

Reference: TR 127 – 17

Location: Ohiro Road, Todman Street
Cleveland Street - Brooklyn
Intersection

Proposal: No Stopping; P60; Bus Stop changes - Required to facilitate Traffic Signal improvements (right-turn phasing) on Ohiro Road

Information: There have been a number of crashes related to vehicles travelling southbound on Ohiro Road turning right to Todman Street. The proposal will introduce a phase for right turning vehicles to Todman and Cleveland Streets. Consultants were commissioned earlier this year to investigate improvements to the current signalised intersection where currently short right turning bays are provided on the north and southern approaches on Ohiro Road. Vehicles currently turn right without the assistance of dedicated right turn phases.

The crash history over the period 2006-2016 within a 50m. radius of the intersection indicates 20 crashes with 6 right turning against an opposing vehicle, four occurred during the day with three in fine weather.

The current intersection was modelled for the am and pm peaks with the options to add in the right turn phases applied with various phasing options. The results indicated the proposed left turn bay on Todman Street had the most influence on the efficiency of the intersection and this was due to the relatively high left turn demand. Increasing the right turn bay to 20m for the Ohiro Road southbound approach showed to be the most efficient use of this road space and provided the required (95%) storage for the right turn demand in the pm peak.

The proposals require some changes in the parking restrictions and the shortening of the bus stop on the Ohiro Road southbound approach. Greater Wellington Regional Council has been involved in these conversations and also attended a site meeting in the pm peak. A parking occupancy survey was undertaken on Ohiro Road, Todman Street and Cleveland Street for on and off street parking between 7.30am to 7.30pm on Wednesday 8 February 2017. The maximum occupancy was measured as 66%, based on the parking spaces available on the approaches to the intersection. An acceptable level of service for on-street CBD parking is generally considered approximately 85% occupied. With the proposals the on-street parking occupancy will increase from 66% to 71%. Representatives of the Brooklyn Residents Association have been consulted regarding the proposed parking changes and have requested the unrestricted parks to become P60 and as noted on the plan. The plan shows that the parking provision on Todman Street will

reduce from 20 to 16 with 6 spaces assigned as P60 (8am-6 pm Mon-Sat. The parking availability on Ohiro Road (north) will reduce from 12 to 9 spaces. On Ohiro Road (south) the current parking spaces will become P60 time limited to improve turnover in all cases.

Parking Change: Loss of parking 7 spaces and a change of the 15 unrestricted parking spaces to P60.

Key Dates:

- | | |
|---|-------------------|
| 1) Advertisement in the Dominion Post Newspaper | 26 September 2017 |
| 2) Feedback period closes. | 13 October 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 16 November 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	Column Two	Column Three
<i>Ohiro Road</i>	<i>No Stopping, At All times</i>	West side, commencing 4 metres north of its intersection with Todman Street (Grid coordinates $X= 1,747,605.2m$, $Y= 5,425,847.2m$, and extending in a northerly direction following the western kerbline for 21 metres.

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

Column One	Column Two	Column Three
<i>Ohiro Road</i>	<i>No Stopping, At All times</i>	West side, commencing 4 metres north of its intersection with Todman Street (Grid coordinates $X=1,747,605.2m$, $Y= 5,425,847.2m$, and extending in a northerly direction following the western kerbline for 27 metres.

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

Column One	Column Two	Column Three
<i>Ohiro Road</i>	<i>Bus Stop</i>	East side, commencing 114.5 metres south of its intersection with Bretby Crescent (Grid coordinates $X=1,747,649.7 m$, $Y= 5,426,016.2m$, and extending in a southerly direction following the eastern kerbline for 23 metres.

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

Column One	Column Two	Column Three
<i>Ohiro Road</i>	<i>Bus Stop</i>	East side, commencing 114.5 metres south of its intersection with Bretby Crescent (Grid coordinates $X=1,747,649.7$ m, $Y= 5,426,016.2$ m, and extending in a southerly direction following the eastern kerblines for 13 metres.

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

Column One	Column Two	Column Three
<i>Ohiro Road</i>	<i>No Stopping, At All times</i>	East side, commencing 106.5 metres south of its intersection with Bretby Crescent (Grid coordinates $X=1,747,649.7$ m, $Y= 5,426,016.2$ m, and extending in a southerly direction following the eastern kerblines for 9 metres

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

Column One	Column Two	Column Three
<i>Ohiro Road</i>	<i>No Stopping, At All times</i>	East side, commencing 144 metres east of its intersection with Bretby Crescent (Grid coordinates $X=1,747,649.7$ m, $Y= 5,426,016.2$ m, and extending in a southerly direction following the eastern kerblines for 14 metres to its intersection with Cleveland Street.

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

Column One	Column Two	Column Three
<i>Ohiro Road</i>	<i>No Stopping, At All times</i>	East side, commencing 127 metres east of its intersection with Bretby Crescent (Grid coordinates $X=1,747,649.7$ m, $Y= 5,426,016.2$ m, and extending in a southerly direction following the eastern kerblines for 35 metres

Add to Schedule A (Time Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<i>Ohiro Road</i>	<i>Time-limited parking (P60, 8am-6pm, Mon-Sat)</i>	<i>East side, commencing 23 metres east of its intersection with Cleveland Street Crescent (Grid coordinates X= 1,747,623.5m, Y= 5,425,839.736 m, and extending in a southerly direction following the eastern kerbline for 10 metres (parallel parking 2 spaces).</i>

Add to Schedule A (Time Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<i>Ohiro Road</i>	<i>Time-limited parking (P60, 8am-6pm, Mon-Sat)</i>	<i>East side, commencing 40 metres east of its intersection with Cleveland Street Crescent (Grid coordinates X= 1,747,623.5m, Y= 5,425,839.7 m, and extending in a southerly direction following the eastern kerbline for 16 metres (parallel parking 3 spaces).</i>

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

Column One	Column Two	Column Three
<i>Todman Street</i>	<i>Time-limited parking (P60, 8am-6pm, Mon-Sat)</i>	<i>North side, commencing 12.5 metres west of its intersection with Ohiro Road (Grid coordinates X= 1,747,605.2 m, Y= 5,425,847.2 m, and extending in a westerly direction following the western kerb line for 16 metres (angle parking 6 spaces).</i>

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

Column One	Column Two	Column Three
<i>Todman Street</i>	<i>Time-limited parking (P60, 8am-6pm, Mon-Sat)</i>	<i>North side, commencing 12.5 metres west of its intersection with Ohiro Road(Grid coordinates X= 1,747,605.2 m, Y= 5,425,847.2 m, and extending in a westerly direction following the northern kerb line for 11 metres (parallel parking 2 spaces).</i>

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

Column One	Column Two	Column Three
<i>Todman Street</i>	<i>No Stopping</i>	<i>North side, commencing 5.5 metres west of its intersection with Ohiro Road (Grid coordinates X= 1,747,605.2 m, Y= 5,425,847.2 m, and extending in a westerly direction following the Northern kerb line for 7.0 metres.</i>

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

Column One	Column Two	Column Three
<i>Todman Street</i>	<i>Time-limited parking (P60, 8am-6pm, Mon-Sat)</i>	<i>South side, commencing 4.5 metres south west of its intersection with Ohiro Road(Grid coordinates X= 1,747,608.5649 m, Y= 5,425,832.215 m, and extending in a south westerly direction following the southern kerb line for 24 metres (parallel parking 4 spaces).</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

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Approved By: Steve Spence (Chief Transport Advisor)
Date: 20/09/17

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