

**Reference:** TR 111 – 16

**Location:** Cuba Street / Abel Smith Street - Wellington Central

**Proposal:** No Stopping Restrictions and Signalisation at Intersection

**Information: Introduction**

A presentation was made over twelve months ago to the Transport and Urban Development Committee by two members of 'Active' which is a youth service for young people with intellectual disability. They highlighted this intersection for improvements and included in their concerns were accessible to all members of the Wellington community; 4-way stops are very unusual and drivers and pedestrians do not know how to use them safely; the intersection is very busy with a high number of pedestrians crossing the road.

WCC also receive regular enquiries from members of the public about road safety at this intersection.

For the 5 years from 2009- 2014 inclusive the crashes reported to the Police at and within 30 metres of this intersection totalled 8, with 3 involving pedestrians (1 serious and 1 minor injury). Contributing factors included failing to keep left, limited visibility, attention diverted. The pedestrian crash causes included pedestrians stepping out in front of parked vehicles, pedestrians walking and running heedless of traffic and attention diverted by cell-phone.

An image of the intersection is shown below.



## Observation Surveys

The highest hourly volumes at this intersection occur between 8:30 am and 9:30 am for the morning peak, 12:15 pm and 1:15 pm for the mid-day peak, and 5:00 pm and 6:00 pm for the evening peak.

The greatest pedestrian crossing volumes occur on the eastern (Abel Smith Street) approach, with the evening peak being the highest.

Consistently there were around 550 vehicles per hour at the intersection. Pedestrian volumes were similar for the morning and mid-day time periods, with up to 800 pedestrians crossing the approaches in the evening peak.

It was observed that while there appeared to be some confusion with some drivers for which vehicle gives way, the traffic volumes are sufficiently low that generally delays were less than 10 seconds per vehicle. Occasionally there would be a higher delay of up to 25 seconds.

Signalising this intersection will increase the overall intersection delay and queueing at the intersection for morning, mid-day, and evening peak periods. However signalising the intersection removes the confusion that many motorists face here, and will provide pedestrians with safer crossing facilities.

The parallel phasing option is most appropriate for this site.

The reasons include:

- It is the most efficient option.
- There are very few pedestrians wanting to cross diagonally. (Our observations indicated less than 5%.)
- A good level of pedestrian protection can be provided by installation of traffic signals with kerb extensions and the use of conditional vehicle late starts.

A significant proportion of pedestrians are unlikely to wait to cross during a Barnes Dance phase/s due to light vehicle flows

## Recommendations

Consultation is undertaken on these No stopping restrictions leading to the installation of traffic signals at this intersection later this year.

The net parking loss is 3 spaces (Pay and Display ) with a minor adjustment on a P.60 space reducing the 7.9m space to a 6m space.

## Key Dates:

- |                                                                                                            |                   |
|------------------------------------------------------------------------------------------------------------|-------------------|
| 1) Advertisement in the Dominion Post Newspaper                                                            | 26 July 2016      |
| 2) Feedback period closes.                                                                                 | 12 August 2016    |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval.          | 15 September 2016 |
| If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. |                   |

## Legal Description:

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

<b>Cuba Street</b>	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>East side, commencing 57.5 metres south of its intersection with Vivian Street (Grid coordinates x= 1748609.1 m, y= 5426993.9 m), and extending in a southerly direction following the kerbline for 102.5 metres (17 parallel carparks).</i>
<b>Cuba Street</b>	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>West side, commencing 7.5 metres north of its intersection with Abel Smith Street (Grid coordinates x= 1748532.4 m, y= 5426845.2 m), and extending in a northerly direction following the kerbline to its intersection with Garrett Street for 27.5 metres (5 parallel carparks).</i>
<b>Abel Smith Street</b>	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Southwest side, commencing 48.5 metres west of its intersection with Kelvin Grove (Grid coordinates x= 1748598.1 m, y= 5426805.6 m), and extending in a north-westerly direction following the kerbline for 11.5 metres. (2 parallel carparks)</i>

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

<b>Cuba Street</b>	<i>No Stopping, At All Times.</i>	<i>East side, commencing 160 metres south of its intersection with Vivian Street (Grid Coordinates X=2658631.049083 m, Y=5988705.965938 m) and extending in a southerly direction following the kerbline to its intersection with Abel Smith Street for 7 metres.</i>
<b>Cuba Street</b>	<i>No Stopping, At All Times.</i>	<i>West side, commencing from its intersection with Abel Smith Street (Grid Coordinates X=2658554.352527 m, Y=5988557.249082 m) and extending in a northerly direction following the kerbline to its intersection with Garrett Street for 7.5 metres.</i>
<b>Cuba Street</b>	<i>No Stopping, At All Times.</i>	<i>East side, commencing from its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 9 metres.</i>
<b>Abel Smith Street</b>	<i>No Stopping, At All Times.</i>	<i>Southwest side, commencing 60 metres west of its intersection with Kelvin Grove (Grid Coordinates X=2658620.117955 m, Y=5988517.661274 m) and extending in a north-westerly direction following the kerbline to its intersection with Cuba Street for 7 metres.</i>

## *Remove from Schedule A (Time Limited) of the Traffic Restrictions Schedule*

<b>Cuba Street</b>	<i>P60, Monday to Saturday 8:00am - 6:00pm.</i>	<i>East side, commencing 9 metres south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 8 metres.</i>
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## *Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule*

<b>Cuba Street</b>	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>East side, commencing 57.5 metres south of its intersection with Vivian Street (Grid coordinates x= 1748609.1 m, y= 5426993.9 m), and extending in a southerly direction following the kerbline for 96.5 metres (16 parallel carparks).</i>
<b>Cuba Street</b>	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>West side, commencing 13.1 metres north of its intersection with Abel Smith Street (Grid coordinates x= 1748532.4 m, y= 5426845.2 m), and extending in a northerly direction following the kerbline for 22 metres (4 parallel carparks).</i>
<b>Abel Smith Street</b>	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Southwest side, commencing 48.5 metres west of its intersection with Kelvin Grove (Grid coordinates x= 1748598.1 m, y= 5426805.6 m), and extending in a north-westerly direction following the kerbline for 5.5 metres. (1 parallel carparks)</i>

*Add from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule*

<b>Cuba Street</b>	<i>No Stopping, At All Times.</i>	<i>East side, commencing 154 metres south of its intersection with Vivian Street (Grid Coordinates X=2658631.049083 m, Y=5988705.965938 m) and extending in a southerly direction following the kerbline to its intersection with Abel Smith Street for 13.3 metres.</i>
<b>Cuba Street</b>	<i>No Stopping, At All Times.</i>	<i>West side, commencing from its intersection with Abel Smith Street (Grid Coordinates X=2658554.352527 m, Y=5988557.249082 m) and extending in a northerly direction following the kerbline for 13.1 metres.</i>
<b>Cuba Street</b>	<i>No Stopping, At All Times.</i>	<i>East side, commencing from its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 10.7 metres.</i>
<b>Abel Smith Street</b>	<i>No Stopping, At All Times.</i>	<i>Southwest side, commencing 54.5 metres west of its intersection with Kelvin Grove (Grid Coordinates X=2658620.117955 m, Y=5988517.661274 m) and extending in a north-westerly direction following the kerbline to its intersection with Cuba Street for 12.5 metres.</i>



# PROPOSED TRAFFIC RESOLUTION

Absolutely Positively  
Wellington City Council

Me Heke Ki Pōneke

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

**Cuba Street**

*P60 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm*

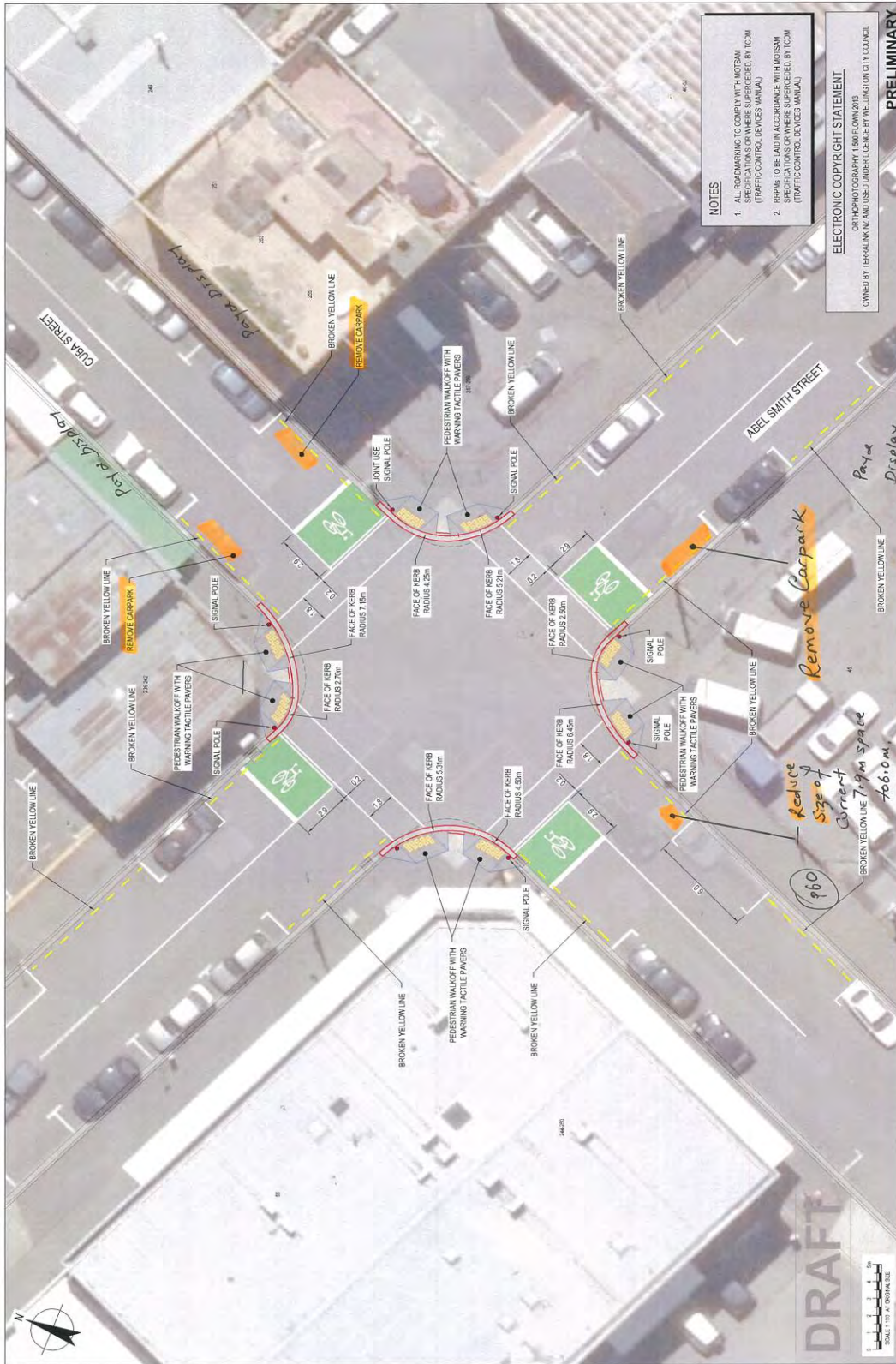
*East side, commencing 10.7 metres south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 6 metres.*

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**Date:** 18/07/2016

**(Principal Traffic Engineer/Team Lead)**  
**(Manager Network Operations)**

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**NOTES**

1. ALL ROADMARKING TO COMPLY WITH MOTSAM (TRAFFIC CONTROL DEVICES MANUAL)
2. SIGNALS TO BE LAID IN ACCORDANCE WITH MOTSAM (TRAFFIC CONTROL DEVICES MANUAL)

**ELECTRONIC COPYRIGHT STATEMENT**  
 OWNED BY TERRALINK NZ AND USED UNDER LICENCE BY WELLINGTON CITY COUNCIL

**WELLINGTON CITY COUNCIL**  
**MINOR SAFETY IMPROVEMENTS**  
**CUBA STREET / ABEL SMITH STREET INTERSECTION**  
**SIGNALISED INTERSECTION**

Client: Wellington City Council  
 Project: Minor Safety Improvements  
 Date: 13/07/16  
 Drawing No: 51-33635-C306  
 Rev: A

**DO NOT SCALE**

**Absolutely Positively Wellington**

**DRAFT**

Scale: 1:100 @ ORIGINAL SIZE

13/07/16

Proposed - Traffic Resolutions  
 CK. 15-7-2016