

TRAFFIC RESOLUTIONS

1. Purpose of Report

This report outlines the recommended amendments to the Wellington City Council Traffic Restrictions. These recommendations support the achievement of the Council's Transport Strategy Outcomes of Safety, Accessibility, Efficiency and Sustainability. All of the proposed traffic restrictions were publicly advertised.

2. Executive Summary

The proposed resolutions were advertised on 01 February 2011, giving the public 18 days to make submissions. In total, 7 submissions were received

Proposed Resolution	Agree	Disagree	Neutral	Total Number of Submissions
TR01-11 Thorndon Quay	-	1	-	1
TR11-11 Sheridan Terrace	-	-	1	1
TR14-11 Adelaide Road	-	1	-	1
TR15-11 Taranaki Street	-	1	-	1
TR22-11 Featherston Street	1	1	-	2
TR24-11 Cara Crescent	-	1	-	1

As a result of the submissions received Council Officers have modified the following proposed restriction as follows;

- TR24-11 [Cara Crescent] – reduction in proposed no stopping restrictions on Cara Crescent, and retain the other proposed resolution in their original format

3. Recommendations

Officers recommend that the Committee:

1. *Receive the information.*
2. *Recommend that Council approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.*

(a) *Time limited (P10) – Thorndon Quay– Thorndon (TR01-11)*

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

Column One	Column Two	Column Three
Thorndon Quay	<i>No stopping, at all times.</i>	<i>East side, following the kerbline 340.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 9.5 metres.</i>
Thorndon Quay	<i>Clearway, Monday to Friday 7:00am – 9:00am.</i>	<i>East side, following the kerbline 350 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 22.5 metres.</i>

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

Column One	Column Two	Column Three
Thorndon Quay	<i>Metered parking, P120 Maximum, Monday to Friday 9:00am – 6:00pm, Saturday to Sunday 8:00am – 6:00pm.</i>	<i>East side, following the kerbline 350 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 22.5 metres. (8 angle parking spaces)</i>

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

Column One	Column Two	Column Three
Thorndon Quay	<i>P10, Monday to Friday 7:00am – 9:00am.</i>	<i>East side, following the kerbline 348 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly direction for 24.5 metres. (4 parallel parking spaces)</i>

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

Column One	Column Two	Column Three
Thorndon Quay	<i>No stopping, at all times.</i>	<i>East side, following the kerbline 340.5 metres south of its intersection with Hutt Road (Grid Coordinates $x= 1749218.1$ m, $y= 5430001.8$ m), and extending in a southerly direction for 7.5 metres.</i>

Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Thorndon Quay	<i>Metered parking, P120 Maximum, Monday to Friday 9:00am – 6:00pm, Saturday to Sunday 8:00am – 6:00pm.</i>	<i>East side, following the kerbline 348 metres south of its intersection with Hutt Road (Grid Coordinates $x=$ 1749218.1 m, $y= 5430001.8$ m), and extending in a southerly direction for 24.5 metres. (4 parallel parking spaces)</i>

- (b) *Class restricted (WCC Drainage Vehicles Parking) – Palliser Road–
Roseneath (TR02-11)*

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

Column One	Column Two	Column Three
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<i>Palliser Road</i>	<i>WCC Drainage Vehicles Parking, at all times.</i>	<i>East side, commencing 132.5 metres southeast of its intersection with Bayview Terrace (Grid coordinates x= 1749993.6 m y= 5427147.4 m), and extending in a southerly direction following the eastern kerbline for 12 metres.</i>
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*Add to Schedule D (No Stopping Restrictions) of the Traffic
Restrictions Schedule*

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Palliser Road</i>	<i>No stopping, at all times.</i>	<i>East side, commencing 126.5 metres southeast of its intersection with Bayview Terrace (Grid coordinates x= 1749993.6 m y= 5427147.4 m), and extending in a southerly direction following the eastern kerbline for 6 metres.</i>
<i>Palliser Road</i>	<i>No stopping, at all times.</i>	<i>South side, commencing 680 metres southwest of its intersection with Roseneath Terrace (Grid coordinates x= 1750552.0 m y= 5427127.8 m), and extending in a northerly direction following the western kerbline for 23 metres.</i>

- (c) *Class restricted (P120 Motorcycle parking) – Waring Taylor Street–
Lambton (TR08-11)*

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Waring Taylor Street</i>	<i>No Stopping, At All Times.</i>	<i>Southwest side, following the kerbline 28.5 metres west of its intersection with Featherston Street (Grid Coordinates</i>

*X=2658874.969993 m,
Y=5990086.239967 m)
and extending in a north-
westerly direction for 24.5
metres.*

*Add to Schedule B (Restricted Parking) of the Traffic Restrictions
Schedule*

Column One	Column Two	Column Three
Waring Taylor Street	<i>Motorcycle parking, P120</i>	<i>Southwest side, following the kerbline 49 metres west of its intersection with Featherston Street (Grid coordinates x=2658875 m, y=5990086.2 m), and extending in a north- westerly direction for 4 metres.</i>

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

Column One	Column Two	Column Three
Waring Taylor Street	<i>No Stopping, at all times.</i>	<i>Southwest side, following the kerbline 28.5 metres west of its intersection with Featherston Street (Grid coordinates x=2658875 m, y=5990086.2 m) and extending in a north- westerly direction for 20.5 metres.</i>

- (d) *Class restricted (P120 Motorcycle parking) – Stout Street– Lambton
(TR09-11)*

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

Column One	Column Two	Column Three
Stout Street	<i>No stopping, at all times.</i>	<i>Northwest side, following the kerbline 57 metres northeast of its intersection with Lambton Quay (Grid Coordinates X=2658760.031944 m,</i>

*Y=5990206.822328 m)
and extending in a north-
easterly direction for 12
metres.*

*Add to Schedule B (Restricted Parking) of the Traffic Restrictions
Schedule*

Column One
Stout Street

Column Two
*Motorcycle parking,
P120.*

Column Three
*Northwest side, following
the kerbline 64 metres
northeast of its
intersection with
Lambton Quay
(Grid coordinates
 $x=2658760.0$ m,
 $y=5990206.8$ m) and
extending in a north-
easterly direction for 3
metres.*

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

Column One
Stout Street

Column Two
*No stopping,
at all times.*

Column Three
*Northwest side, following
the kerbline 57 metres
northeast of its
intersection with
Lambton Quay
(Grid coordinates
 $x=2658760.0$ m,
 $y=5990206.8$ m) and
extending in a north-
easterly direction for 7
metres.*

Stout Street

*No stopping,
at all times.*

*Northwest side, following
the kerbline 67 metres
northeast of its
intersection with
Lambton Quay
(Grid coordinates
 $x=2658760.0$ m,
 $y=5990206.8$ m) and
extending in a north-
easterly direction for 2
metres.*

- (e) *No stopping (at all times) – Sheridan Terrace– Johnsonville (TR11-11)*

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

Column One	Column Two	Column Three
Sheridan Terrace	<i>No stopping, at all times.</i>	<i>East side, commencing 62 metres north of its intersection with Barrie Street (Grid coordinates x= 1751718.4 m y= 5434625.8 m), and extending in a northerly direction following the eastern kerbline for 37 metres.</i>

- (f) *No stopping (at all times) – Darwin Street– Karori (TR12-11)*

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

Column One	Column Two	Column Three
Darwin Street	<i>No stopping, at all times.</i>	<i>South side, commencing from its intersection with Chamberlain Road (Grid coordinates x= 1745290.3 m y= 5428280.3 m), and extending in a westerly direction following the southern kerbline for 20 metres.</i>

- (g) *Class restricted (Bus stop) – Rintoul Street– Newtown (TR13-11)*

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

Column One	Column Two	Column Three
Rintoul Street	<i>Bus Stop, At All Times</i>	<i>West side, commencing 94 metres south of its intersection with Brixham Way and extending in a southerly direction following the western kerbline for 8 metres</i>

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

Column One	Column Two	Column Three
Rintoul Street	<i>Bus stop, at all times.</i>	<i>West side, commencing 256 metres north of its intersection with Waripori Street, (Grid coordinates $x = 1748801.9$ m, $y = 5424328.8$ m), and extending in a northerly direction following the western kerbline for 20 metres.</i>

(h) *(Bus stop) – Adelaide Road– Newtown (TR14-11)*

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

Column One	Column Two	Column Three
Adelaide Road	<i>Bus Stop, At All Times</i>	<i>East side, commencing 40 metres east of its intersection with Britomart Street and extending in a southerly direction following the eastern kerbline for 21 metres.</i>
Adelaide Road	<i>Bus Stop, At All Times</i>	<i>West side, commencing 37 metres south of its intersection with Duppa Street and extending in a southerly direction following the western kerbline for 20 metres.</i>

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

Column One	Column Two	Column Three
Adelaide Road	<i>No Stopping At All Times.</i>	<i>East side, commencing 61 metres south of its intersection with Britomart Street and extending in a southerly direction following the eastern kerbline for 22.5 metres</i>

Adelaide Road	<i>No Stopping At All Times.</i>	<i>West side, commencing 93 metres south of its intersection with Britomart Street and extending in a southerly direction following the western kerbline for 14.5 metres.</i>
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Add to Schedule B (Restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Adelaide Road	<i>Bus stop, at all times.</i>	<i>East side, commencing 49 metres south of its intersection with Herald Street (Grid coordinates x= 1748582.8 m, y= 5424117.1 m), and extending in a southerly direction following the eastern kerbline for 20 metres.</i>
Adelaide Road	<i>Bus stop, at all times.</i>	<i>West, commencing 38 metres north of its intersection with Chilka Street (Grid coordinates x = 1748564.0 m, y= 5423961.8 m), and extending in a northerly direction following the western kerbline for 20 metres.</i>
Adelaide Road	<i>Bus stop, at all times.</i>	<i>West, commencing 31 metres south of its intersection with Duppa Street (Grid coordinates x= 1748556.5 m, y= 5423831.6 m), and extending in a southerly direction following the western kerbline for 25 metres.</i>

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

Column One	Column Two	Column Three
Adelaide Road	<i>No stopping, at all times.</i>	<i>East side, commencing 69 metres south of its intersection with Herald Street (Grid coordinates $x= 1748582.8$ m, $y= 5424117.1$ m), and extending in a southerly direction following the eastern kerbline for 14.5 metres.</i>
Adelaide Road	<i>No stopping, at all times.</i>	<i>West, commencing 93 metres south of its intersection with Britomart Street (Grid coordinates $x= 1748572.8$ m, $y= 5424118.1$ m), and extending in a southerly direction following the western kerbline for 5 metres.</i>

- (i) *Class restricted (Bus stop) – Taranaki Street – Te Aro (TR15-11)*

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

Column One	Column Two	Column Three
Taranaki Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 4:00pm, Friday 8:00am - 4:00pm, 6:00pm - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>East side, commencing 33.5 metres south of its intersection with Courtenay Place (Grid Coordinates $X=2658970.591186$ m, $Y=5988950.687511$ m) and extending in a southerly direction following the kerbline for 5.5 metres. (1 parallel carpark)</i>

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

Column One	Column Two	Column Three
Taranaki Street	<i>Bus Stop, At all times.</i>	<i>East side, commencing 39 metres south of its intersection with Courtenay Place (Grid Coordinates X=2658970.591186 m, Y=5988950.687511 m) and extending in a southerly direction following the kerbline for 13.5 metres.</i>

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

Column One	Column Two	Column Three
Taranaki Street	<i>Clearway, Monday to Friday 4:00pm - 6:00pm.</i>	<i>East side, commencing 33.5 metres south of its intersection with Courtenay Place (Grid Coordinates X=2658970.591186 m, Y=5988950.687511 m) and extending in a southerly direction following the kerbline for 5.5 metres.</i>

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

Column One	Column Two	Column Three
Taranaki Street	<i>Bus stop, at all times.</i>	<i>East side, commencing 33.5 metres south of its intersection with Courtenay Place (Grid coordinates x= 1748950.3 m y=5427237.2 m) and extending in a southerly direction following the eastern kerbline for 14.5 metres.</i>

Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Taranaki Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 4:00pm, Friday 8:00am - 4:00pm, 6:00pm - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, commencing 48 metres south of its intersection with Courtenay Place (Grid coordinates x= 1748950.3 m y=5427237.2 m,) and extending in a southerly direction following the eastern kerbline for 5.5 metres. (1 parallel parking space)

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

Column One	Column Two	Column Three
Taranaki Street	Clearway, Monday to Friday 4:00pm - 6:00pm.	East side, commencing 48 metres south of its intersection with Courtenay Place (Grid coordinates x= 1748950.3 m y= 5427237.2 m), and extending in a southerly direction following the eastern kerbline for 5.5 metres.

- (j) *Give way control – Reading Street – Karori (TR18-11)*

Add to Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Reading Street	Give way control.	South bound traffic at its intersection with Karori Road.

- (k) *Class restricted (Mobility parking) - Weka Street – Miramar (TR19-11)*

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

Column One	Column Two	Column Three
Weka Street	P15,	West side, commencing

*Monday to Friday
8:15am-9:15am,
2:30pm-3:15pm,
During School Terms* *105 metres north of its
intersection with
Manuka Street
(Grid coordinates
x=1752731.4m,
y=5425736.4m), and
extending in a northerly
direction following the
western kerbline for 50
metres.*

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

<i>Column One Weka Street</i>	<i>Column Two P15, Monday to Friday 8:15am-9:15am, 2:30pm-3:15pm, During School Terms</i>	<i>Column Three West side, commencing 112 metres north of its intersection with Manuka Street (Grid coordinates x=1752731.4m, y=5425736.4m), and extending in a northerly direction following the western kerbline for 43 metres.</i>
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*Add to Schedule B (Restricted Parking) of the Traffic Restrictions
Schedule*

<i>Column One Weka Street</i>	<i>Column Two Mobility parking – displaying an operation mobility permit only, P30, Monday to Friday 8:15am-9:15am, 2:30pm-3:15pm, During School Terms</i>	<i>Column Three West side, commencing 105 metres north of its intersection with Manuka Street (Grid coordinates x=1752731.4m, y=5425736.4m), and extending in a northerly direction following the western kerbline for 7 metres.</i>
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- (1) *Time limited (P60), Class restricted (Loading zone) – Evans Bay
Parade – Hataitai (TR20-11)*

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

<i>Column One Evans Bay Parade</i>	<i>Column Two P60,</i>	<i>Column Three West side, commencing</i>
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*Monday to Sunday
8:00am -6:00pm.*

*238 metres north of its
intersection with
Rata Road
(Grid Coordinates
x=1750712.59m,
y=5425815.80m), and
extending in a northerly
direction following the
western kerbline for 19
metres.*

*Add to Schedule B (Restricted Parking) of the Traffic Restrictions
Schedule*

Column One
Evans Bay Parade

Column Two
*Loading zone,
P5.*

Column Three
*West side, commencing
232.5 metres north of its
intersection with
Rata Road
(Grid Coordinates
x=1750712.59m,
y=5425815.80m), and
extending in a northerly
direction following the
western kerbline for 5.5
metres.*

(m) Resident parking – Garden Road – Northland (TR21-11)

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

Column One
Garden Road

Column Two
*No stopping,
at all times.*

Column Three
*North side, commencing
172.5 metres north of its
intersection with Orangi
Kaupapa Road
(Grid Coordinates
x= 1747519 m,
y= 5428414.0 m), and
extending in a northerly
direction following the
western kerbline for 8
metres.*

Garden Road

*No stopping,
at all times.*

*North side, commencing
202.5 metres north of its
intersection with Orangi
Kaupapa Road
(Grid Coordinates
x= 1747519 m,
y= 5428414.0 m), and*

extending in a northerly direction following the western kerbline for 3.5 metres.

Add to Schedule E (Residents Parking) of the Traffic Restrictions Schedule

**Column One
Garden Road**

Column Two
*Resident parking,
Monday to Friday
8:00am to 6:00pm*

Column Three
*North side, commencing
147.5 metres north of its
intersection with Orangi
Kaupapa Road
(Grid Coordinates
 $x= 1747519$ m,
 $y= 5428414.0$ m), and
extending in a northerly
direction following the
western kerbline for 25
metres.*

Garden Road

*Resident parking,
Monday to Friday
8:00am to 6:00pm.*

*North side, commencing
180.5 metres north of its
intersection with Orangi
Kaupapa Road
(Grid Coordinates
 $x= 1747519$ m,
 $y= 5428414.0$ m), and
extending in a northerly
direction following the
western kerbline for 22
metres.*

Garden Road

*Resident parking,
Monday to Friday
8:00am to 6:00pm.*

*North side, commencing
206 metres north of its
intersection with Orangi
Kaupapa Road
(Grid Coordinates
 $x= 1747519$ m,
 $y= 5428414.0$ m), and
extending in a northerly
direction following the
western kerbline for
10.5 metres.*

- (n) *Class restricted (Bus stop), Metered parking – Featherston Street – Lambton (TR22-11)*

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

**Column One
Featherston**

Column Two
Bus stop,

Column Three
East side, commencing

Street	<i>Monday to Friday 6:00am – 9:30am 3:30pm – 9:00pm.</i>	<i>16.5 metres south of its intersection with Bunny Street (Grid coordinates x= 1749003.7 m, y= 5428664.8 m), and extending in a southerly direction following the eastern kerbline for 18 metres.</i>
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*Add to Schedule D (No Stopping Restrictions) of the Traffic
Restrictions Schedule*

Column One	Column Two	Column Three
Featherston Street	<i>No stopping, at all times.</i>	<i>East side, commencing 9 metres south of its intersection with Bunny Street (Grid coordinates x= 1749003.7 m, y= 5428664.8 m), and extending in a southerly direction following the eastern kerbline for 7.5 metres.</i>
Featherston Street	<i>No stopping, at all times.</i>	<i>East side, commencing 77.5 metres south of its intersection with Bunny Street (Grid coordinates x= 1749003.7 m, y= 5428664.8 m), and extending in a southerly direction following the eastern kerbline for 5 metres.</i>

*Add to Schedule F (Metered Parking) of the Traffic Restrictions
Schedule*

Column One	Column Two	Column Three
Featherston Street	<i>P120 Maximum, Monday to Friday 9:30am - 3:30pm, Saturday to Sunday 8:00am - 6:00pm.</i>	<i>East side, commencing 16.5 metres south of its intersection with Bunny Street (Grid coordinates x= 1749003.7 m, y= 5428664.8 m), and extending in a southerly direction following the</i>

Featherston Street

*P120 Maximum,
Monday to Thursday
8:00am - 6:00pm,
Friday
8:00am - 8:00pm,
Saturday and
Sunday 8:00am -
6:00pm.*

*eastern kerbline for 18 metres.
(3 parallel parking spaces)
East side, commencing 34.5 metres south of its intersection with Bunny Street (Grid coordinates $x= 1749003.7$ m, $y= 5428664.8$ m), and extending in a southerly direction following the eastern kerbline for 43 metres.
(7 parallel parking spaces)*

- (o) *Time limited (P5) – Middleton Road – Johnsonville (TR23-11)*

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

**Column One
Middleton Road**

Column Two
*P5,
Monday to Sunday
7:00am – 8:00pm.*

Column Three
*East side, commencing 391 metres south of its intersection with Wingfield Place (Grid coordinates $x= 1751886.8$ m, $y= 5436227.9$ m), and extending in a southerly direction following the eastern kerbline for 8 metres.
(3 angle parking spaces)*

- (p) *Give way control, No stopping (at all times) – Cara Crescent – Paparangi (TR24-11)*

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

**Column One
Cara Crescent**

Column Two
*No stopping,
at all times.*

Column Three
North side, commencing at its intersection with Mark Avenue (Grid coordinates $x= 1752397$ m, $y= 5435962.6$ m), and extending in a westerly

Cara Crescent

*No stopping,
at all times.*

*direction following the
northern kerbline for 6
metres.
South side, commencing
at its intersection with
Mark Avenue
(Grid coordinates
x= 1752394.3 m,
y= 5435952.5 m), and
extending in an easterly
direction following the
southern kerbline for
6metres.*

Mark Avenue

*No stopping,
at all times.*

*West side, commencing
at its intersection with
Cara Crescent
(Grid coordinates
x= 1752397 m,
y= 5435962.6 m), and
extending in a northerly
direction following the
western kerbline for 6
metres.*

Mark Avenue

*No stopping,
at all times.*

*West side, commencing
at its intersection with
Cara Crescent
(Grid coordinates
x= 1752394.3 m,
y= 5435952.5 m), and
extending in a southerly
direction following the
western kerbline for 6
metres.*

*Add to Schedule G (Give Way and Stop Controls) of the Traffic
Restrictions Schedule*

***Column One
Cara Crescent***

Column Two
Give way.

Column Three
*East bound traffic, at its
intersection with Mark
Avenue.*

- (q) *Class restricted (Mobility parking) – Ganges Road – Khandallah
(TR54-10)*

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

***Column One
Ganges Road***

Column Two
*P60,
Monday to Saturday*

Column Three
*West side, commencing 49.7
metres south of its intersection*

8:00am – 6:00pm. with Agra Crescent (Grid Coordinates $x= 1750041.3$ m, $y= 5432353.5$ m), and extending in a southerly direction following the western kerbline for 26.4 metres. (9 angled parking spaces)

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

Column One	Column Two	Column Three
Ganges Road	Mobility parking - displaying an operation mobility permit only, at all times.	East side, commencing 63.8 metres south of its intersection with Agra Crescent (Grid Coordinates $x= 1750049.0$ m, $y= 5432350.7$ m), and extending in a southerly direction following the eastern kerbline for 8.7 metres. (2 angled mobility parking spaces)

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

Column One	Column Two	Column Three
Ganges Road	P60, Monday to Saturday 8:00am – 6:00pm.	East side, commencing 60.8 metres south of its intersection with Agra Crescent (Grid Coordinates $x= 1750048.9$ m, $y= 5432352.5$ m), and extending in a southerly direction following the eastern kerbline for 2.9 metres. (1 angled space)
Ganges Road	P60, Monday to Saturday 8:00am – 6:00pm.	West side, commencing 54.5 metres south of its intersection with Agra Crescent (Grid Coordinates $x= 1750033.5$ m, $y= 5432349.3$ m), and extending in a southerly direction following the western kerbline for 18.8 metres. (7 angled parking spaces)

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

Column One
Ganges Road

Column Two
*Mobility parking
- displaying an
operation mobility
permit only,
at all times.*

Column Three
*East side, commencing 63.7
metres south of its intersection
with Agra Crescent
(Grid Coordinates
 $x= 1750048.9$ m,
 $y= 5432352.5$ m), and
extending in a southerly
direction following the eastern
kerbline for 5.8 metres.
(1 angled mobility parking
space)*

Ganges Road

*Mobility parking
- displaying an
operation mobility
permit only,
at all times.*

*West side, commencing 50
metres south of its intersection
with Agra Crescent
(Grid Coordinates
 $x= 1750033.5$ m,
 $y= 5432349.3$ m), and
extending in a southerly
direction following the western
kerbline for 4.5 metres.
(1 angled mobility parking
space)*

5. Discussion

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

(a) Time limited (P10) – Thorndon Quay– Thorndon (TR01-11)

The recent introduction of the clearway along Thorndon Quay between 7am to 9am Monday to Friday has caused a few problems for parents and caregivers dropping children off to the Te Puna Reo O Nga Kakano.

As a result it is proposed to convert the existing 8 angled Pay and Display parking spaces outside 238 Thorndon Quay, into 4 parallel parking spaces. The proposal will allow for P10 parking between the hours of 7:00am to 9:00am Monday to Friday, and then revert to Pay and Display parking from 9:00am onwards.

<i>Name</i>	<i>Suburb</i>	<i>Agree Y/N?</i>
H McConnochie	Thorndon	N
Comments		
Encourage the parents to park on the other side of the road and put a pedestrian crossing in. There should probably be a pedestrian crossing by a pre-school, anyway.		

This suggestion was assessed, but not supported due to the requirement to install a pedestrian crossing in close proximity to another pedestrian crossing without additional benefit overall.

- (b)** Class restricted (WCC Drainage Vehicles Parking) – Palliser Road–
Roseneath (TR02-11)

Capacity manages Council's water and drainage network and has recently installed a Pressure Reducing Valve on Palliser Road.
This valve requires regular maintenance, and the contractor has requested that an area be set aside so that service vehicles can access the valve at anytime night or day.
The area in question is predominantly occupied by commuter vehicles so it is necessary to restrict parking on both sides of the road to ensure that access is available to the valve.

- (c)** Class restricted (P120 Motorcycle parking) – Waring Taylor Street–
Lambton (TR08-11)

Council Officers propose to convert a small section of the current no stopping restriction along the western kerbline of Waring Taylor Street into P120 motorcycle parking.
The proposal will not affect any current Pay and Display parking spaces.
The time limit aims to make available short term parking for motorcycle users.
Most of the existing motorcycle parks are unrestricted and are utilised often as all day commuter parking.

- (d)** Class restricted (P120 Motorcycle parking) – Stout Street– Lambton (TR09-11)

Council Officers propose to convert a small section of the current no stopping restriction along the northern kerbline of Stout Street into P120 motorcycle parking.
The proposal will not affect any current Pay and Display parking spaces.
The time limit aims to make available short term parking for motorcycle users.
Most of the existing motorcycle parks are unrestricted and are utilised often as all day commuter parking.

- (e)** No stopping (at all times) – Sheridan Terrace– Johnsonville (TR11-11)

Council Officers have received a petition from residents of Sheridan Terrace who are concerned with the parking practices of vehicles along this street.
The issues relate to the difficulties for resident from entering and exiting their driveways.

The petition is signed by the owners of 10 properties, and the proposal is to install a 'No Stopping' restriction from the driveway servicing property number 25, north, ending next to the driveway servicing properties 19, 19A and 19B.

<i>Name</i>	<i>Suburb</i>	<i>Agree Y/N?</i>
Johnsonville Residents Association		Y
Comments		
<p>The Johnsonville Residents Association supports the residents of Sheridan Terrace in their request for parking restrictions in their street.</p> <p>However there would seem to be a much wider issue here. It's noted that the proposed restriction is adjacent to an area of infill housing. With the WCC promoting infill housing it would seem prudent to have in place an adequate policy that balances vehicle access, on and off street parking, and visitor parking in such circumstances. Then a piecemeal approach to a matter like this is less likely to occur.</p>		

There is ongoing residential infill occurring throughout the city with infill encouraged in and around suburban centres and key transport nodes. In the case of Sheridan Terrace like other parts of central Johnsonville it has proved attractive for more intense development to take place so people can live close to main amenities and benefit from newer more compact housing etc.

This can place more pressure on existing streets in particular space to accommodate residents' and visitors' cars which is what we are seeing in Sheridan Terrace where increased demand for kerbside parking is creating difficulty for residents to access their driveways and garages.

This is far from unique to Sheridan Terrace and where parking on the roadway causes difficulties of property access or obstructs movement of vehicles or pedestrians, we give this priority over kerbside parking which although convenient can never be guaranteed on the public street.

Where new residential development is planned there is a minimum requirement in the District Plan for one off-street car park for each residential unit and in the case of new multi-unit developments for additional visitor parking of one space per 4 units where 7 or more units are proposed. The Council has judged that these parking requirements are appropriate when balancing all the various needs and priorities for future use of residential zoned land.

(f) No stopping (at all times) – Darwin Street– Karori (TR12-11)

Council Officers have received a petition from residents of Darwin Street to install broken yellow lines at the intersection with Chamberlain Road. There is a traffic island that vehicles park opposite on the south side restricting access.

(g) Class restricted (Bus stop) – Rintoul Street– Newtown (TR13-11)

Council Officers have received a request to extend the length of a number of bus stops around Wellington due to the increase in length of buses currently being used by 2 metres. This has come about due to the number of axles increasing from two to three. This added length is causing issues as buses can no longer remain within the allocated space disrupting traffic flow.

Name	Suburb	Agree Y/N?
M Athea	Island Bay	N
Comments		
So Wellington City Transport Limited has purchased buses that are too big for Wellington Streets. How is that a rate payer issue? It is not, its a commercial matter for Wellington City Transport Limited not a WCC matter. The existing bus stops and bus lanes already increase car journey times. Request declined.		

The extension of the Bus Stop is due to the Governments approval of the use of 13.5 metre, three axle buses as a way of encouraging people to use public transport, and to maximise current loadings.

As a consequence, there is a need to increase the length (from 12 metres) of the bus stop to avoid the 'tail out' effect where the back end of the bus sits out in the traffic lane disrupting traffic flow causing delay and inconvenience. The increase in the stop length will help alleviate this occurrence.

(h) Class restricted (Bus stop) – Adelaide Road– Newtown (TR14-11)

Council Officers have received a request to extend the length of a number of bus stops around Wellington due to the increase in length of buses currently being used by 2 metres. This has come about due to the number of axles increasing from two to three. This added length is causing issues as buses can no longer remain within the allocated space disrupting traffic flow.

Name	Suburb	Agree Y/N?
M Athea	Island Bay	N
Comments		
So Wellington City Transport Limited has purchased buses that are too big for Wellington Streets. How is that a rate payer issue? It is not, its a commercial matter for Wellington City Transport Limited not a WCC matter. The existing bus stops and bus lanes already increase car journey times. Request declined.		

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As a consequence, there is a need to increase the length (from 12 metres) of the bus stop to avoid the 'tail out' effect where the back end of the bus sits out in the traffic lane disrupting traffic flow causing delay and inconvenience. The increase in the stop length will help alleviate this occurrence.

(i) Class restricted (Bus stop) – Taranaki Street – Te Aro (TR15-11)

Council Officers have received a request to extend the length of a number of bus stops around Wellington due to the increase in length of buses currently being used by 2 metres. This has come about due to the number of axles increasing from two to three. This added length is causing issues as buses can no longer remain within the allocated space disrupting traffic flow

In relation to Taranaki Street, Council Officers propose that instead of increasing the length of the stop, the metered parking space currently located to the north of the existing bus stop be ‘swapped’ to the southern end. This would assist with buses being able to approach the bus stop parallel to the eastern kerbline.

<i>Name</i>	<i>Suburb</i>	<i>Agree Y/N?</i>
<i>M Athea</i>	<i>Island Bay</i>	<i>N</i>
Comments		
So Wellington City Transport Limited has purchased buses that are too big for Wellington Streets. How is that a rate payer issue? It is not, its a commercial matter for Wellington City Transport Limited not a WCC matter. The existing bus stops and bus lanes already increase car journey times. Request declined.		

The extension of the Bus Stop is due to the Governments approval of the use of 13.5 metre, three axle buses as a way of encouraging people to use public transport, and to maximise current loadings.

As a consequence, there is a need to increase the length (from 12 metres) of the bus stop to avoid the ‘tail out’ effect where the back end of the bus sits out in the traffic lane disrupting traffic flow causing delay and inconvenience. The increase in the stop length will help alleviate this occurrence.

(j) Give way control – Reading Street – Karori (TR18-11)

A recent enquiry relating to the ‘Right of Way’ rule has prompted Council to install a Give Way sign on Reading Street at its intersection with Karori Road similar to the adjacent side roads.

(k) Class restricted (Mobility parking) - Weka Street – Miramar (TR19-11)

Council Officers are proposing to install a mobility parking space outside Miramar North School on the recommendation of the Councils City Communities Business Unit to assist a student.

The original request was received from the school’s principal and has the support from a number of affected residents within the vicinity of the proposed parking space.

It is proposed to convert an existing time restricted parking space to accommodate the mobility park.

- (l) Time limited (P60), Class restricted (Loading zone) – Evans Bay Parade – Hataitai (TR20-11)

As part of the Councils' Resource Consent, for the recently completed apartment development, Transport Planning recommended that provision be made for time limited parking spaces and a loading zone in the lay-by outside the apartment complex.

- (m) Resident parking – Garden Road – Northland (TR21-11)

Council officers received a petition from the residents of 63 - 79 Garden Road requesting the conversion of existing unrestricted parking into resident' parking spaces.

Residents living in this area are disadvantaged by commuter parking for prolonged periods during the day where many owners don't have off-street parking.

The location of the proposed parking spaces is within the existing Kelburn - residents parking zone and adheres to the policy approved by Council in the recent review.

- (n) Class restricted (Bus stop), Metered parking – Featherston Street – Lambton (TR22-11)

With the completion of the #1 Featherston Street development there is a need to resolute the parking spaces along Featherston Street.

<i>Name</i>	<i>Suburb</i>	<i>Agree Y/N?</i>
<i>H McConnochie</i>	<i>Thorndon</i>	<i>Y</i>
<i>Comments</i>		

<i>Name</i>	<i>Suburb</i>	<i>Agree Y/N?</i>
<i>R Mayo</i>	<i>Ngaio</i>	<i>N</i>
<i>Comments</i>		
<p>I object strongly to the removal of this bus stop and the devious way the council has gone about it. The bus stop was closed temporarily to allow construction of the Holiday Inn, reopened when that was completed and then closed again temporarily to allow construction of Asteron House. We were expecting it to reopen when construction finished but it never did and pay and display parking was set up in November and is currently operating.</p> <p>I have made numerous calls to the council over this matter and the council officers have not returned calls, displayed incompetence and ignorance about the fact this is a bus stop and even tried to tell me it has never been a bus stop. Council staff have done everything possible to avoid this issue. I consider their actions dishonest, devious and insulting. Then, by chance, I discover the announcement of this resolution to legalise parking that has already been in use for one to two months. Wardens are ticketing in this area, are their tickets valid?</p>		

The removal of the bus stop was made in consultation with both Metlink (Greater Wellington Regional Council) and Bus Operators back in November 2010. It was entirely their decision to not reinstate the bus stop and associated services.

GO Wellington's opinion is that the bus stop had been out of service for several years, and only a very limited service used this stop in the peak hours. From a traffic flow perspective buses can easily manoeuvre into the correct lane on Featherston Street before crossing Bunny Street instead of changing lanes after the bus stop. This view is supported by Metlink.

In relation to the parking spaces along Featherston Street, construction development was complete ahead of schedule, and the legal Council process had to follow after a few months due to the shutdown of Council offices during the holiday period.

Council Parking Services team have confirmed that no tickets have been issued in this area.

(o) Time limited (P5) – Middleton Road – Johnsonville (TR23-11)

A request has been received from the owner of the Churton Park Dairy (114 Middleton Road), for a P5 time limited to be resoluted outside his shop during operating hours.

Vehicles are being parked in the three marked spaces for long periods of time, causing difficulty for the customers.

(p) Give way control, No stopping (at all times) – Cara Crescent – Paparangi (TR24-11)

Council Officers were asked to look at the intersection of Cara Crescent and Mark Avenue. Concerns have been raised regarding the speed of vehicles approaching the intersection along Cara Crescent, parking behaviours near the intersection, and the visibility at the intersection itself.

The intersection is currently uncontrolled, and Cara Crescent is used as a 'rat run' between Helston Road and Mark Avenue.

The installation of a Give Way Control at the Cara Crescent / Mark Avenue intersection would detract vehicles from using the route, and the restriction of parking on both Mark Avenue and Cara Crescent will improve the visibility at the intersection and control the indiscriminate parking practices.

<i>Name</i>	<i>Suburb</i>	<i>Agree Y/N?</i>
Paparangi Kindergarten	Paparangi	N
Comments		
Removing the ability to park on this section of Cara Crescent will reduce the amount of parking available for teachers and parents at the Kindergarten. With 5 Teachers and up to 40 Families wanting to drop off children, combined with cars dropping off children for Paparangi School next door means that any reduction in parking will exacerbate the problem. Parking out side the Kindergarten is 5min parking and parks across in front of the shops need to be short term as well for customers and deliveries. Thus Cara Crescent is the only place teachers and parents staying with new children can park. Thus there is a		

need for extra parking rather than less. I suggest the council look at making a parking lot on the grass area in Cara Crescent to add parks.

As a result of the concerns raised, Officers have modified the intersection restrictions to the minimum required for the safe operation of the intersection.

(q) Class restricted (Mobility parking) – Ganges Road – Khandallah (TR54-10)

In June 2010 Council approved a number of Traffic Resolutions for Ganges Road, Khandallah. In the original consultation it was proposed to relocate one of the two mobility parks from outside the Khandallah Town Hall, across the road in-front of the library. This was due to the pending redevelopment of the Khandallah Town Hall.

This re-development has now commenced, and there is the need for this mobility parking space.

This resolution seeks to ratify the relocation, and allow enforcement where necessary.

6. Conclusion

It is the conclusion of Council Officers that the Committee recommend to Council to proceed with the proposed traffic resolutions, and that the submitters are thanked and informed of the Council's decision.

Report prepared by: Charles Agate – Traffic Engineer – Transport Network Operations

Supporting Information

1) Strategic Fit / Strategic Outcome

The recommendations support Council's desire to provide a coherent and efficient transport system that aids economic development (see Council's Long Term Outcomes 2.2 More Prosperous).

2) LTCCP/ reference and long term financial impact

The work required is contained in a range of Operating Project budgets.

3) Treaty of Waitangi considerations

N/A

4) Decision-Making

This is not a significant decision. The recommendations reflect the views and preferences of those with an interest in this matter.

5) Consultation

(a) General Consultation

All recommendations have been publicly notified and no objections remain.

(b) Consultation with Maori

N/A

6) Legal Implications

The recommendations comply with the legal requirements for amendments to *traffic restrictions laid down in the Bylaws*.

7) Consistency with existing policy

This report is consistent with existing WCC policy.