stops and,
	  • the removal of the kerb side lanes during peak hours to provide space for dedicated bus lanes along key waterfront corridors.
	• Street changes will be required to enable us to install new bus stops, shelters, seating and bus priority lanes. This will likely result in:
	  • Reduction or removal of existing on-street parking in some areas.
	  • Reallocation of kerb space from on-street parking to bus infrastructure.
	  • Changes to loading zones and service access for adjacent businesses, especially near hospitality facilities and waterfront venues.
	• The proposed numbers of parking spaces removed are as follows:
	  • Customhouse Quay – 8 metered parking spaces.

	• Ballance Street – 3 metered parking spaces to facilitate vehicle turning. • Queens Wharf – 2 metered parking spaces to improve pedestrian movements to the new bus stop at TSB Arena • Wakefield Street – 7 metered parking spaces, replaced by the new bus stop. • Cambridge Terrace – 8 metered parking spaces and 1 coach park replaced by the new bus stop. • Cambridge Terrace – 1 loading zone converted to dual use loading zone / coach parking • Chaffers Street – Existing dual use weekday coach parking / weekend metered parking (6) spaces converted to 24/7 coach parking • Kent Terrace – 6 metered parking spaces, school bus parking, taxi stand and loading zone replaced by a new bus stop.

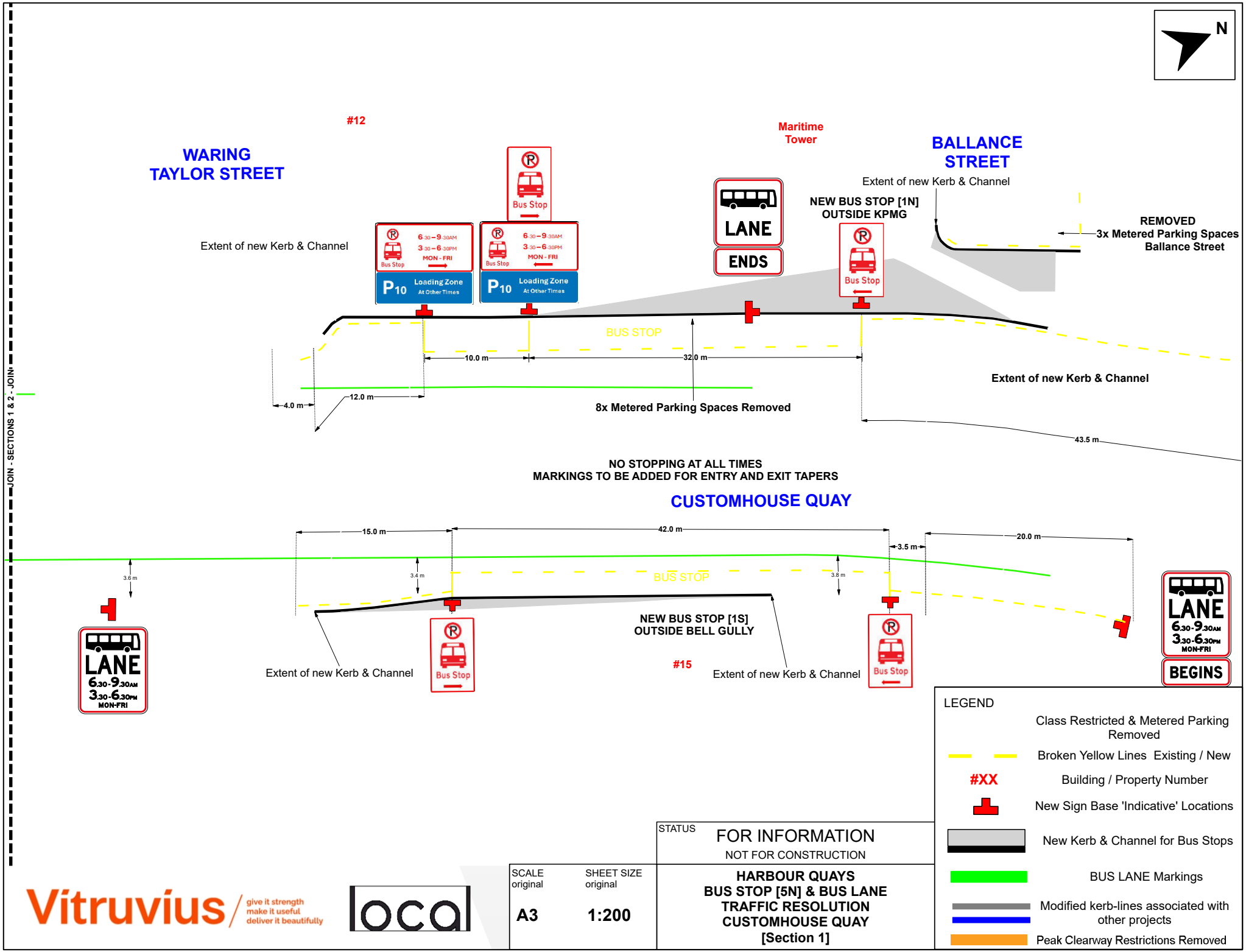
Other options considered	• Corridor options explored were:
	  • Featherson Street - Split bus route, with northbound and southbound buses split between the Harbour Quays and Featherston Street.
	  • Harbour Quays - with buses in both directions on the Quays on either side of the road. This option scored the highest and is the preferred option which is outlined in this traffic resolution
	• Bus stop location options were also explored and criteria considered include:
	  • Bus stop catchment analysis, including identifying an ideal spacing of between 250m and 400m.
	  • Locations and connection to major destinations along the corridor.
	  • Connection to other transport interchanges, including bus stops on the Golden Mile.
	  • Pedestrian connectivity, including proximity to safe pedestrian crossing points.
	  • Bus accessibility and manoeuvrability.
	  • Impacts to general traffic and service accessibility.
	  • Potential infrastructure requirements, including constructability
	• An initial 12 bus stops (6 in either direction) were selected and through further analysis, 10 bus stops (5 in either direction) were selected
	• Bus lane configuration options explored and evaluated were:
	  • All day bus lanes - With the proposed service level, a bus lane restriction will not be needed outside the weekday peak hours.
	  • Transit Lanes, T2 or T3 (a High Occupancy Vehicle Lane) - Communication, education and enforcement challenges will be encountered with little to be gained by converting the left lane as a transit lane. Motorists will most likely get a better level of service along the corridor from either of the other general traffic lanes
	  • Peak hour bus lanes – this option was the preferred configuration as it aligns with the proposed bus usage of these bus lanes on Monday to Friday during the peak morning and afternoon peak periods

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How this relates to the parking policy	**Alignment with WCC Parking Policy (2020)** **1. Prioritisation of People and Movement** • Policy Direction: Parking space should be managed to support people movement over private vehicle storage. • Traffic Resolution Alignment: Reallocation of parking to high-capacity bus infrastructure increases the number of people moved through the corridor. **2. Mode Shift and Sustainable Transport** • Policy Direction: Support walking, cycling, and public transport to reduce reliance on private vehicles. • Traffic Resolution Alignment: New bus stops and peak times bus lanes reduce congestion, improve public transport reliability, and connection with cycle projects (Cross-City Connections, Golden Mile). **3. Equity and Access** • Policy Direction: Ensure equitable access for residents and visitors, particularly those without cars. • Traffic Resolution Alignment: Improved public transport accessibility and more reliable public transport services benefit non-car-owning households and broaden affordable access across the city. **4. Urban Vibrancy and Safety** • Policy Direction: Kerbside uses should contribute to safe, vibrant streets and support businesses. • Traffic Resolution Alignment: Bus stop locations integrated with waterfront and city centre precincts improve pedestrian amenity, reduce conflicts with parked cars, and enable safer pedestrian crossing facilities. **5. Strategic Fit** • Policy Direction: Align parking decisions with regional and national transport strategies. • Traffic Resolution Alignment: Complements the future Golden Mile project, supports regional mode-shift goals, and addresses public transport capacity constraints along the current city's transport spine
Additional Information	• To balance public transport efficiency with kerbside service access needs, the Harbour Quays bus corridor proposes allowing 10-metre section at the entry-end of selected bus stops to operate as P10 Loading Zones outside of the bus lane operational hours. This shared-use approach provides the following benefits: 1. Efficient use of limited kerbside space along the corridor: a. Wellington's waterfront corridor has high demand for kerbside service access but limited kerbside space. Allowing dual use of the entry-end section of selected bus stops will maximise service accessibility without compromising public transport safety or reliability during off-peak periods. 2. Off-Peak bus frequency is lower

	a. During off-peak periods, bus frequencies are reduced creating a window of opportunity where servicing activity can occur without obstructing bus operations. 3. Supports local businesses and event logistics a. Nearby hospitality, retail, and event venues rely on short-term loading and service access. This shared-use approach maintains essential servicing access while prioritising public transport during peak periods. • Instead of removing loading facilities entirely, this shared-use approach offers a practical compromise while preserving servicing access while enabling public transport upgrades • Time Limited loading zones offer greater flexibility by allowing a wider range of users such as couriers, tradespeople, private vehicles and small business operators to access kerbside space for short-term loading and unloading of goods and people. This time limited loading zones reduce public confusion, improve kerbside space turnover, and support diverse economic and retail activities. • Average (5-day) daily traffic counts • Customhouse Quay May 2025: Southbound – 17,260, Northbound – 16,310 • Jervois Quay June 2025: Southbound – 18,940, Northbound – 16,100 • Cable St June 2025: Southbound – 16,090 • Wakefield St May 2025: Northbound – 14,880
Privacy	• Your privacy is important to us. Please **Do NOT** add specific personal details to your feedback (i.e. full name, address, etc). • What we do with your information: All submissions (**including your first 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, 2 Harris St, Wellington, with submitters having the right to access and correct personal information. • For more information regarding our Privacy Statement, please check our webpage: Privacy statement – Wellington City Council
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 on WCC Transport Projects | Harbour Quays bus priority or emailing us at harbourquays@wcc.govt.nz . • **Please note if you are giving feedback the consultation period opens at 9.00 am Tuesday 19th May 2026 and finishes at 5.00 pm Sunday 14th June 2026.**
Next Steps	1. The proposal will go to the Public Transport Committee at GWRC, and the City Strategy and Delivery Committee at WCC in September 2026. 2. If approved, the proposal will be installed in the following twelve months.



LEGEND

- Class Restricted & Metered Parking Removed
- Broken Yellow Lines Existing / New
- #XX Building / Property Number
- New Sign Base 'Indicative' Locations
- New Kerb & Channel for Bus Stops
- BUS LANE Markings
- Modified kerb-lines associated with other projects
- Peak Clearway Restrictions Removed

STATUS
FOR INFORMATION
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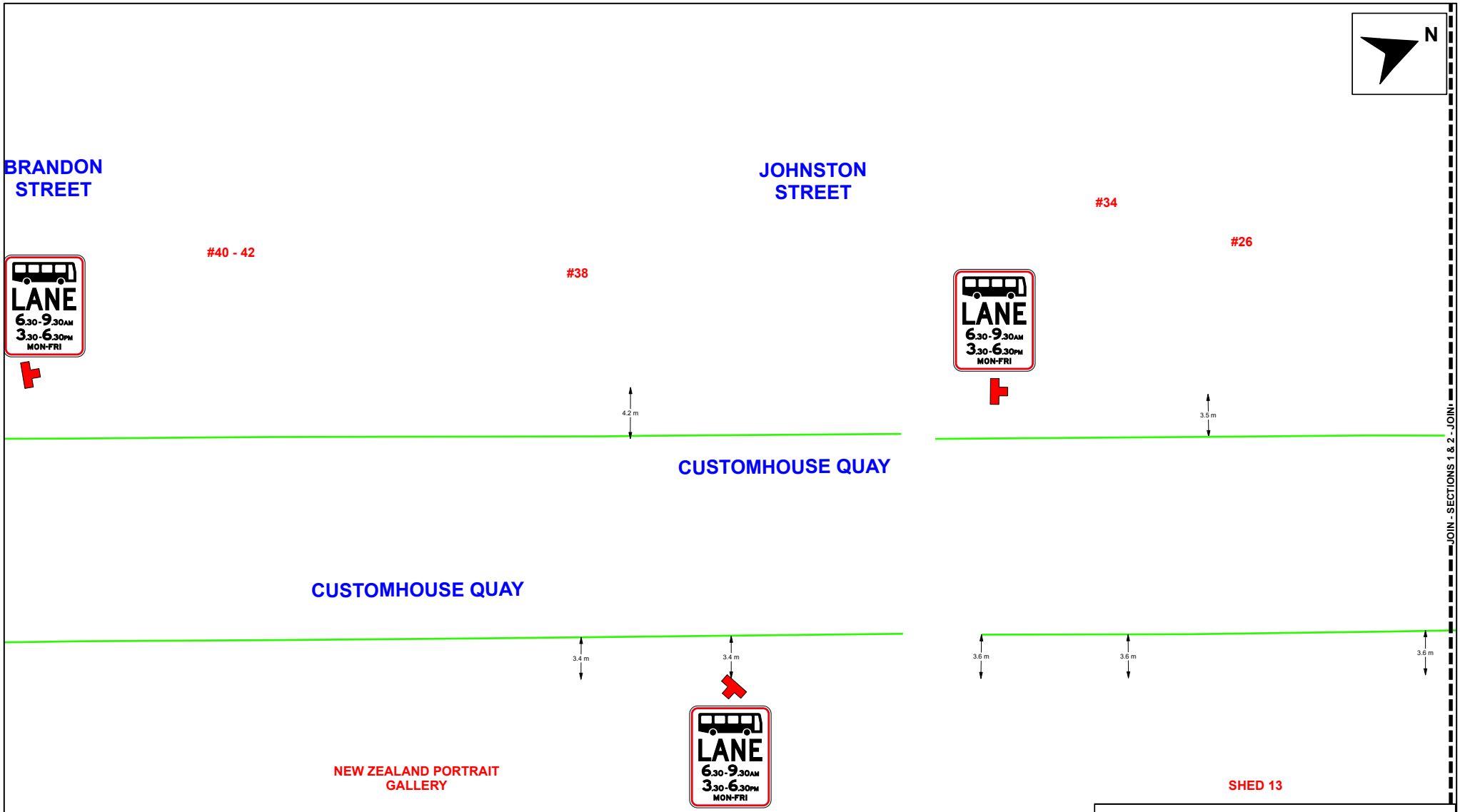
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HARBOUR QUAYS
BUS STOP [5N] & BUS LANE
TRAFFIC RESOLUTION
CUSTOMHOUSE QUAY
[Section 1]

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LEGEND

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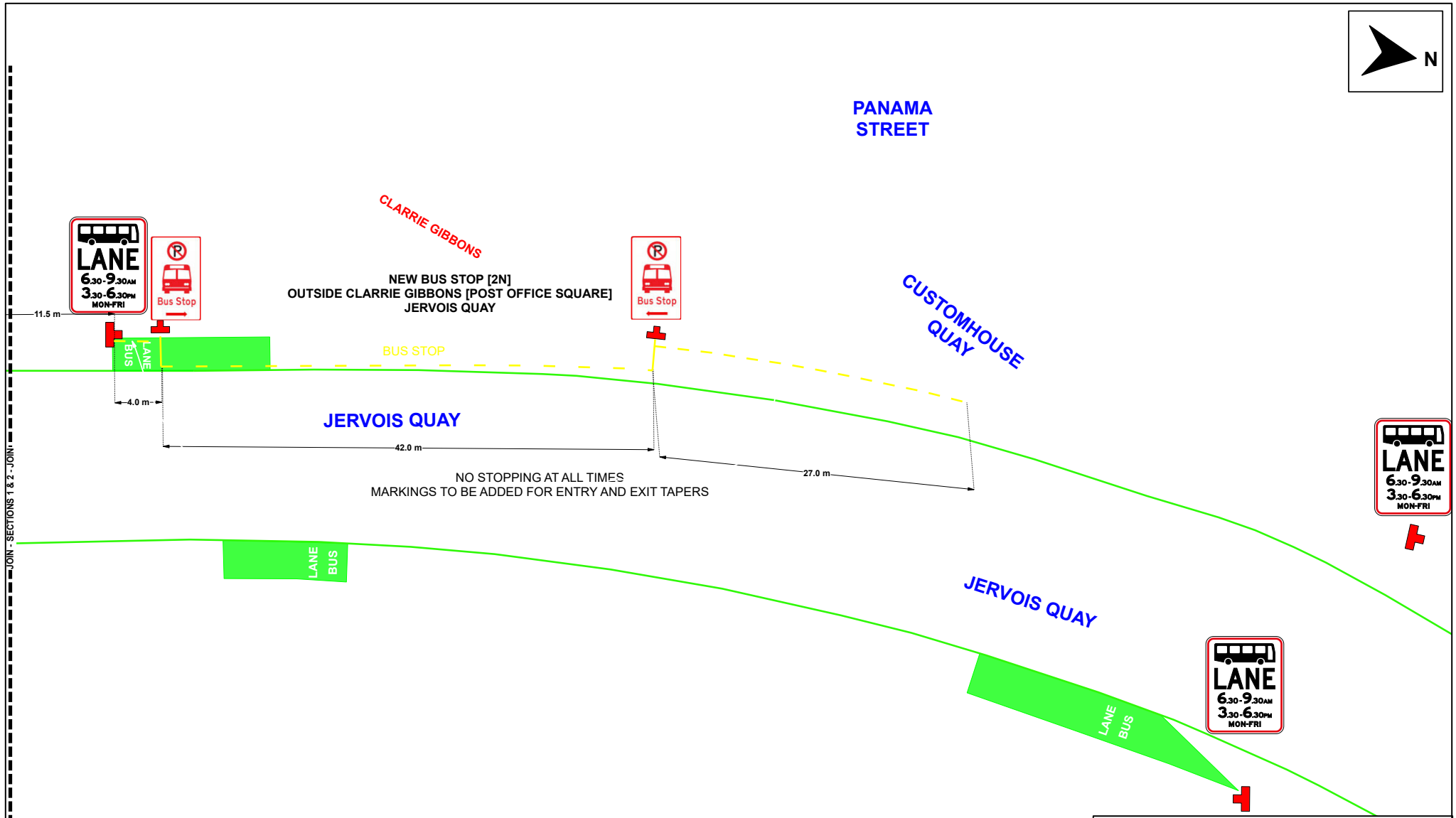
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HARBOUR QUAYS
BUS LANE
TRAFFIC RESOLUTION
CUSTOMHOUSE QUAY
[Section 2]

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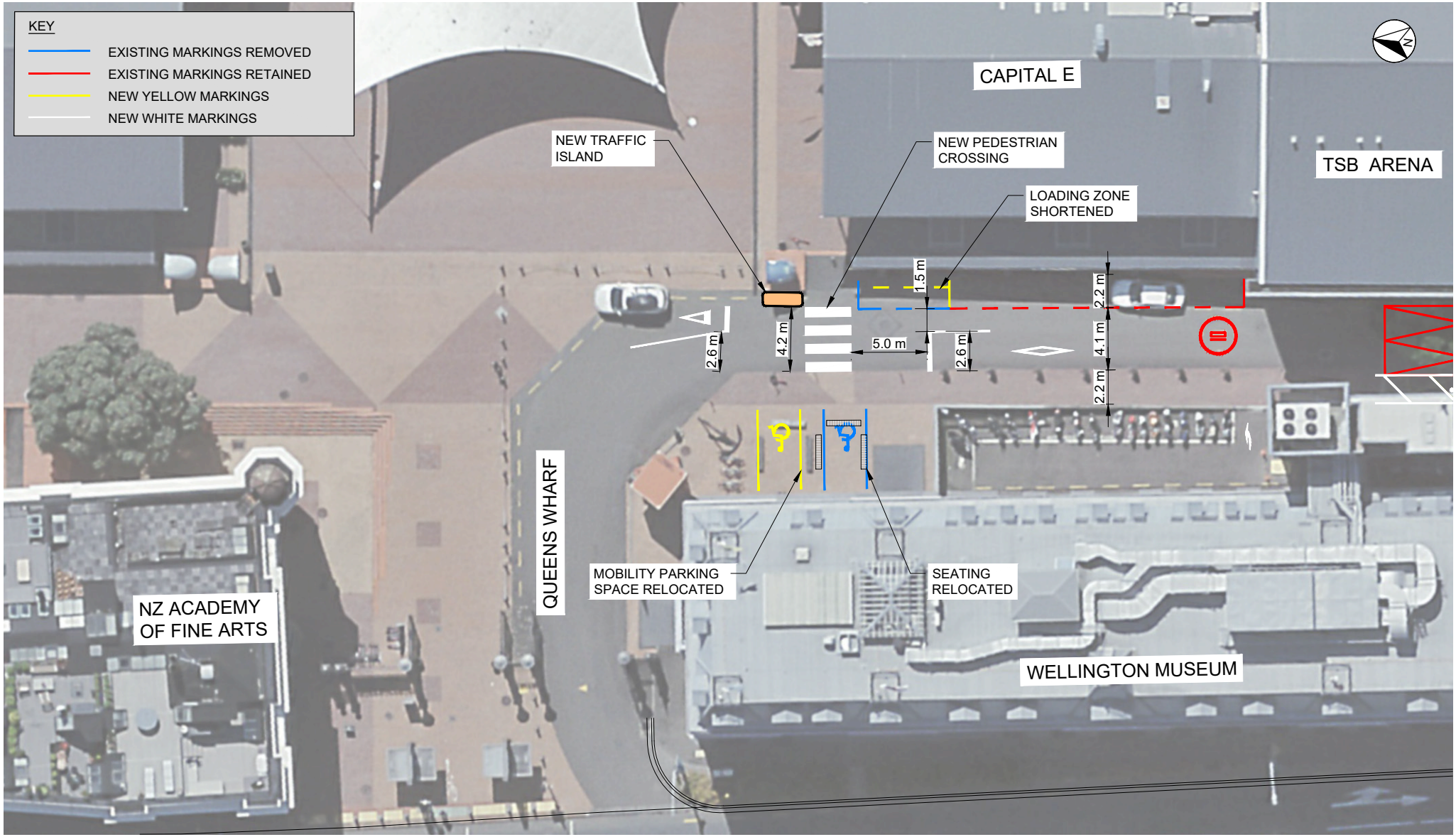
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HARBOUR QUAYS
BUS STOP [2N] and BUS LANE
TRAFFIC RESOLUTION
JERVOIS QUAY
[Section 1]

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QUEENS WARF SERVICE LANE - PART 1

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1:500 @ A4

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REVISION	AMENDMENT	APPROVED	DATE
A	PUBLIC CONSULTATION	C.G.	2026-05-01

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DESIGNED: CG
APPROVED DATE: 2026-05-01

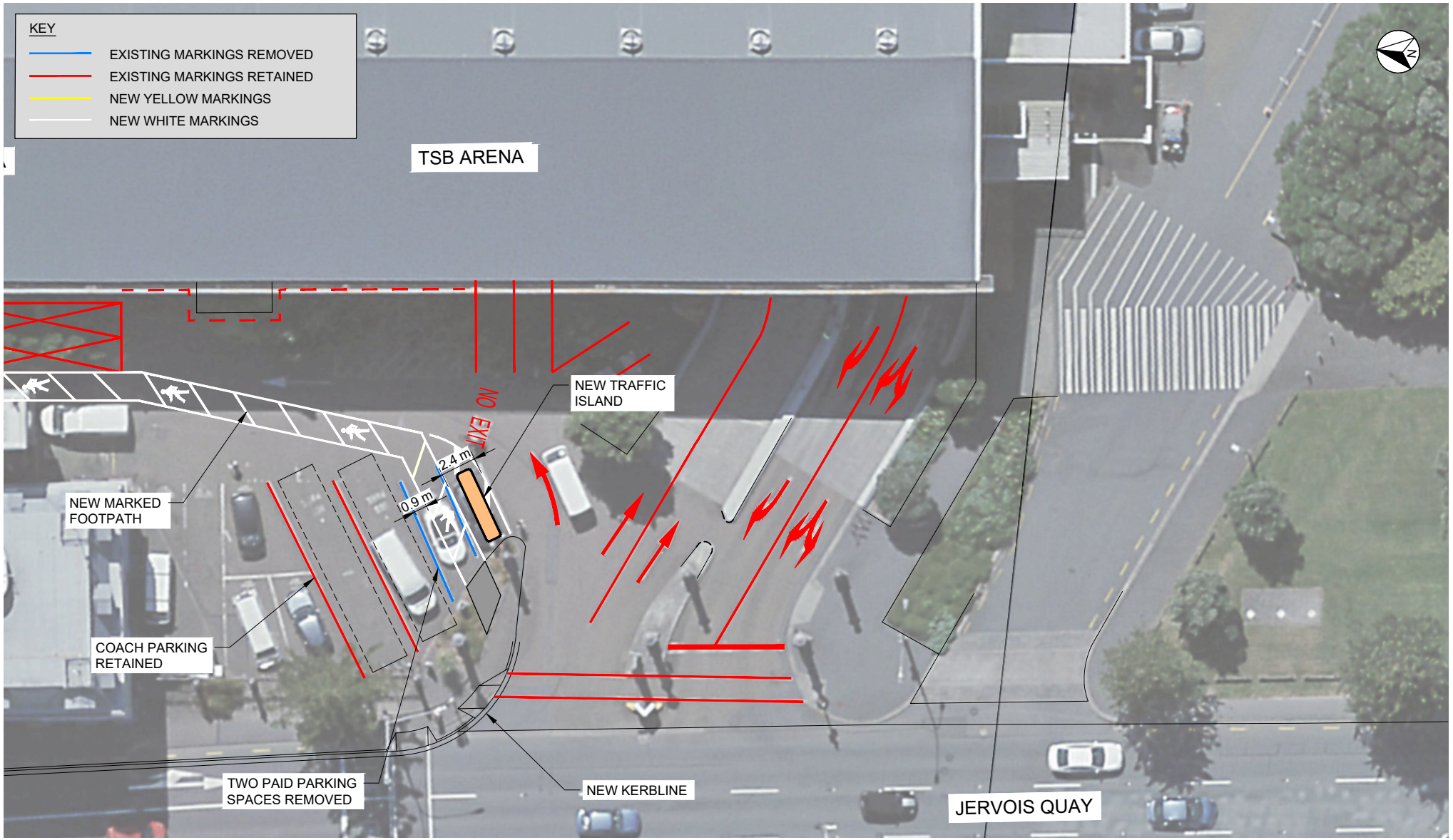
PUBLIC CONSULTATION

PROJECT: WELLINGTON CITY COUNCIL
HARBOUR QUAYS BUS PRIORITY
TRAFFIC RESOLUTION PLANS

TITLE: QUEENS WHARF SERVICE LANE
SHEET 1 OF 2

PROJECT NO. (SUB-PROJECT): 5-C4731.00(1)
SHEET NO.: 1
REVISION: A

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QUEENS WHARF SERVICE LANE - PART 2

1:250 @ A3
1:500 @ A4

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REVISION	AMENDMENT	APPROVED	DATE
A	PUBLIC CONSULTATION	C.G.	2026-05-01

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DESIGNED: CG
APPROVED DATE: 2026-05-01

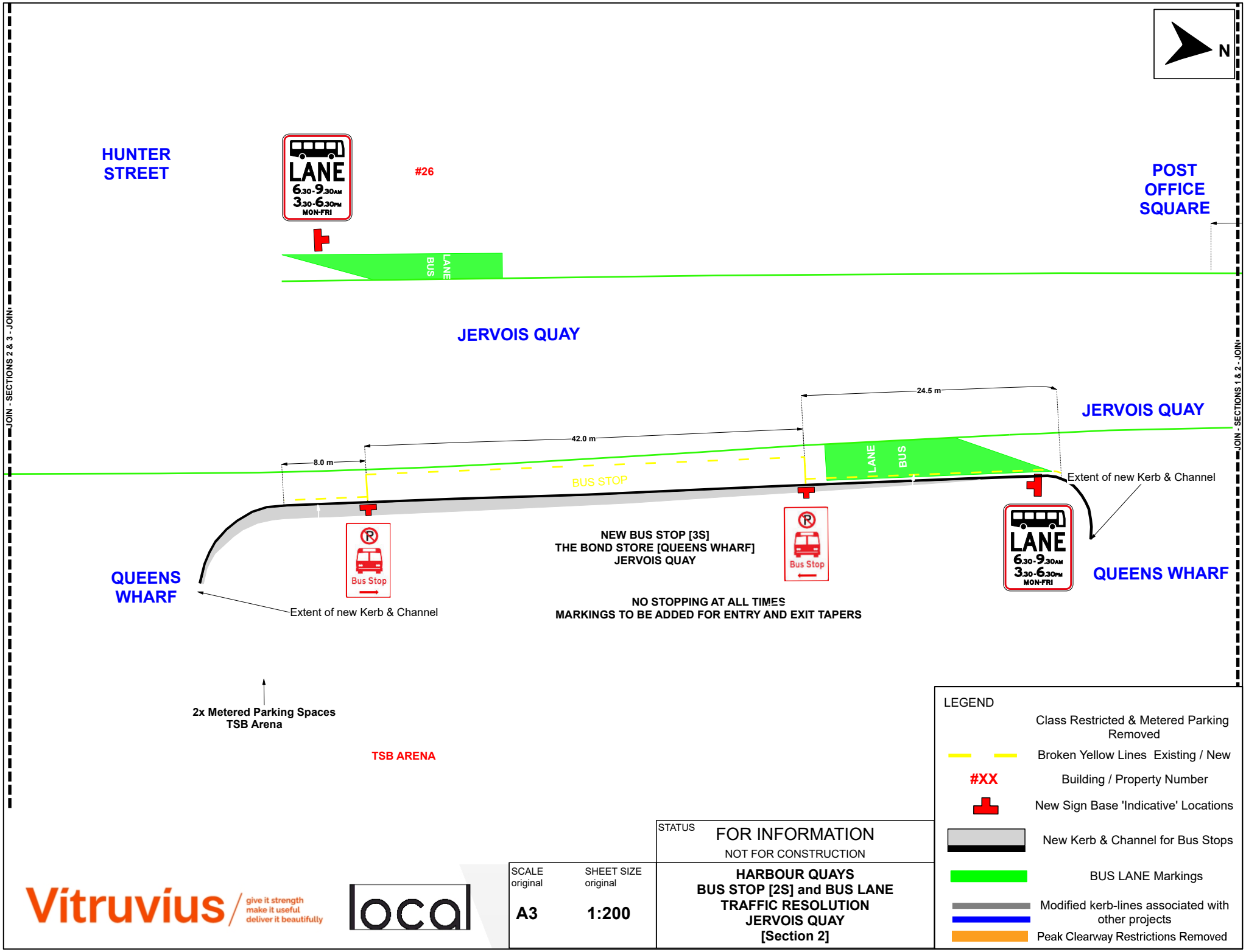
PUBLIC CONSULTATION

PROJECT: WELLINGTON CITY COUNCIL
HARBOUR QUAYS BUS PRIORITY
TRAFFIC RESOLUTION PLANS

TITLE: QUEENS WHARF SERVICE LANE
SHEET 2 OF 2

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SHEET NO.: 2
REVISION: A

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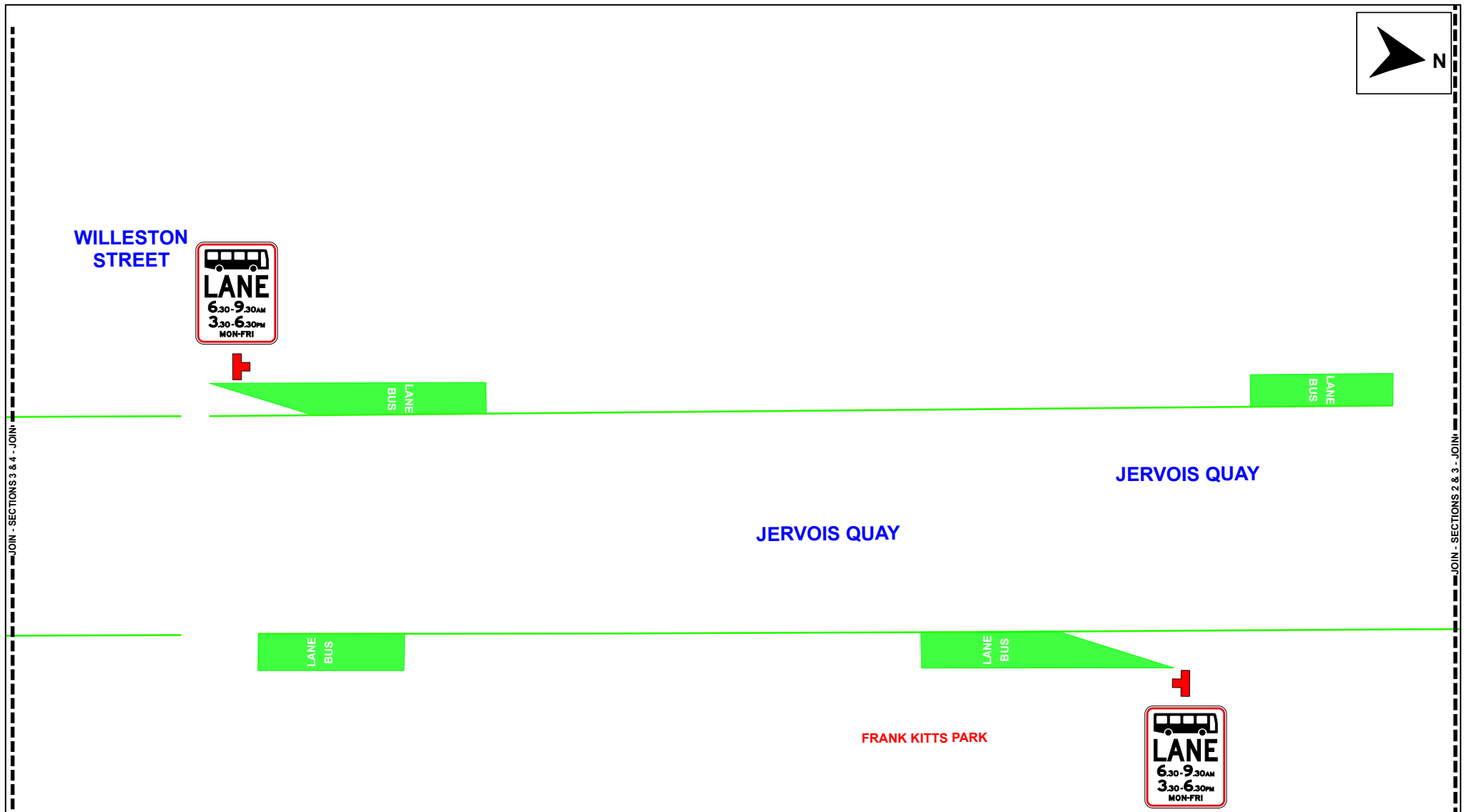
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HARBOUR QUAYS
BUS STOP [2S] and BUS LANE
TRAFFIC RESOLUTION
JERVOIS QUAY
[Section 2]



LEGEND

- Class Restricted & Metered Parking Removed
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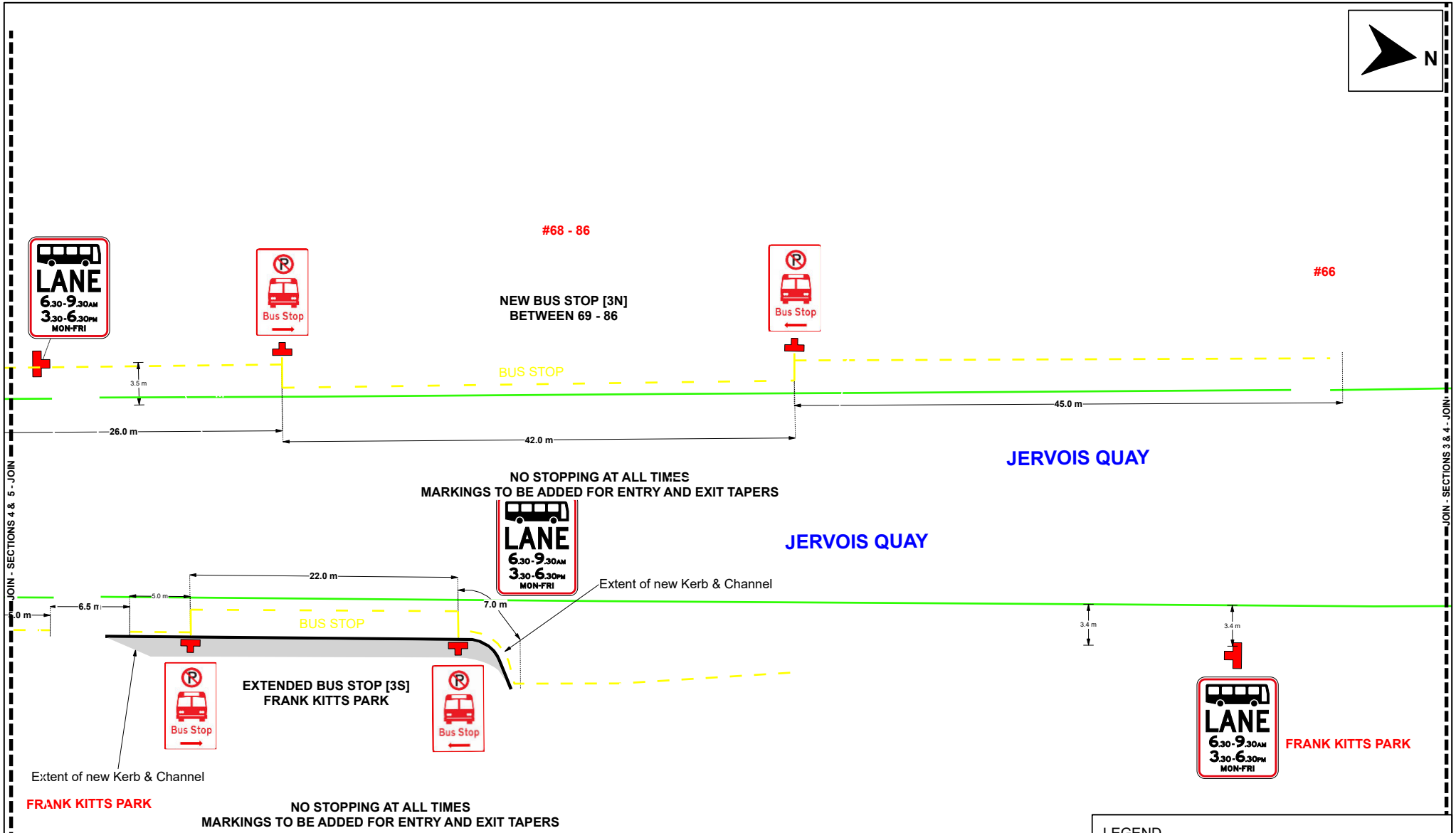
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HARBOUR QUAYS
BUS LANE
TRAFFIC RESOLUTION
JERVOIS QUAY
[Section 3]



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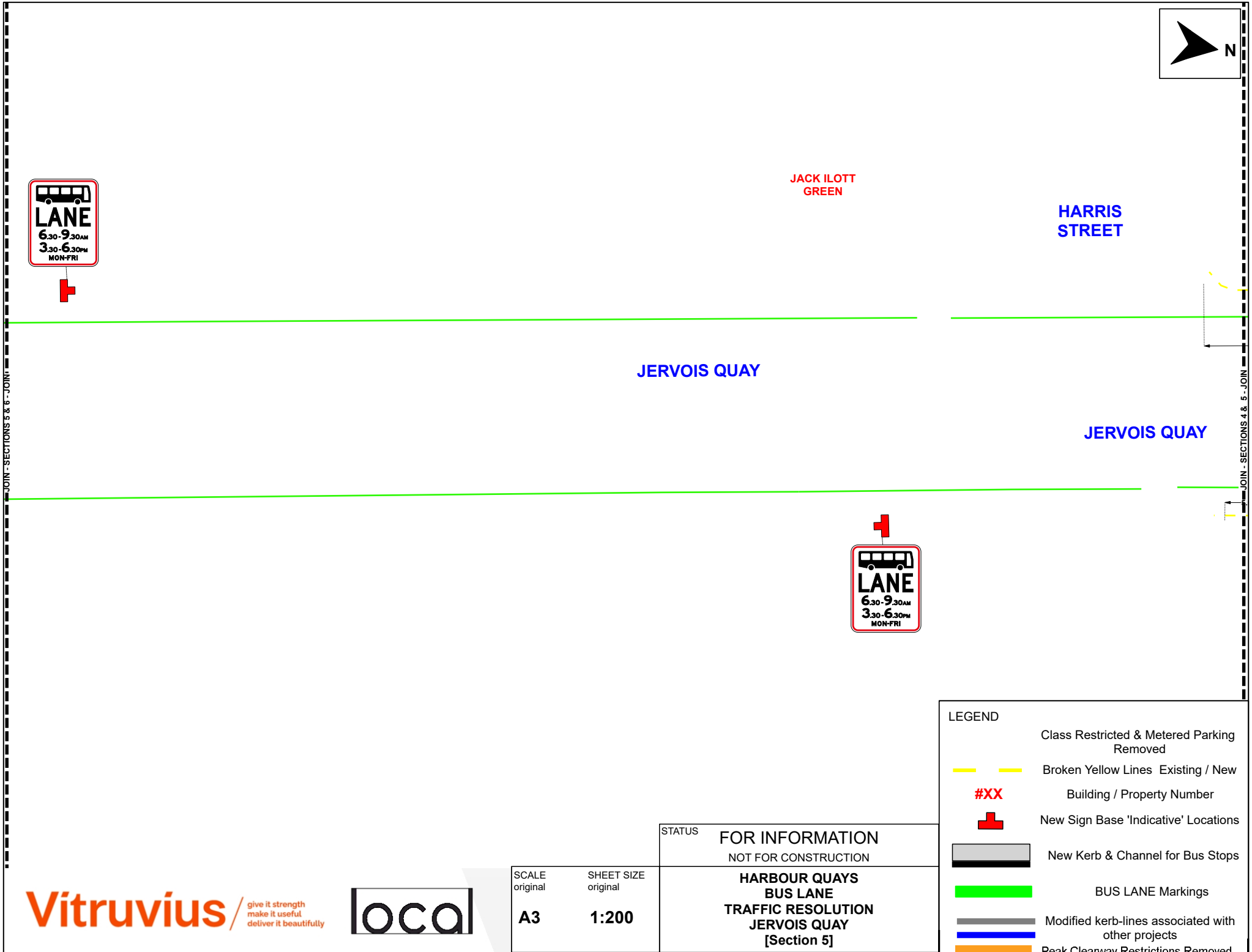
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HARBOUR QUAYS
BUS STOP [3N & 3S]
& BUS LANES
TRAFFIC RESOLUTION
JERVOIS QUAY
[Section 4]

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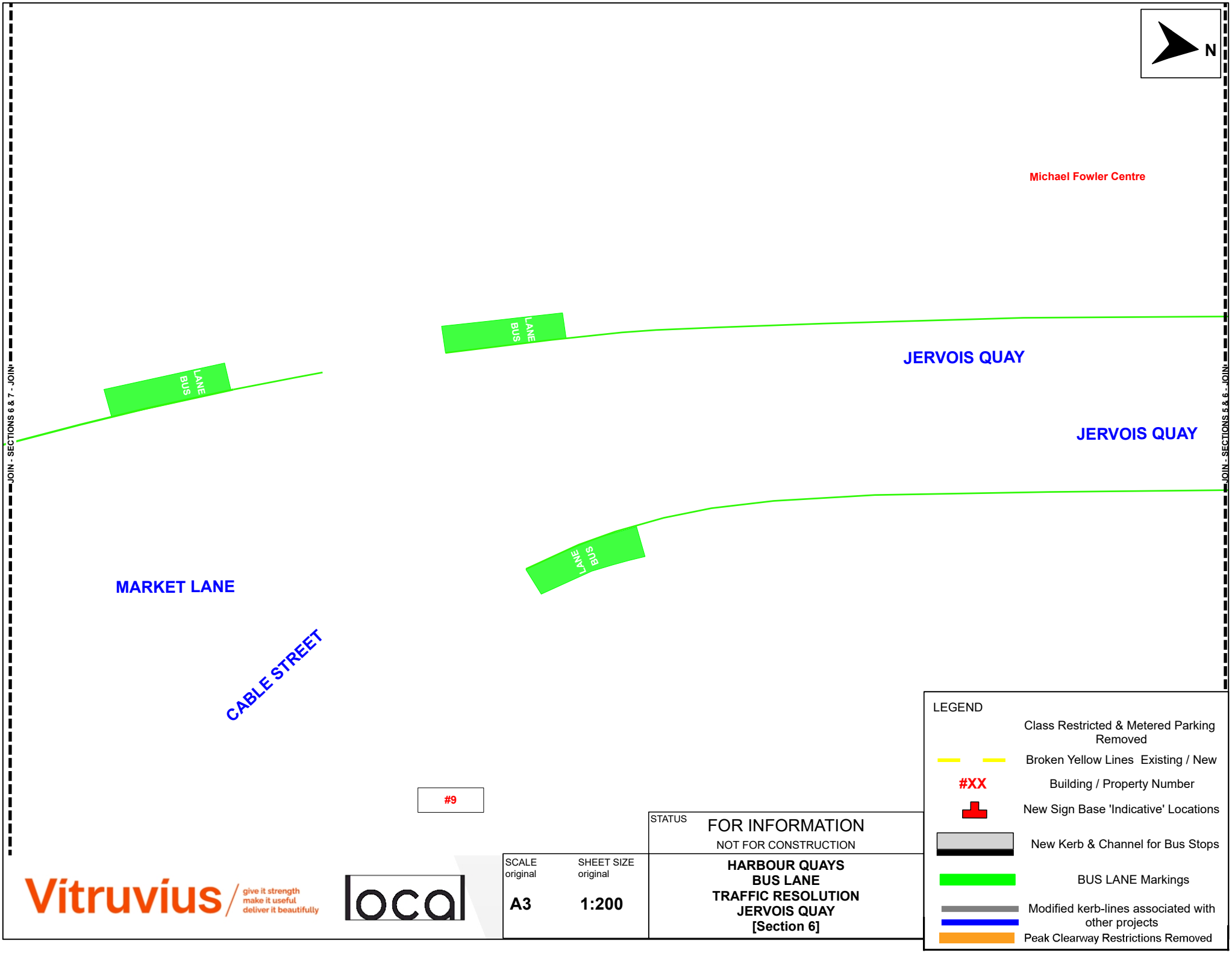
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HARBOUR QUAYS
BUS LANE
TRAFFIC RESOLUTION
JERVOIS QUAY
[Section 5]

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HARBOUR QUAYS
BUS LANE
TRAFFIC RESOLUTION
JERVOIS QUAY
[Section 6]



WAKEFIELD STREET

JERVOIS QUAY

MARKET LANE

TARANAKI STREET

JOIN - SECTIONS 6 & 7 - JOIN

N

LEGEND

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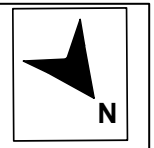
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HARBOUR QUAYS
BUS LANE
TRAFFIC RESOLUTION
JERVOIS QUAY
[Section 7]

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MARKET LANE

CABLE STREET

SECTION JOIN 1 - 2

BUS LANE

#15

#9



LEGEND

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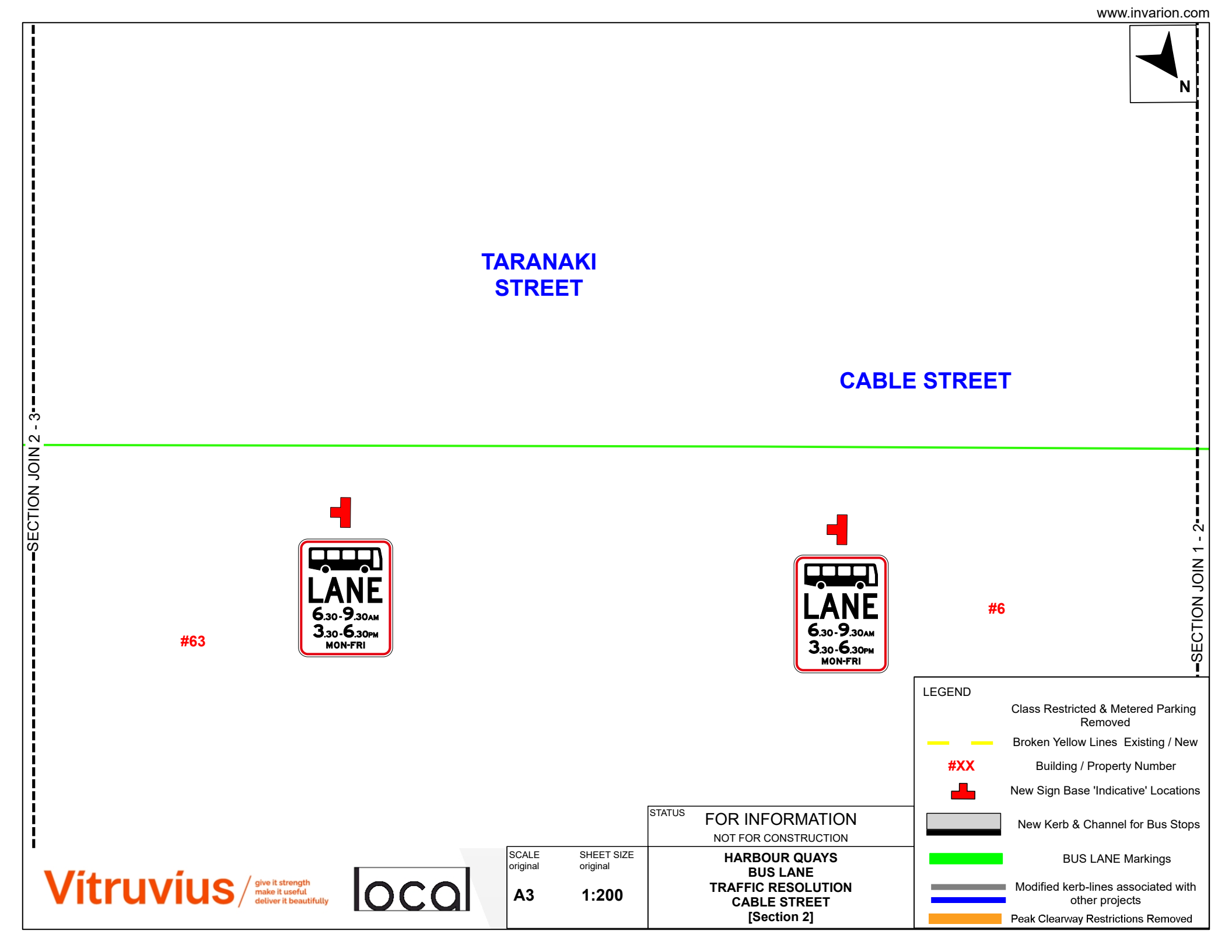
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HARBOUR QUAYS
BUS LANE
TRAFFIC RESOLUTION
CABLE STREET
[Section 1]

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HARBOUR QUAYS
BUS LANE
TRAFFIC RESOLUTION
CABLE STREET
[Section 2]

SECTION JOIN 3 - 4

SECTION JOIN 2 - 3

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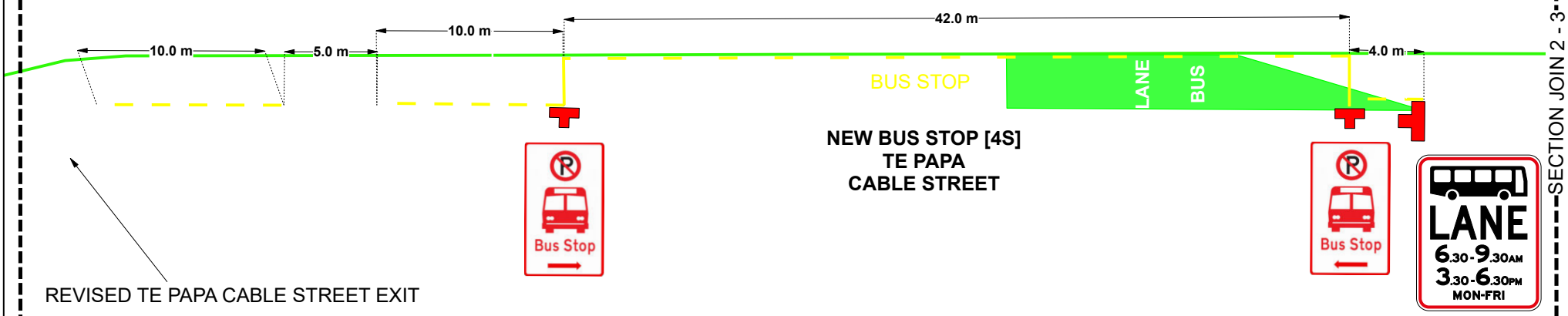
TAKINA EVENTS CENTRE

#44

BP

NO STOPPING AT ALL TIMES
MARKINGS TO BE ADDED FOR ENTRY AND EXIT TAPERS

CABLE STREET



NEW BUS STOP [4S]
TE PAPA
CABLE STREET

REVISED TE PAPA CABLE STREET EXIT

LEGEND

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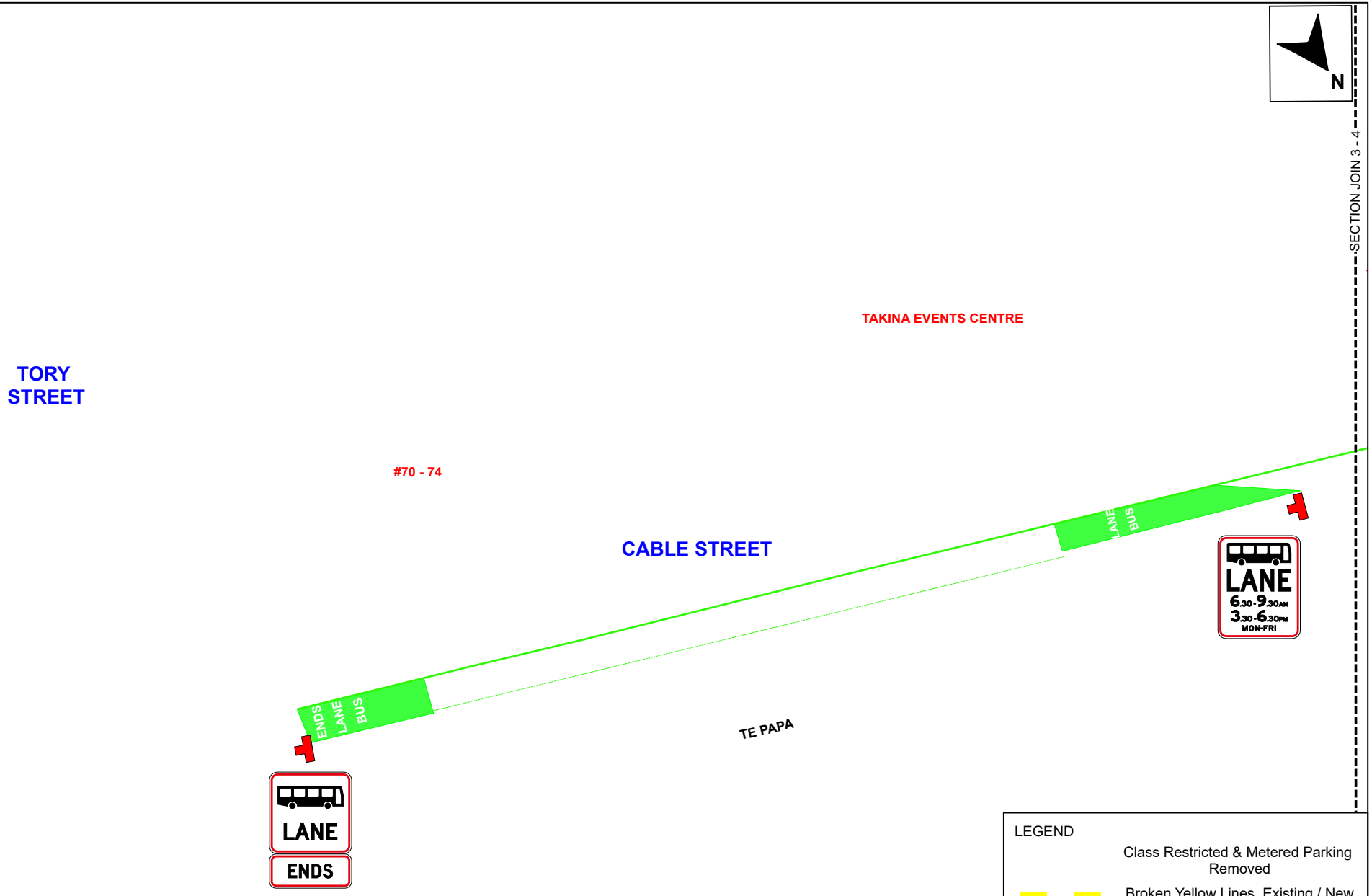
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HARBOUR QUAYS
BUS STOP [4S] & BUS LANE
TRAFFIC RESOLUTION
CABLE STREET
[Section 3]

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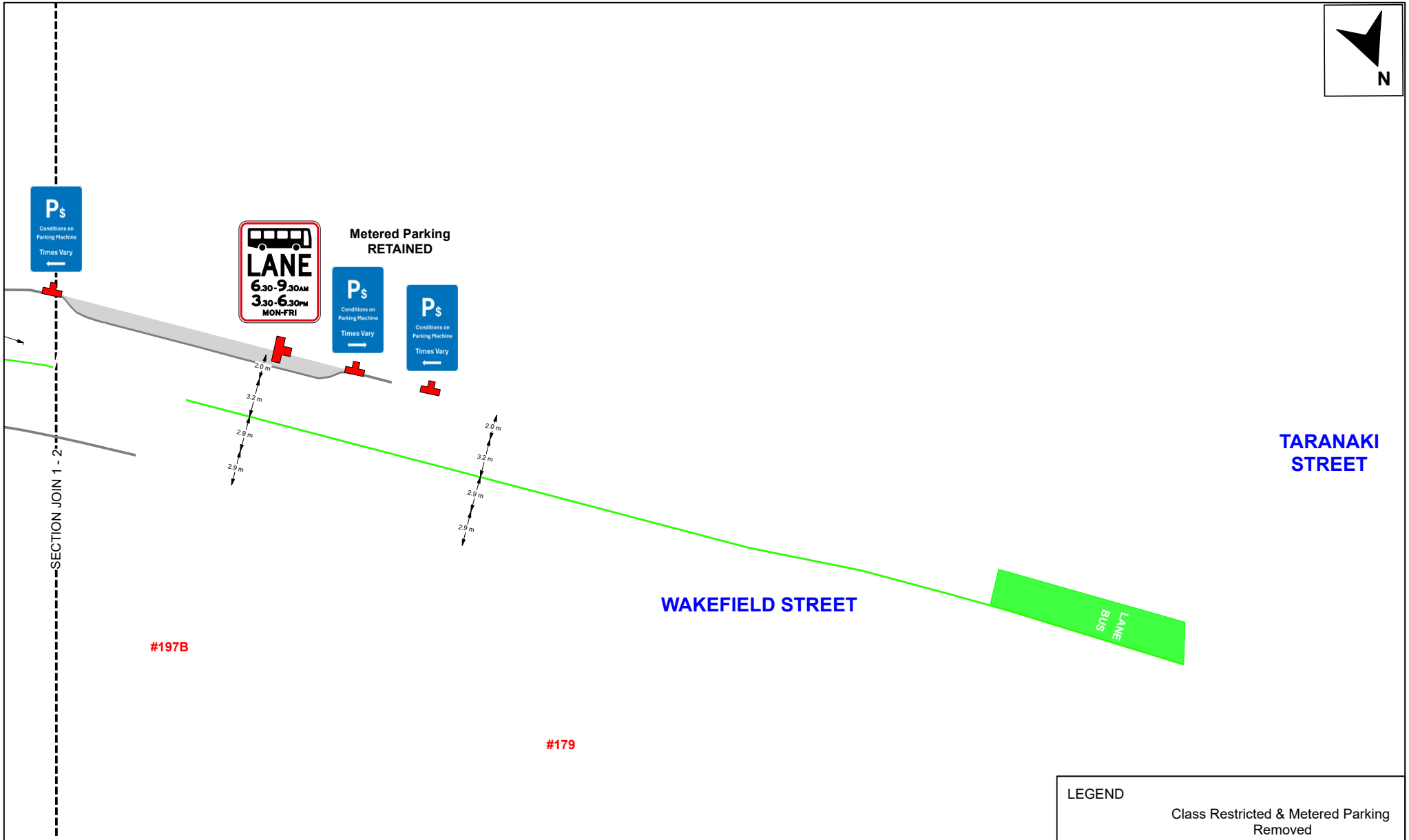
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FOR INFORMATION
NOT FOR CONSTRUCTION

SCALE original	SHEET SIZE original
A3	1:200

HARBOUR QUAYS
BUS LANE
TRAFFIC RESOLUTION
CABLE STREET
[Section 4]

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LEGEND

- Class Restricted & Metered Parking Removed
- Broken Yellow Lines Existing / New
- #XX Building / Property Number
- New Sign Base 'Indicative' Locations
- New Kerb & Channel for Bus Stops
- BUS LANE Markings
- Modified kerb-lines associated with other projects
- Peak Clearway Restrictions Removed

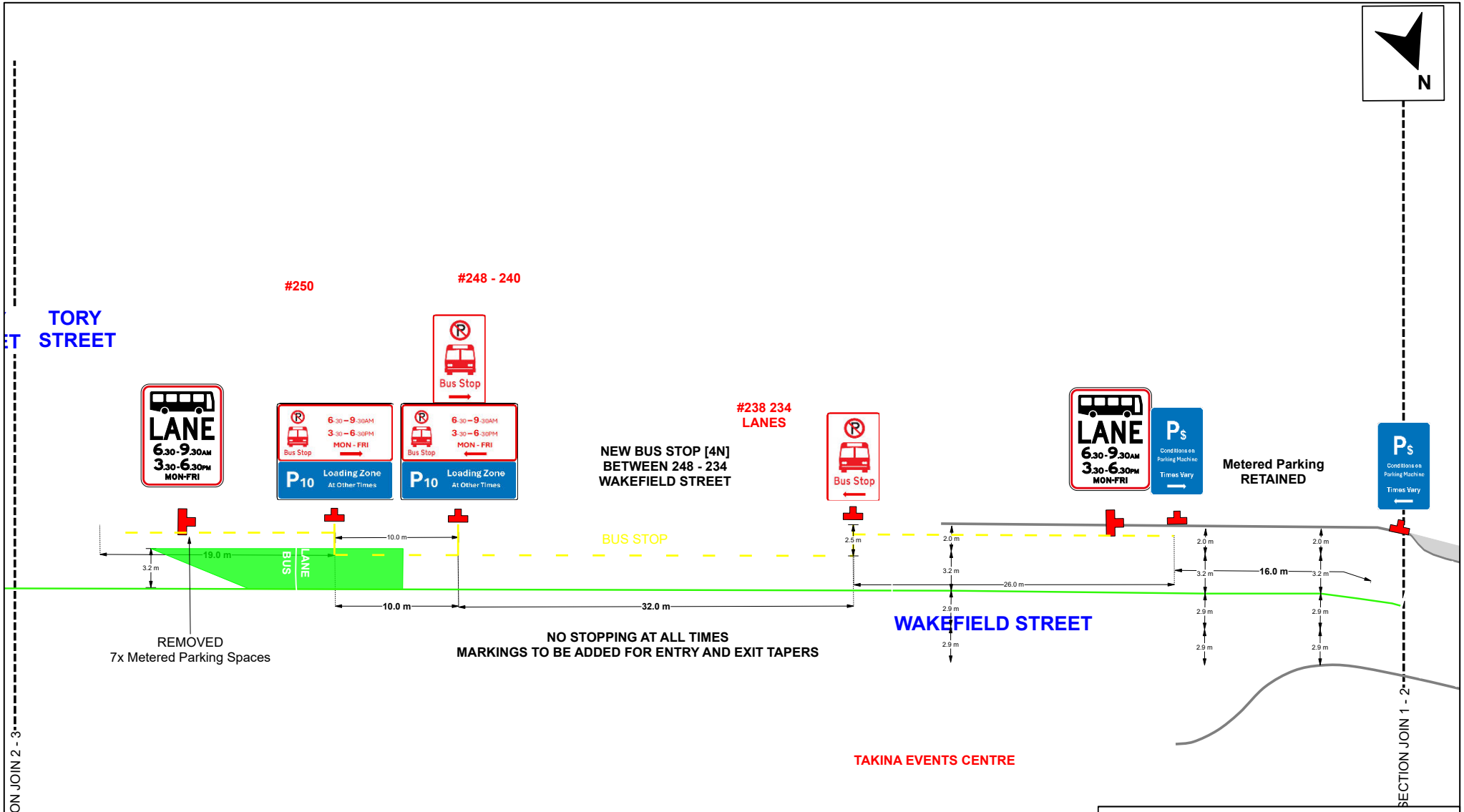
STATUS
FOR INFORMATION
NOT FOR CONSTRUCTION

SCALE original	SHEET SIZE original
A3	1:200

HARBOUR QUAYS
BUS LANE
TRAFFIC RESOLUTION
WAKEFIELD STREET
[Section 1]

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LEGEND

- Class Restricted & Metered Parking Removed
- Broken Yellow Lines Existing / New
- #XX Building / Property Number
- New Sign Base 'Indicative' Locations
- New Kerb & Channel for Bus Stops
- BUS LANE Markings
- Modified kerb-lines associated with other projects
- Peak Clearway Restrictions Removed

STATUS
FOR INFORMATION
NOT FOR CONSTRUCTION

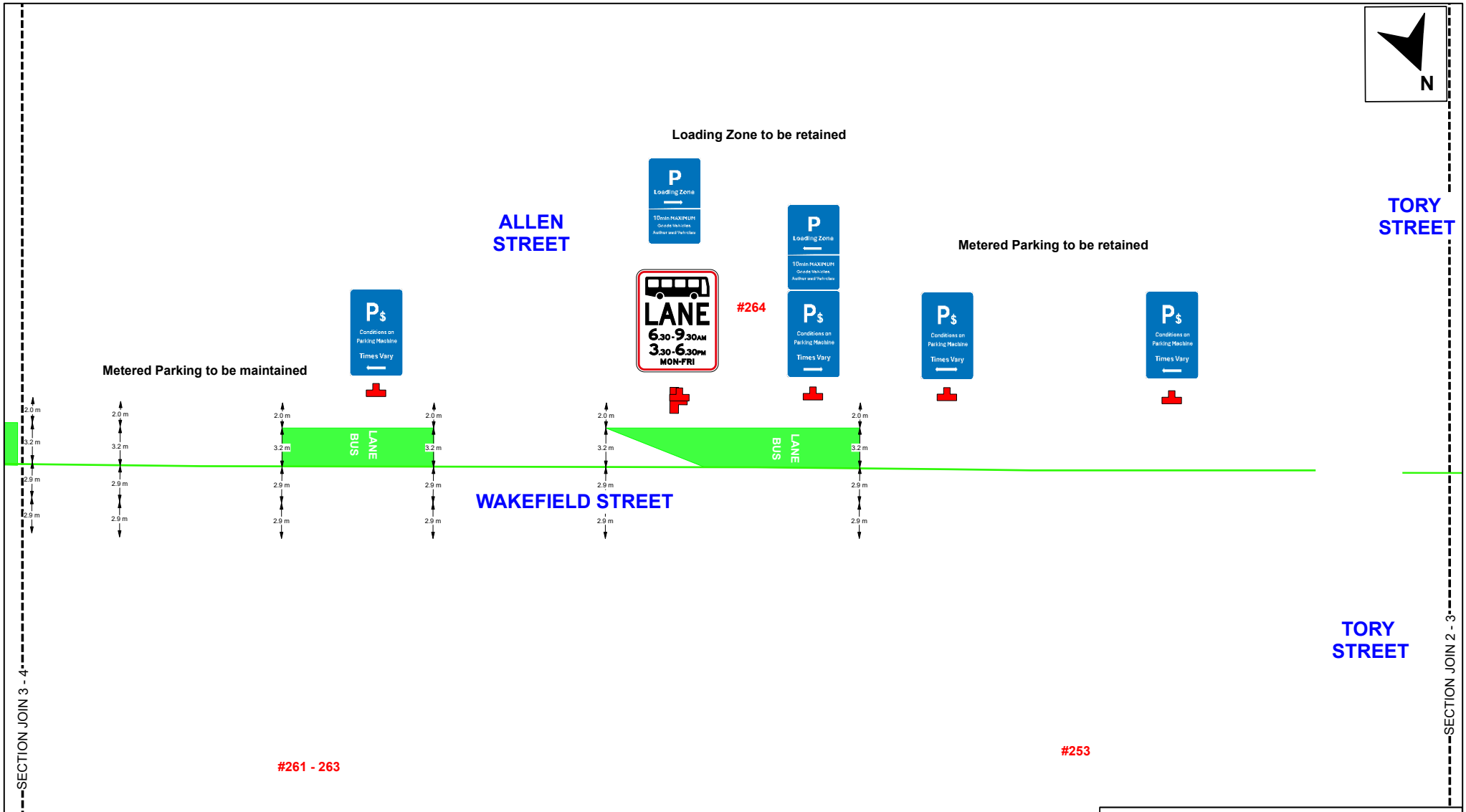
SCALE original	SHEET SIZE original
A3	1:200

HARBOUR QUAYS
BUS STOP [4N] & BUS LANE
TRAFFIC RESOLUTION
WAKEFIELD STREET
[Section 2]

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LEGEND

- Class Restricted & Metered Parking Removed
- Broken Yellow Lines Existing / New
- #XX Building / Property Number
- New Sign Base 'Indicative' Locations
- New Kerb & Channel for Bus Stops
- BUS LANE Markings
- Modified kerb-lines associated with other projects
- Peak Clearway Restrictions Removed

STATUS
FOR INFORMATION
NOT FOR CONSTRUCTION

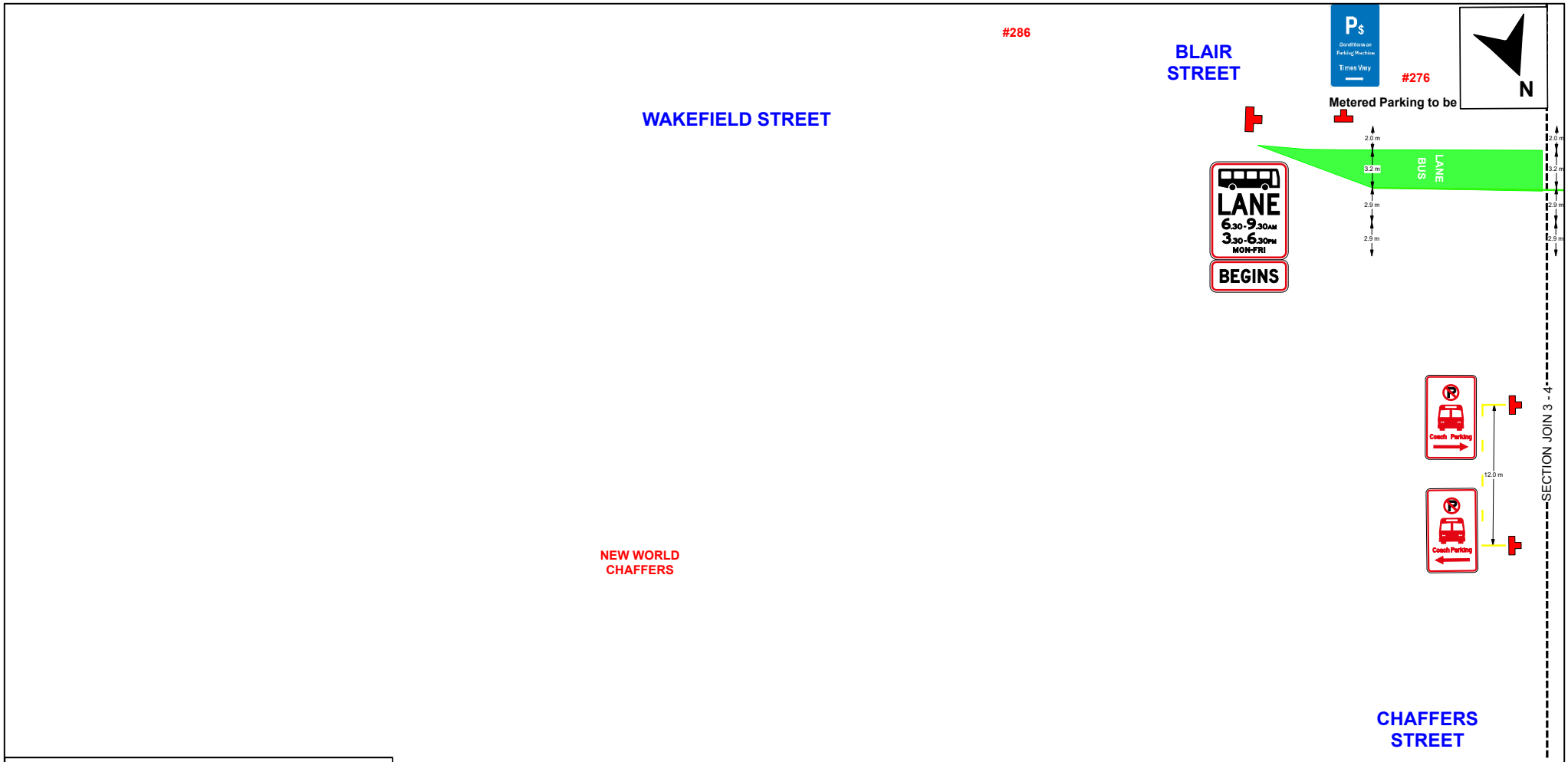
SCALE original	SHEET SIZE original
A3	1:200

HARBOUR QUAYS
BUS LANE
TRAFFIC RESOLUTION
WAKEFIELD STREET
[Section 3]

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LEGEND

- Class Restricted & Metered Parking Removed
- Broken Yellow Lines Existing / New
- #XX Building / Property Number
- New Sign Base 'Indicative' Locations
- New Kerb & Channel for Bus Stops
- BUS LANE Markings
- Modified kerb-lines associated with other projects
- Peak Clearway Restrictions Removed

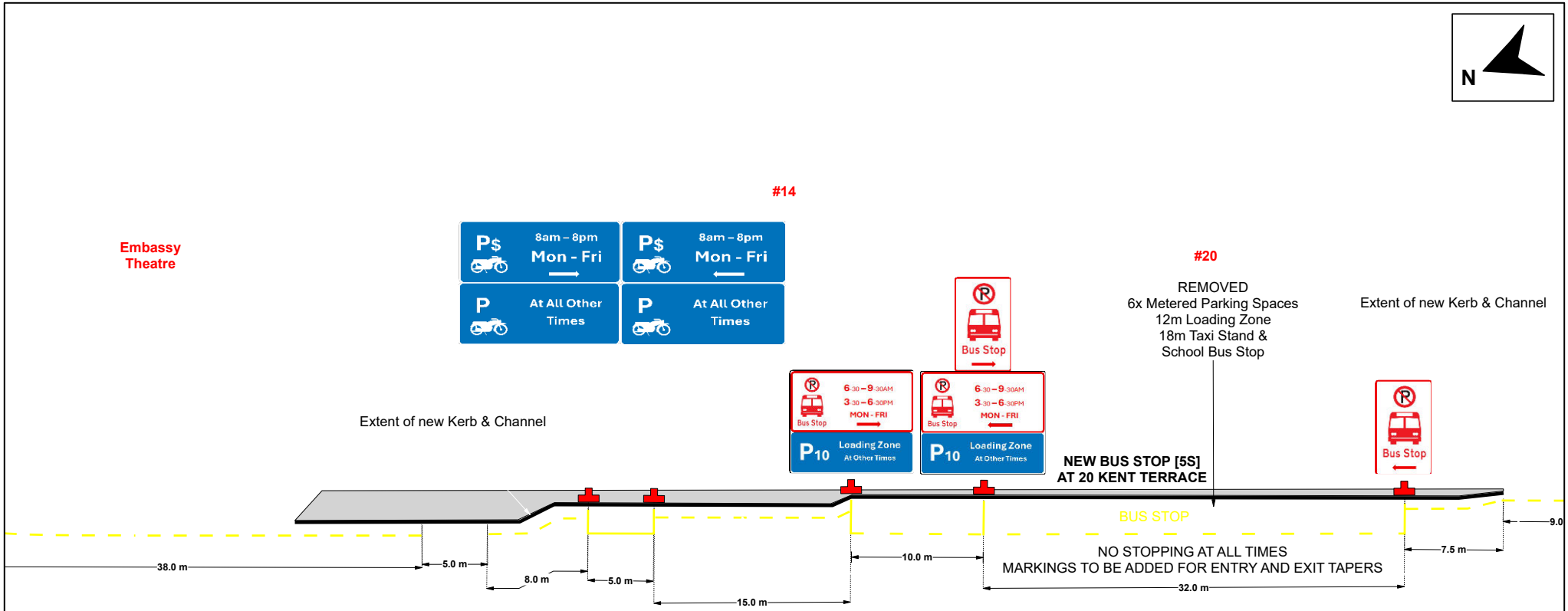
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SCALE original	SHEET SIZE original
A3	1:200

STATUS
FOR INFORMATION
NOT FOR CONSTRUCTION

HARBOUR QUAYS
BUS LANE & COACH STOPS
TRAFFIC RESOLUTION
WAKEFIELD / CHAFFERS
[Section 4]



LEGEND

- Class Restricted & Metered Parking Removed
- Broken Yellow Lines Existing / New
- #XX Building / Property Number
- New Sign Base 'Indicative' Locations
- New Kerb & Channel for Bus Stops
- BUS LANE Markings
- Modified kerb-lines associated with other projects
- Peak Clearway Restrictions Removed

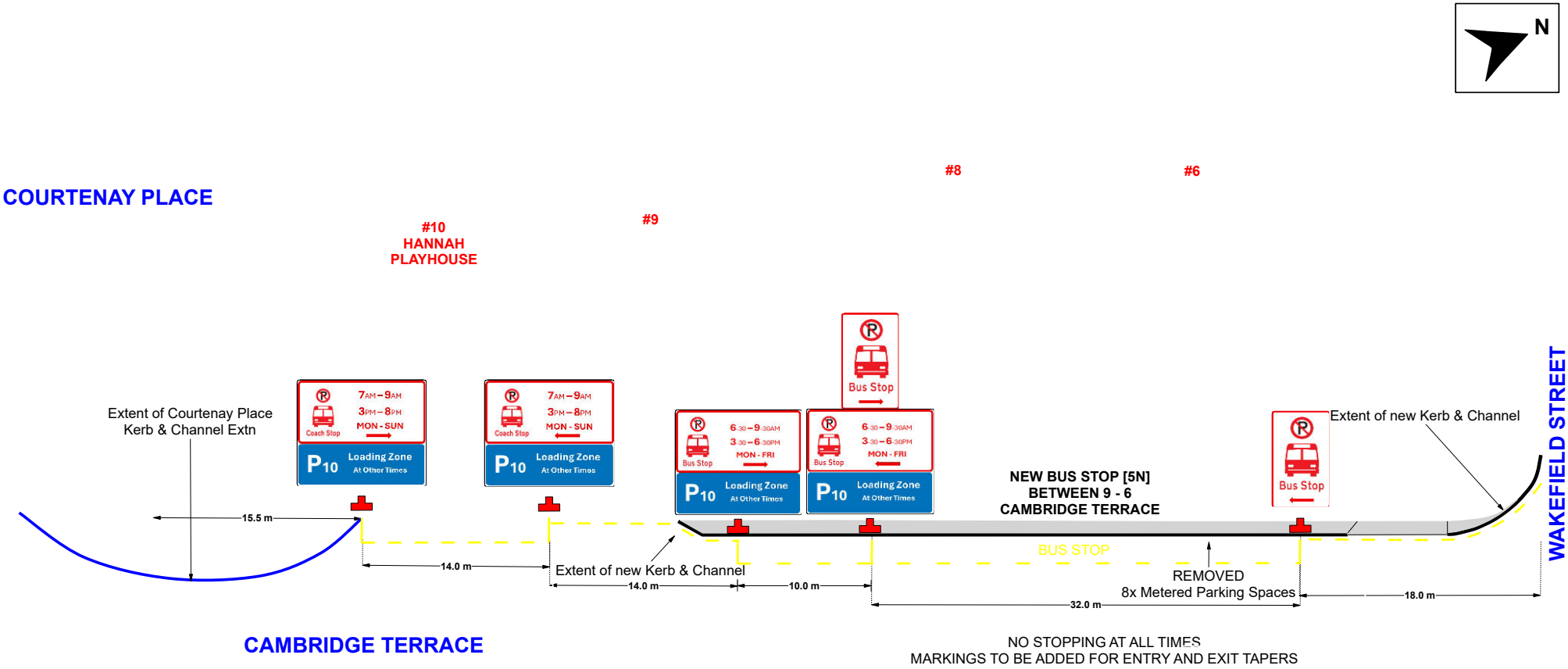
STATUS
FOR INFORMATION
NOT FOR CONSTRUCTION

SCALE original	SHEET SIZE original
A3	1:200

HARBOUR QUAYS
BUS STOP [5S]
TRAFFIC RESOLUTION
KENT TERRACE

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LEGEND

- Class Restricted & Metered Parking Removed
- Broken Yellow Lines Existing / New
- #XX Building / Property Number
- New Sign Base 'Indicative' Locations
- New Kerb & Channel for Bus Stops
- BUS LANE Markings
- Modified kerb-lines associated with other projects
- Peak Clearway Restrictions Removed

STATUS
FOR INFORMATION
NOT FOR CONSTRUCTION

SCALE original	SHEET SIZE original
A3	1:200

HARBOUR QUAYS
BUS STOP [5N]
TRAFFIC RESOLUTION
CAMBRIDGE TERRACE

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Legal Description:

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

Column One	Column Two	Column Three
Queens Wharf laneway, Wellington Waterfront	*Loading Zone P15 Maximum, Goods and Authorised vehicles only, At All Times*	*Commencing 55.5 metres north of the south east corner of the lane (Grid coordinates X=1748920.05m, Y=5427985.33m) and extending for 20.5 metres in a northerly direction following eastern kerb line. (Refer to attached traffic resolution plan Yellow area)*
Queens Wharf laneway, Wellington Waterfront	*Mobility Park, At All Times, P120 Maximum, Monday to Sunday 8:00am - 8:00pm, Displaying an Operation Mobility Permit Only*	*Commencing 76 metres north of the south east corner of the lane (Grid coordinates X=1748920.05m, Y=5427985.33m) and extending for 7.5 metres in a northerly direction following eastern kerb line. (Refer to attached traffic resolution plan*
Jervois Quay	*Bus Stop, At All Times.*	*East side, commencing 198 metres south of its intersection with the northern kerbline of Hunter Street (Grid Coordinates X=2658919.356363 m, Y=5989680.481267 m) and extending in a southerly direction following the kerbline for 17 metres.*
Wakefield Street	*Bus Stop, At All Times.*	*Southwest side, commencing 44 metres northwest of its intersection with Tory Street (Grid coordinates X=1,749,193.8 m, Y=5,427,272.1 m), and extending in a north-westerly direction following the kerb line for 17.5 metres.*
Cambridge Terrace	*Loading Zone, P10, Monday to Saturday 8:00am - 6:00pm, Goods Vehicles And Authorised Vehicles Only.*	*West side, commencing 15.5 metres north of its intersection with Courtenay Place (Grid Coordinates X=2659366.306369 m, Y=5988791.619347 m) and extending in a northerly direction following the kerbline for 13 metres.*

We are proposing a change in your area

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Column One	Column Two	Column Three
Cambridge Terrace	*Coach Stop, Monday to Sunday 7:00am - 9:00am, 3:00pm - 8:00pm.*	*West side, commencing 61.5 metres north of its intersection with Courtenay Place (Grid Coordinates X=2659366.306369 m, Y=5988791.619347 m) and extending in a northerly direction following the kerbline for 22 metres.*
Kent Terrace	*Motorcycle Parking, At All Times.*	*East side, commencing 51 metres south of its intersection with Marjoribanks Street (Grid Coordinates x=1,749,377.0m, y=5,427061.8m) extending in a southerly direction following the eastern kerbline for 5 metres.*
Kent Terrace	*Loading Zone – Goods Vehicles and Authorised Vehicles, P10, Monday to Sunday 8:00am – 8:00pm.*	*East side, commencing 55 metres south of its intersection with Marjoribanks Street (Grid coordinates X=1,749,377.71 m, Y=5,427,061.90 m) and extending in a southerly direction following the eastern kerbline for 12 metres.*
Kent Terrace	*Taxi Stand, At All Times.*	*East side, commencing 67 metres south of its intersection with Marjoribanks Street (Grid coordinates X=1,749,377.71 m, Y=5,427,061.90 m) and extending in a southerly direction following the eastern kerbline for 18 metres.*
Kent Terrace	*School Bus Park, Monday to Friday 2:00pm – 3:15pm.*	*East side, following the kerbline 85.0 metres south of its intersection with Marjoribanks Street (Grid Coordinates x=1749377.0m, y=5427061.8m) and extending in a southerly direction for 35 metres.*
Chaffers Street	*Bus Layover, 7am-8pm Monday - Friday Metered parking Saturday – Sunday 8:00 - 6:00pm*	*West side, commencing 58 metres south of its intersection with Cable Street (Grid coordinates X=1,749,346.79m Y=5,427,305.01m) and extending in an southerly direction following the western kerb line for 12 metres.*
Chaffers Street	*Bus Layover, 7am-8pm Monday - Friday Metered parking Saturday – Sunday 8:00 - 6:00pm*	*West side, commencing 10 metres south of its intersection with Cable Street (Grid coordinates X=1,749,346.79m Y=5,427,305.01m) and extending in an southerly direction following the western kerb line for 24 metres.*

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

We are proposing a change in your area

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Column One	Column Two	Column Three
Customhouse Quay	*No Stopping, At All Times.*	*West side, following the kerbline 56.5 metres north of its intersection with Waring Taylor Street (Grid Coordinates X=2658947.190385 m, Y=5990061.954346 m) and extending in a northerly direction for 6 metres.*
Customhouse Quay	*No Stopping, At All Times.*	*West side, commencing from its intersection with Ballance Street (Grid Coordinates X=2658973.50086 m, Y=5989999.760675 m) and extending in a northerly direction following the kerbline for 26.5 metres.*
Customhouse Quay	*No Stopping, At All Times.*	*East side, commencing 20 metres south of its intersection with the prolongation of the northern kerbline of Ballance Street (Grid Coordinates X=2658995.062899 m, Y=5990111.616638 m) and extending in a southerly direction following the kerbline for 14 metres.*
Customhouse Quay	*No Stopping, At All Times.*	*East side, commencing 49 metres south of its intersection with the prolongation of the northern kerbline of Ballance Street (Grid Coordinates X=2658995.062899 m, Y=5990111.616638 m) and extending in a southerly direction following the kerbline for 13 metres.*
Jervois Quay	*No Stopping, At All Times.*	*West side, commencing 11.5 metres north of its intersection with Post Office Square Street (Grid Coordinates X=2658879.345109 m, Y=5989795.981119 m) and extending in a northerly direction following the kerbline for 73 metres*
Jervois Quay	*No Stopping, At All Times.*	*East side, commencing 8.5 metres south of its intersection with the southern kerbline of Post Office Square (Grid Coordinates X=2658901.490535 m, Y=5989793.715084 m) and extending in a southerly direction following the kerbline for 75 metres.*
Jervois Quay	*No Stopping, At All Times.*	*West side, commencing 5.5 metres north of its intersection with Harris Street (Grid Coordinates X=2658924.689833 m, Y=5989442.544267 m) and extending in a northerly direction following the kerbline for 110.5 metres.*

We are proposing a change in your area

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Column One	Column Two	Column Three
Jervois Quay	*No Stopping, At All Times.*	*East side, commencing 6.5 metres south of its intersection with the northern kerbline of Hunter Street (Grid Coordinates X=2658919.356363 m, Y=5989680.481267 m) and extending in a southerly direction following the kerbline for 89 metres.*
Jervois Quay	*No Stopping, At All Times.*	*East side, commencing 99 metres south of its intersection with the northern kerbline of Hunter Street (Grid Coordinates X=2658919.356363 m, Y=5989680.481267 m) and extending in a southerly direction following the kerbline for 99 metres.*
Jervois Quay	*No Stopping, At All Times.*	*East side, commencing 215 metres south of its intersection with the northern kerbline of Hunter Street (Grid coordinates x= 1748897.5 m, y= 5427968.3 m), and extending in a southerly direction following the kerbline for 6 metres.*
Wakefield Street	*No Stopping, At All Times.*	*Southwest side, commencing from its intersection with Tory Street (Grid Coordinates X=2659215.801646 m, Y=5988984.323437 m) and extending in a north-westerly direction following the kerbline for 7 metres.*
Wakefield Street	*No Stopping, At All Times.*	*Southwest side, commencing 27.5 metres northwest of its intersection with Tory Street (Grid Coordinates X=2659215.801646 m, Y=5988984.323437 m) and extending in a north-westerly direction following the kerbline for 11 metres.*
Wakefield Street	*No Stopping, At All Times.*	*Southwest side, commencing 61.5 metres northwest of its intersection with Tory Street (Grid Coordinates X=2659215.801646 m, Y=5988984.323437 m) and extending in a north-westerly direction following the kerbline for 26 metres.*
Wakefield Street	*Clearway, Monday to Friday, 7:00am – 9:00am.*	*Southwest side, commencing 77.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates X= 1,749,386.4 m, Y=5,427,172.3 m), and extending in a north-westerly direction following the kerb line for 46 metres.*

We are proposing a change in your area

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Column One	Column Two	Column Three
Wakefield Street	*Clearway, Monday to Friday, 7:00am – 9:00am.*	*Southwest side, commencing 148.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates X= 1,749,386.4 m, Y=5,427,172.3 m) and extending in a north-westerly direction following the kerb line for 21.5 metres*
Wakefield Street	*Clearway, Monday to Friday, 7:00am – 9:00am.*	Southwest side, commencing 183.5 metres northwest of its intersection with Cambridge Terrace (Grid coordinates X=1,749,386.4 m, Y=5,427,172.3 m), and extending in a north-westerly direction following the kerb line for 10 metres.
Wakefield Street	*Clearway, Monday to Friday, 7:00am – 9:00am.*	Southwest side, commencing 7 metres northwest of its intersection with Tory Street (Grid coordinates *X=2659215.801646 m, Y=5988984.323437 m*), and extending in a north-westerly direction following the kerb line for 21 metres.
Wakefield Street	*Clearway, Monday to Friday, 7:00am – 9:00am.*	Southwest side, commencing 39 metres northwest of its intersection with Tory Street (Grid coordinates *X=2659215.801646 m, Y=5988984.323437 m*), and extending in a north-westerly direction following the kerb line for 23 metres.
Wakefield Street	*Clearway, Monday to Friday 7:00am – 9:00am.*	*Southwest side, commencing 88 metres from its intersection with Tory Street (Grid Coordinates X=2659215.801646 m, Y=5988984.323437 m) and extending in a north-westerly direction following the kerbline for 50 metres.*
Cable Street	*No Stopping, At All Times.*	*Northeast side, commencing 5 metres southeast of its intersection with Taranaki Street (Grid Coordinates X=2659081.517806 m, Y=5989186.919892 m) and extending in a south-easterly direction following the kerbline for 232.5 metres.*
Cambridge Terrace	*No Stopping, At All Times.*	*West side, commencing 15.5 metres north of its intersection with Courtenay Place (Grid Coordinates X=2659366.306369 m, Y=5988791.619347 m) and extending in a southerly direction following the kerbline to the pedestrian crossing for 9 metres.*

Column One	Column Two	Column Three
Cambridge Terrace	*No Stopping, At All Times.*	*West side, commencing 28.5 metres north of its intersection with Courtenay Place (Grid Coordinates X=2659366.306369 m, Y=5988791.619347 m) and extending in a northerly direction following the kerbline for 11.5 metres.*
Cambridge Terrace	*No Stopping, At All Times.*	*West side, commencing 83.5 metres north of its intersection with Courtenay Place (Grid Coordinates X=2659366.306369 m, Y=5988791.619347 m) and extending in a northerly direction following the kerbline to its intersection with Wakefield Street for 18 metres.*
Kent Terrace	*No Stopping, At All Times.*	*East side, commencing from its intersection with Marjoribanks Street (Grid Coordinates X=1,749,377.71 m, Y=5,427,061.90 m) and extending in a southerly direction following the eastern kerbline for 38 metres.*
Kent Terrace	*No Stopping, At All Times.*	*East side, commencing 43 metres south from its intersection with Marjoribanks Street (Grid Coordinates X=1,749,377.71 m, Y=5,427,061.90 m) and extending in a southerly direction following the eastern kerbline for 8 metres.*
Kent Terrace	*No Stopping, At All Times.*	*East side, following the kerbline 120 metres south of its intersection with Marjoribanks Street (Grid Coordinates X=2659399.005683 m, Y=5988773.985475 m) and extending in a southerly direction for 9.5 metres.*

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

Column One	Column Two	Column Three
Customhouse Quay	*Metered Parking, P120 Maximum, Monday to Friday 8:00am – 5:00pm, P180 Maximum, Monday to Friday 5:00pm – 8:00pm, Saturday to Sunday 8:00am – 8:00pm.*	*West side, following the kerbline 9 metres north of its intersection with Waring Taylor Street (Grid coordinates x= 1748925.4 m, y= 5428349.8 m), and extending in a northerly direction for 47.5 metres. (8 parallel carparks)*

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Column One	Column Two	Column Three
Customhouse Quay	*Metered Parking, P120 Maximum, Monday to Friday 8:00am – 5:00pm, P180 Maximum, Monday to Friday 5:00pm – 8:00pm, Saturday to Sunday 8:00am – 8:00pm.*	*East side, commencing 34 metres south of its intersection with the prolongation of the northern kerbline of Ballance Street (Grid coordinates x= 1748973.3 m, y= 5428399.4 m), and extending in a southerly direction following the kerbline for 15 metres.*
Ballance Street	*Metered Parking, P120 Maximum, Monday to Friday 8:00am – 5:00pm, P180 Maximum, Monday to Friday 5:00pm – 8:00pm, Saturday to Sunday 8:00am – 8:00pm.*	*Northeast side, commencing 29.5 metres east of its intersection with Featherston Street (Grid coordinates x= 1,748,896.27 m, y= 5,428,443.83 m), and extending in a southeasterly direction following the northeast kerbline for 28.4 metres. (11 parallel carparks)*
Queens Wharf laneway, Wellington Waterfront	*Metered Parking, P120 Maximum, Monday to Friday 8:00am – 5:00pm P180 Maximum, Monday to Friday 5:00pm – 8:00pm, Saturday to Sunday 8:00am – 8:00pm.*	*Commencing at southwest corner of the lane (Grid coordinates X=1748908.06m,Y=5427993.17m) and extending for 6 m in a north westerly direction following the western kerb line. (Refer to attached traffic resolution plan White section A (2 angled carparks)*
Wakefield Street	*Metered Parking, P120 Maximum, Monday to Friday 8:00am – 5:00pm, P180 Maximum, Monday to Friday 5:00pm – 8:00pm, Saturday to Sunday 8:00am – 8:00pm.*	*Southwest side, commencing 7 metres from its intersection with Tory Street (Grid Coordinates X=2659215.801646 m, Y=5988984.323437 m) and extending in a north-westerly direction following the kerbline for 37 metres.*
Wakefield Street	*Metered Parking, P120 Maximum, Monday to Friday 8:00am – 5:00pm, P180 Maximum, Monday to Friday 5:00pm – 8:00pm, Saturday to Sunday 8:00am – 8:00pm.*	*Southwest side, commencing 87 metres from its intersection with Tory Street (Grid Coordinates X=2659215.801646 m, Y=5988984.323437 m) and extending in a north-westerly direction following the kerbline for 50 metres.*

We are proposing a change in your area

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Column One	Column Two	Column Three
Cambridge Terrace	*Metered Parking, P120 Maximum, Monday to Friday 8:00am – 5:00pm, P180 Maximum, Monday to Friday 5:00pm – 8:00pm, Saturday to Sunday 8:00am – 8:00pm.*	*West side, commencing 40 metres north of its intersection with Courtenay Place (Grid Coordinates X=2659366.306369 m, Y=5988791.619347 m) and extending in a northerly direction following the kerbline for 21.5 metres.*
Cambridge Terrace	*Metered parking, P120 Maximum, Monday to Sunday 9:00am - 3:00pm.*	*West side, commencing 61.5 metres north of its intersection with Courtenay Place (Grid Coordinates X=2659366.306369 m, Y=5988791.619347 m) and extending in a northerly direction following the kerbline for 22 metres.*

We are proposing a change in your area

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

Column One	Column Two	Column Three
Customhouse Quay	*Loading Zone, P10, At Other Times.*	*West side, commencing 16.5 metres from its intersection with Waring Taylor Street (Grid Coordinates x= 1,748,925.4m y= 5,428,349.8m) and extending in a northerly direction following the kerbline for 10 metres*
Customhouse Quay	*Bus Stop, Monday to Friday 6:30am – 9:30am, 3:30pm – 6:30pm.*	*West side, commencing 16.5 metres from its intersection with Waring Taylor Street (Grid Coordinates x= 1,748,925.4m y= 5,428,349.8m) and extending in a northerly direction following the kerbline for 10 metres*
Customhouse Quay	*Bus Stop, At All Times.*	*West side, commencing 26.5 metres from its intersection with Waring Taylor Street (Grid Coordinates x= 1,748,925.4m y= 5,428,349.8m) and extending in a northerly direction following the kerbline for 32 metres.*
Customhouse Quay	*Bus Stop, At All Times.*	*East side, commencing 3.5 metres from its intersection with the prolongation of the southern kerbline of Ballance Street (Grid Coordinates x= 1,748,973.3m, y= 5,428,399.4m) and extending in a southerly direction following the kerbline for 42 metres.*
Jervois Quay	*Bus Stop, At All Times.*	*West side, commencing 15.5 metres north of its intersection with Post Office Square Street (Grid Coordinates x= 1,748,857.66m y= 5,428,083.67m) and extending in a northerly direction following the kerbline for 42 metres.*
Jervois Quay	*Bus Stop, At All Times.*	*East side, commencing 33 metres south of its intersection with the southern kerbline of Post Office Square (Grid Coordinates x= 1,748,879.7 y= 5,428,081.5m) and extending in a southerly direction following the kerbline for 42 metres.*
Queens Wharf laneway, Wellington Waterfront	*Loading Zone, P15 Maximum, Goods and Authorised Vehicles only, at all times*	*East side, commencing 62 metres southeast of its intersection with Jervois Quay (Grid coordinates x=1748880.9m, y=5428078.77m), and extending in a southerly direction following the eastern kerb line for 19 metres.*

We are proposing a change in your area

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Column One	Column Two	Column Three
Queens Wharf laneway, Wellington Waterfront	*Mobility Park at all times, P120 Maximum Monday to Sunday 8:00am - 8:00pm*	*East side, commencing 40.8 metres southeast of its intersection with Jervois Quay (Grid coordinates x=1748880.9m, y=5428075.3m), and extending in a westerly direction for 7.5 metres (1 parking space outside no.3 Jervois Quay)*
Jervois Quay	*Bus Stop, At All Times.*	*West side, commencing 29.5 metres north of its intersection with Harris Street (Grid Coordinates x= 1,748,902.825m y= 5,427,730.396m) and extending in a northerly direction following the kerbline for 42 metres.*
Jervois Quay	*Bus Stop, At All Times.*	*East side, commencing 193.5 metres south of its intersection with the northern kerbline of Hunter Street (Grid Coordinates x= 1748897.421m y= 5427968.391m) and extending in a southerly direction following the kerbline for 22 metres.*
Wakefield Street	*Bus Stop, Monday to Friday 6:30am – 9:30am, 3:30pm – 6:30pm.*	*Southwest side, commencing 19 metres from its intersection with Tory Street (Grid Coordinates x=1749193.85m, y=5427272.17m) and extending in a north-westerly direction following the kerbline for 10 metres.*
Wakefield Street	*Bus Stop, At All Times.*	*Southwest side, commencing 29 metres from its intersection with Tory Street (Grid Coordinates x=1749193.85m, y=5427272.17m) and extending in a north-westerly direction following the kerbline for 32 metres.*
Wakefield Street	*Loading Zone, P10, At Other Times.*	*Southwest side, commencing 19 metres from its intersection with Tory Street (Grid Coordinates x=1749193.85m, y=5427272.17m) and extending in a north-westerly direction following the kerbline for 10 metres.*
Cable Street	*Bus Stop, At All Times.*	*Northeast side, commencing 43 metres southeast of its intersection with Taranaki Street (Grid Coordinates x=1,749,059.6m, y=5,427,474.8m) and extending in a south-easterly direction following the kerbline for 42 metres.*

We are proposing a change in your area

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Column One	Column Two	Column Three
Cambridge Terrace	*Coach Park, Monday to Sunday 7:00am - 9:00am, 3:00pm - 8:00pm.*	*West side, commencing 15.5 metres north of its intersection with Courtenay Place (Grid Coordinates x=1749344.3m y=5427079.5m) and extending in a northerly direction following the kerbline for 14 metres.*
Cambridge Terrace	*Loading Zone, P10, At Other Times.*	*West side, commencing 15.5 metres north of its intersection with Courtenay Place (Grid Coordinates x=1749344.3m y=5427079.5m) and extending in a northerly direction following the kerbline for 14 metres.*
Cambridge Terrace	*Bus Stop, Monday to Friday 6:30am – 9:30am, 3:30pm – 6:30pm.*	*West side, commencing 43.5 metres north of its intersection with Courtenay Place (Grid Coordinates x=1749344.3m y=5427079.5m) and extending in a northerly direction following the kerbline for 10 metres.*
Cambridge Terrace	*Loading Zone, P10, At Other Times.*	*West side, commencing 43.5 metres north of its intersection with Courtenay Place (Grid Coordinates x=1749344.3m y=5427079.5m) and extending in a northerly direction following the kerbline for 10 metres*
Cambridge Terrace	*Bus Stop, At All Times.*	*West side, commencing 53.5 metres north of its intersection with Courtenay Place (Grid Coordinates x=1749344.3m y=5427079.5m) and extending in a northerly direction following the kerbline for 32 metres.*
Chaffers Street	*Coach Park, AT All Times.*	*West side, commencing 58 metres south of its intersection with Cable Street (Grid coordinates X=1,749,346.79m Y=5,427,305.01m) and extending in an southerly direction following the western kerb line for 12 metres.*
Chaffers Street	*Coach Park, AT All Times.*	*West side, commencing 10 metres south of its intersection with Cable Street (Grid coordinates X=1,749,346.79m Y=5,427,305.01m) and extending in an southerly direction following the western kerb line for 24 metres.*
Kent Terrace	*Motorcycle Parking, At All Other Times*	*East side, commencing 51 metres south of its intersection with Marjoribanks Street (Grid coordinates X=1,749,377.71m, Y=5,427,061.90 m) and extending in a southerly direction following the eastern kerbline for 5 metres.*

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Column One	Column Two	Column Three
Kent Terrace	*Bus Stop,* *Monday to Friday* *6:30am – 9:30am,* *3:30pm – 6:30pm.*	*East side, commencing 71 metres south of its intersection with Marjoribanks Street (Grid Coordinates x=1749377.0m, y=5427061.8m) extending in a southerly direction following the eastern kerbline for 10 metres.*
Kent Terrace	*Loading Zone,* *P10,* *At Other Times.*	*East side, commencing 71 metres south of its intersection with Marjoribanks Street (Grid Coordinates x=1749377.0m, y=5427061.8m) extending in a southerly direction following the eastern kerbline for 10 metres.*
Kent Terrace	*Bus Stop,* *At All Times.*	*East side, commencing 81 metres south of its intersection with Marjoribanks Street (Grid Coordinates x=1749377.0m, y=5427061.8m) extending in a southerly direction following the eastern kerbline for 32 metres.*
Customhouse Quay	*Bus Lane,* *Monday to Friday,* *6:30am – 9:30am,* *3:30pm – 6:30pm.*	*Left-hand south-bound lane, commencing from its intersection with Whitmore Street (Grid coordinates x=1,748,984.26m, y=5428415.67m) and extending in a southerly direction following eastern kerbline for 242.5 metres to its intersection with Jervois Quay*
Customhouse Quay	*Bus Lane,* *Monday to Friday,* *6:30am – 9:30am,* *3:30pm – 6:30pm.*	*Left-hand northbound lane, commencing from its intersection with Brandon Street (Grid coordinates x=1,748,867.57m, y=5,428,223.40m), and extending in a northerly direction for 200 metres.*
Jervois Quay	*Bus Lane,* *Monday to Friday,* *6:30am – 9:30am,* *3:30pm – 6:30pm.*	*Left-hand south-bound lane, commencing from its intersection with Customhouse Quay (Grid coordinates x=1,748,883.59m, y=5,428,196.04m) and extending in a southerly direction for 658 metres to its intersection with Cable Street.*
Jervois Quay	*Bus Lane,* *Monday to Friday,* *6:30am – 9:30am,* *3:30pm – 6:30pm.*	*Left-hand north-bound lane, commencing from its intersection with Taranaki Street (Grid coordinates x=1,748,981.28m, y=5,427,431.27m) and extending in a northerly direction for 800 metres to its intersection with Brandon Street.*

Column One	Column Two	Column Three
Cable Street	*Bus Lane, Monday to Friday, 6:30am – 9:30am, 3:30pm – 6:30pm.*	*Left-hand south-bound lane, commencing from its intersection with Jervois Quay (Grid coordinates x=1,748,962.14m, y=5,427,550.01) and extending in a southerly direction following eastern kerbline for 325.5 metres*
Wakefield Street	*Bus Lane, Monday to Friday, 6:30am – 9:30am, 3:30pm – 6:30pm.*	*Left-hand north-bound lane, commencing at its intersection with Blair Street (Grid coordinates x=1,748,981.28m, y=5,427,212.21 m) and extending in northerly direction 353 metres to its intersection with Taranaki Street.*

Add to Schedule C (Turning and One Way Restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Ballance Street	*No entry, at all times. Intersection closure.*	*No entry to Ballance Street from Customhouse Quay.*
Customhouse Quay	*No entry, at all times. Intersection closure.*	*No entry to Customhouse Quay from Ballance Street.*

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

Column One	Column Two	Column Three
Customhouse Quay	*No Stopping, At All Times.*	*West side, commencing 4.5 metres from its intersection with Waring Taylor Street (Grid Coordinates x= 1,748,925.4m. y= 5,428,349.8m) and extending in a northerly direction following the kerbline for 12 metres.*
Customhouse Quay	*No Stopping, At All Times.*	*West side, commencing 58.5 metres from its intersection with Waring Taylor Street (Grid Coordinates x= 1,748,925.4m, y= 5,428,349.8m) and extending in a northerly direction following the kerbline for 43.5 metres.*

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Column One	Column Two	Column Three
Customhouse Quay	*No Stopping, At All Times.*	*East side, commencing from its intersection with the prolongation of the southern kerbline of Ballance Street (Grid Coordinates x= 1,748,973.3m, y= 5,428,399.4m) and extending in a northerly direction following the kerbline for 20 metres.*
Customhouse Quay	*No Stopping, At All Times.*	*East side, commencing from its intersection with the prolongation of the southern kerbline of Ballance Street (Grid Coordinates x= 1,748,973.3m, y= 5,428,399.4m) and extending in a southerly direction following the kerbline for 3.5 metres.*
Customhouse Quay	*No Stopping, At All Times.*	*East side, commencing 45.5 metres from its intersection with the prolongation of the southern kerbline of Ballance Street (Grid Coordinates x= 1,748,973.3m, y= 5,428,399.4m) and extending in a southerly direction following the kerbline for 15 metres.*
Ballance Street	*No Stopping, At All Times.*	*North side, commencing 4 metres west of its intersection with Customhouse Quay (Grid coordinates: x=1748955.76m, y=5428421.69m) and extending in a westerly direction following the kerbline for 7.5 metres.*
Jervois Quay	*No Stopping, At All Times.*	*West side, commencing 11.5 metres north of its intersection with Post Office Square Street (Grid Coordinates x= 1,748,857.66m, y= 5,428,083.67m) and extending in a northerly direction following the kerbline for 4 metres.*
Jervois Quay	*No Stopping, At All Times.*	*West side, commencing 57.5 metres north of its intersection with Post Office Square Street (Grid Coordinates x= 1,748,857.66m, y= 5,428,083.67m) and extending in a northerly direction following the kerbline for 27 metres.*
Jervois Quay	*No Stopping, At All Times.*	*East side, commencing 8.5 metres south of its intersection with the southern kerbline of Post Office Square (Grid Coordinates x= 1,748,879.7 y= 5,428,081.5m) and extending in a southerly direction following the kerbline for 24.5metres.*

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Column One	Column Two	Column Three
Jervois Quay	*No Stopping, At All Times.*	*East side, commencing 75 metres south of its intersection with the southern kerbline of Post Office Square (Grid Coordinates x= 1,748,879.7, y= 5,428,081.5m) and extending in a southerly direction following the kerbline for 8 metres.*
Jervois Quay	*No Stopping, At All Times.*	*West side, commencing 3.5 metres north of its intersection with Harris Street (Grid Coordinates x= 1,748,902.825m, y= 5,427,730.396m) and extending in a northerly direction following the kerbline for 26 metres.*
Jervois Quay	*No Stopping, At All Times.*	*West side, commencing 71.5 metres north of its intersection with Harris Street (Grid Coordinates x= 1,748,902.825m, y= 5,427,730.396m) and extending in a northerly direction following the kerbline for 45 metres.*
Jervois Quay	*No Stopping, At All Times.*	*East side, commencing 16 metres south of its intersection with the northern kerbline of Hunter Street (Grid Coordinates x= 1748897.421m, y= 5427968.391m) and extending in a southerly direction following the kerbline for 83 metres.*
Jervois Quay	*No Stopping, At All Times.*	*East side, commencing 99 metres south of its intersection with the northern kerbline of Hunter Street (Grid Coordinates x= 1748897.421m, y= 5427968.391m) and extending in a southerly direction following the kerbline for 94.5 metres.*
Jervois Quay	*No Stopping, At All Times.*	*East side, commencing 215.5 metres south of its intersection with the northern kerbline of Hunter Street (Grid Coordinates x= 1748897.421m, y= 5427968.391m) and extending in a southerly direction following the kerbline for 5 metres.*
Wakefield Street	*No Stopping, At All Times.*	*Southwest side, commencing from its intersection with Tory Street (Grid Coordinates x=1749193.85m, y=5427272.17m) and extending in a north-westerly direction following the kerbline for 19 metres.*

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Column One	Column Two	Column Three
Wakefield Street	*No Stopping, At All Times.*	*Southwest side, commencing 61 metres from its intersection with Tory Street (Grid Coordinates x=1749193.85m, y=5427272.17m) and extending in a north-westerly direction following the kerbline for 26 metres.*
Cable Street	*No Stopping, At All Times.*	*Northeast side, commencing 5 metres southeast of its intersection with Taranaki Street (Grid Coordinates x=1,749,059.6m, y=5,427,474.8m) and extending in a south-easterly direction following the kerbline for 38 metres.*
Cable Street	*No Stopping, At All Times.*	*Northeast side, commencing 85 metres southeast of its intersection with Taranaki Street (Grid Coordinates x=1,749,059.6m, y=5,427,474.8m) and extending in a south-easterly direction following the kerbline for 147.5 metres.*
Cambridge Terrace	*No Stopping, At All Times.*	*West side, commencing 29.5 metres north of its intersection with Courtenay Place (Grid Coordinates x=1749344.3m, y=5427079.5m) and extending in a northerly direction following the kerbline for 14 metres.*
Cambridge Terrace	*No Stopping, At All Times.*	*West side, commencing 85.5 metres north of its intersection with Courtenay Place (Grid Coordinates x=1749344.3m, y=5427079.5m) and extending in a northerly direction following the kerbline for 18 metres.*
Kent Terrace	*No Stopping, At All Times.*	*East side, commencing from its intersection with Marjoribanks Street (Grid Coordinates x=1749377.0m, y=5427061.8m) extending in a southerly direction following the eastern kerbline for 38 metres.*
Kent Terrace	*No Stopping, At All Times.*	*East side, commencing 43 metres south of its intersection with Marjoribanks Street (Grid Coordinates x=1749377.0m, y=5427061.8m) extending in a southerly direction following the eastern kerbline for 8 metres.*

Column One	Column Two	Column Three
Kent Terrace	*No Stopping, At All Times.*	*East side, commencing 56 metres south of its intersection with Marjoribanks Street (Grid Coordinates x=1749377.0m, y=5427061.8m) extending in a southerly direction following the eastern kerbline for 15 metres.*
Kent Terrace	*No Stopping, At All Times.*	*East side, commencing 113 metres south of its intersection with Marjoribanks Street (Grid Coordinates x=1749377.0m, y=5427061.8m) extending in a southerly direction following the eastern kerbline for 16 metres.*

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

Column One	Column Two	Column Three
Ballance Street	*Metered Parking, P120 Maximum, Monday to Friday 8:00am – 5:00pm, P180 Maximum, Monday to Friday 5:00pm – 8:00pm, Saturday to Sunday 8:00am – 8:00pm.*	*North side, commencing 29.5 metres east of its intersection with Featherston Street (Grid coordinates x= 1,748,896.27 m, y= 5,428,443.83 m), and extending in a southeasterly direction following the north kerbline for 20.9 metres (8 parallel carparks)*
Wakefield Street	*Metered Parking, P120 Maximum, Monday to Friday 8:00am – 5:00pm P180 Maximum, Monday to Friday 5:00pm – 8:00pm, Saturday to Sunday 8:00am – 8:00pm.*	*Southwest side, commencing 87 metres from its intersection with Tory Street (Grid Coordinates x=1749193.85m, y=5427272.17m) and extending in a north-westerly direction following the kerbline for 16 metres*
Wakefield Street	*Metered Parking, P120 Maximum, Monday to Friday 8:00am – 5:00pm P180 Maximum, Monday to Friday 5:00pm – 8:00pm, Saturday to Sunday 8:00am – 8:00pm*	*Southwest side, commencing 131 metres from its intersection with Tory Street (Grid Coordinates x=1749193.85m, y=5427272.17m) and extending in a north-westerly direction following the kerbline for 6 metres*

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Column One	Column Two	Column Three
Kent Terrace	*Metered Motorcycle Parking, P120 Maximum, Monday to Friday 8:00am – 8:00pm,*	*East side, commencing 51 metres south of its intersection with Marjoribanks Street (Grid coordinates X=1,749,377.71m, Y=5,427,061.90 m) and extending in a southerly direction following the eastern kerbline for 5 metres.*

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Approved Date:	07/05/2026	