

TRAFFIC RESOLUTIONS

1. Purpose of report

This report outlines the recommended amendments to the Wellington City Council Traffic Restrictions. These recommendations support the achievement of the Council's Transport Strategy Outcomes of safety, accessibility, efficiency and sustainability.

2. Executive summary

The proposed resolutions (excluding TR05-14) were advertised on 29 April 2014, giving the public 18 days to provide feedback.

TR05-14 was consulted on during the previous round of traffic resolutions (February 2014).

All feedback we received during the consultation period has been included in section four of this report and where appropriate, officer's responses have been included.

3. Recommendations

Officers recommend that the Transport and Urban Development Committee:

1. *Receive the information.*
2. *Approves the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.*
 - (a) *Reconfirmation of bus stop relocation, BYL and signage.– **Lambton Quay** – Wellington Central (TR 16-14)*

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

Column One

Lambton Quay

Column Two

Bus Stop, At All Times

Column Three

East side, following the kerb line 108 metres south of its intersection with Panama Street (Grid Coordinates X=2658707.8m, Y=5989937.8m) and extending in a southerly direction for 39.5 metres.

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

Column One	Column Two	Column Three
Lambton Quay	<i>Bus Stop, At All Times</i>	<i>East side, following the kerb line 88 metres south of its intersection with Panama Street (Grid Coordinates X=2658707.8m, Y=5989937.8m) and extending in a southerly direction for 39.5 metres.</i>

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

Column One	Column Two	Column Three
Lambton Quay	<i>No stopping at all times</i>	<i>East side, following the kerb line 86.5 metres south of its intersection with Panama Street (Grid Coordinates X=2658707.8 m, Y=5989937.8 m) and extending in a southerly direction for 21.5 metres.</i>

Lambton Quay	<i>No stopping at all times</i>	<i>East side, following the kerb line 147.5 metres south of its intersection with Panama Street (Grid Coordinates X=2658707.8m, Y=5989937.8m) and extending in a southerly direction for 26.5 metres.</i>
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Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Lambton Quay	<i>No stopping at all times</i>	<i>East side, following the kerb line 86.5 metres south of its intersection with Panama Street (Grid Coordinates X=2658707.8 m, Y=5989937.8m) and extending in a southerly</i>

direction for 1.5 metres.

Lambton Quay	<i>No stopping at all times</i>	<i>East side, following the kerb line 132.5 metres south of its intersection with Panama Street (Grid Coordinates X=2658707.8m, Y=5989937.8m) and extending in a southerly direction for 46.5 metres.</i>
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(b) *Police department vehicles parking, at all times - **Cuba Street, Dixon St, Harris St** – Wellington Central (TR 17-14)*

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

Column One	Column Two	Column Three
Cuba Street	<i>Police Department Vehicles Parking, at all times.</i>	<i>West side, commencing 37 metres from its intersection with Manners Street, and extending in a northerly direction for 6 metres.</i>
Dixon Street	<i>Police Department Vehicles Parking, at all other times.</i>	<i>North side, commencing 115 metres northwest of its intersection with Taranaki Street, (Grid coordinates, x= 1748935m, y= 5427254.7m) and extending in a north-westerly direction following the northern kerb line for 8 metres.</i>
Dixon Street	<i>Police Department Vehicles Parking, at all other times.</i>	<i>South side, commencing 131.5 metres north-west of its intersection with Taranaki Street, (Grid coordinates x= 1748931.3m, y= 5427248.7m) and extending in a north-westerly direction following the southern kerb line for 6 metres.</i>

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

Column One	Column Two	Column Three
Cuba Street	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>West side, commencing 43 metres from its intersection with Manners Street, and extending in a north-easterly direction for 24 metres (4 parallel parking spaces).</i>
Harris Street	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>Northeast side, commencing 114 metres northwest of its intersection with Jervois Quay (Grid coordinates $x=1748902.5m$, $y=5427730.8m$), and extending in a north-westerly direction following the kerb line for 17.5 metres (3 parallel car parks).</i>

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

Column One	Column Two	Column Three
Harris Street	<i>Police Department Vehicles Parking, at all times.</i>	<i>Northeast side, commencing 114 metres northwest of its intersection with Jervois Quay (Grid coordinates $x=1748902.5m$, $y=5427730.8m$), and extending in a north-westerly direction following the kerb line for 17.5 metres. (3 parallel car parks).</i>

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

Column One	Column Two	Column Three
Cuba Street	<i>Metered Parking, P120 Maximum, Monday to</i>	<i>West side, commencing 37 metres north of its intersection with Manners</i>

Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm. Street (Grid coordinates x= 1748781.8m, y= 5427396.4m), and extending in a north-easterly direction for 49 metres. (5 parallel car parks)

- (c) *Reconfirmation of Motorcycle parking, at all times –**Inglewood Place** – Te Aro (TR 18-14)*

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

Column One	Column Two	Column Three
<i>Inglewood Place</i>	<i>Motorcycle parking, at all times</i>	<i>East side, following the kerb line 62.8 metres north of its intersection with Taranaki Street (Grid coordinates, x= 1748900.7m, y= 5427180.5m), and extending in a northerly direction following the eastern kerb line for 16 metres.</i>

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

Column One	Column Two	Column Three
<i>Inglewood Place</i>	<i>Motorcycle parking, at all times</i>	<i>East side, following the kerb line 48.5 metres north of its intersection with Taranaki Street (Grid coordinates, x= 1748900.7m, y= 5427180.5m), and extending in a northerly direction following the eastern kerb line for 12 metres.</i>

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

Column One	Column Two	Column Three
<i>Inglewood Place</i>	<i>No stopping, at all times</i>	<i>East side, following the kerb line 60.5 metres north of its</i>

intersection with Taranaki Street (Grid coordinates, x= 1748900.7m, y= 5427180.5m), and extending in a northerly direction following the eastern kerb line for 4 metres.

- (d) *No Stopping, Monday to Friday 4pm – 6pm – **The Terrace** – Lambton (TR 19-14)*

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

Column One	Column Two	Column Three
The Terrace	<i>No Stopping, Monday to Friday, 4:00pm-6:00pm</i>	<i>West side, commencing 40 metres south of its intersection with Salamanca Road (Grid coordinates x= 1748372.2m, y= 5427664.4m), and extending in a southerly direction following the kerb line for 10.5 metres (2 parallel car parks).</i>

- (e) *Residents parking, at all times – **Grosvenor Terrace** – Thorndon (TR 20-14)*

Delete from Schedule E (Residents Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Grosvenor Terrace	<i>Residents parking, Mon-Fri, 8:00am-6:00pm, At Other Times</i>	<i>East side, commencing 238 metres south of its intersection with Barnard Street, and extending in a southerly direction following the eastern kerb line for 28 metres.</i>

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

Column One	Column Two	Column Three
Grosvenor Terrace	<i>Residents parking, at all times</i>	<i>West side, commencing 140.5 metres north of its intersection with Newman</i>

Terrace (grid coordinates x=1,748,986.81m, y=5,429,877.15m), and extending in a northerly direction following the western kerb line for 25 metres.

Grosvenor Terrace

Residents parking, at all times

North side, commencing 189 metres north of its intersection with Newman Terrace (grid coordinates x=1,748,986.81m, y=5,429,877.15m), and extending in a north easterly direction following the western kerb line for 19 metres.

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

Column One

Column Two

Column Three

Grosvenor Terrace

No stopping, at all times.

East side, commencing 238 metres south of its intersection with Barnard Street, and extending in a southerly direction following the eastern kerb line for 28 metres.

- (f) *P60 Time limited parking to replace existing P30 – **Tinakori Road** – Thorndon (TR 21-14)*

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

Column One

Column Two

Column Three

Tinakori Road

P30, Monday to Saturday, 8:00am - 6:00pm

East side, commencing 19.5 metres north of its intersection with Hobson Street and extending in a northerly direction following the eastern kerb line for 17.5 metres

Tinakori Road

P120, Except for

East side, commencing 19.5 metres north of its

<i>Authorised Vehicles</i>	<i>intersection with Hobson Street and extending in a northerly direction following the eastern kerb line for 17.5 metres</i>
<i>Monday to Saturday, 6:00pm - 9:00pm,</i>	
<i>Sunday, 8:00am - 9:00pm</i>	

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

Column One	Column Two	Column Three
<i>Tinakori Road</i>	<i>P60, Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 19.5 metres north of its intersection with Hobson Street (Grid coordinate x=1,749,042.0m, y=5,429,719.5m, and extending in a northerly direction following the eastern kerb line for 12.5 metres</i>
<i>Tinakori Road</i>	<i>P120, Except for Authorised Vehicles Monday to Saturday, 6:00pm - 9:00pm, Sunday, 8:00am - 9:00pm</i>	<i>East side, commencing 19.5 metres north of its intersection with Hobson Street (Grid coordinate x=1,749,042.0m, y=5,429,719.5m, and extending in a northerly direction following the eastern kerb line for 12.5 metres</i>

(g) *Loading zone P10 Class restricted (rectification) – **Raine Street** – Karori (TR 22-14)*

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

Column One	Column Two	Column Three
<i>Raine Street</i>	<i>P30 Loading Zone, Goods Vehicles Only Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 42.5 metres north of its intersection with Karori Road and extending in a northerly direction following the western kerb line for 16.5 metres.</i>

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

Column One	Column Two	Column Three
Raine Street	<i>P10 Loading Zone, Goods Vehicles Only Monday to Sunday, 8:00am - 6:00pm</i>	<i>West side, commencing 42.5 metres north of its intersection with Karori Road (Grid coordinates $x= 1,745,585.4m$ $y=$ $5,428,217.8m$), and extending in a northerly direction following the western kerb line for 16.5 metres.</i>

- (h) *3 new Bus stops at all times (Class restricted) – Churchill Drive – Crofton Downs (TR 23-14)*

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

Column One	Column Two	Column Three
Churchill Drive	<i>Bus Stop, at all times.</i>	<i>East side, commencing 365 metres south of its intersection with Waikowhai Street (Grid coordinates $x= 1,748,060.8m$ $y=$ $5,431,486.5m$), and extending in a southerly direction following the eastern kerb line for 14.5 metres.</i>

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

Churchill Drive	<i>Bus Stop, at all times.</i>	<i>East side, commencing 709 metres south of its intersection with Waikowhai Street (Grid coordinates $x= 1,748,060.8m$ $y=$ $5,431,486.5m$), and extending in a southerly direction following the eastern kerb line for 14.5 metres.</i>
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Add to Schedule B (Restricted Parking) of the Traffic Restrictions Schedule

Churchill Drive	<i>Bus Stop, at all times.</i>	<i>West side, commencing 37 metres north of its</i>
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intersection with Chartwell Drive (Grid coordinates x= 1,747,900.8m y= 5,431,110.1m), and extending in a northerly direction following the western kerb line for 14.5 metres.

- (i) *No stopping, at all times – **Moana Road** – Kelburn (TR 25-14)*

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

Column One	Column Two	Column Three
Moana Road	<i>No stopping, at all times</i>	<i>South side, commencing 60 metres south of its intersection with Disley Street (Grid coordinates x= 1,747,057.1m, y= 5,427,488.9m), and extending in an easterly direction following the southern kerb line for 67 metres.</i>
Moana Road	<i>No stopping, at all times</i>	<i>East side, commencing 43 metres south of the prolongation of its intersection with Disley Street (Grid coordinates x= 1,747,057.1m, y= 5,427,488.9m), and extending in a southerly direction following the eastern kerb line for 17.5 metres.</i>

- (j) *Residents Parking, at all times – **Emmett Street** – Newtown (TR 26-14)*

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

Column One	Column Two	Column Three
Emmett Street	<i>P60, Monday to Saturday, 8:00am-6:00pm</i>	<i>South side, commencing 33 metres south of its intersection with Riddiford Street and extending in an easterly direction following</i>

the southern kerb line for 18.5 metres.

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

Column One	Column Two	Column Three
Emmett Street	<i>P60, Monday to Saturday, 8:00am-6:00pm</i>	<i>South side, commencing 34 metres east of its intersection with Riddiford Street (Grid coordinates $x=1,748,939.26$ m $y=5,425,094.26$ m) and extending in an easterly direction following the southern kerb line for 8 metres.</i>

Delete from Schedule E (Residents Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Emmett Street	<i>P60, Monday to Friday, 8:00am-6:00pm, No stopping except for authorised residents vehicles</i>	<i>South side, commencing 51.5 metres east of its intersection with Riddiford Street, and extending in an easterly direction following the southern kerb line for 24.5 metres.</i>

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

Column One	Column Two	Column Three
Emmett Street	<i>Residents parking, at all times</i>	<i>South side, commencing 42 metres east of its intersection with Riddiford Street (Grid coordinates $x=1,748,939.26$ m $y=5,425,094.26$ m), and extending in an easterly direction following the southern kerb line for 34 metres.</i>

(k) *Residents Parking, at all times - **Minerva Street** - Ngaio (TR 27-14)*

Delete from Schedule E (Residents Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Minerva Street	<i>Monday to Friday, 8:00am-6:00pm, No stopping except for authorised residents vehicles</i>	<i>East side, commencing 32 metres south of its intersection with Mein Street and extending in a southerly direction following the eastern kerb line for 26.5 metres.</i>

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

Column One	Column Two	Column Three
Minerva Street	<i>No stopping except for authorised residents vehicles, at all times.</i>	<i>East side, commencing 33 metres south of its intersection with Mein Street (Grid coordinates x= 1,749,059.69m y= 5,425,222.90m) and extending in a southerly direction following the eastern kerb line for 26.5 metres.</i>

(l) *Time-limited parking (P10, Mon-Fri 9am – 10am and 2:30pm-3:30pm),
No stopping restriction - **Phillip Street** – Johnsonville (TR 05-14)*

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

Column One	Column Two	Column Three
Phillip Street	<i>P10, Mon-Fri, 9am-10am, 2.30pm-3.30pm</i>	<i>West side, commencing 113.5 metres north of its intersection with Broderick Road, (grid coordinates x= 1,750,978.3 m, y= 5,434,791.3m), and extending in a northerly</i>

direction following the western kerb line for 11.5 metres.

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

Column One	Column Two	Column Three
Phillip Street	<i>No stopping, at all times</i>	<i>West side, commencing 125 metres north of its intersection with Broderick Road, (grid coordinates $x= 1,750,978.3$ m, $y= 5,434,791.3$m), and extending in a northerly direction following the western kerb line for 5 metres.</i>

4. Background

The following information relates to the amendments before the Committee for approval.

- (a) *Reconfirmation of bus stop relocation, BYL and signage.–*
Lambton Quay– Wellington Central (TR 16-14) (Appendix 1)

Net parking: Unchanged

The original building (215 Lambton Quay) is being redeveloped from two main retail areas into multiple smaller shops. Several shops are now occupied and provide a boutique shopping experience along Lambton Quay.

The bus stop has been relocated 20 metres north towards Grey Street to facilitate the refurbishment.

The relocated bus stop has been operating satisfactorily during the building refurbishment. As the redevelopment is almost completed, this report is to formalise the new bus stop location.

- (b) *Police Department vehicles parking, at all times - **Cuba Street, Dixon St, Harris St** – Wellington Central (TR 17-14) (Appendix 2)*

Net parking: Unchanged

The current Police Department Vehicles parking spaces (two on Dixon St and one on Lower Cuba St) have only been used occasionally. Council Officers were approached by the Police to relocate their existing parking spaces to Harris Street.

The space on Harris Street proposed to be allocated to Police vehicles is on the north side outside the central police station.

Former police parking spaces on Cuba Street and Dixon Street are proposed to revert to metered parking, P120 Maximum, Monday to Thursday 8:00am-6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.

- (c) *Reconfirmation of Motorcycle parking, at all times – **Inglewood Place** – Te Aro (TR 18-14) (Appendix 3)*

Net parking: Unchanged

This resolution is to formalise the motorcycle parking in an area adjacent to an ethnic food outlet in Inglewood Place.

A temporary motorcycle park has utilised the space, formerly occupied by the vertical bungee which ceased trading in 2011. A new ethnic food caravan has been approved for this site which is also used to support temporary vendors that sell art, photography, and handcrafted goods.

- (d) *No Stopping, Monday to Friday 4pm – 6pm – **The Terrace – Lambton** (TR 19-14) (Appendix 4)*

Net parking: unchanged

Two coupon car parks, located 40 metres south of The Terrace/Salamanca Road intersection, during evening peak hours, are compromising the efficiency of the traffic flow on The Terrace and Salamanca Road. If vehicles are parked in these spaces during evening peak hours, it can cause an unnecessary build-up of vehicles on The Terrace as the available left turn lane is obstructed by vehicles waiting to go straight ahead.

Therefore it is proposed to install a No Stopping restriction 4:00pm – 6:00pm Monday to Friday.

- (e) *Residents parking, at all times - Grosvenor Terrace – Thorndon (TR 20-14) (Appendix 5)*

Net parking: Unchanged

The residents' parking on the southern section of Grosvenor Terrace was relocated to the northern side allowing safer access and has been in place for some time.

This report formalises the current residents parking restrictions in this vicinity.

Feedback received:

Name	Suburb	Agree Yes/No?
Richard Wards	Ngaio	No
Comments		
<p><i>I believe it is vital that the on street parking on the upper end of Grosvenor Terrace, all of Barnard and Lennel Roads remain for the use of all residents of Wellington and should not be made residents only. This area of Wellington is the only on street free parking. I have met many commuters' from Ngaio/Crofton Downs who often park on these roads then walk/bus in to town. These areas are also used by many local builders and contractors. I would not like to see this change happen as it would cause a precedent for the rest of the Grosvenor/Barnard streets become residents parking.</i></p>		
Officers response		
<p><i>The residents parking referred to in this resolution is at the lower end of Grosvenor Terrace, and have been in place for several years now. This resolution is just formalising what is already the existing on-street parking restriction.</i></p> <p><i>There are no proposed changes at the upper end nearer Barnard Street and Lennel Road therefore will this resolution will not affect the current parking in that vicinity.</i></p>		

- (f) *P60 Time limited parking to replace existing P30 – Tinakori Road – Thorndon (TR 21-14) (Appendix 6)*

Net parking: Unchanged

The Katherine Mansfield Birthplace Society has requested that the Council increase the existing parking time limit P30 in front of the house to P60, to give visitors and tourists sufficient time to sightsee at the childhood home of New Zealand's most famous author.

The Council proposes to replace the existing P30 with P60.

- (g) *Loading zone P10 Class restricted (rectification) – Raine **Street** – Karori (TR22-14) (Appendix 7)*

Net parking: Unchanged

This proposal is to change the existing P30 loading zone on Raine Street in front of the car park of Karori Mall and replace it with a P10 loading zone similar to other loading zones in the City.

- (h) *New Bus stops at all times (Class restricted) – **Churchill Drive** – Crofton Downs (TR 23-14) (Appendix 8a, 8b and 8c)*

Net parking: Unchanged

A long section of Churchill Drive between Blackbridge Road and Waikowhai Street does not have any formal stops for passengers to get on or off the buses. Historically bus services, such as the school buses, have stopped in traffic at informal stops or where school children or passengers wanted to get on /off. The bus operator operating these services has raised this problem with Greater Wellington Regional Council (GWRC) as a health and safety issue for passengers.

GWRC supports the operator on this issue and requests that WCC formally designate stopping places for passengers to safely use bus services on Churchill Drive. WCC proposes three formal bus stops on Churchill Drive to improve safety and community access to local shops, hospital, school, etc.

Feedback received:

Name	Suburb	Agree Yes/No?
James Burgess	Brooklyn	No
Comments		
<i>The Western side bus stop will deposit passengers where there is no pavement or safe place to stand, according to the diagram. This stop needs to move south, or be accompanied by new footpath, surely?</i>		
Officers response		
<i>Remedies to ensure a safe pick-up/drop-off and waiting area will be included as part of the installation of this bus stop.</i>		

Feedback received:

Name	Suburb	Agree Yes/No?
Anton & Raewyn Vogel	Crofton Downs	No
Comments		
<p><i>I object to the proposed bus stop opposite 113 Churchill Drive and in front of Bowen Hospital for the following reasons:</i></p> <p><i>Some 15-20 years ago we asked the Council to put in a holding lane in the middle of the road because it is was difficult for our children to cross the road and it was difficult to drive in and out of the shared driveway. If the bus stop is placed as shown on the map provided it will be dangerous for us to enter and exit our driveway as cars coming around the corner are likely to try and pass the bus using the holding lane to do so.</i></p> <p><i>I also think that someone is likely to go into either the back of the bus or our car if it is sitting in the holding lane when a bus is stopped there. In the past it was not uncommon for cars to come around the corner and overshoot the road, ending up in either the bushes or the Bowen car park – on the photo provided you can actually see where some trees are missing (this was due to drivers losing control coming around the corner).</i></p> <p><i>As an alternative I would like to suggest that the bus stop be placed further up Churchill Drive, beside the NZ Post box. I believe that this location would be safer because there is no driveway opposite the bus stop and cars tend to have less speed on this section of the road and the vision is better there.</i></p>		
Officers response		
<p><i>This proposed stop is located on the eastern side of Churchill Drive and on the same side of the road and in close proximity to Bowen Hospital. The objector agreed to the definite need for a bus stop in the area but his concerns related to the possible restricted access to his property and the concern that a bus stopped in this location could cause vehicles travelling southbound on Churchill Drive to either brake heavily and/or pass the bus on the hatched road markings that have been provided in advance of the right-turn pocket to Bowen Hospital. His property is one of eight properties that are served by a single entry/exit driveway and there have been no other objectors from these eight properties.</i></p> <p><i>Further investigation by officers has found that no injury crashes have occurred on this stretch of road in the period 2009-2013; the bus frequency on Mondays to Fridays is two/hour up to approx. 8.50am and then one/hour through to approx. 5.50pm plus up to seven school buses and it is understood that there are no plans to expand the existing services in the next 12-18 months. There are no other suitable alternatives for a bus stop on this stretch of road.</i></p>		

The gentleman concerned has been telephoned and based on these facts he is reasonably comfortable with the proposed location of the bus stop as long as we and the Greater Wellington Regional Council monitor the operation of the stop and provide measures to mitigate any safety concerns if they arise. We assured him of our intent to undertake this and that this was our standard traffic engineering practice.

- (i) *No stopping, at all times – **Moana Road** – Kelburn (TR 25-14) (Appendix 9)*

Net parking: Unchanged

We have received a petition from the residents of Moana Road to address a roading problem in a section of their street. The section, between numbers 73 and 82, is narrow, is part of the bus route, and has parking available on both sides.

The surrounding properties have limited ability or no ability to park off road. There is also off street parking on this section of Moana Road that belongs to properties in Norna Crescent.

Over the years, residents have managed to park in a zigzag manner on either side of this section of road to let the buses get through. However, other members of the public who are not familiar with this road such as visitors, trades people, or new tenants sometimes park in a way that obstructs buses from getting through or make it difficult for residents to access their driveways.

The bus company mentioned that they do on occasion encounter problems with awkwardly parked vehicles impeding bus progress and they are forced to divert or terminate services because of a blockage. They estimate this happens 4 or 5 times a year.

The Go Wellington Bus Company and Greater Wellington Regional Council support better access for the bus service in Moana Road

This proposal seeks to alter the parking arrangements to make this more satisfactory.

Feedback received:

Name	Suburb	Agree Yes/No?
Jenni Pike	Kelburn	Yes
Comments		
<i>Thank you for your letter and report advising the proposal to install No Stopping restriction on Moana Road, Kelburn. My husband, Doug Crump, and I give it our full support.</i>		

- (j) *Residents Parking, at all times – **Emmett Street** – Newtown (TR 26-14) (Appendix 10)*

Net parking: Unchanged

Council Officers have received a petition from residents along Emmett Street requesting additional residents' parks.

There are 4 existing residents' parks on the street that are P60 except for residents, Monday to Friday 8am to 6pm.

With the busy Newtown School Market on weekends, plus the ongoing parking demand from the adjacent Wellington Hospital, it is getting more difficult for residents to find available parking. Therefore it is proposed to increase the number of resident parks and change the restriction to at all times.

This will allow affected residents in the area to have ample parking throughout the week. The rest of the parking along Emmett Street will remain time limited or unrestricted.

- (k) *Residents Parking, at all times – **Minerva Street** - Newtown (TR 27-14) (Appendix 11)*

Net parking loss: unchanged

Council Officers have received a request from a resident along Minerva Street to extend the residents parking restriction to at all times.

Currently, there are 4 existing residents' parks on the street with a restriction of Monday to Friday 8am to 6pm only. With the busy Newtown School Market on weekends, plus the ongoing parking demand from the adjacent Wellington Hospital, it is getting more difficult for residents to find available parking.

This proposal to extend the restriction to at all times will allow affected residents in the area to have ample parking throughout the week. The rest of the parking along Minerva Street will remain unrestricted.

Feedback received:

Name	Suburb	Agree Yes/No?
Margaret Peace	Newtown	Yes
Comments		
<i>As a resident with a parking permit I find it exasperating on Saturdays that I often cannot get a park if I have had to go out in my car. I often collect my grandchildren and then find I have to search for a park two or three streets away rather than parking in close proximity to my home.</i>		
<i>I would really appreciate the change suggested being made.</i>		

- (l) *Time limited parking (P10, Mon - Fri 9am – 10am, 2:30pm – 3:30pm), No stopping restriction – **Phillip Street** – Johnsonville (TR05-14) (Appendix 12)*

Net parking: Unchanged

This resolution was originally to install two P10 time limited parks outside Independent Living Services; 30 Phillip Street, Johnsonville; to aid the drop off and collection of their clients, a large number of whom are wheelchair users. Secondly, because of the common occurrence of school parents parking over the driveway it was proposed that broken yellow lines are installed over the driveway.

One submission in support, and two objections to the original proposal were received and in light of this feedback, officers agreed to review the traffic resolution and find an alternative solution that would still address the needs of Independent Living Services while also responding to the concerns of objectors.

Taking into account these objections, officers have reduced the 10 minute time limit from a 24/7 restriction to Monday to Friday 9am to 10am and 2:30pm to 3:30pm. Officers have confirmed with Independent Living Services that this meets their needs, to a much lesser degree than the original request for a mobility park, however it will still be a huge help to their service and their clients.

Those who objected to the original proposal have been advised of the updates to the resolution.

Feedback received:

Name	Suburb	Agree Yes/No?
Adrian Douglas	Johnsonville	Yes
Comments		
<i>I agree with making 2 parking spaces available for Independent Living Services (ILS). I am involved with an organisation what</i>		

meets at the Masonic Centre across the road. Many of our members are elderly with reduced mobility. We meet almost exclusively in the evenings or on weekends. I have rung ILS and they have confirmed they operate on weekdays during business hours. Restricting the P10 to 8:30am-5:30pm Monday to Friday would suit both of our organisation's needs. It would also make resident parking available on this (now) busy road outside those hours.

Feedback received:

Name	Suburb	Agree Yes/No?
Dave Crampton	Johnsonville	No
Comments		
<p><i>I do not oppose a proposal to install yellow lines over the driveway at 30 Phillips Street to discourage illegal parking.</i></p> <p><i>I strongly oppose the installation of two 10 minute parking zones as outlined in the proposed traffic resolution.</i></p> <p><i>I do not consider that such a solution to a private business problem should be borne by Johnsonville residents to exclusively benefit a single business. It is also at odds with the intent of the district plan, which, in terms of parking, has regard for future parking in years to come, as opposed to having regards to requests that simply benefit private businesses.</i></p> <p><i>Phillips Street has a large volume of traffic during school drop off and pick up time, as many of pupils from the St Brigid's school live in areas such as Churton Park and Newlands. Parking supply in the street is well below the demand for it, particularly during the periods before and after school, when buses also utilise the street. Even in off peak periods, the street does not allow two-way traffic in several places.</i></p> <p><i>The council has said in its Traffic Resolution Report TR05-14 that traffic in the area has "increased dramatically". This is false. Traffic has been an issue in the area for years, particularly with Park and Ride customers who park in the area as there is insufficient park and ride car parking for train and bus commuters near the station and Johnsonville hub. Available parks are full well before parents take their children to school each day.</i></p> <p><i>There have been concerns with traffic well before Independent Living Services (the applicant) chose to set up business in Phillip Street just three years ago.</i></p> <p><i>St Brigids School has been in the area since 1929. I am on the school's board of Trustees and the Council has never contacted the</i></p>		

school or its board to advise them of these proposals.

While the proposed parking zones can be utilised by the public, proposals are primarily aimed to benefit a private business that has its own driveway, the Masonic Lodge car park across the road could be used as a drop off point.

It is not appropriate for drivers, particularly school parents, to be restricted to 10 minutes when they have to walk to the school, collect their children, and perhaps talk to the teacher and other parents, and walk back – all within the 10 minute time frame, should they choose to lawfully park outside 30 Phillips Street.

We note that the applicant requested two mobility parks that were declined by the Council. The proposed parks that have been suggested in place of the declined proposal will have the same effect, that is, they will deny residents the opportunity to park on these side street parks, in this case for more than 10 minutes.

While I am opposed to further time limited parking on busy streets such as Phillips St, I am strongly opposed to a 10 minute permanent parking restriction in an area where there are fewer parks available than previous years.

Two mitigating initiatives could include:

- 1. Any 10 minute parking restriction must be limited to times outside 8.00- 9:15am and 2.45-3.30pm Monday to Friday. Parking be restricted to P30 in the two above mentioned parking spaces outside these times.*
- 2. The Wellington City Council could instil more new Park-n-Ride parks so that commuters do not use Phillip Street and surrounding areas to park their car before catching the bus and train to work.*

The applicant may wish to approach the Masonic Lodge and utilise vacant car park spaces directly across the road from their premises at the vacant Masonic Lodge car park and have public taxis refrain from parking across their own driveway when there are vacant car parks directly across the road.

Officers response

The Council actively engages in finding parking solutions to support services which provide a public good, such as Independent Living Services, and this is the case whether that business is or is not a private or a publicly owned business. As part of the Accessible Wellington Action Plan the Council is committed to improving the ease at which people with access needs can travel throughout our city.

An approach to use the Masonic Lodge parking was declined by the Lodge.

The traffic resolution recorded that Independent Living Services believed the traffic had increased since they located in the street; however we accept the point made in two submissions that traffic has been heavy in this location for a decade.

Given the likelihood that the current car parks are being used by park and ride users rather than school users, officers believe any restrictions should not have a detrimental effect on school users, and in fact may be advantageous for school related drop-offs / pick-ups.

*Taking into account the feedback received, **officers have amended the proposed traffic resolution and recommend the 10 minute time limit be restricted to Monday to Friday 9am to 10am and 2:30pm to 3:30pm.***

Independent Living Services have advised that this meets their needs, to a much lesser degree than the original request for a mobility park, however it will still be a huge help to their service and their clients. This would also potentially better meet the needs of the school parents and other users.

Feedback received:

Name	On behalf of	Agree Yes/No?
Graeme Sawyer	Johnsonville Community Association	No

Comments

The Johnsonville Community Association strongly supports the proposal to install yellow lines over the driveway at 30 Philip St to discourage illegal parking across a legitimate access-way. However,

The Johnsonville Community Association strongly opposes the installation of two 10 Minute parking zones as outlined in this Proposed Traffic Resolution. This proposed traffic resolution represents a publicly "funded" solution to a private "businesses" problem; the opportunity cost of creating two P10 spaces (which will benefit a single business almost exclusively) will be borne by residential occupants of Johnsonville, and that is morally inappropriate and against our understanding of the intent of the operative district plan. JCA is a residents group, and we speak for residents, businesses and groups who use Johnsonville, and the vast majority of those

people use this area for residential and school related parking: our default position is to protect the interests and utility rights of long standing Johnsonville residents and community services, such as schools. St Brigids School on Philip St is a classic case; the school has a particularly large volume of vehicular traffic associated with it, as many of its pupils travel from out of Johnsonville, and there has long been inadequate direct public transport to the school from its catchment - so fewer kids walk or bus to this school than do other local primaries, and more are driven. This, combined with the young age of many of its students, mean that Philip St is ensnared in traffic for large portions of the day, in part due to school activity. So a "10 minute time limit" is not appropriate for those school commuters, who often do not simply "drop & run" but who accompany their kids into class and chat with their teachers, etc. Such Activity is part of normal suburban family life, and we seek to preserve that.

As you rightly pointed out in your File Ref 8/30/41Pt3, Philip street is a surprisingly busy suburban street with parking supply well below demand for it. The layout of the street is downright hostile to the large volumes of traffic that use it. Depending on how well cars are parked on the street side, and the size of vehicles (sometimes school buses use the street, occasionally from opposing directions, causing user mayhem). Even with "regular" vehicular traffic, the street is does not allow two-way traffic in several places for much of the day.

We strongly disagree with the "facts" as presented in your consultation document, and its logic, as follows:

1/ You state in your proposed traffic resolution that while Independent Living Services' business traffic has "expanded" and that the traffic volume and parking usage on Philip St has increased dramatically. We take strong issue with these assertions; as local residents and long-time users of this street, JCA members know that this statement is quite wrong. The parking and traffic bedlam that is Philip Street has been ongoing for decades, and we can state confidently that the appalling state of affairs has not worsened in the last decade, simply because it physically cannot get much worse. The premium for parking space here certainly pre-dates ILSs presence by a very considerable period of time, and it is our assertion that the owners of this business could have reasonably expected to locate their venture in an area with appropriate parking, rather than in an area so very well known for the inadequacy of vehicle access and parking facilities, as Philip Street surely is.

2/ It is the view of the Johnsonville Community view that installation of these two 10 minute parking zones would have

exactly the same practical effect on parking in the area as the mobility parks requested by the applicant and declined by WCC - ; namely to deny local residents very scarce street-side parking spaces twenty four hours a day, seven days a week. The negative effect on local residents in such a high (and increasing) -density residential area is entirely disproportionate to

3/ Our observations conflict with the assertion that taxis are the prime reason for Independent living Services to request improved street access; Independent living Services owns or operates at least two large vans to transports a great many of its Patients and these are obliged to use the long driveway on the north side of the property. It is our view that, should the parking time limit be introduces, these vehicles- rather than taxis - would claim effective sole use of the street side parking for much of the time the business is in operation. This is a private commercial use of high-demand public parking space to which they have no legitimate right.

Private alternatives to the proposed publicly funded resolution.

Independent Living Services is a commercial business and they have commercial solutions available to them to address their parking access difficulties. Almost directly across the road is The Masonic Lodge, and while their 12-car parking area is often full for evening meetings, during the day this park remains almost completely empty: Independent Living services could easily negotiate to use their particularly spacious parking and access area during the daytime when it is essentially unused, and wheelchairs could easily negotiate the road (vehicular traffic moves slowly down it, so is easily negotiated, and this council be facilitated by appropriate traffic signage).

The ultimate commercial solution available to them is to move to commercial premises more suited to their commercial operations than one such as the burgeoning medium-density housing zone with particularly high school traffic that is Philip street.

Their Property at 30 Philip St has adequate space for additional parking on-site. ; They could install parking access options at the front of their building without impinging on public space. The existing driveway also provides access to a positively enormous rear yard, where investment in paving & retaining walls could utilise a colossal 22m x 45 m parking space without impinging on the existing dwelling/business premises. While this may cost them, the point here is that private parking solutions are possible, and there is no reason why the people of Johnsonville should be asked to pay for this private businesses parking solutions.

Contravention of the intent of the operative district plan.

We would also like to draw your attention to the Environment court ruling in 2013 which directed that WCC have regard to the individual and cumulative effect of residential intensification on parking and traffic. This was added after BOTH sides in the court challenge - represented by Harriet Fraser consulting Traffic planner, and Steve Spence from WCC- agreed that consents should give particular regard to the ongoing effect on, and demand for vehicular access to this burgeoning high-density residential area. Since district plan changes (MDRA) were mooted six years ago, and passed into law three years ago, Philip Street has been publicly notified as being marked for Residential intensification, and in a street that is already far beyond its existing capacity (let alone that which will be placed on it by the high density dwellings that will soon follow), it is quite inappropriate that still more side-street parking be taken away from the pool of spaces available for residential visitor parking.

New residential developments of less than 7 units (and realistically, no local sections are large enough to accommodate more than six units) will not be obliged to provide any "visitor parking", and it is a traditional and reasonable expectation that such visitor parking is available on the street. Tying two more parks up 24/7 in what is already a very busy street is, we feel, entirely undesirable.

Potential mitigation:

While we are opposed to any time limited parking at all on this street, mitigating initiatives might include:

- *Installation of "caution - disabled people crossing" signage from Masonic hall car-park*
- *30 km/h speed zone along Philip St. To facilitate wheelchair road - crossings (no handicap to cars, as traffic is already that slow or slower most times, due to congestion)*
- *Alternate solutions to control traffic on Philip St. – i.e. busses confined to Dr. Taylor terrace only.*
- *WCC installation of a 200 park new park-n-ride facility near the train station to relieve extreme parking stress on surrounding residential streets like Philip St.*
- *Restriction of time limited parking zoning to normal business hours (24/7 Mon-Sun is utterly inappropriate).*

Regardless, if any changes to parking are made to benefit this commercial enterprise, we feel it appropriate that there be a commercial cost levied against the business that benefit's, and that a portion of that cost be paid to the community to offset the negative effects on it.

Please provide any supplementary material you may have - such as the applicant's justification for this proposed resolution - to us by return email. Thanks.

We fully expect several other affected parties in this street to similarly oppose this proposed resolution, and we urge WCC officials to heed this body of opposition, to withdraw the proposal, and to encourage the applicant to pursue private solutions to their parking difficulties.

Officers response

See officer's response to previous objector above.

5. Conclusion

Officers consider that the proposed traffic resolutions will support the achievement of the Council's Transport Strategy Outcomes of safety, accessibility, efficiency and sustainability. The Committee is therefore asked to approve the proposed resolutions.

Contact officers: Steve Spence, Chief Transport Planner, City Networks and Kelly Rumens, Project Coordinator, City Networks

SUPPORTING INFORMATION

1) Strategic fit / Strategic outcome

The recommendations support Council's desire to provide a coherent and efficient transport system that aids economic development (see Council's Long Term Outcomes 2.2 More Prosperous).

2) LTCCP/Annual Plan reference and long term financial impact

The work required is contained in a range of Operating Project budgets.

3) Treaty of Waitangi considerations

Not Applicable

4) Decision-making

This is not a significant decision. The recommendations reflect the views and preferences of those with an interest in this matter

5) Consultation

a) General consultation

Recommendations have been publicly advertised.

b) Consultation with Maori

Not Applicable

6) Legal implications

The recommendations comply with the legal requirements for amendments to traffic restrictions laid down in the Bylaws.

7) Consistency with existing policy

This report is consistent with existing WCC policy.