

## Traffic Resolutions Summary Table RPC November 2024

Traffic Resolution (TR)	Location	Current State	Proposed State	Strategic Driver	Source of TR	Other Options Considered	Net Parking Removal/ Addition	Annual Parking Revenue Impact	Beneficiaries of Proposed Change			Description of Proposed Change	Feedback
									Daily Traffic Volume	Monthly Bus Passenger Number	Public Impact (Pedestrian; cyclist, Bus patron, accessibility)		
<b>TR125-24</b>	Rintoul Street & Luxford Street, Berhampore	Bus Stop	Removing & Reinstating Bus Stop	Support shift in type of transport used – facilitate a shift to using active (e.g. walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles. Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles. Support move to become an eco-city – facilitate the uptake of transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to reduced carbon emissions and better air quality.	Bus stop #7123 was proposed to be removed as part of the Berhampore to Newtown bus, bike, and pedestrian improvements as there were four stops in close proximity. There was a communal preference to retain bus stop #7123. Following further consultation, officers have decided to remove bus stop #7122 and retain #7123.	<b>Option 1:</b> Combine both stops at 186 Rintoul Street. This option was consulted on in September 2023. Feedback was received that this would not provide a stop for SWIS students on the Kilbirnie Schools bus with an option to get off the bus after the town centre. Residents of the South Rintoul St catchment also said the extra 150m they had to walk was too far for some. <b>Option 2:</b> Combine both stops outside 208 Rintoul Street. This option is between both current bus stops and would provide a location that is equidistant for current users from either current bus stop #7122 & #7123. This option would serve SWIS students wishing to get off the bus before it turns into Te Wharepouri Street. Metlink was unable to obtain agreement to place a shelter in this location, so we are unable to pursue this option.	No change	N/A	Rintoul Street: 3,300, (6% heavy) Luxford Street: 7,670 (6% heavy)	#7122: 2,304 boarding, 914 alighting #7123: 1,659 boarding, 307 alighting	Improves safety for people on bikes on Rintoul Street by reducing bus/bike conflict on the uphill. Improves accessibility for bus users from the southern Rintoul Street catchment and SWIS students over what was previously approved. Improves bus service efficiency.	<ul style="list-style-type: none"> <li>Remove bus stop #7122 on Rintoul Street and reinstate bus stop #7123 on Luxford Street.</li> </ul>	Yes= 24 No= 14
<b>TR128-24</b>	Adelaide Road, Berhampore	Bus Stop	Formalising Bus Stop & No Stopping At All Times	Support shift in type of transport used – facilitate a shift to using active (e.g.	The bus stop platforms at Duppa Street were installed as part of the	<b>Option 1:</b> Locating the bus stop before the crossing. The road width is more	No change	N/A	12,800, (8% heavy)	70 boarding, 1,880 alighting	Improves safety and accessibility for all users of the pedestrian crossing.	<ul style="list-style-type: none"> <li>Move Bus Stop #6126 for public safety reasons.</li> </ul>	Yes= 24 No= 10

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				walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles. Support safe movement – facilitate the safe and efficient movement of people and good by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.	Berhampore to Newtown bus, bike, and pedestrian improvements project. When the bus stop was installed, construction adaptations onsite resulted in the bus box being closer to the crossing than designed, restricting visibility of people crossing.	constrained here and this would have meant creating a completely new bus stop platform and drainage. This would have been costly and taken several weeks longer than extending the current platform for which drainage was already in place. It would have also created a very tight situation when two buses were in the stops. From our discussions with emergency services, we know they would like as much space as possible between opposing in-lane bus stops.					Improves accessibility and safety for public transport users needing to cross the road to the bus stop. Improves driver visibility of pedestrians. Improves visibility of pedestrians on the crossing and increases safety for pedestrians of all ages.		
TR130-24	Sutherland Road, Lyall Bay	Unrestricted Parking	No Stopping At All Times	Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.	Council have received accessibility concerns from residents and Council Parking Enforcement Officers about access for large vehicles, including rubbish trucks and emergency vehicles, to the Sutherland Road Extension between nos. 167 and 185.	<b>Option 1:</b> Broken Yellow Lines entirely on both sides of the Sutherland Road extension. This option is not preferred as it would remove all on-street parking for residents. <b>Option 2:</b> Broken Yellow Lines only around the bend of the Sutherland Road extension. This option is not preferred as the beginning straight section of the Sutherland Road extension is still too narrow for access by larger vehicles with parked vehicles and	Removal of seven unrestricted parking spaces.	N/A	110 (2023)	N/A	Improves safety and accessibility for large vehicles, especially emergency vehicles such as ambulances. Improves safer turning movements.	<ul style="list-style-type: none"><li>Install No Stopping At All Times (Broken Yellow Lines).</li></ul>	Yes= 28 No= 11 Yes/No=1

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						would not resolve the concerns raised.							
TR131-24	Kaiwharawhara Road, Kaiwharawhara	Unlimited Parking	Time Limited Parking	Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles. Support city place-making, amenity, and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.	Council have received a request to install a time limit on the existing unlimited parking located on Kaiwharawhara Road. Reports from the public have made officers aware that these parking spaces are being used as all day parking, likely by those who are working further down Kaiwharawhara Road.	<b>Option 1:</b> P120 – This time limit is too short for this scenic location and would not be consistent with the parking restrictions further down Kaiwharawhara Road.	Converting five unrestricted parking spaces to P180. Formalising three unrestricted parking spaces into P180.	N/A	7885 (2023)	N/A	Improves parking availability.	<ul style="list-style-type: none"> <li>Propose P180 8am – 6pm Monday – Friday Time Limited Parking Restrictions.</li> </ul>	Yes= 23 No= 15
TR134-24	Queens Drive & Cruickshank Street, Kilbirnie	Unrestricted Parking	Time Limited Parking, NSAAT	Supports business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services. Support city placemaking, amenity, and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage,	Council has received concerns from the Kilbirnie Mosque regarding the limited parking availability in the area due to the unrestricted parking on Cruickshank Street which encourages all day parking, particularly for commuters.	<b>Option 1:</b> Install P120 parking instead of P90. This option is not preferred as it does not provide enough parking turnover of vehicles, therefore limiting accessibility for those accessing the Mosque. <b>Option 2:</b> Extent the P90 down the whole northern side of Cruickshank Street. This option is not preferred as it limits parking availability for nearby residents.	Converting five parallel P120 parks to P90 parks and seven angled unrestricted parks to P90. <b>Amendment:</b> convert one unrestricted parking space outside the Mosque on Queens Drive to P90	N/A	Queens Drive: 5,598 (2022) Cruickshank Street: 369 (2011)	N/A	Improves safety and accessibility for visitors to the Mosque and nearby businesses by promoting a higher turnover of parked vehicles. Improves safer access for those visiting the Mosque with parking directly outside.	<ul style="list-style-type: none"> <li>Convert five P120 parallel parks to P90 Monday – Sunday 8am – 8pm on Queens Drive.</li> <li>Convert seven unrestricted angled parks to P90 Monday – Sunday 8am – 8pm on Cruickshank Street.</li> <li>Install seven metres No Stopping At All Times restriction over Kilbirnie Masjid vehicle entrance on Queens Drive.</li> <li><b>Amendment:</b> post consultation, officers propose to reduce the scope of broken yellow lines to the south of the vehicle entrance to the Mosque on Queens</li> </ul>	Yes= 10 No= 14

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				creative arts, good urban design outcomes and attractive streetscapes.			and extend parking bay.					Drive and extend the proposed P90 parking bay.	
<b>TR136-24</b>	Featherston Street, Pipitea	Metered Parking	Metered Mobility Parking	Support city place-making, amenity, and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes. Supports access for all – ensure disabled people, older people, people who are pregnant, and people with babies can access the city, Council facilities and venues. This will be achieved, in part, through an improvement in mobility parking across the city.	Council have received a request from a member of the public to install a mobility parking space near Bay Audiology Wellington at No. 63 Featherston Street.	<b>Option 1:</b> Convert one of the middle Metered Parking bays into a Metered Mobility Park, rather than at an end bay. This option is not preferred as middle parking bays can be less accessible for mobility park users. <b>Option 2:</b> Convert the opposite end Metered Parking Bay closest to Bunny Street into a Metered Mobility park, rather than the proposed end bay outside no. 63 Featherston Street. This option is not preferred as this parking bay is a farther distance from Bay Audiology than the proposed location.	Converting one Metered Parking space to one Metered Mobility Parking At All Times	N/A	10,065 (2021)	N/A	Improves the viability of business wellbeing. Improves safety and accessibility for mobility park users.	<ul style="list-style-type: none"> <li>Install one Metered Mobility Parking At All Times, P120 Maximum, Monday – Friday 8:00am – 5:00pm, P180 Maximum Monday – Friday 5:00pm – 8:00pm, Saturday – Sunday 8:00am – 8:00pm.</li> <li>Remove one metre of No Stopping At All Times to allow for yellow hatching and a mobility ramp.</li> </ul>	Yes= 19 No= 13
<b>TR137-24</b>	Oriental Parade, Oriental Bay	Metered Parking	Residents Parking	Support city place-making, amenity, and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.	A new vehicle crossing has been installed at No.108 Oriental Parade as part of a redevelopment of the site.	<b>Option 1:</b> Remove on Resident Parking space outside no. 108 Oriental Parade, but not permanently convert any of the temporary angled Resident Parking spaces into permanent Resident parks and returning them to Metered Parking spaces. This option is not preferred as this would result in a loss	Removal of one and a half Resident Parking spaces. Convert two Metered Parking spaces to Resident Parking spaces on the north side.	\$17,800 revenue loss	14,876 (2023)	N/A	Improves parking availability.	<ul style="list-style-type: none"> <li>Remove one parallel Resident Parking space outside No.108 Oriental Parade.</li> <li>Install two angled Resident Parking spaces opposite No.108 Oriental Parade.</li> <li>Install eight metres of No Stopping At All Times across the new vehicle crossing for No.108 Oriental Parade.</li> </ul>	Yes= 22 No= 24

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						of Resident Parking for the neighbourhood.	Gain one Residents Parking space if three vehicles are able to fit, otherwise there is no change.						
<b>TR138-24</b>	Johnsonville Pool & Library Carpark, Johnsonville	Time Limited Parking	Time Limited Parking At All Times	Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services. Support city placemaking, amenity, and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.	The Council has received complaints from facility users about vehicles exceeding their time limits, particularly during the morning and afternoon hours.	<b>Option 1:</b> Change the existing parking restrictions from 81m – 6pm to 6am – 9pm in lieu of “At All Times” – this option is not preferred as this may encourage people to leave vehicles overnight.	N/A	N/A	N/A	N/A	Improves safety and accessibility for Council facilities. Improves safety and accessibility for mobility park users. Improves parking availability.	<ul style="list-style-type: none"> <li>Change the parking restrictions to At All Times:</li> <li>P120 8am – 6pm to P120 At All Times</li> <li>Mobility to Mobility At All Times</li> <li>P10 Loading Zone to P10 Loading Zone At All Times</li> <li>Authorised Vehicles Only to Authorised Vehicles Only At All Times</li> </ul>	Yes= 30 No= 20
<b>TR139-24</b>	Newtown West & Berhampore	Inaccurately identified parking restrictions	Formalising Parking Restrictions	Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles. Support city placemaking,	During the installation of the new signs, poles, and markings, we discovered minor discrepancies in the original traffic resolution for the Newtown West and Berhampore zones.	Options were considered as part of the Newtown & Berhampore Parking Management Plan TR157-23 consultation (including letter drops and drop-in sessions), further information on this consultation can be found at <a href="#">Supporting</a>	Formalising what is currently existing.	N/A	N/A	N/A	Improves parking accessibility for residents and mobility users. Improves short-stay accessibility for visitors, shoppers, and tradespeople. Formalising existing restrictions in order to be enforceable.	<ul style="list-style-type: none"> <li>Retain existing P10 Loading Zone and reduce the P180 by one parking space.</li> <li>Retain one existing P30 park and reduce P180 restriction by one parking space.</li> <li>Retain two existing P30 parks and reduce the P180 by two parking spaces.</li> <li>Retain existing mobility park and reduce the P180 by one parking space.</li> </ul>	Yes= 20 No= 13



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				amenity, and safety – ensure on-street parking design and placement.		<a href="#">documents   WCC Transport Projects.</a>						<ul style="list-style-type: none"> <li>Reduce P180 parking by one space due to difficult pole location for signage.</li> <li>Retain one existing P10 park and reduce P180 by one parking space.</li> <li>Removal of P120 parking to unrestricted parking (seven parks).</li> <li>Retain existing bus stop and remove P180 restriction (five parks).</li> <li>Remove two P180 parking spaces to No Stopping At All Times as part of the Berhampore to Newtown Cycleway Project.</li> </ul>	
<b>TR141-24</b>	Thorndon Quay, Pipitea	Metered & Time Limited Parking	Amendment of Legal Descriptions	Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.	In response to feedback from stakeholder engagement during the construction phase of the project.	N/A	Providing an additional two parks to the approved original traffic resolution - TR26-23.		Monthly counts: Traffic: 295,000 Cyclists: 16,000	160,000	Improved levels of service for bus users including improved access, journey times and reliability. Provides sufficient capacity for growth in public transport. Improved levels of service and reduces the safety risk for people walking and cycling along and across Thorndon Quay and Hutt Road. Reduces the frequency and severity of crashes. Improves the amenity of Thorndon Quay to support the current and future place aspirations for the corridor/area. Maintains similar access for people and freight to the ferry terminal.	<ul style="list-style-type: none"> <li>Amend the approved TR26-23, this involves:</li> <li>Amend the legal description of the metered and mobility parking. This does not involve changing what had been consulted on previously for this area. The aim is to clarify the existing restrictions to ensure clarity.</li> <li>Mobility and loading zone locations in the approved design have been shifted to provide better accessibility along the corridor.</li> <li>Parking restriction changes were made to improve accessibility to certain locations.</li> </ul>	Yes= 16 No= 30 Yes/No=1
<b>TR142-24</b>	Kent Terrace & Majoribanks Street,	Kerbside Parking	Kerbside Parking Changes	Support shift in type of transport used – facilitate a shift to using active (e.g.	This work forms Stage 1 of the Golden Mile	<b>Kent Terrace:</b> We considered the option of removing the loading bays and	5m loss of Motorcycle parking.	\$8386.96 revenue loss	Kent Terrace: 11,000	N/A	Improved pedestrian safety and connectivity between	<b>Kent Terrace:</b> <ul style="list-style-type: none"> <li>Remove 16m of No Stopping</li> <li>Remove 13.5m of No Stopping</li> </ul>	Yes= 18 No= 23

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	Mount Victoria			walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles. Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing any stationary vehicles. Support business wellbeing – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services. Support city placemaking, amenity, and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes. Support access for all – ensure disabled people, older people, people who	transformation project.	motorbike bays entirely. However, this approach was not favoured, as these spaces are essential for local businesses. Additionally, this area is a popular motorbike parking spot, and there is a high demand for motorbike parking throughout the city. <b>Majoribanks Street:</b> We considered removing the parking by installing broken yellow lines instead of extending the clearway hours. However, this option was not preferred as it would restrict loading and parking for local businesses during non-peak hours when queuing isn't a problem at the signalised intersection.	Removal of two metered parking spaces.		Majoribanks Street: 4500-6400 300 cyclists		Courtenay Place and Kent Terrace. Supporting businesses through an improved street environment.	<ul style="list-style-type: none"> <li>Remove 10.6m of Motorcycle Parking</li> <li>Remove 12m of P10 Loading Zone – Goods Vehicles and Authorised Vehicles Only, P10, Monday – Saturday 8pm – 6pm</li> <li>Remove 18m of Taxi Stand, At All Times</li> <li>Remove 12m of Metered Parking P120 Monday – Thursday 8am – 6pm, Friday 8am – 8pm, Saturday and Sunday 8am – 6pm (5 parallel spaces)</li> <li>Propose 38m of No Stopping</li> <li>Proposed 8m of No Stopping</li> <li>Propose 5m of Motorcycle Parking</li> <li>Propose 12m P10 Loading Zone – For Goods Vehicles and Authorised Vehicles Only, P10, Monday – Saturday 8am – 6pm</li> <li>Propose 18m of Taxi Stand At All Times</li> </ul> <b>Majoribanks Street:</b> <ul style="list-style-type: none"> <li>Remove 51m of Clearway, Monday – Friday 7am – 9am</li> <li>Remove 18m of existing metered parking (time varies)</li> <li>Remove existing P30 Loading Zone 9am – 6pm and 6pm – 7am Monday – Sunday</li> <li>Propose 55m of Clearway, Monday – Friday, 7am – 9am and 4pm – 6pm</li> <li>Propose 18m of metered parking (time varies) 9am – 4pm and 6pm – 8pm Monday – Friday and 8am – 8pm Saturday and Sunday</li> </ul>	

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				are pregnant, and people with babies can access the city, Council facilities, and venues. This will be achieved, in part, through an improvement in mobility parking across the city. Support move to become an eco-city – facilitate the uptake of car sharing, electric vehicles, and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to reduced carbon emissions, better water quality, air quality, stormwater management and biodiversity outcomes.								<ul style="list-style-type: none"><li>Proposed P30 Loading Zone 9am – 4pm and 6pm – 7am Monday – Friday and At All Times Saturday and Sunday</li></ul>	
TR143-24	Kenya Street, Ngaio	Unrestricted Parking	No Stopping At All Times	Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.	Council have received safety concerns from Ngaio residents about cars parked on the corner of Kenya Street outside No. 68.	<b>Option 1:</b> Do nothing. This option retains the existing parking layouts and does not resolve the safety issues raised by the public.	Removal of three unrestricted parking spaces.	N/A	7,537	N/A	Improves safety and accessibility for road users (drivers and cyclists) on Kenya St. Improves bus services. Improves driver visibility for those exiting Trelissick Crescent.	<ul style="list-style-type: none"><li>Install 37 metres of No Stopping At All Times (Broken Yellow Lines)</li></ul>	Feedback from TR90-24: Yes= 5 No= 4