
REPORT 2
(1215/52/IM)

TRAFFIC RESOLUTIONS FOR GOLDEN MILE PROJECT

1. Purpose of Report

To obtain committee approval for the traffic resolutions required to implement the Golden Mile project.

2. Executive Summary

In December 2009, Council resolved to revoke the pedestrian mall status of Manners Mall to improve the city's bus network and create a shared space in lower Cuba Street. This decision was upheld by the Environment Court on 15 April 2010 when it dismissed an appeal by the City is Ours Incorporated. The current report recommends a series of traffic resolutions designed to implement the Council's decisions on this project.

Because many of the parking and traffic movement changes cannot be implemented until physical works are complete this report foreshadows these changes for the Council's consideration. If agreed, an effective date for the changes will be notified closer to the date when it is known that the changes can be implemented on street. It is expected that most of the changes will occur late 2010 with the last changes in lower Cuba Street expected to be about July 2011. It should also be noted that a number of parking spaces will become inoperative during the course of construction.

The proposed resolutions were advertised on 13 April 2010 with a closing date for submissions extended to 7 May 2010. 34 submissions were received and these are summarised and discussed in section 5 of this report. A change to the advertised resolutions is recommended in respect of Manners Street west taking note of a significant number of submissions suggesting that all traffic other than buses should be excluded due to concerns over the potential adverse effect on bus operations. Some other more minor changes are also recommended as set out below.

In all other respects the proposed traffic resolutions as advertised are recommended for Councillors' approval.

3. Recommendations

Officers recommend that the Strategy and Policy Committee:

1. *Receives the information.*
2. *Agrees to change the proposed traffic resolutions notified on 13 April 2010 as follows:*
 - (a) *general traffic to be restricted from using Manners Street west in a south/easterly direction between 6am and 7pm weekdays;*
 - (b) *general traffic travelling north bound on Willis Street to be restricted from turning right into Manners street;*
 - (c) *Two part time police car parks to be added in Dixon Street for after hours police operations in the area.*
3. *Notes that the traffic resolutions will be notified prior to becoming effective.*
4. *Recommends that the Council approves the traffic resolutions below, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008, to take effect when construction work is complete.*

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

Column One
Dixon Street

Column Two
*P120,
Monday to Saturday
8:00am – 6:00pm.*

Column Three
*North side, commencing
29.5 metres west of its
intersection with Taranaki
Street (Grid Coordinates
X=2658539.208825 m,
Y=5989148.459251 m) and
extending in a westerly
direction following the kerb
line for 24 metres.*

Dixon Street

*P120,
Monday to Saturday
8:00am – 6:00pm.*

*South side, commencing 10
metres west of its
intersection with Taranaki
Street (Grid Coordinates
X=2658536.699933 m,
Y=5989148.459251 m) and
extending in a westerly
direction following the kerb
line for 8.5 metres.*

Dixon Street	<i>P120, Monday to Saturday 8:00am – 6:00pm.</i>	<i>South side, commencing 26.5 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658536.699933 m, Y=5989148.459251 m) and extending in a westerly direction following the kerb line for 17 metres.</i>
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*Delete from Schedule B (Restricted Parking) of the Traffic Restrictions
Schedule*

Column One	Column Two	Column Three
Boulcott Street	<i>Loading Zone, Goods Vehicles And Authorised Vehicles Only, P5, Monday to Saturday 8:00am - 6:00pm.</i>	<i>Southwest side, commencing 12.5 metres northwest of its intersection with Willis Street (Grid Coordinates X=2658619.794377 m, Y=5989335.373105 m) and extending in a north- westerly direction following the kerb line for 6.5 metres.</i>
Cuba Street	<i>Police Department Vehicles Parking.</i>	<i>West side, following the kerb line 121.5 metres southwest of its intersection with Wakefield Street (Grid Coordinates X=2658860.529864 m, Y=5989238.061626 m) and extending in a southerly direction for 8 metres (3 angle car parks).</i>
Cuba Street	<i>Bus Stop, At All Times.</i>	<i>East side, commencing 35.5 metres south of its intersection with Wakefield Street (Grid Coordinates X=2658865.097198 m, Y=5989230.627895 m) and extending in a southerly direction following the kerb line for 84 metres.</i>
Cuba Street	<i>Bus Stop, Monday to Friday 7:00am - 9:00am, 4:00pm - 6:00pm.</i>	<i>East side, commencing 11.5 metres south of its intersection with Wakefield Street (Grid Coordinates X=2658865.097198 m,</i>

Cuba Street	<i>Loading Zone, Goods Vehicles And Authorised Vehicles Only P5, Monday to Friday 9:00am - 4:00pm, Saturday 8:00am - 6:00pm.</i>	<i>Y=5989230.627895 m) and extending in a southerly direction following the kerb line for 24 metres. East side, commencing 11.5 metres south of its intersection with Wakefield Street (Grid Coordinates X=2658865.097198 m, Y=5989230.627895 m) and extending in a southerly direction following the kerb line for 24 metres.</i>
Dixon Street	<i>Loading zone - goods vehicles and authorised vehicles only, P10, at other times.</i>	<i>North side, commencing 257 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658957.861628 m, Y=5988966.831248 m) and extending in a westerly direction following the kerb line for 13 metres.</i>
Dixon Street	<i>Loading zone - goods vehicles and authorised vehicles only, P10, Monday to Saturday 8:00am – 6:00pm.</i>	<i>South side, commencing 75.5 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658953.284207 m, Y=5988961.06842 m) and extending in a westerly direction following the kerb line for 34.5 metres.</i>
Dixon Street	<i>Bus stop, Monday to Friday 7:00am – 9:00am, 12:00am – 2:00pm, 4:00pm – 6:00pm.</i>	<i>South side, commencing 119.5 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658953.284207 m, Y=5988961.06842 m) and extending in a westerly direction following the kerb line for 17 metres.</i>
Dixon Street	<i>Loading zone - goods vehicles and authorised vehicles only, P10, at other times.</i>	<i>South side, commencing 119.5 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658953.284207 m, Y=5988961.06842 m) and extending in a westerly direction following the kerb line for 17 metres.</i>

Dixon Street	<i>Bus stop, at all times.</i>	<i>South side, commencing 136.5 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658953.284207 m, Y=5988961.06842 m) and extending in a westerly direction following the kerb line for 30 metres.</i>
Dixon Street	<i>Loading zone - goods vehicles and authorised vehicles only, P10, at all times</i>	<i>South side, commencing 206 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658953.284207 m, Y=5988961.06842 m) and extending in a westerly direction following the kerb line for 12 metres.</i>
Dixon Street	<i>Motorcycle parking, at all times.</i>	<i>South side, commencing 218 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658953.284207 m, Y=5988961.06842 m) and extending in a westerly direction following the kerb line for 5 metres.</i>
Dixon Street	<i>Taxi stand, at all times.</i>	<i>South side, commencing 223 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658953.284207 m, Y=5988961.06842 m) and extending in a westerly direction following the kerb line for 57.5 metres.</i>
Manners Street	<i>Taxi stand, at all times.</i>	<i>Northeast side, commencing 25.5 metres northwest of its intersection with Taranaki Street (Grid Coordinates X=2658964.930229 m, Y=5988979.205634 m) and extending in a north- westerly direction following the kerb line for 36 metres.</i>

Manners Street	<i>Loading zone - goods vehicles and authorised vehicles only, P10, Monday to Saturday 8:00am – 6:00pm.</i>	<i>Southwest side, commencing 168 metres northwest of its intersection with Taranaki Street (Grid Coordinates X=2658959.838663 m, Y=5988969.774333 m) and extending in a north-westerly direction following the kerb line for 17 metres.</i>
Mercer Street	<i>Loading zone - goods vehicles and authorised vehicles only, P10, Monday to Saturday 8:00am – 6:00pm</i>	<i>South side, commencing 18.5 metres east of its intersection with Willis Street (Grid Coordinates X=2658673.032156 m, Y=5989431.201894 m) and extending in an easterly direction following the kerb line for 15.5 metres.</i>
Mercer Street	<i>Motorcycle parking, at all times.</i>	<i>South side, commencing 34 metres east of its intersection with Willis Street (Grid Coordinates X=2658673.032156 m, Y=5989431.201894 m) and extending in an easterly direction following the kerb line for 17 metres.</i>
Victoria Street	<i>Loading zone - P5, at all times.</i>	<i>West side, commencing from its intersection with Edward Street (Grid Coordinates X=2658684.436293 m, Y=5989141.445827 m) and extending in a northerly direction following the kerb line for 10 metres.</i>
Victoria Street	<i>Bus stop, at all times.</i>	<i>East side, commencing 155 metres south of its intersection with northern kerb line of Bond Street (Grid Coordinates X=2658736.539302 m, Y=5989301.651506 m) and extending in a southerly direction following the kerb line for 33 metres.</i>

Victoria Street	<i>Loading zone - goods vehicles and authorised vehicles only, P10, Monday to Saturday 8:00am – 6:00pm.</i>	<i>East side, commencing 132 metres south of its intersection with northern kerb line of Bond Street (Grid Coordinates X=2658736.539302 m, Y=5989301.651506 m) and extending in a southerly direction following the kerb line for 23 metres.</i>
Wakefield Street	<i>Motorcycle parking, at all times.</i>	<i>Southwest side, commencing 100 metres northwest of its intersection with Cuba Street (Grid Coordinates X=2658860.529864 m, Y=5989238.061626 m) and extending in a north-westerly direction following the kerb line for 6.5 metres.</i>
Willis Street	<i>Loading zone - goods vehicles and authorised vehicles only, P5, Monday to Saturday 8:00am – 6:00pm.</i>	<i>East side, commencing 16.5 metres north of its intersection with Manners Street (Grid Coordinates X=2658630.790146 m, Y=5989332.320277 m) and extending in a northerly direction following the kerb line for 26 metres.</i>

Delete from Schedule C (Turning and One Way Restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Cuba Street	<i>One Way Restriction.</i>	<i>Southbound, from Wakefield Street to Manners Street.</i>
Cuba Street	<i>No Entry, at all Times Except for Service Vehicles, Monday to Saturday, 5:00am - 10:00am.</i>	<i>No entry to Cuba Street south from Manners Street.</i>

<i>Dixon Street</i>	<i>No right turn, except buses, taxis and service vehicles with business in Manners Street, Monday to Saturday 6am - 6pm, general traffic permitted, at all other times.</i>	<i>Westbound traffic, no right turn to Victoria Street.</i>
<i>Dixon Street</i>	<i>Bus lane, at all times, lanes may be used by bicycles, motorcycles, police, traffic enforcement, and any vehicle for 50m turning into or out of a side street or property.</i>	<i>South side westbound lane, commencing 16 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658953.284207 m, Y=5988961.06842 m) and extending in a westerly direction following the kerb line for 163 metres.</i>
<i>Manners Street</i>	<i>No entry, at all times.</i>	<i>No entry to Manners Street northwest from Taranaki Street.</i>
<i>Manners Street</i>	<i>No left turn, at all times.</i>	<i>Northwest bound traffic, no left turn to Willis Street.</i>
<i>Manners Street</i>	<i>One way restriction.</i>	<i>Northwest bound, from Victoria Street to Willis Street.</i>
<i>Manners Street</i>	<i>One way restriction.</i>	<i>Southeast bound, from Cuba Street to Taranaki Street.</i>
<i>Manners Street</i>	<i>Bus lane, at all times, lanes may be used by bicycles, motorcycles, police, traffic enforcement, and any vehicle for 50m turning into or out of a side street or property.</i>	<i>Southwest side northwest bound lane, commencing 43.5 metres northwest of its intersection with Victoria Street (Grid Coordinates X=2658705.224491 m, Y=5989195.556072 m) and extending in a north-westerly direction following the kerb line for 85 metres.</i>
<i>Victoria Street</i>	<i>No entry, except buses, taxis and service vehicles with business in Manners Street, Monday to Saturday 6am - 6pm, general traffic permitted at all other times.</i>	<i>No entry to Victoria Street north from Dixon Street.</i>

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

Column One	Column Two	Column Three
Boulcott Street	<i>No Stopping, at all times.</i>	<i>Southwest side, commencing from its intersection with Willis Street (Grid Coordinates X=2658619.794377 m, Y=5989335.373105 m) and extending in a north-westerly direction following the kerb line for 12.5 metres.</i>
Boulcott Street	<i>No Stopping, at all times.</i>	<i>Southwest side, commencing 30.5 metres northwest of its intersection with Willis Street (Grid Coordinates X=2658619.794377 m, Y=5989335.373105 m) and extending in a north-westerly direction following the kerb line for 6 metres.</i>
Cuba Street	<i>No Stopping, at all times.</i>	<i>West side, following the kerb line from its intersection with Wakefield Street (Grid Coordinates X=2658860.529864 m, Y=5989238.061626 m) and extending in a southerly direction for 3 metres.</i>
Cuba Street	<i>No stopping, at all times.</i>	<i>East side, commencing from its intersection with Wakefield Street (Grid Coordinates X=2658865.097198 m, Y=5989230.627895 m) and extending in a southerly direction following the kerb line for 11.5 metres.</i>
Dixon Street	<i>No stopping, at all times.</i>	<i>North side, commencing from its intersection with Taranaki Street (Grid Coordinates X=2658661.699933 m, Y=5989101.388269 m) and extending in a westerly direction following the kerb line for 30 metres.</i>

<i>Dixon Street</i>	<i>No stopping, at all times.</i>	<i>North side, commencing 55 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658661.699933 m, Y=5989101.388269 m) and extending in a westerly direction following the kerb line for 7.5 metres.</i>
<i>Dixon Street</i>	<i>No stopping, at all times.</i>	<i>North side, commencing 78.5 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658661.699933 m, Y=5989101.388269 m) and extending in a westerly direction following the kerb line for 7 metres.</i>
<i>Dixon Street</i>	<i>No stopping, at all times.</i>	<i>North side, commencing 91.5 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658661.699933 m, Y=5989101.388269 m) and extending in a westerly direction following the kerb line for 7 metres.</i>
<i>Dixon Street</i>	<i>No stopping, at all times.</i>	<i>North side, commencing 111.5 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658661.699933 m, Y=5989101.388269 m) and extending in a westerly direction following the kerb line for 6 metres.</i>
<i>Dixon Street</i>	<i>No stopping, at all times.</i>	<i>North side, commencing 2.5 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658539.208825 m, Y=5989148.459251 m) and extending in a westerly direction following the kerb line for 27 metres.</i>
<i>Dixon Street</i>	<i>No stopping, at all times.</i>	<i>North side, commencing 53.5 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658539.208825 m,</i>

<i>Dixon Street</i>	<i>No stopping, at all times.</i>	<i>Y=5989148.459251 m) and extending in a westerly direction following the kerb line for 26 metres. North side, commencing 4.5 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658957.861628 m, Y=5988966.831248 m) and extending in a westerly direction following the kerb line for 252.5 metres.</i>
<i>Dixon Street</i>	<i>Clearway, Monday to Friday 7:00am – 9:00am, 4:00pm – 6:00pm.</i>	<i>North side, commencing 257 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658957.861628 m, Y=5988966.831248 m) and extending in a westerly direction following the kerb line for 13 metres.</i>
<i>Dixon Street</i>	<i>No stopping, at all times.</i>	<i>North side, commencing 270 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658957.861628 m, Y=5988966.831248 m) and extending in a westerly direction following the kerb line for 34.5 metres.</i>
<i>Dixon Street</i>	<i>No stopping, at all times.</i>	<i>South side, commencing 3.5 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658953.284207 m, Y=5988961.06842 m) and extending in a westerly direction following the kerb line for 16.5 metres.</i>
<i>Dixon Street</i>	<i>No stopping, at all times.</i>	<i>South side, commencing 57 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658953.284207 m, Y=5988961.06842 m) and extending in a westerly direction following the kerb line for 18.5 metres.</i>

<i>Dixon Street</i>	<i>No stopping, at all times.</i>	<i>South side, commencing 110 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658953.284207 m, Y=5988961.06842 m) and extending in a westerly direction following the kerb line for 9.5 metres.</i>
<i>Dixon Street</i>	<i>No stopping, at all times.</i>	<i>South side, commencing 166.5 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658953.284207 m, Y=5988961.06842 m) and extending in a westerly direction following the kerb line for 39.5 metres.</i>
<i>Dixon Street</i>	<i>No stopping, at all times.</i>	<i>South side, commencing 280.5 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658953.284207 m, Y=5988961.06842 m) and extending in a westerly direction following the kerb line for 21 metres.</i>
<i>Dixon Street</i>	<i>No stopping, at all times.</i>	<i>South side, commencing 2.5 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658536.699933 m, Y=5989148.459251 m) and extending in a westerly direction following the kerb line for 7.5 metres.</i>
<i>Dixon Street</i>	<i>No stopping, at all times.</i>	<i>South side, commencing 18.5 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658536.699933 m, Y=5989148.459251 m) and extending in a westerly direction following the kerb line for 8 metres.</i>
<i>Dixon Street</i>	<i>No stopping, at all times.</i>	<i>South side, commencing 43.5 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658536.699933 m,</i>

<i>Dixon Street</i>	<i>No stopping, at all times.</i>	<i>Y=5989148.459251 m) and extending in a westerly direction following the kerb line for 18.5 metres. South side, commencing 95.5 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658652.583053 m, Y=5989095.409452 m) and extending in a south- easterly direction following the kerb line for 8 metres.</i>
<i>Dixon Street</i>	<i>No stopping, at all times.</i>	<i>South side, commencing 95.5 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658652.583053 m, Y=5989095.409452 m) and extending in a westerly direction following the kerb line for 8 metres.</i>
<i>Dixon Street</i>	<i>No stopping, at all times.</i>	<i>South side, commencing 109 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658652.583053 m, Y=5989095.409452 m) and extending in a westerly direction following the kerb line for 2.5 metres.</i>
<i>Manners Street</i>	<i>No stopping, at all times.</i>	<i>Northeast side, commencing 109 metres northwest of its intersection with Taranaki Street (Grid Coordinates X=2658964.930229 m, Y=5988979.205634 m) and extending in a north- westerly direction following the kerb line for 24 metres.</i>
<i>Manners Street</i>	<i>No stopping, at all times.</i>	<i>Northeast side, commencing 6 metres northwest of its intersection with Taranaki Street (Grid Coordinates X=2658964.930229 m, Y=5988979.205634 m) and extending in a north- westerly direction</i>

Manners Street	<i>No stopping, at all times.</i>	<i>following the kerb line for 19.5 metres. Northeast side, commencing 61.5 metres northwest of its intersection with Taranaki Street (Grid Coordinates X=2658964.930229 m, Y=5988979.205634 m) and extending in a north- westerly direction following the kerb line for 7 metres.</i>
Manners Street	<i>No stopping, at all times.</i>	<i>Southwest side, commencing 185 metres northwest of its intersection with Taranaki Street (Grid Coordinates X=2658959.838663 m, Y=5988969.774333 m) and extending in a north- westerly direction following the kerb line for 7 metres.</i>
Manners Street	<i>No stopping, at all times.</i>	<i>Southwest side, commencing 6.5 metres northwest of its intersection with Taranaki Street (Grid Coordinates X=2658959.838663 m, Y=5988969.774333 m) and extending in a north- westerly direction following the kerb line for 126.5 metres.</i>
Mercer Street	<i>No stopping, at all times.</i>	<i>North side, commencing 6 metres east of its intersection with Willis Street (Grid Coordinates X=2658678.648115 m, Y=5989441.254937 m) and extending in an easterly direction following the kerb line for 61.5 metres.</i>
Mercer Street	<i>No stopping, at all times.</i>	<i>North side, commencing 62 metres east of its intersection with Willis Street (Grid Coordinates X=2658673.032156 m, Y=5989431.201894 m) and extending in an easterly</i>

<i>Mercer Street</i>	<i>No stopping, at all times.</i>	<i>direction following the kerb line for 14.5 metres. South side, commencing 7.5 metres east of its intersection with Willis Street (Grid Coordinates X=2658673.032156 m, Y=5989431.201894 m) and extending in an easterly direction following the kerb line for 11 metres.</i>
<i>Taranaki Street</i>	<i>No stopping, at all times.</i>	<i>East side, commencing 106.5 metres south of its intersection with Wakefield Street (Grid Coordinates X=2659038.174151 m, Y=5989196.65275 m) and extending in a southerly direction following the kerb line for 24.5 metres.</i>
<i>Victoria Street</i>	<i>No stopping, at all times.</i>	<i>East side, commencing 205.5 metres south of its intersection with northern kerb line of Bond Street (Grid Coordinates X=2658736.539302 m, Y=5989301.651506 m) and extending in a southerly direction following the kerb line for 5.5 metres.</i>
<i>Victoria Street</i>	<i>No stopping, at all times.</i>	<i>East side, commencing from its intersection with northern kerb line of Bond Street (Grid Coordinates X=2658736.539302 m, Y=5989301.651506 m) and extending in a southerly direction following the kerb line for 129 metres.</i>
<i>Victoria Street</i>	<i>No stopping, at all times.</i>	<i>West side, commencing 10 metres north of its intersection with Edward Street (Grid Coordinates X=2658684.436293 m, Y=5989141.445827 m) and extending in a northerly direction following the kerb line to its intersection with Manners Street for 58 metres.</i>

Victoria Street	<i>No stopping, at all times.</i>	<i>West side, commencing 9 metres north of its intersection with Dixon Street (Grid Coordinates X=2658661.699933 m, Y=5989101.388269 m) and extending in a northerly direction following the kerb line for 32 metres.</i>
Wakefield Street	<i>No stopping, at all times.</i>	<i>Southwest side, commencing 106.5 metres northwest of its intersection with Cuba Street (Grid Coordinates X=2658860.529864 m, Y=5989238.061626 m) and extending in a north-westerly direction following the kerb line for 7 metres.</i>
Wakefield Street	<i>No stopping, at all times.</i>	<i>Southwest side, commencing 114.5 metres northwest of its intersection with Taranaki Street (Grid Coordinates X=2659017.574399 m, Y=5989109.743227 m) and extending in a north-westerly direction following the kerb line to its intersection with Pringle Avenue for 29 metres.</i>
Wakefield Street	<i>No stopping, at all times.</i>	<i>Southwest side, commencing 116.5 metres northwest of its intersection with Cuba Street (Grid Coordinates X=2658860.529864 m, Y=5989238.061626 m) and extending in a north-westerly direction following the kerb line for 7 metres.</i>
Wakefield Street	<i>No stopping, at all times.</i>	<i>Southwest side, commencing 135.5 metres northwest of its intersection with Cuba Street (Grid Coordinates X=2658860.529864 m, Y=5989238.061626 m) and</i>

Wakefield Street *No stopping,
at all times.*

*extending in a north-
westerly direction
following the kerb line for
12.5 metres.*

*Southwest side,
commencing 149.5 metres
northwest of its
intersection with Taranaki
Street (Grid Coordinates
X=2659017.574399 m,
Y=5989109.743227 m) and
extending in a north-
westerly direction
following the kerb line to
its intersection with Cuba
Street for 46.5 metres.*

Wakefield Street *No stopping,
at all times.*

*Southwest side,
commencing 68.5 metres
northwest of its
intersection with Cuba
Street (Grid Coordinates
X=2658860.529864 m,
Y=5989238.061626 m) and
extending in a north-
westerly direction
following the kerb line for
1.5 metres.*

Wakefield Street *No stopping,
at all times.*

*Southwest side,
commencing from its
intersection with Cuba
Street (Grid Coordinates
X=2658860.529864 m,
Y=5989238.061626 m) and
extending in a north-
westerly direction
following the kerb line for
14.5 metres.*

Wakefield Street *No stopping,
at all times.*

*Southwest side,
commencing from its
intersection with Taranaki
Street (Grid Coordinates
X=2659017.574399 m,
Y=5989109.743227 m) and
extending in a north-
westerly direction
following the kerb line for
99.5 metres.*

Wakefield Street *No stopping,
at all times.*

*Northeast side,
commencing 170.5 metres
south-east of its
intersection with the*

		<i>eastern kerb line of Victoria Street (Grid Coordinates X=2658749.133907 m, Y=5989378.874912 m) and extending in a south-easterly direction following the kerb line for 41.5 metres.</i>
Willis Street	<i>No stopping, at all times.</i>	<i>East side, commencing 43.5 metres north of its intersection with Manners Street (Grid Coordinates X=2658630.790146 m, Y=5989332.320277 m) and extending in a northerly direction following the kerb line for 23 metres.</i>
Willis Street	<i>No stopping, at all times.</i>	<i>East side, commencing 72 metres north of its intersection with Manners Street (Grid Coordinates X=2658630.790146 m, Y=5989332.320277 m) and extending in a northerly direction following the kerb line for 33 metres.</i>
Willis Street	<i>No stopping, at all times.</i>	<i>East side, commencing from its intersection with Manners Street (Grid Coordinates X=2658630.790146 m, Y=5989332.320277 m) and extending in a northerly direction following the kerb line for 16.5 metres.</i>

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

Column One	Column Two	Column Three
Boulcott Street	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>Southwest side, commencing 19 metres northwest of its intersection with Willis Street (Grid Coordinates X=2658619.794377 m, Y=5989335.373105 m) and extending in a north-westerly direction following the kerb line for</i>

Cuba Street	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>11.5 metres. (2 parallel car parks) West side, following the kerb line 11 metres southwest of its intersection with Wakefield Street (Grid Coordinates X=2658860.529864 m, Y=5989238.061626 m) and extending in a southerly direction for 26 metres. (9 angle car parks)</i>
Cuba Street	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>West side, following the kerb line 40 metres southwest of its intersection with Wakefield Street (Grid Coordinates X=2658860.529864 m, Y=5989238.061626 m) and extending in a southerly direction for 26 metres. (9 angle car parks)</i>
Cuba Street	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>West side, following the kerb line 69 metres southwest of its intersection with Wakefield Street (Grid Coordinates X=2658860.529864 m, Y=5989238.061626 m) and extending in a southerly direction for 26 metres. (9 angle car parks)</i>
Cuba Street	<i>Metered Mobility Parking - Displaying an Operation Mobility Permit Only, At All Times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>West side, following the kerb line 98 metres southwest of its intersection with Wakefield Street (Grid Coordinates X=2658860.529864 m, Y=5989238.061626 m) and extending in a southerly direction for 17 metres. (2 angle car parks)</i>
Cuba Street	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>West side, following the kerb line 98 metres southwest of its intersection with Wakefield Street (Grid Coordinates X=2658860.529864 m, Y=5989238.061626 m) and extending in a southerly</i>

Dixon Street	<i>Metered parking, P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>direction for 17 metres. (6 angle car parks) North side, commencing 30 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658661.699933 m, Y=5989101.388269 m) and extending in a westerly direction following the kerb line for 25 metres. (5 parallel car parks)</i>
Dixon Street	<i>Metered parking, P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>North side, commencing 62.5 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658661.699933 m, Y=5989101.388269 m) and extending in a westerly direction following the kerb line for 16 metres. (3 parallel car parks)</i>
Dixon Street	<i>Metered parking, P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>North side, commencing 85.5 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658661.699933 m, Y=5989101.388269 m) and extending in a westerly direction following the kerb line for 6 metres. (1 parallel car park)</i>
Dixon Street	<i>Metered parking, P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>North side, commencing 98.5 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658661.699933 m, Y=5989101.388269 m) and extending in a westerly direction following the kerb line for 13 metres. (2 parallel car parks)</i>
Dixon Street	<i>Metered parking, P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>South side, commencing 20 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658953.284207 m, Y=5988961.06842 m) and extending in a westerly direction following the kerb line for 37 metres. (6</i>

Dixon Street	<i>Metered parking, P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>parallel car parks) South side, commencing 10.5 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658652.583053 m, Y=5989095.409452 m) and extending in a westerly direction following the kerb line for 85 metres. (14 parallel car parks)</i>
Dixon Street	<i>Metered parking, P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>South side, commencing 103.5 metres west of its intersection with Taranaki Street (Grid Coordinates X=2658652.583053 m, Y=5989095.409452 m) and extending in a westerly direction following the kerb line for 5.5 metres. (1 parallel car park)</i>
Manners Street	<i>Metered mobility parking – displaying an operation mobility permit only, at all times, P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>Northeast side, commencing 133 metres northwest of its intersection with Taranaki Street (Grid Coordinates X=2658964.930229 m, Y=5988979.205634 m) and extending in a north-westerly direction following the kerb line for 13.5 metres. (2 parallel car parks)</i>
Manners Street	<i>Metered parking, P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>Northeast side, commencing 146.5 metres northwest of its intersection with Taranaki Street (Grid Coordinates X=2658964.930229 m, Y=5988979.205634 m) and extending in a north-westerly direction following the kerb line for 28.5 metres. (5 parallel car parks)</i>
Manners Street	<i>Metered parking, P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>Northeast side, commencing 68.5 metres northwest of its intersection with Taranaki Street (Grid Coordinates X=2658964.930229 m,</i>

8:00am - 6:00pm.

Y=5988979.205634 m) and extending in a north-westerly direction following the kerb line for 40.5 metres. (7 parallel car parks)

Manners Street

Metered parking, P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.

Southwest side, commencing 133 metres northwest of its intersection with Taranaki Street (Grid Coordinates X=2658959.838663 m, Y=5988969.774333 m) and extending in a north-westerly direction following the kerb line for 35 metres. (6 parallel car parks)

Wakefield Street

Metered parking, P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.

Southwest side, commencing 123.5 metres northwest of its intersection with Cuba Street (Grid Coordinates X=2658860.529864 m, Y=5989238.061626 m) and extending in a north-westerly direction following the kerb line for 12 metres. (2 parallel car parks)

Wakefield Street

Metered parking, P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.

Southwest side, commencing 14.5 metres northwest of its intersection with Cuba Street (Grid Coordinates X=2658860.529864 m, Y=5989238.061626 m) and extending in a north-westerly direction following the kerb line for 85.5 metres. (9 parallel car parks).

Wakefield Street

Metered parking, P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.

Southwest side, commencing 70 metres northwest of its intersection with Cuba Street (Grid Coordinates X=2658860.529864 m, Y=5989238.061626 m) and extending in a north-westerly direction

following the kerb line for 30 metres. (5 parallel car parks)

Add to Schedule B (Restricted Parking) Schedule C (Turning and One Way Restrictions) Schedule D (No Stopping Restrictions) Schedule F (Metered Parking) Schedule H (Pedestrian Crossings) of the Traffic Restrictions Schedule

Boulcott Street

Column One
Boulcott Street

Column Two
*No stopping,
at all times*

Column Three
*Southwest side,
commencing at its
intersection with Willis
Street, and extending in a
north-westerly direction
for 12 metres.*

Boulcott Street

*Loading Zone, Goods
Vehicles And
Authorised Vehicles
Only,
P5, Monday to
Saturday 8:00am -
6:00pm.*

*Southwest side,
commencing 12 metres
northwest of its
intersection with Willis
Street, and extending in a
north-westerly direction
for 20 metres.*

Boulcott Street

*No stopping,
at all times*

*Southwest side,
commencing 32 metres
northwest of its
intersection with Willis
Street, and extending in a
north-westerly direction
for 4.5 metres.*

Dixon Street

Column One
Dixon Street

Column Two
*No stopping,
at all times.*

Column Three
*North side, commencing at
its intersection with
Taranaki Street, and
extending in a westerly
direction following the kerb
line for 25 metres.*

Dixon Street

*Metered parking,
P120 maximum,
Monday to Thursday
8:00am - 6:00pm,
Friday 8:00am -
8:00pm, Saturday
8:00am - 6:00pm.*

*North side, commencing 25
metres west of its
intersection with Taranaki
Street, and extending in a
westerly direction
following the kerb line for
140 metres.*

<i>Dixon Street</i>	<i>Police Department Vehicles Parking Monday to Thursday 6:00pm – 8:00am next day, Friday 8:00pm - 8:00am next day, Saturday and Sunday - 6:00pm to 8:00am next day.</i>	<i>North side, commencing 115 metres west of its intersection with Taranaki Street, and extending in a westerly direction following the kerb line for 6 metres.</i>
<i>Dixon Street</i>	<i>Loading zone - goods vehicles and authorised vehicles only, P10, at other times.</i>	<i>North side, commencing 165 metres west of its intersection with Taranaki Street, and extending in a westerly direction following the kerb line for 17 metres.</i>
<i>Dixon Street</i>	<i>No stopping, at all times.</i>	<i>North side, commencing 182 metres west of its intersection with Taranaki Street, and extending in a westerly direction following the kerb line for 30 metres.</i>
<i>Dixon Street</i>	<i>Metered parking, P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>North side, commencing 212 metres west of its intersection with Taranaki Street, and extending in a westerly direction following the kerb line for 23 metres.</i>
<i>Dixon Street</i>	<i>No stopping, at all times.</i>	<i>North side, commencing 235 metres west of its intersection with Taranaki Street, and extending in a westerly direction following the kerb line for 8.5 metres.</i>
<i>Dixon Street</i>	<i>Metered parking, P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>North side, commencing 243.5 metres west of its intersection with Taranaki Street, and extending in a westerly direction following the kerb line for 5 metres.</i>
<i>Dixon Street</i>	<i>No stopping, at all times.</i>	<i>North side, commencing 248.5 metres west of its intersection with Taranaki Street, and extending in a westerly direction following the kerb line for 6.5 metres.</i>

<i>Dixon Street</i>	<i>Metered parking, P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>North side, commencing 255 metres west of its intersection with Taranaki Street, and extending in a westerly direction following the kerb line for 17 metres.</i>
<i>Dixon Street</i>	<i>No stopping, at all times.</i>	<i>North side, commencing 272 metres west of its intersection with Taranaki Street, and extending in a westerly direction following the kerb line for 40 metres.</i>
<i>Dixon Street</i>	<i>No stopping, at all times.</i>	<i>South side, commencing at its intersection with Taranaki Street, and extending in a westerly direction following the kerb line for 18 metres.</i>
<i>Dixon Street</i>	<i>Metered parking, P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>South side, commencing 18 metres west of its intersection with Taranaki Street, and extending in a westerly direction following the kerb line for 37 metres.</i>
<i>Dixon Street</i>	<i>No stopping, at all times.</i>	<i>South side, commencing 55 metres west of its intersection with Taranaki Street, and extending in a westerly direction following the kerb line for 15 metres.</i>
<i>Dixon Street</i>	<i>Metered parking, P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>South side, commencing 70 metres west of its intersection with Taranaki Street, and extending in a westerly direction following the kerb line for 35 metres.</i>
<i>Dixon Street</i>	<i>No stopping, at all times.</i>	<i>South side, commencing 105 metres west of its intersection with Taranaki Street, and extending in a westerly direction following the kerb line for 11 metres.</i>

Dixon Street	<i>Loading zone - goods vehicles and authorised vehicles only, P10, at other times.</i>	<i>South side, commencing 116 metres west of its intersection with Taranaki Street, and extending in a westerly direction following the kerb line for 9 metres.</i>
Dixon Street	<i>Metered parking, P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>South side, commencing 125 metres west of its intersection with Taranaki Street, and extending in a westerly direction following the kerb line for 50 metres.</i>
Dixon Street	<i>Police Department Vehicles Parking Monday to Thursday 6:00pm – 8:00am next day, Friday 8:00pm - 8:00am next day, Saturday and Sunday - 6:00pm to 8:00am next day.</i>	<i>North side, commencing 125 metres west of its intersection with Taranaki Street, and extending in a westerly direction following the kerb line for 6 metres.</i>
Dixon Street	<i>No stopping, at all times.</i>	<i>South side, commencing 175 metres west of its intersection with Taranaki Street, and extending in a westerly direction following the kerb line for 31 metres.</i>
Dixon Street	<i>Loading zone - goods vehicles and authorised vehicles only, P10, at all times.</i>	<i>South side, commencing 206 metres west of its intersection with Taranaki Street, and extending in a westerly direction following the kerb line for 11.5 metres.</i>
Dixon Street	<i>Motorcycle parking, at all times.</i>	<i>South side, commencing 217.5 metres west of its intersection with Taranaki Street, and extending in a westerly direction following the kerb line for 4 metres.</i>
Dixon Street	<i>Taxi stand, at all times.</i>	<i>South side, commencing 221 metres west of its intersection with Taranaki Street, and extending in a westerly direction following the kerb line for</i>

<i>Dixon Street</i>	<i>No stopping, at all times.</i>	<i>53 metres. South side, commencing 274 metres west of its intersection with Taranaki Street, and extending in a westerly direction following the kerb line for 38 metres.</i>
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Lukes Lane

<i>Column One Lukes Lane</i>	<i>Column Two</i> <i>Turn right, at all times.</i>	<i>Column Three</i> <i>South bound traffic on Lukes Lane at its intersection with Manners Street.</i>
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Manners Street

<i>Column One Manners Street</i>	<i>Column Two</i> <i>No stopping, at all times.</i>	<i>Column Three</i> <i>Southeast side, commencing at its intersection with Willis Street, and extending in a south-easterly direction to it intersection with Victoria Street.</i>
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<i>Manners Street</i>	<i>No stopping, at all times.</i>	<i>Southeast side, commencing at its intersection with Victoria Street, and extending in a south-easterly direction to it intersection with Cuba Street.</i>
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<i>Manners Street</i>	<i>No stopping, at all times.</i>	<i>Southeast side, commencing at its intersection with Cuba Street, and extending in a south-easterly direction for 12 metres.</i>
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<i>Manners Street</i>	<i>Loading zone, P5, at all times.</i>	<i>Southeast side, commencing 12 metres southeast of its intersection with Cuba Street, and extending in a south- easterly direction for 12m.</i>
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<i>Manners Street</i>	<i>Bus stop, at all times.</i>	<i>Southeast side, commencing 24 metres southeast of its intersection with Cuba Street, and extending in a south-</i>
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<i>Manners Street</i>	<i>No stopping, at all times.</i>	<i>easterly direction for 26 metres. Southeast side, commencing 50 metres southeast of its intersection with Cuba Street, and extending in a south- easterly direction for 145m to its intersection with Taranaki Street.</i>
<i>Manners Street</i>	<i>Buses only, at all times.</i>	<i>Southeast from intersection of Victoria Street to Cuba Street.</i>
<i>Manners Street</i>	<i>Buses only, at all times.</i>	<i>Southeast from intersection of Cuba Street to Taranaki Street.</i>
<i>Manners Street</i>	<i>Buses only, 6am to 7pm Monday to Friday</i>	<i>Southeast from intersection of Willis Street to Victoria Street.</i>
<i>Manners Street</i>	<i>No stopping, at all times.</i>	<i>Northeast side, commencing at its intersection with Taranaki Street, and extending in a north-westerly direction to its intersection with Cuba Street.</i>
<i>Manners Street</i>	<i>No stopping, at all times.</i>	<i>Northeast side, commencing at its intersection with Cuba Street, and extending in a north-westerly direction for 22 metres.</i>
<i>Manners Street</i>	<i>Bus stop, at all times.</i>	<i>Northeast side, commencing 22 metres northwest of its intersection with Cuba Street, and extending in a north-westerly direction for 26 metres.</i>
<i>Manners Street</i>	<i>No stopping, at all times.</i>	<i>Northeast side, commencing 48 metres northwest of its intersection with Cuba Street, and extending in a north-westerly direction to its intersection with Victoria Street.</i>
<i>Manners Street</i>	<i>No stopping, at all times.</i>	<i>Northeast side, commencing at its intersection with Victoria Street, and extending in a</i>

Manners Street	<i>Buses only, at all times.</i>	<i>north-westerly direction to its intersection with Willis Street. Northwest from intersection of Cuba Street to Victoria Street.</i>
Manners Street	<i>Buses only, at all times.</i>	<i>Northwest from intersection of Victoria Street to Willis Street.</i>
Manners Street	<i>No left turn, at all times, except for service vehicles Monday to Saturday 5:00am – 10:00am.</i>	<i>Northwest bound traffic No left turn to Cuba Street south from Manners Street.</i>

Mercer Street

Column One	Column Two	Column Three
Mercer Street	<i>No stopping, at all times.</i>	<i>North side, commencing at its intersection with Willis Street, and extending in an easterly direction following the kerb line for 15 metres.</i>
Mercer Street	<i>Motorcycle parking, at all times</i>	<i>North side, commencing 15 metres east of its intersection with Willis Street, and extending in an easterly direction following the kerb line for 10 metres.</i>
Mercer Street	<i>Loading zone - goods vehicles and authorised vehicles only, P10, Monday to Saturday 8:00am – 6:00pm.</i>	<i>North Side, commencing 25 metres east of its intersection with Willis Street, and extending in an easterly direction following the kerb line for 12 metres.</i>
Mercer Street	<i>No stopping, at all times</i>	<i>North side, commencing 37 metres east of its intersection with Willis Street, and extending in an easterly direction following the kerb line for 32 metres to its intersection with Victoria Street.</i>
Mercer Street	<i>No stopping, at all times</i>	<i>South side, commencing at its intersection with Willis Street, and extending in an easterly direction following the kerb line for 7 metres.</i>

<i>Mercer Street</i>	<i>Motorcycle parking, P120 maximum, at all times.</i>	<i>South side, commencing 7 metres east of its intersection with Willis Street, and extending in an easterly direction following the kerb line for 8 metres.</i>
<i>Mercer Street</i>	<i>Metered parking, P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>South side, commencing 15 metres east of its intersection with Willis Street, and extending in an easterly direction following the kerb line for 35 metres.)</i>
<i>Mercer Street</i>	<i>No stopping, at all times</i>	<i>South side, commencing 50 metres east of its intersection with Willis Street, and extending in an easterly direction following the kerb line for 20 metres to its intersection with Victoria Street.</i>

Opera House Lane

<i>Column One Opera House Lane</i>	<i>Column Two Turn right, at all times</i>	<i>Column Three South bound traffic on Opera House Lane at its intersection with Manners Street.</i>
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Taranaki Street

<i>Column One Taranaki Street</i>	<i>Column Two</i> <i>No stopping, at all times</i>	<i>Column Three</i> <i>East side, commencing 120 metres south of its intersection with Wakefield Street, and extending in a southerly direction following the kerb line for 11 metres.</i>
<i>Taranaki Street</i>	<i>Metered parking, P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>East side, commencing 103 metres south of its intersection with Wakefield Street, and extending in a southerly direction following the kerb line for 17 metres.</i>

Victoria Street

Column One
Victoria Street

Column Two
*No stopping,
at all times*

Column Three
*West side, commencing
from its intersection with
Dixon Street, and
extending in a northerly
direction following the
kerb line for 28 metres.*

Victoria Street

*Loading zone,
P5, at all times.*

*West side, commencing 28
metres north of its
intersection with Dixon
Street, and extending in a
northerly direction
following the kerb line for
11 metres.*

Victoria Street

*No stopping,
at all times*

*West side, commencing 39
metres north of its
intersection with Dixon
Street, and extending in a
northerly direction
following the kerb line for 6
metres.*

Victoria Street

*Metered parking,
P120 maximum,
Monday to Thursday
8:00am - 6:00pm,
Friday 8:00am -
8:00pm, Saturday
8:00am - 6:00pm.*

*West side, commencing 45
metres west of its
intersection with Dixon
Street, and extending in a
northerly direction
following the kerb line for
40 metres.*

Victoria Street

*No stopping,
at all times*

*West side, commencing 85
metres north of its
intersection with Dixon
Street, and extending in a
northerly direction
following the kerb line to
the intersection of Manners
Street for 20 metres.*

Victoria Street

*No stopping,
at all times*

*East side, commencing
from its intersection with
Manners Street, and
extending in a southerly
direction following the
kerb line for 22 metres.*

Victoria Street

*Loading zone - goods
vehicles and
authorised vehicles
only,
P10, Monday to
Saturday 8:00am –*

*East side, commencing 22
metres south of its
intersection with northern
kerb line of Manners
Street, and extending in a
southerly direction*

	6:00pm.	<i>following the kerb line for 18 metres.</i>
Victoria Street	<i>Metered parking, P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>East side, commencing 40 metres south of its intersection with Manners Street, and extending in a southerly direction following the kerb line for 24 metres.</i>
Victoria Street	<i>Bus stop, at all times</i>	<i>East side, commencing 64 metres south of its intersection with northern kerb line of Manners Street, and extending in a southerly direction following the kerb line for 24 metres.</i>
Victoria Street	<i>No stopping, at all times</i>	<i>East side, commencing 88 metres south of its intersection with southern kerb line of Manners Street, and extending in a southerly direction following the kerb line to the intersection of Dixon Street for 7.5 metres.</i>
Victoria Street	<i>No stopping, at all times</i>	<i>East side, commencing from its intersection with northern kerb line of Bond Street, and extending in a southerly direction following the kerb line for 100 metres.</i>
Victoria Street	<i>One way restriction.</i>	<i>Southbound traffic only from intersection of Manners Street to intersection of Edward Street.</i>

Wakefield Street

Column One	Column Two	Column Three
Wakefield Street	<i>No stopping, at all times</i>	<i>Southwest side, commencing from its intersection with Taranaki Street, and extending in a north-westerly direction following the kerb line for 25 metres.</i>

Wakefield Street	<i>Metered parking, P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>Southwest side, commencing 25 metres northwest of its intersection with Taranaki Street, and extending in a north-westerly direction following the kerb line for 16.5 metres.</i>
Wakefield Street	<i>No stopping, at all times</i>	<i>Southwest side, commencing 41.5 metres northwest of its intersection with Taranaki Street, and extending in a north-westerly direction following the kerb line for 16 metres.</i>
Wakefield Street	<i>Metered parking, P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>Southwest side, commencing 57.5 metres northwest of its intersection with Taranaki Street, and extending in a north-westerly direction following the kerb line for 28.5 metres.</i>
Wakefield Street	<i>No stopping, at all times</i>	<i>Southwest side, commencing 86 metres northwest of its intersection with Taranaki Street, and extending in a north-westerly direction following the kerb line for 56 metres to its intersection with Pringle Avenue.</i>
Wakefield Street	<i>No stopping, at all times</i>	<i>Southwest side, commencing from its intersection with Pringle Avenue, and extending in a north-westerly direction following the kerb line for 22 metres.</i>
Wakefield Street	<i>Loading zone - goods vehicles and authorised vehicles only, P10, Monday to Saturday 8:00am – 6:00pm.</i>	<i>Southwest side, commencing 22 metres from its intersection with Pringle Avenue, and extending in a north-westerly direction following the kerb line for 12.6 metres.</i>

Wakefield Street	<i>No stopping, at all times</i>	<i>Southwest side, commencing 34.6 metres from its intersection with Pringle Avenue, and extending in a north- westerly direction following the kerb line for 17 metres.</i>
Wakefield Street	<i>No stopping, at all times</i>	<i>Southwest side, commencing from its intersection with Cuba Street, and extending in a north-westerly direction following the kerb line for 19 metres.</i>
Wakefield Street	<i>Metered parking, P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>Southwest side, commencing 19 metres from its intersection with Cuba Street, and extending in a north-westerly direction following the kerb line for 80 metres.</i>
Wakefield Street	<i>Motorcycle parking, at all times</i>	<i>Southwest side, commencing 99 metres from its intersection with Cuba Street, and extending in a north-westerly direction following the kerb line for 8 metres.</i>
Wakefield Street	<i>No stopping, at all times</i>	<i>Southwest side, commencing 107 metres from its intersection with Cuba Street, and extending in a north-westerly direction following the kerb line for 7 metres.</i>
Wakefield Street	<i>Pedestrian crossing.</i>	<i>Southwest side, commencing 114 metres from its intersection with Cuba Street.</i>
Wakefield Street	<i>No stopping, at all times</i>	<i>Southwest side, commencing 117 metres from its intersection with Cuba Street, and extending in a north-westerly direction following the kerb line for 7 metres.</i>

Wakefield Street	<i>Metered parking, P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>Southwest side, commencing 124 metres from its intersection with Cuba Street, and extending in a north-westerly direction following the kerb line for 12 metres.</i>
Wakefield Street	<i>No stopping, at all times</i>	<i>Southwest side, commencing 136 metres from its intersection with Cuba Street, and extending in a north-westerly direction following the kerb line for 12-5 metres.</i>
Wakefield Street	<i>No stopping, at all times</i>	<i>Northeast side, commencing 150.5 metres southeast of its intersection with the eastern kerb line of Victoria Street and extending in a south-easterly direction following the kerb line for 14.5 metres.</i>
Wakefield Street	<i>Taxi stand, at all times</i>	<i>Northeast side, commencing 195 metres southeast of its intersection with the eastern kerb line of Victoria Street and extending in a south-easterly direction following the kerb line for 6 metres.</i>
Wakefield Street	<i>No stopping, at all times</i>	<i>Northeast side, commencing 201 metres southeast of its intersection with the eastern kerb line of Victoria Street and extending in a south-easterly direction following the kerb line for 31metres.</i>

Willis Street

Column One
Willis Street

Column Two
*Buses only,
at all times*

Column Three

*South from the intersection of
Mercer Street to Manners
Street.*

Willis Street

*No right turn,
at all times*

*North bound traffic, no right
turn to Manners Street.*

Willis Street

*No stopping,
at all times*

*East side, commencing from
its intersection with Manners
Street, and extending in a
northerly direction following
the kerb line for 105 metres to
its intersection with Mercer
Street.*

Cuba Street

Column One
Cuba Street

Column Two
No stopping,

Column Three

*West side, commencing
from its intersection with
Manners Street, and
extending in a northerly
direction following the
kerb line for 25 metres*

Cuba Street

*Loading zone - goods
vehicles and
authorised vehicles
only,
P10, Monday to
Saturday 8:00am –
6:00pm*

*West side, commencing 25
metres from its
intersection with Manners
Street, and extending in a
northerly direction for 12
metres.*

Cuba Street

*Police Vehicles
at all times,*

*West side, commencing 37
metres from its
intersection with Manners
Street, and extending in a
northerly direction for 6
metres*

Cuba Street

*Metered parking,
P120 maximum,
Monday to Thursday
8:00am - 6:00pm,
Friday 8:00am -
8:00pm, Saturday
8:00am - 6:00pm.*

*West side, commencing 43
metres north of its
intersection with Manners
Street, and extending in a
northerly direction for 72
metres.*

Cuba Street

No stopping,

*West side, commencing 115
meters north of its
intersection with Manners
Street, and extending in a
northerly direction for 25
metres*

<i>Cuba Street</i>	<i>No stopping,</i>	<i>East side, commencing from its intersection with Wakefield Street, and extending in a southerly direction for 25 metres.</i>
<i>Cuba Street</i>	<i>Metered parking, P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>East side, commencing 25 metres south of its intersection with Wakefield Street, and extending in a southerly direction for 72 metres.</i>
<i>Cuba Street</i>	<i>Mobility parking, at all times</i>	<i>East side, commencing 98 meters south of its intersection with Wakefield Street, and extending in a southerly direction for 6 metre.</i>
<i>Cuba Street</i>	<i>Taxi Stand at all times</i>	<i>East side, commencing 104 meters south of its intersection with Wakefield Street, and extending in a southerly direction for 12 metre.</i>
<i>Cuba Street</i>	<i>No stopping,</i>	<i>East side, commencing 116 meters south of its intersection with Wakefield Street, and extending in a southerly direction for 25 metres.</i>
<i>Cuba Street</i>	<i>No Entry at all times</i>	<i>At its northern end for traffic turning off Wakefield Street.</i>
<i>Cuba Street</i>	<i>Shared Zone at all times</i>	<i>From its intersection with Wakefield Street to its intersection with Manners Street.</i>

4. Background

On 11 December 2009, Council:

- (a) *declared that the 'pedestrian mall' status of Manners Mall is revoked in accordance with section 336 of the Local Government Act 1974*
- (b) *noted that the Local Government Act 1974 provides that any person may, within one month of the declaration, appeal to the Environment Court against the declaration and that the declaration does not take effect until the appeal period of one month has closed or, if an appeal is lodged, the determination of the appeal*

- (c) *noted that the declaration will be given effect following completion of the work required to construct the bus carriage way*
- (d) *agreed to redevelop lower Cuba Street as a shared space and that the design of the shared space be based on scenario 2 as set out in the Statement of Proposal (Proposed Revocation of the Pedestrian Status of Manners Mall) conditional upon the declaration to revoke the pedestrian mall status of Manners Mall being made by Council*
- (e) *noted the 2009/19 Long Term Council Community Plan includes provision of \$11.135m for the Golden Mile project which includes construction of the bus corridor through Manners Mall and shared space in lower Cuba Street as well as other public space (Willis, Dixon, Mercer Streets) and transport improvements (pedestrian crossings and intersection improvements)*
- (f) *noted that resolutions under the Wellington Consolidated Bylaw 2008 (Part 7, Traffic) will be required to give effect to the proposal and will be reported to the Strategy and Policy Committee in March 2010.*

The decision to revoke the pedestrian mall status of Manners Mall was appealed to the Environment Court by the City is Ours Incorporated. The Court decision, dated 15 April, declined the appeal and confirmed the Council's decision.

The proposed changes involve reversing the flow of general traffic in Manners Street and lower Cuba Street and restricting turn movements as a result. Parking is proposed to be removed from Manners Street east and Willis Street, with additional parking established in Dixon Street, Victoria Street, Wakefield Street and Mercer Street. The changes will result in better overall movement of traffic through the area and provide approximately 40 additional car parks.

Because many of the parking and traffic movement changes cannot be implemented until physical works are complete this report foreshadows these changes for the Council's consideration. If agreed, an effective date for the changes will be notified closer to the date when it is known that the changes can be implemented on street. It is expected that this will be late 2010 with the last changes in lower Cuba Street expected to be around July 2011. It should be noted that a number of parking spaces will become inoperative during the course of construction.

Speed limit changes to implement a 30km/h limit along the Golden Mile bus route from Willis Street to Courtenay Place and a 10 km/h limit in the lower Cuba Street shared zone are to be consulted on from 15 June to 16 July. Oral submissions are scheduled to be heard on 12 August with a report back to SPC 16 September.

Draft traffic resolutions have been prepared in accordance with resolution (f) above and advertised on 13 April 2010 with an extended closing date for comment of 7 May, allowing the public 25 days to comment on the proposals. 34 submissions were received.

5. Discussion

Issues raised by submitters and officer comments are given in the tables below. Where officers recommend a change to the traffic resolution, this is clearly indicated in the text.

Loading Zones	
Issue	Officer comment
<p>Loading zones on Manners Street are likely to interfere with bus passage and should be replaced in other streets (Submitter 1). The loading zone on Manners Street by Arty Bees Bookshop is likely to hinder bus operations. It should be replaced by one on Dixon Street (Submitters 5, 16).</p>	<p>Loading zones have been positioned around the ends of what is now Manners Mall to provide convenient servicing for local retailers and businesses. Loading zones can not be provided in what is now Manners Mall and on Manners Street so need to be situated as close as possible to be usable. They have been designed and located so as to not impede buses</p>
<p>The proposed loading zone in Manners Street east, Arty Bees preference would be for a three space loading zone available for all vehicles (Submitter 6).</p>	<p>A balance between sufficient loading and the position of the bus stop has been considered. To lengthen the loading facility would compromise bus activities in the area. The loading facility is considered sufficient when taking into account loading facilities nearby in Lower Cuba Street and Dixon Street.</p>
<p>Increase the amount of loading zones and reduce the amount of longer term parking (Submitters 11, 12, 14).</p>	<p>Officers' view is that sufficient loading zones have been provided to accommodate the needs to users, and that the balance of on-street car parks is appropriate.</p>
<p>Removal of the loading zone on the corner of Manners and Willis streets will inconvenience a lot of people (Submitter 16).</p>	<p>The removed loading spaces have been replaced on the south side of Boulcott Street just west of Willis Street diagonally across the road.</p>
<p>Expand the loading zone on the north side of Mercer Street to four car parks (Submitter 16).</p>	<p>It is unnecessary to expand the loading facility to four parks. Two spaces together with others in the area will meet demand for servicing</p>
<p>Two additional loading zones should be created at the north end of lower Cuba Street, given the likelihood of delivery drivers, taxis and couriers parking illegally on the footpath blocking pedestrian access (Submitter 3).</p>	<p>It is unnecessary to provide additional loading zones at the north end of lower Cuba Street as two loading spaces have been provided just east of lower Cuba Street on Wakefield Street.</p>
<p>Close off the end of Mercer Street and provide a loading zone for service vehicles delivering to that part of Willis Street (Submitter 11, 12, 14).</p>	<p>This is not desirable as we need to provide motorists coming off Boulcott Street and north along Willis Street with access into Wakefield Street and a loop back onto Victoria Street.</p>

Lower Cuba Street	
Issue	Officer comment
<p>Lower Cuba Street (between Manners Street and Wakefield Street) should be closed to vehicles at the Manners Street end (access/exit solely from/to Wakefield Street), making a better pedestrian environment (Submitter 1, 16). Allow cars to enter and leave lower Cuba Street from Wakefield Street (Submitters 12, 14).</p>	<p>This would require a two way carriageway in lower Cuba Street to allow vehicles to enter and exit instead of the planned single lane (thus reducing footpath width) and a turning area for vehicles at the Manners Street end, thus significantly reducing the amount of pedestrian-only space. The net result would be a significant reduction in pedestrian friendliness. Not supported.</p>
<p>Reversal of traffic direction on lower Cuba Street/Manners Street is contradictory proposing it will contribute to improved pedestrian flow (Submitter 28). Reverse the traffic flow to be southbound on lower Cuba Street (Submitter 16). Allow for outflow of private vehicles from lower Cuba Street onto Manners Street east (Submitter 16).</p>	<p>Traffic modelling by Opus has shown that reversing the current direction of traffic flow will reduce the numbers of vehicles passing through lower Cuba Street by 55% during the busiest (PM) peak period. This will substantially improve the pedestrian environment in the shared zone. In addition, the reversal will enable safety improvements to the Taranaki Street intersection by eliminating the current left turn from Manners Street into Taranaki Street which conflicts with the pedestrian phase.</p>
<p>The rationale that buses and slower speed limits will deter other vehicles from opting for the Manners Street/lower Cuba Street route seems superficial, especially at off-peak (Submitter 28).</p>	<p>The traffic modelling by Opus quoted above does not factor in the presence of buses on Manners Street east or lower speed limits. However, the presence of these factors will act to further suppress the numbers of vehicles passing through the shared zone.</p>
<p>Has the option been explored to allow only a restricted range of vehicles along lower Cuba Street/Manners Street (emergency, deliveries) with loading zones only, no parking? (Submitter 28).</p>	<p>This option has not been explicitly considered. However, feedback from retailers in lower Cuba Street clearly indicated that they wished to maintain access by general vehicles for use by their customers and suppliers.</p>
<p>The shared space concept shouldn't have been included in the revocation of Manners Mall proposal because it wasn't part of Manners Street and at best would be considered an 'access way' which is specifically ruled out under s336 Pedestrian Malls of the Local Government Act 1974 (Submitters 30, 31, 32).</p>	<p>The decision of the Environment Court dated 15 April 2010 explicitly commends its inclusion because it provides 'an entire and coherent package for scrutiny and comment'.</p>

<p>Reduce the number of parallel parks on lower Cuba Street to 10, not including the loading zone (2) and the taxi stand (2) (Submitter 16).</p> <p>Build out footpath to occupy the space of removed parks, 5 on the east side and 5 on the west side of the street to form a zigzag pattern (Submitter 16).</p>	<p>Councillors have previously indicated that they wish 24 car parks to be included in lower Cuba Street.</p>
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Car Parks	
Issue	Officer comment
<p>Already an over supply of parking due to the James Smith car park and Lombard car park. The 44 additional car parks proposed should be removed, and the on road space reallocated to pedestrian space and a limited number of short term loading zones (Submitter 3).</p> <p>The number of parking spaces should be limited to the current number, and the number of loading zone spaces be increased to a number that eliminates the perceived need to park on the footpath (Submitter 5).</p>	<p>The number of additional car parks has been the subject of considerable debate amongst Councillors during the development of this project. At the meeting on 10 December 2009, Councillors resolved that the shared space in lower Cuba Street would be based on scenario 2. The proposed traffic resolutions reflect decisions of Councillors relating to numbers of on-street car parks.</p>
<p>The angled car parks proposed pose a danger to pedestrians and cyclists. If these are to be implemented they need to be reverse in and drive out or revert to parallel parks (Submitter 8).</p>	<p>Officers are of the view that the creation of angle parks will not present a danger to cyclists in the low speed environment where they are being created in Mercer and Wakefield Streets. There is no evidence that angle parks present a safety problem for pedestrians.</p>
<p>The addition of 12 more angled car parks is welcomed. Challenge is managing the tour bus park. There will be a substantial increase this coming season so there will be a higher demand on the tour area outside the Council buildings (Submitter 33).</p>	<p>No comment required.</p>
<p>The implied disregard of the importance of provision for motorcycles is offensive (Submitter 8).</p> <p>Provide more motorbike and scooter parking (Submitters 11, 12, 14).</p> <p>Allocate cycle and scooter/motorcycle parking on lower Cuba Street (Submitter 16).</p> <p>Retain the entire space on the south side of Mercer Street for motorcycle and scooter parking (Submitter 16).</p>	<p>Additional motorcycle parking has recently been created in Wakefield Street opposite the city library to cater for increased numbers of motorcyclists generated by petrol price rises. The traffic resolutions provide a similar amount of motorcycle parking as at present. Officers will continue to monitor the demand for motorcycle parking. If necessary a second row of parking can be created in the Wakefield Street motorcycle park.</p>

Resolution Page 7: Deletion of Cuba Street (i.e. Mall between Manners & Dixon streets) no entry from Manners Street. This "No Entry to Cuba Street south from Manners Street" needs correcting (Submitter 8).	The resolution is correct as the intention is for service vehicles to enter this space from Dixon Street at the prescribed service times and not to come in off Manners Street because of the potential conflict with buses and pedestrians. .
This area of lower Cuba Street needs more time and more thinking in order to get it right. Throwing additional car parks here and along Wakefield and Dixon streets isn't the answer, and is nowhere near a sufficient formula for good urban design. How does this scheme support the Urban Design Protocol, which WCC has signed up to? (Submitter 10).	The design of the shared zone in lower Cuba Street has been the subject of a Councillor workshop, has been informally peer-reviewed by an international expert on shared spaces and has been the subject of discussion with a number of interested parties. A former Council officer who was also one of the authors of the Protocol also has significant input into its design. Officers are clear that the design is consistent with the Urban Design Protocol. The number of on street car parks was decided by Councillors and officers are satisfied that they can be accommodated without jeopardising good urban design.
Car park prior to bus stop outside Cubita Café & Burger Fuel on Taranaki Street is unsafe (Submitter 29).	This issue is outside the scope of the current traffic resolutions.

Bus stops	
Issue	Officer comment
Assume the existing bus stop on Manners Street is retained (Submitter 1).	Correct.
Proposed new bus stops need to incorporate the Central Area Bus Operational Review recommendations to provide two 'flag' configuration so all buses are not trying to stop at one place (Submitters 1, 5, 11, 12, 14).	It is proposed that the two flag proposals be considered holistically across the central city rather than piecemeal. If it is decided to implement this approach on Manners Street, it can be done under the proposed roading configuration with only minor changes.
A passing area along Manners Street for buses is needed and should ideally be located near the stops (Submitter 1).	It is not physically possible to accommodate a passing lane for buses in Manners Street. Moreover, Dr Wayne Stewart (Opus) in his evidence to the Environment Court pointed out that the ability of buses to pass each other was not required to realise the benefits of bus travel time savings.
Adequate footpath space is required at bus stops to allow the pedestrian path to remain separate from the bus waiting area (Submitter 1).	Adequate footpath space will be provided at the proposed bus stops.

<p>Arty Bees request that the waiting passengers be separated from our shop frontage to leave the footpath free for pedestrians and browsers (as in the existing Lower Cuba Street bus stop). Request that the bus stop begin to the east of our shop door. This will lessen the chance of idling buses pumping diesel fumes directly through our door and into our shop. This would create an unpleasant health hazard for our staff and customers. It would also mean that waiting passengers are not blocking access to our shop (Submitter 6).</p>	<p>There is ample space proved outside Arty Bees for this to occur as the footpath will be 5 metres wide at this point. It is not practicable or desirable to move the proposed bus stop east. The footpath becomes narrower from this point leaving less space to accommodate waiting passengers, and it is desirable to locate the stop as close as possible to Cuba Mall where the majority of passengers originate.</p>
<p>NZTA Footpath Design Requirements stipulate a 2.4m through route and a 0.75m frontage, which should be left clear for pedestrians and shoppers/browsers. WCC's own Footpath Management Policy has a clear statement that pedestrians should have priority on footpaths and that for Manners Street there should be a minimum continuous unobstructed footpath width of 3 metres (Submitter 6).</p>	<p>The footpaths through what is now Manners Mall and lower Cuba Street will comply with these requirements.</p>
<p>Victoria Street bus stop - It appears that this (between its Manners Mall and Dixon Street intersections) is being moved south. If that moves it further away from the half way point between the stops on either side, as I believe it does, I oppose that (Submitter 8).</p>	<p>The bus stop on the east side of Victoria Street is being moved slightly southward to improve access into the stop and particularly improve egress from the stop. It has no impact on bus stop spacing.</p>
<p>Move the bus stop in Victoria Street to a location next to Manners Street, so the bus system is more legible to users and the stop is closer to the more likely destinations of users (Submitters 11, 12, 13, and 14).</p>	<p>Moving the bus stop closer to Victoria would require the removal or relocation of the loading zone immediately adjacent to the current Manners Mall. This loading zone is required to provide servicing of businesses in this area of Manners Street because this section of Manners Street will be bus only in a westbound direction.</p>
<p>Place the bus stops so that they can meet the standards proposed in the Central Area Bus Operational Review. We suggest the Cuba Street intersection as an appropriate location, given the extra width there, and the increased visibility to pedestrians looking for the stop (Submitter 13).</p>	<p>The proposed bus stops would be in these locations.</p>

North and southbound lower Cuba Street bus stop option is the most practicable bus priority measure for bus stops (Submitters 30, 31, 32).	These submitters are seeking to revisit the Council's decision to open Manners Mall to buses. This issue is outside the scope of the traffic resolution process.
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Pedestrian safety	
Issue	Officer comment
Retain the traffic island at the Willis/Mercer intersection (Submitter 3).	This traffic island will need to be removed to allow buses to drive up Willis Street to the Manners Street intersection. The intersection will have a "Barnes dance" phase for pedestrians so there is no need for a central island.
Retain traffic island at Taranaki/Manners intersection (Submitter 3).	The retention of the traffic island is outside the scope of the traffic resolutions. The reconfiguration of the intersection is to improve its overall safety for motorists and pedestrians
Willis Street (and elsewhere): Proposed widening of carriageway, corner to be widened and existing kerb extension to be removed – will result in reducing the provision for pedestrian traffic. Loss of pedestrian space on the north east corner of Willis/Manners/Boulcott due to "corner to be widened" will have a potential adverse safety effect on pedestrians waiting to cross from that point during peak pedestrian traffic periods - they may overflow on to the road way. (Submitter 8).	Although there will be a slight narrowing of the footpath in this location, there will still be adequate space for pedestrians waiting to cross. The constrained nature of the city and the narrowness of the streets require trade-offs to be made between various uses.

Buses/Bus lanes	
Issue	Officer comment
Manners Street between Willis Street and Victoria Street be buses only in both directions at all times (Submitter 5, 7). Manners Street west restriction - For the efficient flow of buses eastbound other motor vehicles should be prohibited from eastbound use during weekdays between say 6am and 7pm unless having business in Manners Street (Submitter 8). Prevent the entry of cars into Manners Street from Willis/Boulcott streets (Submitter 13). Remove eastbound private vehicles from Manners Street west (Submitter 16) Make Manners Street between Victoria and	The proposal in the draft traffic resolutions was to maintain access for general traffic from Boulcott Street via Manners Street west to Victoria Street so as to improve local accessibility for general traffic. However, it is recognised by officers that although projected general traffic flows will be low, space limitations at the Victoria/Manners intersection make it sensitive to potential blockage. As previously advised, the intention was to monitor flows along this route, and if it was found that general vehicles were creating unacceptable delays for buses, this access could be restricted at a later date.

<p>Willis buses only in both directions, and allow Dixon Street between Victoria and Willis to have traffic flowing both ways (Submitter 25).</p>	<p>However, given the concern expressed in a significant number of submissions about the potential for delays to bus services, officers are of the view that it is appropriate to revisit this issue.</p> <p>If Councillors wished to restrict access from Boulcott Street for general vehicles, the implications would be small with around 80 vehicles affected during the am peak and around 25 during the pm peak. These would be accommodated on the network with no more than minor effects.</p> <p>Officers have no objection to modifying the traffic resolutions to prevent general vehicle access from Boulcott Street to Manners Street west during business hours with general traffic allowed access after 7pm and through to 6am</p>
<p>Confirm or deny if the closing of Boulcott Street to Manners Street west vehicles has been tested as suggested by Mana Coach Services (Submitters 30, 31, 32).</p>	<p>See officer comment above.</p>
<p>Wish to see Manners Street restricted to buses, pedestrians and cyclists (Submitter 7). Entire length of Manners Street to be bus only (Submitter 11, 12, 14, 26). Make west-bound traffic on Manners Street (between Taranaki and Cuba) limited to buses only, and force all private traffic through Dixon Street (Submitter 25).</p>	<p>As noted above, officers have no objection to preventing general vehicle access to Manners Street west during business hours. However, to maintain vehicular access to lower Cuba Street loading zones and on-street parking continued access is required via Manners Street east.</p>
<p>Cyclists should be allowed to use the proposed bus lanes (Submitter 8).</p>	<p>The narrowness of the carriageway through the bus only sections of Manners Street makes it unsafe for cyclists to use these routes. There are precedents for this in other parts of the city, in particular the bus only lanes in lower Willis Street and Lambton Quay which cyclists are not permitted to use.</p>
<p>Relocating the taxi stand from Manners Street/Taranaki Street intersection to the existing taxi stand in Dixon Street will enable buses to pass through Manners Street and Courtenay Place without any delays along the bus lanes (Submitter 9).</p>	<p>The taxi stand in question is being removed under the traffic resolutions as they are drafted.</p>
<p>Take cars out of the stretch of Willis St from Manners to Lambton Quay (Submitter 11). Consider altering the arrangements in Willis</p>	<p>The northbound route for general vehicles down Willis Street past Mercer Street provides essential access to Lambton Quay and Civic Square for general vehicles and</p>

Street, from Manners to Lambton Quay, to provide a public transport corridor with no cars (although possibly a time outside the peak for service vehicles to make deliveries to shops). Close off Mercer Street, and provide loading zones there for servicing businesses in Willis Street (Submitter 13).	forms part of a one-way pair with Victoria Street travelling in the opposite direction. It is not practicable or desirable to restrict this to buses only. Moreover, if general vehicles are removed from Manners Street west during business hours, closing this route would severely restrict the options for general traffic exiting Boulcott Street.
No savings to be made on bus travel times with buses stopping in the carriageway (Submitter 21).	Evidence presented by Opus to the Environment Court showed that the in-lane bus stops will have a very minor effect on travel time savings.
Why not investigate an option where all bus stops would have the space to be proper bus stops rather than the current situation with hundreds of people standing outside shops and businesses (Submitter 24).	Wellington's streets are relatively narrow and preclude dedicated passenger only waiting areas in many places. The proposed bus stops represent the best compromise achievable given space constraints.
Confirm that buses can safely pass in what is now the Manners Mall area (Submitter 30, 31, 32).	Evidence presented to the Environment Court by Opus demonstrated that buses could safely pass each other provided the way was clear in the opposing bus lane.
Inner continuum lane not designed as full bus length and should be noted if a bus was to stop inside its length without impeding the Victoria Street traffic flow its back wheels would need to ride up the kerb (Submitter 27).	This submission is not understood.

Other issues/suggestions	
Issue	Officer comment
The disruption to all of the businesses in and around Manners Mall will be huge. Is the Council planning any compensation for loss of business due to disruption beyond the shop owner's control? (Submitter 6).	Council will be working closely with the contractor to minimise disruption to businesses. Council does not provide compensation.
Mercer Street - retain existing motorbike parking and loading zones with no angle parks and make the north side a cycle lane The north side of Wakefield Street should be turned into a cycle lane with all car parking removed. (Submitter 1).	Space constraints in the central city make it impracticable to provide cycle-only lanes. However, the removal of buses on Mercer and Wakefield Street will provide a cycle friendly route due to decreased vehicle numbers and relatively low speeds.
A better place for a taxi stand would be inside the Council parking area to the east of MFC (Submitter 1).	This location would be too remote from the major generators of taxi clientele (i.e. Cuba Mall and lower Cuba Street).

<p>Dixon Street should be traffic-calmed and the footpaths widened. Suggest the taxi stand would be better moved closer to Cuba Street and some car parks moved to the current taxi stand (Submitter 1). Dixon Street between Taranaki Street and Cuba Mall should be made pedestrian friendly with a single lane and speed humps for vehicles and seating/plantings etc for pedestrians, perhaps including extending Te Aro Park a little further south (Submitter 8).</p>	<p>The design of Dixon Street is intended to accommodate Councillors' desire for 40 additional on street car parks. The reduced traffic volumes and the narrowness of the street (with accompanying side friction) will keep speeds down without requiring traffic calming. After consultation with the taxi industry the existing stand has been retained in its present position to meet customer needs.</p>
<p>Opera House Lane and Luke's Lane should have access from Wakefield Street - some improvement to the existing arrangement from Wakefield Street would be necessary (Submitter 1)</p>	<p>The Opera House and Luke's Lane already have access from Wakefield Street when necessary, although this requires the removal of bollards. However, it would be undesirable to encourage through traffic on a day to day basis.</p>
<p>The Cuba/Wakefield intersection should be revised to ensure that the pavers used between the Town Hall and the Michael Fowler Centre continues across the street at a constant level (Submitter 3).</p>	<p>This is still being considered as part of the detailed design of lower Cuba Street and is outside the scope of the traffic resolutions.</p>
<p>The service road underneath the Michael Fowler Centre should be brought up to footpath level and paved in the same pavers to increase connection and encourage lower vehicle speeds (Submitter 3).</p>	<p>This is still being considered as part of the detailed design of lower Cuba Street and is outside the scope of the traffic resolutions.</p>
<p>Dixon Street should be closed at the Cuba Mall crossing and turned into a two-way road at both ends (Submitters 3, 5, 12, 14).</p>	<p>This suggestion would require the construction of turning areas at the Cuba Mall ends and two lane carriageways so traffic could exit the street. One row of on-street car parks would also need to be deleted. Officers' view is that the net result would be for this street to be more vehicle dominated than the current design. In addition, the current secondary access route to Kelburn via McDonald's Crescent would be blocked.</p>
<p>From the schedule it appears that the pedestrian crossing on Wakefield Street near Victoria Street will be moved approximately 35 metres towards Cuba Street, but this is not shown on the map (Submitter 5). Wakefield Street pedestrian crossing: The resolution deletes the existing provision and adds a new one. I oppose these actions if its location moves to the northwest or more</p>	<p>There is no intention to move the pedestrian crossing. It works well in its present location. The resolution merely tidies up the wording of the current traffic resolution relating to the pedestrian crossing and parking west of it in a consistent format to the other parking changes in this street.</p>

<p>than a couple of metres southeast. In the former case it would be closer to the turn of traffic left into Wakefield Street from Victoria Street and mean less time to see pedestrians about to cross. In the latter case it would move the north side away from the heavily used entrance/exit of WCC, which is a common destination/source for pedestrians crossing (Submitter 8).</p>	
<p>Willis Street/Mercer Street intersection: Removal of the pedestrian refuge means pedestrians are more likely to be delayed crossing here. I ask that the phasing of the lights be changed to compensate for that (Submitter 8).</p>	<p>It is intended that a Barnes dance pedestrian phase will be installed at this intersection which will provide a dedicated, safe crossing opportunity for pedestrians without the need for a pedestrian refuge</p>
<p>Mercer Street Posting Box: It looks as if immediate access for clearing the posting box (on the south side) will be lost. Is it intended to move the posting box to the north side (adjacent to the loading zone)? (Submitter 8).</p>	<p>There is no intention to move the posting box and access to it will be maintained</p>
<p>Page 7: "Delete Manners Street no left turn into Willis Street" - I ask that this restriction "at all times northwest bound traffic (in Manners Street west) no left turn to Willis Street" be retained (Submitter 8).</p>	<p>General traffic will not be permitted to travel westbound on Manners Street west, so the 'no left turn' provision is no longer required.</p>
<p>Add Cuba Street one way restriction (between Manners Street and Wakefield Street) - although the southbound (only) restriction is deleted (page 7) to allow traffic flow northbound, I can not find the addition of a northbound (only) one way restriction (between Manners Street and Wakefield Street) to prohibit flow southbound (Submitter 8).</p>	<p>The one-way restriction is accommodated by a "No Entry" restriction off Wakefield Street and access only being permitted from Manners Street. There are no vehicle accesses off this section of Cuba Street so traffic having entered can only proceed one-way.</p>
<p>Manners Street east restriction - for the efficient flow of buses westbound and prevent through traffic using the "shared" pedestrian section of Cuba Street, entry into Manners Street east to travel north east for motor vehicles other than buses should be prohibited unless having business in Manners Street east or Cuba Street (Submitter 8).</p>	<p>The proposed 10 km/h speed limit in lower Cuba Street and pedestrian priority environment will strongly discourage through traffic. It is neither practicable from an enforcement perspective nor desirable to add the restriction requested.</p>

<p>Page 32: Wakefield Street no stopping detail - this "south west side, commencing 136 metres from its intersection with Cuba Street, and extending in a north-westerly direction following the kerb line for 12.5 metres" needs correcting or it could be argued that the restriction is 5.5 metres shorter than intended (Submitter 8).</p>	<p>12.5 metres extends to the intersection of Wakefield Street with Victoria Street. An existing restriction for Victoria Street covers the area in question.</p>
<p>Page 32: Willis Street south bound traffic, no right turn to Manners Street - I can not make sense of this as it stands. As I can not see a specific restriction (deletion or addition) for the existing right turn into Manners Street for traffic southbound on Victoria Street and such a restriction seems to be part of the proposal, I assume that this is meant to be "Victoria" rather than "Willis" (Submitter 8).</p>	<p>The submitter is correct; the ban on the right turn is for north bound Willis Street traffic. This has been corrected in the recommendations</p>
<p>Bond Street no left turn on to Willis Street - given that Willis Street southbound is a bus lane I wonder if the resolution needs to add a restriction on motor vehicles turning left from the western end of Bond Street. Even if it isn't needed in the traffic resolution then I would expect there to be a sign for westbound traffic in Bond Street (Submitter 8).</p>	<p>There is no need to add a resolution as the bus lane restriction prohibits the left turn. The exit will however be signed to reinforce this condition.</p>
<p>Dixon Street/Victoria Street junction - given that northbound from this junction is solely for Edward Street, I wonder if the resolution needs to add a restriction on northbound entry to Victoria Street at this point (and possibly on turn right from Dixon Street) that it is only allowed for access to Edward Street (Submitter 8).</p>	<p>There is no need for such a restriction as the north bound lane will physically end at this point. Thereafter motorists will be confronted by one-way Victoria Street traffic. This will be signed accordingly.</p>
<p>Does not support Council rhetoric about preparing the city for post-peak-oil and climate change, nor does it demonstrate any support for a sustainable Wellington (Submitter 10).</p>	<p>The Opus analysis showed that the scheme yields modest but significant savings in bus energy use and thus climate change benefits.</p>
<p>Provide better drop off/pick up spaces in Wakefield near the Michael Fowler Centre. It is chaotic there before and after large concerts (Submitters 12, 14).</p>	<p>It is not practicable in the space available to cater for all people wishing to be dropped off or picked up during times of high demand.</p>

Prevent the entry of cars into Manners Street from Taranaki Street (Submitter 13).	Access to Manners Street is required for servicing of the area and access to car parking in lower Cuba Street. By reversing the direction of traffic on Manners Street we have minimised the need for extraneous traffic to enter this area so there is no need to further restrict access.
Planting of trees on Willis Street - currently the existing trees drop a lot of leaves leaving the area messy and dangerous when they are wet for pedestrians (Submitter 34).	Outside scope of traffic resolutions. The trees are part of the landscaping and beautification of the area.
Merging general traffic into the southern bound route on Manners Street west - not included as a traffic resolution? Impact on bottlenecking back into Willis Street is then extraordinary (Submitter 27).	Submission not fully understood but interpret it as having concern for general traffic impeding bus movement in Manners Street west to the extent that it blocks the Willis Street intersection. This will not be a problem if Manners Street west is closed to general traffic during business hours.
Tree planting - as shown on the map on the Manners Street west northern footpath, these trees would have to be planted under the eaves of the buildings (Submitter 27).	Outside scope of traffic resolutions. Officers are confident that there will be no clash with building verandas. .

In addition to these comments the Police have asked for two after hours parks in Dixon Street. This is to enable them to park police vehicles in the area in the evening to carry out their operational duties. The two parks will be provided in the general metered spaces at the end of the business day. These spaces will compliment the full time space in Lower Cuba Street to meet police needs in the area.

5.1 Consultation and Engagement

Consultation has been undertaken in accordance with the Council's traffic resolutions procedures.

5.2 Financial Considerations

The revenue from the 40 additional on street car parks has been taken into account during the budgeting process.

5.3 Climate Change Impacts and Considerations

Not applicable.

5.4 Long-Term Council Community Plan Considerations

The Golden Mile project is budgeted in the Council's 2009-12 LTCCP.

6. Conclusion

Officers have carefully considered public input on the traffic resolutions issued for comment in April and have proposed amendments where appropriate. It is recommended that the Committee recommend the amended draft traffic resolutions for approval by Council.

Contact Officer: *Stephen Harte, Programme Manager – Transport Network Development*

Supporting Information

1) Strategic Fit / Strategic Outcome

The Golden Mile project is consistent with the Council's strategic transport documents.

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.

5) Consultation

a) General Consultation

Consultation has been undertaken in accordance with the Council's traffic resolutions procedure approved by the Council's City Infrastructure Committee on 24 October 2002.

b) Consultation with Maori

Not applicable.

6) Legal Implications

Council's lawyers have been consulted during the development of this report.

7) Consistency with existing policy

The recommendations in this report are consistent with Council policy.