

REPORT 7
(1215/52/IM)

TRAFFIC RESOLUTIONS

1. Purpose of Report

This report outlines recommended amendments to the Wellington City Council Traffic Restrictions. These recommendations support the achievement of the Council’s Transport Strategy Outcomes of effectiveness, accessibility, efficiency and sustainability. The proposed traffic restriction was publicly advertised and there were no unwithdrawn objections.

2. Recommendations

It is recommended that the Committee:

1. *Receive the information.*
2. *Recommend that Council approve the following amendments pursuant to the provisions of the Wellington City Council Consolidated Bylaw 1991 Part 18 (Traffic):*

- a) ***NO STOPPING AT ALL TIMES AND P10 LOADING ZONE – HOSPITAL ROAD - NEWTOWN – (41-06)***

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Hospital Road</i>	<i>No Stopping At All Times.</i>	<i>North side, commencing from its intersection with Hugh Street and extending in a westerly direction following the northern kerbline for 7 metres.</i>
<i>Hospital Road</i>	<i>No Stopping At All Times.</i>	<i>North side, commencing 40.5 metres west of its intersection with Hugh Street and extending in a westerly direction following the northern kerbline for 6.5 metres.</i>

<i>Hospital Road</i>	<i>No Stopping At All Times.</i>	<i>South side, commencing from its intersection with Adelaide Road and extending in an easterly direction following the southern kerbline for 30 metres.</i>
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Add to Schedule B (Restricted Parking), of the Traffic Restrictions Schedule.

<i>Column One Hospital Road</i>	<i>Column Two P10 Loading Zone, Monday – Friday, 8:00am – 5:00 pm.</i>	<i>Column Three North side, commencing 20 metres east of its intersection with Adelaide Road and extending in an easterly direction following the northern kerbline for 21 metres.</i>
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Add to Schedule D (No Stopping Restrictions), of the Traffic Restrictions Schedule.

<i>Column One Hospital Road</i>	<i>Column Two No Stopping At All Times.</i>	<i>Column Three North side, commencing at its intersection with Adelaide Road and extending in an easterly direction following the northern kerbline for 20 metres.</i>
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<i>Hospital Road</i>	<i>No Stopping At All Times.</i>	<i>North side, commencing 41 metres east of its intersection with Adelaide Road and extending in an easterly direction following the northern kerbline for 6 metres to its intersection with Hugh Street.</i>
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<i>Hospital Road</i>	<i>No Stopping At All Times.</i>	<i>North side, commencing at its intersection with Hugh Street and extending in an easterly direction following the northern kerbline for 6 metres.</i>
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<i>Hospital Road</i>	<i>No Stopping At All Times.</i>	<i>North side, commencing 26 metres east of its intersection with Hugh Street and extending in an easterly direction following the northern kerbline for 9 metres.</i>
<i>Hospital Road</i>	<i>No Stopping At All Times.</i>	<i>South side, commencing at its intersection with Adelaide Road and extending in an easterly direction following the southern kerbline for 25 metres.</i>

3. Discussion

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

a) NO STOPPING AT ALL TIMES AND P10 LOADING ZONE – HOSPITAL ROAD – (41-06)

A number of discussions have been held with local residents and business owners concerned about the lack of kerb-side servicing facilities created by commuter parking. This is also contributing to unsafe vehicle movements on Hugh Street outside Capital Kids Day Care and Deep Blue Seafoods. It was requested we consider some formal arrangements in an effort to overcome their immediate concerns. This scheme rationalises use of the street by providing short-term loading and unloading facilities while maintaining the road's capacity to cater for modest vehicle flows resulting from traffic exiting the hospital's parking areas.

By relocating some of the servicing activity onto Hospital Road, it will improve the current safety issues on Hugh Street.

Report prepared by: - Joelene Noble – Transport Safety Administrator – Transport Group

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/ reference and long term financial impact

The work required as a result of Bylaw maintenance is contained in the range of Operating Project budgets.

3) Treaty of Waitangi considerations

N/A

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

All recommendations have been publicly notified and no objections remain.

b) Consultation with Maori

N/A

6) Legal Implications

The recommendations comply with the legal requirements for amendments to Bylaws as set out in the Local Government Act 2002.

7) Consistency with existing policy

This report is consistent with existing WCC policy.