

## **TRAFFIC RESOLUTIONS**

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### **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 31 January 2012, giving the public 18 days to give feedback.

The feedback we received during the consultation period has been included in section five of this report and where appropriate officer's responses have been included.

### **3. Recommendations**

Officers recommend that the Strategy and Policy Committee:

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

**(a) *McMillan Court upgrade – McMillan Court – Newlands – (TR90-11)***

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

**Column One**  
**McMillan Court**

**Column Two**  
P60,  
at all times.

**Column Three**  
South side,  
commencing 14 metres  
west of its intersection  
with Bracken Road,  
and extending in a  
westerly, then  
northerly, then  
easterly, then  
southerly direction,  
following the southern,  
then western, then  
northern, then eastern  
kerbline for 160  
metres.

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

**Column One**  
**McMillan Court**

**Column Two**  
P90,  
Monday to Sunday  
8:00am – 6:00pm.

**Column Three**  
As indicated by the  
non-highlighted grey  
parking spaces on the  
attached plan.

**McMillan Court**

P30,  
Monday to Sunday  
8:00am – 6:00pm.

As indicated by the  
'red' shaded area on  
the attached plan.

**McMillan Court**

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

As indicated by the  
'pink' shaded area on  
the attached plan.

**McMillan Court**

Mobility parking –  
displaying an  
operation mobility  
permit only,  
P90,

As indicated by the  
'blue' shaded areas on  
the attached plan.

Monday to Sunday  
8:00am – 6:00pm.

**McMillan Court**

Mobility parking –  
displaying an  
operation mobility  
permit only,  
at all other times.

As indicated by the  
'blue' shaded areas on  
the attached plan.

**McMillan Court**

Loading Zone,  
P10 Maximum,  
at all times.

As indicated by the  
'yellow' shaded area on  
the attached plan.

**(b) Revised Restrictions on John Street (between Adelaide and Hutchison Roads) – Newtown – (TR91-11)**

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

**Column One**  
**John Street**

**Column Two**  
*No stopping, at all times.*

**Column Three**  
*South side, commencing 33.5 metres east of its intersection with Hutchison Road and extending in an easterly direction following the southern kerbline to its intersection with Hanson Street.*

**John Street**

*No stopping, at all times.*

*South side, commencing 5.0 metres west of its intersection with Adelaide Road and extending in a westerly direction following the southern kerbline for 29 metres.*

**John Street**

*No stopping, at all times.*

*South side, commencing 6 metres west of its intersection with Hutchison Road and extending in a westerly direction following the southern kerbline to its intersection with Hutchison Road.*

**John Street**

*No stopping, at all times.*

*South side, commencing 75.5 metres west of its intersection with Adelaide Road and extending in a westerly direction following the southern kerbline for 10.5 metres to  
  
Its intersection with*

<b><i>John Street</i></b>	<i>No stopping, at all times.</i>	<i>Hanson Street. South side, commencing from its intersection with Hutchison Road and extending in a westerly direction following the southern kerbline for 2 metres.</i>
<b><i>John Street</i></b>	<i>No stopping, at all times.</i>	<i>South side, commencing from its intersection with Hutchison Road and extending in an easterly direction following the southern kerbline for 7 metres.</i>
<b><i>John Street</i></b>	<i>No stopping, at all times.</i>	<i>North side, commencing 4 metres west of its intersection with Adelaide Road and extending in a westerly direction following the northern kerbline for 26 metres.</i>
<b><i>John Street</i></b>	<i>No stopping, at all times.</i>	<i>North side, commencing 62 metres west of its intersection with Adelaide Road and extending in a westerly direction following the northern kerbline for 24 metres to its intersection with Hanson Street.</i>

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

<b><i>Column One John Street</i></b>	<b><i>Column Two Bus Stop.</i></b>	<b><i>Column Three South side, commencing 48 metres west of its intersection with Adelaide Road and extending in a westerly direction</i></b>
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*following the southern kerbline for 27.5 metres.*

***John Street***

***Bus Stop.***

*North side, commencing 30 metres west of its intersection with Adelaide Road and extending in a westerly direction following the northern kerbline for 23 metres.*

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

***Column One  
John Street***

***Column Two  
No stopping, at all times.***

***Column Three  
South side, commencing at its intersection with Adelaide Road (Grid coordinates, x= 1,748,821.51 m, y= 5,425,603.99 m) and extending in a westerly direction following the southern kerbline for 10.5 metres.***

***John Street***

***No stopping, at all times.***

***South side, commencing 21.5 meters west of its intersection with Adelaide Road (Grid coordinates, x= 1,748,821.51 m, y= 5,425,603.99 m) and extending in a westerly direction following the southern kerbline for 2 metres.***

***John Street***

***No stopping, at all times.***

***South side, commencing 45.5 metres west of its intersection with Adelaide Road, (Grid coordinates, x= 1,748,821.51 m, y= 5,425,603.99 m)***

***John Street***

*No stopping, at all times.*

*and extending in a westerly direction following the southern kerbline to its intersection with Hanson Street for 37.5 metres.*

*South side, commencing at its intersection with Hanson Street (Grid coordinates, x= 1,748,714.23 m, y= 5,425,618.30 m) and extending in a westerly direction following the southern kerbline for 8 metres.*

***John Street***

*No stopping, at all times.*

*North side, commencing at its intersection with Hanson Street (Grid coordinates, x= 1,748,744.54 m, y= 5,425,638.50 m) and extending in an easterly direction following the Northern kerbline for 33.5 metres.*

***John Street***

*No stopping, at all times.*

*North side, commencing 55.5 metres from its intersection with Hanson Street (Grid coordinates, x= 1,748,744.54 m, y= 5,425,638.50 m) and extending in an easterly direction following the northern kerbline for 27.5 metres to its intersection with Adelaide Road.*

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

**Column One**  
**John Street**

**Column Two**  
*Bus stop.*

**Column Three**  
*South side,  
commencing 23.5  
metres west of its  
intersection with  
Adelaide Road  
(Grid coordinates,  
x = 1,748,821.51 m,  
y = 5,425,603.99m)  
and extending in a  
westerly direction  
following the southern  
kerbline for 22 metres.*

**John Street**

*Bus stop.*

*North side,  
commencing 33.5  
metres from its  
intersection with  
Hanson Street  
(Grid coordinates,  
x= 1,748,744.54 m,  
y= 5,425,638.50 m)  
and extending in an  
easterly direction  
following the northern  
kerbline for 22 metres.*

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

**Column One**  
**John Street**

**Column Two**  
*P60, at all times.*

**Column Three**  
*South side,  
commencing 10.5  
metres west of its  
intersection with  
Adelaide Road  
(Grid coordinates,  
x = 1,748,821.51 m,  
y = 5,425,603.99m)  
and extending in a  
westerly direction  
following the southern  
kerbline for 11 metres.*

**(c) Revised Restrictions on Adelaide Road (south of John and Riddiford Streets Intersection) - Newtown – (TR92-11)**

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Adelaide Road</b>	<i>No stopping, at all times.</i>	<i>East side, commencing 9 metres south of its intersection with Riddiford Street and extending in a southerly direction following the eastern kerbline for 39 metres.</i>
<b>Adelaide Road</b>	<i>No stopping, at all times.</i>	<i>West side, commencing 284 metres north of its intersection with Hall Street and extending in a northerly direction following the western kerbline for 56.5 metres.</i>
<b>Adelaide Road</b>	<i>No stopping, at all times.</i>	<i>West side, commencing 342.5 metres north of its intersection with Hall Street and extending in a northerly direction following the western kerbline for 14 metres to its intersection with John Street.</i>

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Adelaide Road</b>	<i>P15, Monday to Saturday 8:00am – 6:00pm.</i>	<i>East side, commencing 52 metres south of its intersection with Riddiford Street (Grid coordinates <math>x= 1748829.3</math> m <math>y= 5425588.0</math> m), and extending in a southerly direction following the eastern</i>



*kerbline for 10.5 metres.*

*Delete from Schedule E (Residents Parking) of the Traffic Restrictions Schedule*

**Column One**  
**Adelaide Road**

**Column Two**  
*Resident parking - displaying an authorised resident vehicle parking permit only, at all times.*

**Column Three**  
*East side, commencing 62.5 metres south of its intersection with Riddiford Street (Grid coordinates  $x= 1748829.3$  m  $y= 5425588.0$  m), and extending in a southerly direction following the eastern kerbline for 11.5 metres.*

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

**Column One**  
**Adelaide Road**

**Column Two**  
*No stopping, at all times.*

**Column Three**  
*East side, commencing 9 metres south of its intersection with Riddiford Street (Grid coordinates,  $x= 1,748,829.39$  m  $y= 5,425,587.77$  m), and extending in a southerly direction following the eastern kerbline for 23.5 metres.*

**Adelaide Road**

*No stopping, at all times.*

*West side, commencing 275.5 metres north of its intersection with Hall Street (Grid coordinates,  $x= 1,748,736.02$  m  $y= 5,425,251.20$ m), and extending in a northerly direction following the western kerbline for 87 metres*

*to its intersection with  
John Street.*

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

**Column One**  
**Adelaide Road**

**Column Two**  
*P15,  
Monday to Sunday  
8:00am – 6:00pm.*

**Column Three**  
*East side, commencing  
32.5 metres south of its  
intersection with  
Riddiford Street  
(Grid coordinates  
 $x= 1,748,829.39$  m  
 $y= 5,425,587.77$  m),  
and extending in a  
southerly direction  
following the eastern  
kerbline for 11.5 metres  
(2 parking spaces).*

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

**Column One**  
**Adelaide Road**

**Column Two**  
*Loading zone,  
Monday to Sunday  
8:00am – 6:00pm.*

**Column Three**  
*East side, commencing  
44 metres south of its  
intersection with  
Riddiford Street  
(Grid coordinates  
 $x= 1,748,829.39$  m  
 $y= 5,425,587.77$  m),  
and extending in a  
southerly direction  
following the eastern  
kerbline for 12 metres.*

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

**Column One**  
**Adelaide Road**

**Column Two**  
*Residents parking -  
displaying an  
authorised residents  
vehicle parking  
permit only,  
at all times.*

**Column Three**  
*East side, commencing  
56 metres south of its  
intersection with  
Riddiford Street  
(Grid Coordinates  
 $x= 1,748,829.39$  m  
 $y= 5,425,587.77$  m),  
and extending in a*

*southerly direction following the eastern kerbline for 12 metres (2 parking spaces).*

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Adelaide Road</b>	<i>P15, Monday to Sunday 8:00am – 6:00pm.</i>	<i>East side, commencing 68 metres south of its intersection with Riddiford Street (Grid coordinates <math>x= 1,748,829.39</math> m <math>y= 5,425,587.77</math> m), and extending in a southerly direction following the eastern kerbline for 11 metres (2 parks).</i>

**(d) Revised Restrictions on Hanson Street (south of John Street) – Newtown – (TR93-11)**

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Hanson Street</b>	<i>No stopping, at all times.</i>	<i>East side, commencing at its intersection with John Street and extending in a southerly direction for 10 metres.</i>
<b>Hanson Street</b>	<i>No stopping, at all times.</i>	<i>East side, commencing at its intersection with John Street and extending in a southerly direction following the eastern kerbline for 12.5 metres.</i>
<b>Hanson Street</b>	<i>No stopping, at all times.</i>	<i>West side, commencing from its intersection with John Street and extending in a southerly direction following the southern kerbline for 26</i>

metres.

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Hanson Street</b>	<i>No stopping, at all times.</i>	<i>East side, commencing at its intersection with John Street (Grid coordinates, x= 1,748,740.96 m, y= 5,425,623.57 m) and extending in a southerly direction following the eastern kerbline for 88 metres.</i>
<b>Hanson Street</b>	<i>No stopping, at all times.</i>	<i>West side, commencing 317 metres north of its intersection with Hall Street (Grid coordinates, x= 1,748,643.63m, y= 5,425,274.64m) and extending in a northerly direction following the western kerbline for 39.5 metres.</i>

- (e) **Loading zone - goods vehicles and authorised vehicles only, P10, at all times – Legal Road (known as part of McMillan Court) - Newlands – (TR96-11)**

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Legal Road – McMillan Court</b>	<i>Loading zone - goods vehicles and authorised vehicles only, P10, at all times.</i>	<i>South side, commencing 81 metres east of its intersection with Batchelor Street (Grid coordinates, x = 1752671.4 m, y= 5434880.9 m), and extending in an easterly direction following the southern retaining wall for 31.7 metres.</i>

- (f) **Clearway (Monday to Sunday, 7:00am – 10:30am), P120 (Monday to Friday 10:30am – 6:00pm) and no stopping, at all times – Batchelor Street - Newlands – (TR97-11)**

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Batchelor Street</b>	<i>P120, Monday to Friday 10:30am – 6:00pm.</i>	<i>East side, commencing 64 metres south of its intersection with Stewart Drive (Grid coordinates x= 1752718.2 m, y= 5434968.6 m), and extending in a south- westerly direction following the kerbline for 29 metres.</i>

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Batchelor Street</b>	<i>Clearway, Monday to Sunday 7:00am – 10:30am.</i>	<i>West side, commencing 46 metres northeast of its intersection with Gahagan Way (Grid coordinates x= 1752634.2 m, y= 5434856.8 m), and extending in a north- easterly direction following the northern kerbline for 30 metres.</i>
<b>Batchelor Street</b>	<i>Clearway, Monday to Sunday 7:00am – 10:30am.</i>	<i>East side, commencing 51 metres south of its intersection with Stewart Drive (Grid coordinates x= 1752718.2 m, y= 5434968.6 m), and extending in a south- westerly direction following the kerbline for 42 metres.</i>
<b>Batchelor Street</b>	<i>No stopping, at all times.</i>	<i>East side, commencing 93 metres south of its intersection with</i>

*Stewart Drive (Grid coordinates x= 1752718.2 m, y= 5434968.6 m), and extending in a south-westerly direction following the kerbline for 11 metres.*

- (g) Time limited parking (P5, Monday to Sunday 8:00am – 6:00pm) and P120 metered parking (Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm) – Thorndon Quay – Pipitea – (TR02-12)**

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

**Column One**  
**Thorndon Quay**

**Column Two**  
*No stopping, at all times.*

**Column Three**  
*Northwest side, following the kerbline 35.5 metres northeast of its intersection with Moore Street (Grid coordinates, x=2659238.517286 m, y=5990779.619919 m) and extending in a north-easterly direction for 18 metres.*

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

**Column One**  
**Thorndon Quay**

**Column Two**  
*P5, Monday to Sunday, 8:00am-6:00pm.*

**Column Three**  
*Northwest side, following the kerbline 53.5 metres northeast of its intersection with Moore Street (Grid coordinates, x= 1749216.8 m, y= 5429067.3 m), and extending in a north-easterly direction for 24 metres.*

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

**Column One**  
**Thorndon Quay**

**Column Two**  
*No stopping, at all times.*

**Column Three**  
*Northwest side, following the kerbline 35.5 metres northeast of its intersection with Moore Street (Grid coordinates,  $x = 1,749,216.96$  m,  $y = 5,429,067.37$  m) and extending in a north-easterly direction for 9 metres.*

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

**Column One**  
**Thorndon Quay**

**Column Two**  
*P5, Monday to Sunday, 8:00am-6:00pm.*

**Column Three**  
*Northwest side, following the kerbline 44.5 metres northeast of its intersection with Moore Street (Grid coordinates,  $x = 1,749,216.96$  m,  $y = 5,429,067.37$  m), and extending in a north-easterly direction for 22 metres.*

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

**Column One**  
**Thorndon Quay**

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

**Column Three**  
*Northwest side, following the kerbline 66.5 metres northeast of its intersection with Moore Street (Grid coordinates,  $x = 1,749,216.96$  m,  $y = 5,429,067.37$  m), and extending in a north-easterly direction for 11 metres.*

**(h) P15 loading zone (Monday to Sunday 8:00am – 6:00pm), metered mobility park and P120 metered parks – Thorndon Quay – Pipitea – (TR03-12)**

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Thorndon Quay</b>	Metered parking, P120 maximum, Monday to Sunday 8:00am - 6:00pm.	West side, following the kerbline 105 metres north of its intersection with Davis Street (Grid coordinates, $x = 1749377.0$ m, $y = 5429242.3$ m) and extending in a northerly direction for 9.5 metres (2 parallel parking spaces).
<b>Thorndon Quay</b>	Metered parking, P120 maximum, Monday to Sunday 8:00am - 6:00pm.	West side, following the kerbline 119.5 metres north of its intersection with Davis Street (Grid coordinates, $x = 1749377.0$ m, $y = 5429242.3$ m) and extending in a northerly direction for 5 metres (1 parallel parking space).
<b>Thorndon Quay</b>	Metered parking, P120 maximum, Monday to Sunday 8:00am - 6:00pm.	West side, following the kerbline 138.5 metres north of its intersection with Davis Street (Grid coordinates, $x = 1749377.0$ m, $y = 5429242.3$ m) and extending in a northerly direction for 12 metres (4 angled parking spaces).

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Thorndon Quay</b>	No stopping, at all times.	West side, following the kerbline 114.5 metres north of its intersection with Davis Street (Grid



*coordinates  
x = 2659398.716872 m,  
y = 5990954.585453 m)  
and extending in a  
northerly direction for  
5 metres.*

<b><i>Thorndon Quay</i></b>	<i>No stopping, at all times.</i>	<i>West side, following the kerbline 124.5 metres north of its intersection with Davis Street (Grid coordinates, x = 2659398.716872 m, y = 5990954.585453 m) and extending in a northerly direction for 14 metres.</i>
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*Add to Schedule B (Restricted Parking) of the Traffic Restrictions Schedule.*

<b><i>Column One Thorndon Quay</i></b>	<b><i>Column Two</i></b> <i>P15, loading zone, Monday to Sunday 8:00am – 6:00pm.</i>	<b><i>Column Three</i></b> <i>West side, following the kerbline 105 metres north of its intersection with Davis Street, (Grid coordinates, x = 1,749,376.83 m, y = 5,429,242.17 m) and extending in a northerly direction for 9 metres.</i>
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*Add to Schedule B (Restricted Parking) of the Traffic Restrictions Schedule.*

<b><i>Column One Thorndon Quay</i></b>	<b><i>Column Two</i></b> <i>Vehicles displaying an operation mobility permit only metered parking, P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<b><i>Column Three</i></b> <i>West side, following the kerbline 114 metres north of its intersection with Davis Street (Grid coordinates, x = 1,749,376.83 m, y = 5,429,242.17 m) and extending in a northerly direction for 6 metres.</i>
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*Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule.*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Thorndon Quay</b>	<i>Metered parking, P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>West side, following the kerbline 120 metres north of its intersection with Davis Street (Grid coordinates, <math>x = 1,749,376.83</math> m, <math>y = 5,429,242.17</math> m) and extending in a northerly direction for 30 metres (10 angled parking spaces).</i>

**(i) Time limited parking (P30, at all times) – Newlands Road – Newlands – (TR04-12)**

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Newlands Road</b>	<i>P30, Monday to Saturday, 8:00am - 6:00pm.</i>	<i>West side, commencing 41 metres south of its intersection with Salford Street and extending in a southerly direction following the western kerbline for 10 metres.</i>

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Newlands Road</b>	<i>P30, at all times.</i>	<i>West side, commencing 41 metres south of its intersection with Salford Street (Grid coordinates, <math>x=1,752,387.81</math> m, <math>y=5,434,209.99</math> m) and extending in a southerly direction following the western kerbline for 10 metres.</i>

**(j) P10 Loading Zone (Monday to Sunday, 8:00am - 6:00pm) and residents parking at all times – The Terrace – Te Aro - (TR05-12)**

*Delete from Schedule E (Residents Parking) of the Traffic Restrictions Schedule.*

**Column One  
The Terrace**

**Column Two**  
*Residents parking - displaying an authorised residents vehicle parking permit only, Monday to Friday 8:00am-6:00pm.*

**Column Three**  
*West side, commencing 2 metres north of its intersection with Maurice Terrace, (Grid coordinates,  $x = 2658328.194787$  m,  $y = 5989195.599534$  m) and extending in a northerly direction*

*Following the kerbline for 50 metres.*

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

**Column One  
The Terrace**

**Column Two**  
*Loading zone - goods vehicles and authorised vehicles only, P10, Monday to Sunday, 8:00am-6:00pm.*

**Column Three**  
*West side, commencing 2 metres north of its intersection with Maurice Terrace, (Grid coordinates  $x = 1,748,306.31$  m,  $y = 5,427,483.39$  m) and extending in a northerly direction following the kerbline for 8 metres.*

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

**Column One  
The Terrace**

**Column Two**  
*Residents parking - displaying an authorised resident vehicle parking permit only, at all times.*

**Column Three**  
*West side, commencing 10 metres north of its intersection with Maurice Terrace (Grid coordinates,  $x = 1,748,306.31$  m,  $y = 5,427,483.39$  m) and extending in a*

*northerly direction  
following the kerbline  
for 42 metres.*

**(k) Time limited parking (P10) and no stopping, at all times –  
(reconfirmation) – Constable Street - Newtown - (TR06-12)**

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Constable Street</b>	<i>P10, at all times.</i>	<i>South side, commencing 137 metres east of its intersection with Daniell Street and extending in a easterly direction following the southern kerbline for 18 metres.</i>

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Constable Street</b>	<i>No stopping, at all times.</i>	<i>South side, commencing 114 metres east of its intersection with Daniell Street and extending in an easterly direction following the southern kerbline for 18.5 metres.</i>
<b>Constable Street</b>	<i>No stopping, at all times.</i>	<i>South side, commencing 154.5 metres east of its intersection with Daniell Street and extending in an easterly direction following the southern kerbline for 13 metres.</i>
<b>Constable Street</b>	<i>No stopping, at all times.</i>	<i>South side, commencing 164 metres east of its intersection with Daniell Street and extending in a easterly direction following the southern kerbline for 9 metres.</i>
<b>Constable Street</b>	<i>No stopping, at all times.</i>	<i>South side, commencing 9.5 metres east of its intersection with Daniell Street and extending in</i>

*an easterly direction following the southern kerbline for 25.5 metres.*

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Constable Street</b>	<i>P10, at all times.</i>	<i>South side, commencing 13.5 metres west of its intersection with Owen Street (Grid coordinates <math>x= 1749360.5</math> m, <math>y= 5424958.8</math> m), and extending in a westerly direction following the southern kerbline for 20 metres.</i>

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Constable Street</b>	<i>No stopping, at all times.</i>	<i>South side, commencing from its intersection with Owen Street (Grid coordinates <math>x+ 1749360.5</math> m, <math>y= 5424958.8</math> m), and extending in a westerly direction following the southern kerbline for 13.5 metres.</i>
<b>Constable Street</b>	<i>No stopping, at all times.</i>	<i>South side, commencing 33.5 metres west of its intersection with Owen Street (Grid coordinates <math>x= 1749360.5</math> m, <math>y= 5424958.8</math> m), and extending in a westerly direction following the southern kerbline for 20 metres.</i>
<b>Constable Street</b>	<i>No stopping, at all times.</i>	<i>South side, commencing 59.5 metres west of its intersection with Owen Street (Grid coordinates, <math>x= 1749360.5</math> m,</i>

**Constable Street**

No stopping,  
at all times.

*y= 5424958.8 m), and extending in a westerly direction following the southern kerbline for 5 metres.*

*South side, commencing 130 metres west of its intersection with Owen Street (Grid coordinates, x= 1749360.5 m, y= 5424958.8 m), and extending 35 metres in a Westerly direction to its intersection with Daniell Street.*

**(l) Time limited parking (P15, Monday to Friday 8:00am – 6:00pm) – Evans Bay Parade - Hataitai - (TR07-12)**

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

**Column One  
Evans Bay Parade**

**Column Two**  
*P15,  
Monday to Friday,  
8:00am – 6:00pm.*

**Column Three**  
*West side, commencing 534.5 metres north of its intersection with Rata Road (Grid coordinates x= 1750712.59 m y= 5425815.8 m), and extending in a northerly direction following the western kerbline for 28.5 metres.*

**(m) Time limited parking (P30, Monday to Sunday, 8:00am – 6:00pm) – Northland Road - Northland - (TR08-12)**

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

**Column One  
Northland Road**

**Column Two**  
*P30,  
Monday to Sunday,  
8:00am – 6:00pm.*

**Column Three**  
*East side, commencing 91.5 metres east of its intersection with Garden Road (Grid coordinates, x= 1,747,191.0 m y= 5,428,300.4 m), and*

*extending in a northerly direction following the eastern kerbline for 16 metres.*

**(n) No stopping, at all times – Glanmire Road - Newlands - (TR09-12)**

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

**Column One**  
**Glanmire Road**

**Column Two**  
*No stopping,  
at all times.*

**Column Three**  
*West side, commencing 160.5 metres east of its intersection with Black Rock Road (Grid coordinates,  $x= 1,752,513.3$  m  $y= 5,434,216.3$  m), and extending in a northerly direction following the western kerbline for 55 metres.*

**(o) No stopping, at all times – Beacon Hill Road - Seatoun - (TR10-12)**

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

**Column One**  
**Beacon Hill Road**

**Column Two**  
*No stopping,  
at all times.*

**Column Three**  
*West side, commencing from its intersection with Tannadyce Street and extending in a southerly direction following the western kerbline for 50 metres.*

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

**Column One**  
**Beacon Hill Road**

**Column Two**  
*No stopping,  
at all times.*

**Column Three**  
*West side, commencing from its intersection with Tannadyce Street*

*(Grid coordinates,  
x= 1,752,980.5 m  
y= 5,423,392.1 m), and  
extending in a southerly  
direction following the  
western kerbline for 72  
metres.*

**(p) No stopping, at all times – Braithwaite Street – Karori - (TR11 -12)**

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

**Column One**  
**Braithwaite Street**

**Column Two**  
*No stopping,  
at all times.*

**Column Three**  
*South side, commencing  
85.5 metres west of its  
intersection with  
Messiness Street (Grid  
coordinates  
x= 1748744.3 m  
y= 5431427.2 m), and  
extending in a westerly  
direction following the  
southern kerbline for  
11.5 metres.*

**(q) Residents parking, at all times – Colombo Street – Newtown - (TR13 -12)**

*Add to Schedule E (Resident Parking) of the Traffic Restrictions Schedule*

**Column One**  
**Colombo Street**

**Column Two**  
*Residents parking,  
at all times.*

**Column Three**  
*North side, commencing  
47 metres west of its  
intersection with  
Rintoul Street (Grid  
coordinates,  
x= 48902.84 m,  
y= 5425035.4 m), and  
extending in a westerly  
direction following the  
northern kerbline for 22  
metres (4 parallel  
parking spaces).*



<b>Colombo Street</b>	<i>Residents parking, at all times.</i>	<i>North side, commencing 78 metres west of its intersection with Rintoul Street (Grid coordinates, x= 48902.84 m, y= 5425035.4 m), and extending in a westerly direction following the northern kerbline for 18 metres (36 parallel parking spaces).</i>
<b>Colombo Street</b>	<i>Residents parking, at all times.</i>	<i>South side, commencing 34 metres west of its intersection with Rintoul Street (Grid coordinates, x= 48900.96 m, y= 5425028.3 m), and extending in a westerly direction following the southern kerbline for 40 metres (7 parallel parking spaces).</i>

**(r) Time limited parking (P30, P60, Monday to Saturday 8:00am – 6:00pm) – Bay Road / Coutts Street / Rongotai Road – Kilbirnie - (TR14 -12)**

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Bay Road</b>	<i>P10, Monday to Saturday 8:00am - 6:00pm.</i>	<i>East side, commencing 190.5 metres north of its intersection with Coutts Street and extending in a northerly direction following the eastern kerbline for 20 metres.</i>
<b>Bay Road</b>	<i>P10, Monday to Saturday 8:00am - 6:00pm.</i>	<i>West side, commencing 20 metres north of its intersection with Coutts Street and extending in a northerly direction following the western kerbline for 12.5 metres.</i>

<b>Bay Road</b>	<i>P10, Monday to Saturday 8:00am - 6:00pm.</i>	<i>West side, commencing 34.5 metres north of its intersection with Coutts Street and extending in a northerly direction following the western kerbline for 24 metres.</i>
<b>Bay Road</b>	<i>P30, Monday to Saturday 8:00am - 6:00pm.</i>	<i>East side, commencing 149.5 metres north of its intersection with Coutts Street and extending in a northerly direction following the eastern kerbline for 30.5 metres.</i>
<b>Bay Road</b>	<i>P30, Monday to Saturday 8:00am - 6:00pm.</i>	<i>East side, commencing 17.5 metres north of its intersection with Coutts Street and extending in a northerly direction following the eastern kerbline for 45.5 metres.</i>
<b>Bay Road</b>	<i>P30, Monday to Saturday 8:00am - 6:00pm.</i>	<i>East side, commencing 73 metres north of its intersection with Coutts Street and extending in a northerly direction following the eastern kerbline for 60 metres.</i>
<b>Bay Road</b>	<i>P30, Monday to Saturday 8:00am - 6:00pm.</i>	<i>West side, commencing 157 metres north of its intersection with Coutts Street and extending in a northerly direction following the western kerbline for 22.5 metres (angle parking).</i>
<b>Bay Road</b>	<i>P30, Monday to Saturday 8:00am - 6:00pm.</i>	<i>West side, commencing 188 metres north of its intersection with Coutts Street and extending in a northerly direction following the western kerbline for 21</i>

<b>Bay Road</b>	<i>P30, Monday to Saturday 8:00am - 6:00pm.</i>	<i>metres(angle parking). West side, commencing 47 metres north of its intersection with Coutts Street and extending in a northerly direction following the western kerbline for 17.5 metres.</i>
<b>Bay Road</b>	<i>P30, Monday to Saturday 8:00am - 6:00pm.</i>	<i>West side, commencing 82 metres north of its intersection with Coutts Street and extending in a northerly direction following the western kerbline for 68 metres.</i>
<b>Bay Road</b>	<i>No Stopping Except for Vehicles Displaying an Operation Mobility Card Monday to Saturday 8:00am - 6:00pm.</i>	<i>West side, commencing 179.5 metres north of its intersection with Coutts Street and extending in a northerly direction following the western kerbline for 3 metres.</i>
<b>Bay Road</b>	<i>No Stopping Except for Vehicles Displaying an Operation Mobility Card Monday to Saturday 8:00am - 6:00pm.</i>	<i>West side, commencing 64 metres north of its intersection with Coutts Street and extending in a northerly direction following the western kerbline for 9 metres.</i>

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Bay Road</b>	<i>P60, Monday to Saturday 8:00am - 6:00pm.</i>	<i>West side, commencing 10 metres north of its intersection with Coutts Street (Grid coordinates, <math>x = 750175.8m</math>, <math>y = 5424180.1m</math>), and extending in a northerly direction following the western kerbline for 37.8 metres (6 parallel parking spaces).</i>

<b>Bay Road</b>	<i>No stopping except for vehicles displaying an operation mobility permit only, Monday to Saturday 8:00am-6:00pm.</i>	<i>West side, commencing 48 metres north of its intersection with Coutts Street (Grid coordinates, <math>x = 750175.8m</math>, <math>y = 5424180.1m</math>), and extending in a northerly direction following the western kerbline for 8 metres (one parking space).</i>
<b>Bay Road</b>	<i>P30, Monday to Saturday 8:00am - 6:00pm.</i>	<i>West side, commencing 68 metres north of its intersection with Coutts Street (Grid coordinates, <math>x = 750175.8m</math>, <math>y = 5424180.1m</math>), and extending in a northerly direction following the western kerbline for 69.3 metres (11 parallel parking spaces).</i>
<b>Bay Road</b>	<i>P60, Monday to Saturday 8:00am - 6:00pm.</i>	<i>West side, commencing 147.3 metres north of its intersection with Coutts Street (Grid coordinates, <math>x = 750175.8m</math>, <math>y = 5424180.1m</math>), and extending in a northerly direction following the western kerbline for 71 metres (9 parallel parking spaces).</i>
<b>Bay Road</b>	<i>No stopping except for vehicles displaying an operation mobility permit only, Monday to Saturday 8:00am - 6:00pm.</i>	<i>East side, commencing 10 metres north of its intersection with Coutts Street (Grid coordinates, <math>x = 750175.8m</math>, <math>y = 5424180.1m</math>), and extending in a northerly direction following the eastern kerbline for 3 metres (one angled parking space).</i>

<b>Bay Road</b>	<i>P60, Monday to Saturday 8:00am - 6:00pm.</i>	<i>East side, commencing 13 metres north of its intersection with Coutts Street (Grid coordinates, <math>x = 750175.8m</math>, <math>y = 5424180.1m</math>), and extending in a northerly direction following the eastern kerbline for 43 metres (13 angled parking spaces).</i>
<b>Bay Road</b>	<i>P30, Monday to Saturday 8:00am - 6:00pm.</i>	<i>East side, commencing 66 metres north of its intersection with Coutts Street (Grid coordinates, <math>x = 750175.8m</math>, <math>y = 5424180.1m</math>), and extending in a northerly direction following the eastern kerbline for 69 metres (11 parallel parking spaces).</i>
<b>Bay Road</b>	<i>P60, Monday to Saturday 8:00am - 6:00pm.</i>	<i>East side, commencing 145 metres north of its intersection with Coutts Street (Grid coordinates, <math>x = 750175.8m</math>, <math>y = 5424180.1m</math>), and extending in a northerly direction following the eastern kerbline for 26 metres (8 angled parking spaces).</i>
<b>Bay Road</b>	<i>No stopping except for vehicles displaying an operation mobility permit only, Monday to Saturday 8:00am - 6:00pm.</i>	<i>East side, commencing 171 metres north of its intersection with Coutts Street (Grid coordinates, <math>x = 750175.8m</math>, <math>y = 5424180.1m</math>), and extending in a northerly direction following the eastern kerbline for 3 metres (one angled parking space).</i>

<b>Bay Road</b>	<i>P60, Monday to Saturday 8:00am – 6:00pm.</i>	<i>East side, commencing 186 metres north of its intersection with Coutts Street (Grid coordinates, x = 750175.8m, y = 5424180.1m), and extending in a northerly direction following the eastern kerbline for 16 metres (5 angled parking spaces).</i>
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*Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule*

<b>Column One Coutts Street</b>	<b>Column Two</b> <i>P30, Monday to Saturday 8:00am - 6:00pm.</i>	<b>Column Three</b> <i>North side, commencing 14 metres east of its intersection with Bay Road and extending in a easterly direction following the northern kerbline for 14.5 metres. Ten car parks.</i>
<b>Coutts Street</b>	<i>P30, Monday to Saturday 8:00am - 6:00pm. Parking Area at intersection with Bay Road</i>	
<b>Coutts Street</b>	<i>P30, Monday to Saturday 8:00am - 6:00pm.</i>	<i>South side, commencing 7.5 metres west of its intersection with Onepu Road and extending in a westerly direction following the southern kerbline for 42 metres.</i>

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

<b>Column One Coutts Street</b>	<b>Column Two</b> <i>P60, Monday to Saturday 8:00am - 6:00pm.</i>	<b>Column Three</b> <i>North side, commencing 14 metres east of its intersection with Bay Road (Grid coordinates, x = 7501741.8m, y=5424177.9m) and extending in an easterly</i>
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<b>Coutts Street</b>	<i>P60, Monday to Saturday 8:00am - 6:00pm. Parking Area at intersection with Bay Road.</i>	<i>direction following the northern kerbline for 14.5 metres. Three car parks.</i>
<b>Coutts Street</b>	<i>P60, Monday to Saturday 8:00am - 6:00pm.</i>	<i>South side, commencing 7.5 metres west of its intersection with Onepu Road (Grid coordinates x=1750260.0 y= 5424146.4) and extending in a westerly direction following the southern kerbline for 42 metres.</i>

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Rongotai Road</b>	<i>P30, Monday to Saturday 8:00am - 6:00pm.</i>	<i>South side, commencing 32 metres east of its intersection with Childers Terrace and extending in a easterly direction following the southern kerbline for 6 metres.</i>
<b>Rongotai Road</b>	<i>P30, Monday to Saturday 8:00am - 6:00pm.</i>	<i>South side, commencing 79 metres east of its intersection with Childers Terrace and extending in a easterly direction following the southern kerbline for 15 metres.</i>
<b>Rongotai Road</b>	<i>P30, At All Times</i>	<i>North side, commencing 9.5 metres east of its intersection with Crawford Road and extending in a easterly direction following the northern kerbline for 40 metres.</i>
<b>Rongotai Road</b>	<i>P30, At All Times</i>	<i>South side, commencing 52.5 metres east of its</i>

*intersection with Childers Terrace and extending in a easterly direction following the southern kerbline for 55.5 metres.*

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Rongotai Road</b>	<b>P60, Monday to Saturday 8:00am - 6:00pm.</b>	<b>South side, commencing 32 metres east of its intersection with Childers Terrace (Grid coordinates <math>x=5012436.4</math> <math>y=5424422.8</math>) and extending in an easterly direction following the southern kerbline for 6 metres.</b>
<b>Rongotai Road</b>	<b>P60, Monday to Saturday 8:00am - 6:00pm.</b>	<b>South side, commencing 79 metres east of its intersection with Childers Terrace (Grid coordinates <math>x=5012436.4</math> <math>y=5424422.8</math>) and extending in an easterly direction following the southern kerbline for 15 metres.</b>
<b>Rongotai Road</b>	<b>P60, Monday to Saturday 8:00am - 6:00pm.</b>	<b>North side, commencing 9.5 metres east of its intersection with Crawford Road (Grid coordinates <math>x=750126.9</math> <math>y=5424435.3</math>) and extending in an easterly direction following the northern kerbline for 40 metres.</b>
<b>Rongotai Road</b>	<b>P60, Monday to Saturday 8:00am - 6:00pm.</b>	<b>South side, commencing 52.5 metres east of its intersection with Childers Terrace (Grid coordinates <math>x=5012436.4</math> <math>y=5424422.8</math>) and</b>



*extending in an easterly direction following the southern kerbline for 55.5 metres.*

- (s) Time limited parking (P120, Monday to Friday 8:00am – 6:00pm) – Kelburn Park, Salamanca Road– Kelburn - (TR15 - 12)**

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

**Column One**  
**Salamanca Road**  
**( Kelburn Park)**

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

**Column Three**  
*Kelburn Parade,*  
*commencing 128 metres*  
*north of its intersection*  
*with Kelburn Parade*  
*(Grid coordinates,*  
*x = 748147.4m,*  
*y = 5427901.2m), and*  
*extending in a northerly*  
*direction for 50 metres*  
*(14 angled parking*  
*spaces).*

- (t) Bus stop (at all times), Mobile Library Stand (removal) and time limited parking (P60, at all times) - Dundas Street – Seatoun - (TR16-12)**

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

**Column One**  
**Dundas Street**

**Column Two**  
*P10 At All Times*

**Column Three**  
*North side, commencing*  
*61 metres from its*  
*intersection with Falkirk*  
*Avenue and extending in*  
*a westerly direction*  
*following the kerbline*  
*for 5 metres.*

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

**Column One**  
**Dundas Street**

**Column Two**  
*Bus stop, at all times*

**Column Three**  
*South side, commencing*  
*3.8 metres south of its*  
*intersection with Falkirk*  
*Street and extending in*

**Dundas Street**

*No stopping except mobile library, Monday, 1:45pm-4:30pm.*

*a westerly direction following the southern kerbline for 19.2 metres. South side, commencing 25.5 metres from its intersection with Falkirk Avenue and extending in a westerly direction for 16.5 metres.*

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

**Column One  
Dundas Street**

**Column Two**  
*P60, at all times.*

**Column Three**  
*North side, commencing 61 metres from its intersection with Falkirk Avenue and extending in a westerly direction following the kerbline for 5 metres.*

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

**Column One  
Dundas Street**

**Column Two**  
*Bus stop, at all times.*

**Column Three**  
*South side, commencing 18 metres west of its intersection with Falkirk Avenue and extending in a westerly direction following the southern kerbline for 17 metres.*

- (u) Time limited parking (P60, Monday to Saturday, 8:00am – 6:00pm) and mobility parking, at all times - Falkirk Avenue – Seatoun - (TR17 -12)**

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

**Column One  
Falkirk Avenue**

**Column Two**  
*P60, Monday to Saturday, 8:00am – 6:00pm.*

**Column Three**  
*East side, commencing 6.5 metres east of its intersection with Dundas Street and extending in a southerly direction following the eastern kerbline for 25.5 metres.*

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Falkirk Avenue</b>	<i>Vehicles Displaying an Operation Mobility Permit Only</i>	<i>At its intersection with Ludlam Street.</i>

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Falkirk Avenue</b>	<i>P60, Monday to Saturday, 8:00am – 6:00pm.</i>	<i>North-west side, commencing 13 metres southwest of its intersection with Dundas Street and extending in a north-easterly direction following the northwest kerbline for 18 metres.</i>
<b>Falkirk Avenue</b>	<i>P60, Monday to Saturday, 8:00am – 6:00pm.</i>	<i>North-west side, commencing 18 metres south of its intersection with Dundas Street and extending in a southerly direction following the northwest kerbline for 22 metres.</i>

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Falkirk Avenue</b>	<i>Mobility parking - vehicles displaying an operation mobility permit only, at all times.</i>	<i>East side, commencing 14 metres south of its intersection with Dundas Street and extending in a southerly direction following the eastern kerbline for 4 metres.</i>

- (v) **P10 loading zone (Monday to Saturday 8:00am – 6:00pm) and no stopping, at all times - Customhouse Quay – Wellington Central - (TR18 -12)**

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

**Column One**  
**Customhouse Quay**

**Column Two**  
*No stopping, at all times.*

**Column Three**  
*West side, commencing at its intersection with Panama Street and extending in a northerly direction following the kerbline for 54.5 metres.*

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

**Column One**  
**Customhouse Quay**

**Column Two**  
*P10 loading zone, Monday to Saturday, 8:00am – 6:00pm.*

**Column Three**  
*West side, commencing 9 metres north of its intersection with Panama Street and extending in a northerly direction following the kerbline for 20 metres.*

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

**Column One**  
**Customhouse Quay**

**Column Two**  
*No stopping, at all times.*

**Column Three**  
*West side, commencing at its intersection with Panama Street and extending in a northerly direction following the kerbline for 9 metres.*

**Customhouse Quay**

*No stopping, at all times.*

*West side, commencing 29 metres north of its intersection with Panama Street and extending in a northerly direction to its intersection with Brandon Street.*

- (w) P120 metered parking, P10 loading zone and P120 metered mobility parking – Grey Street – Wellington Central - (TR21 - 12)**

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

**Column One**  
**Grey Street**

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

**Column Three**  
*North side, commencing 22.5 metres west of its intersection with Featherston Street (Grid coordinates,  $x = 2658760.444622$  m,  $y = 5989837.200287$  m) and extending in a westerly direction following the kerbline for 2.5 metres. (1 angle carpark)*

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

**Column One**  
**Grey Street**

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

**Column Three**  
*North side, commencing 11.5 metres west of its intersection with Featherston Street (Grid coordinates  $x = 1748738.7$  m,  $y = 5428125.0$  m), and extending in a westerly direction following the kerbline for 11 metres. (4 angle carparks)*

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

**Column One**  
**Grey Street**

**Column Two**  
*No stopping, at all times.*

**Column Three**  
*North side, commencing at its intersection with Featherston Street (Grid coordinates,  $x = 1748738.7$  m,  $y = 5428125.0$  m), and extending in a westerly direction following the northern kerbline for 7.5 metres.*

**Grey Street**

*No stopping, at all times.*

*North side, commencing 10.3 m west of its intersection with Featherston Street*

**Grey Street**

*No stopping, at all times*

*(Grid coordinates, x = 1748738.7 m, y = 5428125.0 m), and extending in a westerly direction following the northern kerbline for 1.7 metres.*

*South side, commencing at its intersection with Featherston Street and extending in a westerly direction following the northern kerbline for 8 metres.*

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

**Grey Street**

*Loading zone - goods service and authorised vehicles only, P10, Monday-Sunday, 8:00am – 6:00pm.*

*North side, commencing 14.3 metres west of its intersection with Featherston Street (Grid coordinates x= 1748738.7 m, y= 5428125.0 m), and extending in a westerly direction following the northern kerbline for 2.4 metres (1 angled parking space).*

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

**Column One  
Grey Street**

**Column Two**  
*Metered mobility parking at all times, P120 maximum, Monday – Thursday 8:00am - 6:00pm, Friday 8:00am- 8:00pm, Saturday and Sunday 8:00am - 6:00pm.*

**Column Three**  
*North side, commencing 22 metres west of its intersection with Featherston Street (Grid coordinates, x = 1748738.7 m, y = 5428125.0 m), and extending in a westerly direction following the northern kerbline for 6.8 metres (2 angled parking spaces).*

**Grey Street**

*Metered parking, P120 maximum,*

*North side, commencing 5.5 metres west of its*

	<i>Monday – Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>intersection with Featherston Street (Grid coordinates, x = 1748738.7 m, y = 5428125.0 m), and extending in a westerly direction following the northern kerbline for 4.8 metres (2 angled parking spaces).</i>
<b>Grey Street</b>	<i>Metered parking, P120 maximum, Monday – Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>North side, commencing 12 metres west of its intersection with Featherston Street (Grid coordinates, x = 1748738.7 m, y = 5428125.0 m), and extending in a westerly direction following the northern kerbline for 2.4 metres (1 angled parking space).</i>

**(x) Time limited parking (P60, Monday to Saturday 8:00am – 6:00pm) – Miramar Avenue – Miramar - (TR22 -12)**

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

<b>Column One</b> <b>Miramar Avenue</b>	<b>Column Two</b> <i>P60, Monday to Saturday 8:00am – 6:00pm.</i>	<b>Column Three</b> <i>South side, commencing 94 metres west of its intersection with Stone Street and extending in a westerly direction following the southern kerbline for 22 metres.</i>
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*Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule*

<b>Column One</b> <b>Miramar Avenue</b>	<b>Column Two</b> <i>No stopping, at all times.</i>	<b>Column Three</b> <i>South side, commencing from its intersection with Stone Street and extending in a westerly direction following the southern kerbline for 10.5 metres.</i>
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<b>Miramar Avenue</b>	<i>No stopping, at all times.</i>	<i>South side, commencing 30 metres west of its intersection with Stone Street and extending in a westerly direction following the southern kerbline for 56 metres.</i>
<b>Miramar Avenue</b>	<i>No stopping, at all times.</i>	<i>South side, commencing 154 metres west of its intersection with Stone Street and extending in a westerly direction following the southern kerbline for 28 metres to its intersection with Portsmouth Road.</i>

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Miramar Avenue</b>	<i>P60, Monday to Saturday 8:00am – 6:00pm.</i>	<i>South side, commencing 11.5 metres west of its intersection with Stone Street (Grid coordinates <math>x = 1751944.8</math> m, <math>y = 5424573.2</math> m), and extending in a westerly direction following the southern kerbline for 23 metres.</i>
<b>Miramar Avenue</b>	<i>P60, Monday to Saturday 8:00am – 6:00pm.</i>	<i>South side, commencing 97 metres west of its intersection with Stone Street (Grid coordinates <math>x = 1751944.8</math> m, <math>y = 5424573.2</math> m), and extending in a westerly direction following the southern kerbline for 23 metres.</i>
<b>Miramar Avenue</b>	<i>P120, Monday to Saturday 8:00am – 6:00pm.</i>	<i>South side, commencing 120 metres west of its intersection with Stone Street (Grid coordinates, <math>x = 1751944.8</math> m, <math>y = 5424573.2</math> m), and extending in a westerly</i>



*direction following the southern kerbline for 21 metres.*

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Miramar Avenue</b>	<i>No stopping, at all times.</i>	<i>South side, commencing from its intersection with Stone Street (Grid coordinates, x = 1751944.8 m, y = 5424573.2 m), and extending in a westerly direction following the southern kerbline for 11.5 metres.</i>
<b>Miramar Avenue</b>	<i>No stopping, at all times.</i>	<i>South side, commencing 34.5 metres west of its intersection with Stone Street (Grid coordinates, x = 1751944.8 m, y = 5424573.2 m), and extending in a westerly direction following the southern kerbline for 7.5 metres.</i>
<b>Miramar Avenue</b>	<i>No stopping, at all times.</i>	<i>South side, commencing 47 metres west of its intersection with Stone Street (Grid coordinates, x = 1751944.8 m, y = 5424573.2 m), and extending in a westerly direction following the southern kerbline for 50 metres.</i>
<b>Miramar Avenue</b>	<i>No stopping, at all times.</i>	<i>South side, commencing 158 metres west of its intersection with Stone Street (Grid coordinates, x = 1751944.8 m, y = 5424573.2 m), and extending in a westerly direction following the</i>

*southern kerbline to its intersection with Portsmouth Road.*

*Add to Schedule H (Pedestrian Crossings) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Miramar Avenue</b>	<i>Pedestrian crossing.</i>	<i>South side, commencing 42 metres west of its intersection with Stone Street (Grid coordinates, <math>x = 1751944.8</math> m, <math>y = 5424573.2</math> m), and occupying the kerbline in a westerly direction for 5 metres.</i>

**(y) Reconfirmation of existing parking restrictions – Hill Street - Thorndon - (TR23 -12)**

*Delete from Schedule A (Time Limited Parking), Schedule B (Restricted Parking), Schedule D (No Stopping Restrictions) and Schedule E (Residents Parking) of the Traffic Restrictions Schedules*

**All parking and no stopping restrictions along Hill Street**

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Hill Street</b>	<i>P30, Monday to Sunday 8:00am – 6:00pm.</i>	<i>North side, commencing 187.5 metres east of its intersection with Tinakori Road (Grid coordinates <math>x = 1748382.7</math> m, <math>y = 5429004.6</math> m), and extending in an easterly direction following the northern kerbline for 14.5 metres.</i>
<b>Hill Street</b>	<i>P30, Monday to Saturday 8:00am – 6:00pm.</i>	<i>North side, commencing 213 metres east of its intersection with Tinakori Road (Grid coordinates <math>x = 1748382.7</math> m,</i>

**Hill Street**

*P5, Monday to Friday 8:00am – 9:00am, 2:00pm – 3:00pm.*

*y= 5429004.6 m), and extending in an easterly direction following the northern kerbline for 9 metres.*

*North side, commencing 35 metres east of its intersection with Guildford Terrace (Grid coordinates x= 1748681.4 m, y= 5428986.7 m), and extending in an easterly direction following the northern kerbline for 18.5 metres.*

**Hill Street**

*P120, Monday to Friday 9:00am – 2:00pm, 3:00pm – 6:00pm, Saturday 8:00am – 6:00pm.*

*North side, commencing 35 metres east of its intersection with Guildford Terrace (Grid coordinates x= 1748681.4 m, y= 5428986.7 m), and extending in an easterly direction following the northern kerbline for 18.5 metres.*

**Hill Street**

*P30, Saturday 8:00am – 1:00pm.*

*North side, commencing 18 metres east of its intersection with Eccleston Hill (Grid coordinates x= 1748817.2 m, y= 5428981.1 m), and extending in an easterly direction following the northern kerbline for 20.5 metres.*

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

**Column One  
Hill Street**

**Column Two**  
*Bus stop, Monday to Friday 8:00am – 4:00pm.*

**Column Three**  
*South side, commencing 192 metres west of its intersection with Molesworth Street (Grid coordinates x= 1748879.3 m, y=*

<b>Hill Street</b>	<i>Bus stop, Monday to Saturday 8:00am – 4:00pm.</i>	<i>5428968.6 m), and extending in a westerly direction following the southern kerbline for 34 metres. North side, commencing 17 metres east of its intersection with Guildford Terrace (Grid coordinates x= 1748681.4 m, y= 5428986.7 m), and extending in an easterly direction following the northern kerbline for 18 metres.</i>
<b>Hill Street</b>	<i>Taxi stand, at all other times.</i>	<i>North side, commencing 18 metres east of its intersection with Eccleston Hill (Grid coordinates x= 1748817.2 m, y= 5428981.1 m), and extending in an easterly direction following the northern kerbline for 20.5 metres.</i>
<b>Hill Street</b>	<i>Taxi stand, at all times.</i>	<i>North side, commencing 43.5 metres east of its intersection with Eccleston Hill (Grid coordinates x= 1748817.2 m, y= 5428981.1 m), and extending in an easterly direction following the northern kerbline for 11 metres.</i>

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

<b>Column One</b> <b>Hill Street</b>	<b>Column Two</b> <i>No stopping, at all times.</i>	<b>Column Three</b> <i>South side, commencing from its intersection with Molesworth Street (Grid coordinates x= 1748879.3 m, y= 5428968.6 m), and</i>
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**Hill Street**

*No stopping, at all times.*

*extending in a westerly direction following the southern kerbline for 14.5 metres.*

*South side, commencing 52.5 metres west of its intersection with Molesworth Street (Grid coordinates x= 1748879.3 m, y= 5428968.6 m), and extending in a westerly direction following the southern kerbline for 11.5 metres.*

**Hill Street**

*No stopping, at all times.*

*South side, commencing 168.5 metres west of its intersection with Molesworth Street (Grid coordinates x= 1748879.3 m, y= 5428968.6 m), and extending in a westerly direction following the southern kerbline for 15 metres.*

**Hill Street**

*No stopping, at all times.*

*South side, commencing 187 metres west of its intersection with Molesworth Street (Grid coordinates x= 1748879.3 m, y= 5428968.6 m), and extending in a westerly direction following the southern kerbline for 5 metres.*

**Hill Street**

*No stopping, at all times.*

*South side, commencing 322.5 metres west of its intersection with Molesworth Street (Grid coordinates x= 1748879.3 m, y= 5428968.6 m), and extending in a westerly direction following the southern kerbline for 13.5 metres.*

<b>Hill Street</b>	<i>No stopping, at all times.</i>	<i>South side, commencing 349.5 metres west of its intersection with Molesworth Street (Grid coordinates x= 1748879.3 m, y= 5428968.6 m), and extending in a westerly direction following the southern kerbline for 19.5 metres.</i>
<b>Hill Street</b>	<i>No stopping, at all times.</i>	<i>South side, commencing 395 metres west of its intersection with Molesworth Street (Grid coordinates x= 1748879.3 m, y= 5428968.6 m), and extending in a westerly direction following the southern kerbline for 44 metres.</i>
<b>Hill Street</b>	<i>No stopping, at all times.</i>	<i>South side, commencing 453 metres west of its intersection with Molesworth Street (Grid coordinates x= 1748879.3 m, y= 5428968.6 m), and extending in a westerly direction following the southern kerbline for 11.5 metres to its intersection with Parliament Street.</i>
<b>Hill Street</b>	<i>No stopping, at all times.</i>	<i>South side, commencing from its intersection with Parliament Street (Grid coordinates x= 1748402.2 m, y= 5428994.6 m), and extending in a westerly direction to its intersection with Tinakori Road.</i>
<b>Hill Street</b>	<i>No stopping, at all times.</i>	<i>North side, commencing from its intersection with Tinakori road (Grid coordinates x=</i>

<b>Hill Street</b>	<i>No stopping, at all times.</i>	<p><i>1748382.7 m, y= 5429004.6 m), and extending in an easterly direction following the northern kerbline for 7 metres.</i></p> <p><i>North side, commencing 41 metres east of its intersection with Tinakori Road (Grid coordinates x= 1748382.7 m, y= 5429004.6 m), and extending in an easterly direction following the northern kerbline for 61 metres.</i></p>
<b>Hill Street</b>	<i>No stopping, at all times.</i>	<p><i>North side, commencing 129.5 metres east of its intersection with Tinakori Road (Grid coordinates x= 1748382.7 m, y= 5429004.6 m), and extending in an easterly direction following the northern kerbline for 17 metres.</i></p>
<b>Hill Street</b>	<i>No stopping, at all times.</i>	<p><i>North side, commencing 156.5 metres east of its intersection with Tinakori Road (Grid coordinates x= 1748382.7 m, y= 5429004.6 m), and extending in an easterly direction following the northern kerbline for 25 metres.</i></p>
<b>Hill Street</b>	<i>No stopping, at all times.</i>	<p><i>North side, commencing 202 metres east of its intersection with Tinakori Road (Grid coordinates x= 1748382.7 m, y= 5429004.6 m), and extending in an easterly direction following the northern kerbline for 11</i></p>

<b>Hill Street</b>	<i>No stopping, at all times.</i>	<i>metres. North side, commencing 222 metres east of its intersection with Tinakori Road (Grid coordinates x= 1748382.7 m, y= 5429004.6 m), and extending in an easterly direction following the northern kerbline to its intersection with Selwyn Terrace.</i>
<b>Hill Street</b>	<i>No stopping, at all times.</i>	<i>North side, commencing from its intersection with Selwyn Terrace (Grid coordinates x= 1748620.6 m, y= 5428991.7 m). And extending in an easterly direction following the northern kerbline to its intersection with Guildford Terrace.</i>
<b>Hill Street</b>	<i>No stopping, at all times.</i>	<i>North side, commencing from its intersection with Guildford Terrace (Grid coordinates x= 1748681.4 m, y= 5428986.7 m), and extending in an easterly direction following the northern kerbline for 10.5 metres.</i>
<b>Hill Street</b>	<i>No stopping, at all times.</i>	<i>North side, commencing 14 metres east of its intersection with Guildford Terrace (Grid coordinates x= 1748681.4 m, y= 5428986.7 m), and extending in an easterly direction following the northern kerbline for 3 metres.</i>
<b>Hill Street</b>	<i>No stopping, at all times.</i>	<i>North side, commencing 128 metres east of its intersection with Guildford Terrace (Grid</i>



<b>Hill Street</b>	<i>No stopping, at all times.</i>	<p><i>coordinates x= 1748681.4 m, y= 5428986.7 m), and extending in an easterly direction following the northern kerbline to its intersection with Eccleston Hill.</i></p> <p><i>North side, commencing from its intersection with Eccleston Hill (Grid coordinates x= 1748817.2 m, y= 5428981.1 m), and extending in an easterly direction following the northern kerbline for 18 metres.</i></p>
<b>Hill Street</b>	<i>No stopping, at all times.</i>	<p><i>North side, commencing 38.5 metres east of its intersection with Eccleston Hill (Grid coordinates x= 1748817.2 m, y= 5428981.1 m), and extending in an easterly direction following the northern kerbline for 5 metres.</i></p>
<b>Hill Street</b>	<i>No stopping, at all times.</i>	<p><i>North side, commencing 44.5 metres east of its intersection with Eccleston Hill (Grid coordinates x= 1748817.2 m, y= 5428981.1 m), and extending in an easterly direction following the northern kerbline to its intersection with Molesworth Street.</i></p>

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Hill Street</b>	<i>Residents parking - displaying an authorised residents</i>	<i>South side, commencing 226 metres west of its intersection with</i>

	<i>vehicle parking permit only, at all times.</i>	<i>Molesworth Street (Grid coordinates x= 1748879.3 m, y= 5428968.6 m), and extending in a westerly direction following the southern kerbline for 44 metres.</i>
<b><i>Hill Street</i></b>	<i>Residents parking - displaying an authorised residents vehicle parking permit only, Monday to Friday 8:00am – 6:00pm.</i>	<i>South side, commencing 270 metres west of its intersection with Molesworth Street (Grid coordinates x= 1748879.3 m, y= 5428968.6 m), and extending in a westerly direction following the southern kerbline for 11 metres.</i>
<b><i>Hill Street</i></b>	<i>Residents parking - displaying an authorised residents vehicle parking permit only, Monday to Friday 8:00am – 6:00pm.</i>	<i>South side, commencing 291.5 metres west of its intersection with Molesworth Street (Grid coordinates x= 1748879.3 m, y= 5428968.6 m), and extending in a westerly direction following the southern kerbline for 31 metres.</i>
<b><i>Hill Street</i></b>	<i>Residents parking - displaying an authorised residents vehicle parking permit only, Monday to Friday 8:00am – 6:00pm.</i>	<i>South side, commencing 336 metres west of its intersection with Molesworth Street (Grid coordinates x= 1748879.3 m, y= 5428968.6 m), and extending in a westerly direction following the southern kerbline for 5 metres.</i>
<b><i>Hill Street</i></b>	<i>Residents parking - displaying an authorised residents vehicle parking permit only, Monday to Friday 8:00am – 6:00pm.</i>	<i>South side, commencing 369 metres west of its intersection with Molesworth Street (Grid coordinates x= 1748879.3 m, y= 5428968.6 m), and extending in a westerly</i>

**Hill Street**

*Residents parking - displaying an authorised residents vehicle parking permit only, Monday to Friday 8:00am – 6:00pm.*

*direction following the southern kerbline for 26 metres.*

*North side, commencing 53.5 metres east of its intersection with Guildford Terrace (Grid coordinates x= 1748681.4 m, y= 5428986.7 m), and extending in an easterly direction following the northern kerbline for 30.5 metres.*

**(z) Parking restriction reconfirmation – Central Terrace – Kelburn - (TR24 -12)**

*Delete from Schedule A (Time Limited Parking), Schedule D (No Stopping Restrictions) and Schedule E (Residents Parking) of the Traffic Restrictions Schedule*

**All parking and no stopping restrictions along Central Terrace**

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

**Column One  
Central Terrace**

*Column Two  
P120, Monday to Friday 8:00am – 6:00pm, except for vehicles displaying an authorised resident's vehicle parking permit.*

**Column Three**  
*East side, commencing 110 metres south of its intersection with Glasgow Street (Grid coordinates x= 1747939.1 m, y= 5427836.7 m), and extending in a southerly direction following the eastern kerbline for 14 metres.*

**Central Terrace**

*P120, Monday to Friday 8:00am – 6:00pm, except for vehicles displaying an authorised resident's vehicle parking permit.*

*East side, commencing 129.5 metres south of its intersection with Glasgow Street (Grid coordinates x= 1747939.1 m, y= 5427836.7 m), and extending in a southerly direction following the*

**Central Terrace**

*P120, Monday to Friday 8:00am – 6:00pm, except for vehicles displaying an authorised resident’s vehicle parking permit.*

*eastern kerbline for 10 metres.  
East side, commencing 218.5 metres south of its intersection with Glasgow Street (Grid coordinates x= 1747939.1 m, y= 5427836.7 m), and extending in a southerly direction following the eastern kerbline for 15.5 metres.*

**Central Terrace**

*P120, Monday to Friday 8:00am – 6:00pm, except for vehicles displaying an authorised resident’s vehicle parking permit.*

*West side, commencing 129 metres south of its intersection with Glasgow Street (Grid coordinates x= 1747915.9 m, y= 5427854.5 m), and extending in a southerly direction following the western kerbline for 22 metres.*

**Central Terrace**

*P120, Monday to Friday 8:00am – 6:00pm, except for vehicles displaying an authorised resident’s vehicle parking permit.*

*West side, commencing 239 metres south of its intersection with Glasgow Street (Grid coordinates x= 1747915.9 m, y= 5427854.5 m), and extending in a southerly direction following the western kerbline for 25 metres.*

**Central Terrace**

*P120, Monday to Friday 8:00am – 6:00pm, except for vehicles displaying an authorised resident’s vehicle parking permit.*

*West side, commencing 407.5 metres south of its intersection with Glasgow Street (Grid coordinates x= 1747915.9 m, y= 5427854.5 m), and extending in a southerly direction following the western kerbline for 12 metres.*

**Central Terrace**

*P120, Monday to Friday 8:00am – 6:00pm, except for*

*West side, commencing 429 metres south of its intersection with*

*vehicles displaying an authorised resident's vehicle parking permit.*

*Glasgow Street (Grid coordinates x= 1747915.9 m, y= 5427854.5 m), and extending in a southerly direction following the western kerbline for 5.5 metres.*

**Central Terrace**

*P120, Monday to Friday 8:00am – 6:00pm, except for vehicles displaying an authorised resident's vehicle parking permit.*

*West side, commencing 439.5 metres south of its intersection with Glasgow Street (Grid coordinates x= 1747915.9 m, y= 5427854.5 m), and extending in a southerly direction following the western kerbline for 9 metres.*

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

**Column One  
Central Terrace**

**Column Two**  
*No stopping, at all times.*

**Column Three**  
*East side, commencing from its intersection with Glasgow Street (Grid coordinates x= 1747939.1 m, y= 5427836.7 m), and extending in a southerly direction following the eastern kerbline for 110 metres.*

**Central Terrace**

*No stopping, at all times.*

*East side, commencing 139.5 metres south of its intersection with Glasgow Street (Grid coordinates x= 1747939.1 m, y= 5427836.7 m), and extending in a southerly direction following the eastern kerbline for 79 metres.*

**Central Terrace**

*No stopping, at all times.*

*East side, commencing 234 metres south of its intersection with Glasgow Street (Grid*

<b>Central Terrace</b>	<i>No stopping, at all times.</i>	<p><i>coordinates x= 1747939.1 m, y= 5427836.7 m), and extending in a southerly direction following the eastern kerbline for 276 metres.</i></p> <p><i>West side, commencing from its intersection with Glasgow Street (Grid coordinates x= 1747915.9 m, y= 5427854.5 m), and extending in a southerly direction following the western kerbline for 113.5 metres.</i></p>
<b>Central Terrace</b>	<i>No stopping, at all times.</i>	<p><i>West side, commencing 376.5 metres south of its intersection with Glasgow Street (Grid coordinates x= 1747915.9 m, y= 5427854.5 m), and extending in a southerly direction following the western kerbline for 15 metres.</i></p>
<b>Central Terrace</b>	<i>No stopping, at all times.</i>	<p><i>West side, commencing 479 metres south of its intersection with Glasgow Street (Grid coordinates x= 1747915.9 m, y= 5427854.5 m), and extending in a southerly direction following the western kerbline for 16 metres.</i></p>
<b>Central Terrace</b>	<i>No stopping, at all times.</i>	<p><i>West side, commencing 503 metres south of its intersection with Glasgow Street (Grid coordinates x= 1747915.9 m, y= 5427854.5 m), and extending in a southerly direction following the western kerbline for 6</i></p>

<b>Central Terrace</b>	<i>No stopping, at all times.</i>	<i>metres. West side, commencing 520 metres south of its intersection with Glasgow Street (Grid coordinates <math>x= 1747915.9</math> m, <math>y= 5427854.5</math> m), and extending in a southerly direction following the  Western kerbline for 7 metres.</i>
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*Add to Schedule E (Residents Parking) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Central Terrace</b>	<i>Residents parking - displaying an authorised residents vehicle parking permit only, at all times.</i>	<i>West side, commencing 161.5 metres south of its intersection with Glasgow Street (Grid coordinates <math>x= 1747915.9</math> m, <math>y= 5427854.5</math> m), and extending in a southerly direction following the western kerbline for 61 metres.</i>
<b>Central Terrace</b>	<i>Residents parking - displaying an authorised residents vehicle parking permit only, Monday to Friday 8:00am – 6:00pm.</i>	<i>West side, commencing 222.5 metres south of its intersection with Glasgow Street (Grid coordinates <math>x= 1747915.9</math> m, <math>y= 5427854.5</math> m), and extending in a southerly direction following the western kerbline for 6.5 metres.</i>
<b>Central Terrace</b>	<i>Residents parking - displaying an authorised residents vehicle parking permit only, at all times.</i>	<i>West side, commencing 279.5 metres south of its intersection with Glasgow Street (Grid coordinates <math>x= 1747915.9</math> m, <math>y= 5427854.5</math> m), and extending in a southerly direction following the</i>

**Central Terrace**

*Residents parking - displaying an authorised residents vehicle parking permit only, at all times.*

*western kerbline for 11 metres.*

*West side, commencing 299.5 metres south of its intersection with Glasgow Street (Grid coordinates  $x= 1747915.9$  m,  $y= 5427854.5$  m), and extending in a southerly direction following the western kerbline for 6 metres.*

**Central Terrace**

*Residents parking - displaying an authorised residents vehicle parking permit only, at all times.*

*West side, commencing 306 metres south of its intersection with Glasgow Street (Grid coordinates  $x= 1747915.9$  m,  $y= 5427854.5$  m), and extending in a southerly direction following the western kerbline for 6 metres.*

**Central Terrace**

*Residents parking - displaying an authorised residents vehicle parking permit only, at all times.*

*West side, commencing 326.5 metres south of its intersection with Glasgow Street (Grid coordinates  $x= 1747915.9$  m,  $y= 5427854.5$  m), and extending in a southerly direction following the western kerbline for 20.5 metres.*

**Central Terrace**

*Residents parking - displaying an authorised residents vehicle parking permit only, at all times.*

*West side, commencing 353.5 metres south of its intersection with Glasgow Street (Grid coordinates  $x= 1747915.9$  m,  $y= 5427854.5$  m), and extending in a southerly direction following the western kerbline for 5 metres.*

**Central Terrace**

*Residents parking - displaying an authorised residents*

*West side, commencing 365.5 metres south of its intersection with*



	<i>vehicle parking permit only, at all times.</i>	<i>Glasgow Street (Grid coordinates x= 1747915.9 m, y= 5427854.5 m), and extending in a southerly direction following the western kerbline for 11 metres.</i>
<b>Central Terrace</b>	<i>Residents parking - displaying an authorised residents vehicle parking permit only, at all times.</i>	<i>West side, commencing 391.5 metres south of its intersection with Glasgow Street (Grid coordinates x= 1747915.9 m, y= 5427854.5 m), and extending in a southerly direction following the western kerbline for 6 metres.</i>
<b>Central Terrace</b>	<i>Residents parking - displaying an authorised residents vehicle parking permit only, at all times.</i>	<i>West side, commencing 462.5 metres south of its intersection with Glasgow Street (Grid coordinates x= 1747915.9 m, y= 5427854.5 m), and extending in a southerly direction following the western kerbline for 16.5 metres.</i>
<b>Central Terrace</b>	<i>Residents parking - displaying an authorised residents vehicle parking permit only, at all times.</i>	<i>West side, commencing 495 metres south of its intersection with Glasgow Street (Grid coordinates x= 1747915.9 m, y= 5427854.5 m), and extending in a southerly direction following the western kerbline for 8 metres.</i>
<b>Central Terrace</b>	<i>Residents parking - displaying an authorised residents vehicle parking permit only, at all times.</i>	<i>West side, commencing 509 metres south of its intersection with Glasgow Street (Grid coordinates x= 1747915.9 m, y= 5427854.5 m), and extending in a southerly</i>

*direction following the western kerbline for 11 metres.*

**(aa) Parking reconfirmation – Hobson Crescent – Thorndon - (TR25 -12)**

*Delete from Schedule A (Time Limited Parking), Schedule B (Restricted Parking), Schedule D (No Stopping Restrictions) and Schedule E (Residents Parking) of the Traffic Restrictions Schedule*

**All parking and no stopping restrictions along Hobson Crescent.**

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Hobson Crescent</b>	<i>P120 - except for authorised residents vehicles, Monday to Saturday 6:00pm - 9:00pm, Sunday 8:00am - 9:00pm.</i>	<i>South side, commencing 24 metres west of its southern intersection with Hobson Street (Grid coordinates <math>x=1749205.7</math> m, <math>y=5429340.7</math> m), and extending in a westerly direction following the southern kerbline for 28 metres.</i>
<b>Hobson Crescent</b>	<i>P10, Monday to Friday 8:00am – 9:00am, 4:00pm – 6:00pm.</i>	<i>South side, commencing 24 metres west of its southern intersection with Hobson Street (Grid coordinates <math>x=1749205.7</math> m, <math>y=5429340.7</math> m), and extending in a westerly direction following the southern kerbline for 28 metres.</i>
<b>Hobson Crescent</b>	<i>P30, Monday to Friday 9:00am – 4:00pm, Saturday 8:00am – 6:00pm.</i>	<i>South side, commencing 24 metres west of its southern intersection with Hobson Street (Grid coordinates <math>x=1749205.7</math> m, <math>y=5429340.7</math> m), and extending in a westerly direction following the</i>

<b>Hobson Crescent</b>	<i>P120, Monday to Saturday 8:00am – 6:00pm.</i>	<i>southern kerbline for 28 metres. South side, commencing 94 metres west of its southern intersection with Hobson Street (Grid coordinates x= 1749205.7 m, y= 5429340.7 m), and extending in a north-westerly direction following the western kerbline for 7.5 metres.</i>
<b>Hobson Crescent</b>	<i>P120 - except for authorised residents vehicles, Monday to Saturday 6:00pm - 9:00pm and Sunday 8:00am - 9:00pm.</i>	<i>South side, commencing 94 metres west of its southern intersection with Hobson Street (Grid coordinates x= 1749205.7 m, y= 5429340.7 m), and extending in a north-westerly direction following the western kerbline for 7.5 metres.</i>
<b>Hobson Crescent</b>	<i>P120, Monday to Saturday 8:00am – 6:00pm.</i>	<i>South side, commencing 106 metres west of its southern intersection with Hobson Street (Grid coordinates x= 1749205.7 m, y= 5429340.7 m), and extending in a north-westerly direction following the western kerbline for 7 metres.</i>
<b>Hobson Crescent</b>	<i>P120 - except for authorised residents vehicles, Monday to Saturday 6:00pm - 9:00pm, Sunday 8:00am - 9:00pm.</i>	<i>South side, commencing 106 metres west of its southern intersection with Hobson Street (Grid coordinates x= 1749205.7 m, y= 5429340.7 m), and extending in a north-westerly direction following the western kerbline for 7 metres.</i>
<b>Hobson Crescent</b>	<i>P120, Monday to Saturday 8:00am – 6:00pm.</i>	<i>North side, commencing 46 metres west of its northern intersection</i>

**Hobson Crescent**

*P120 - except for authorised residents vehicles, Monday to Saturday 6:00pm - 9:00pm, Sunday 8:00am - 9:00pm.*

*with Hobson Street (x= 1749179.9 m, y= 5429397.8 m), and extending in a westerly direction following the northern kerbline for 12 metres.*

*North side, commencing 46 metres west of its northern intersection with Hobson Street (x= 1749179.9 m, y= 5429397.8 m), and extending in a westerly direction following the northern kerbline for 12 metres.*

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

**Column One  
Hobson Crescent**

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

**Column Three**  
*South side, commencing 52 metres west of its southern intersection with Hobson Street (Grid coordinates x= 1749205.7 m, y= 5429340.7 m), and extending in a westerly direction following the southern kerbline for 5 metres.*

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

**Column One  
Hobson Crescent**

**Column Two**  
*No stopping, at all times.*

**Column Three**  
*South side, commencing from its southern intersection with Hobson Street (Grid coordinates x= 1749205.7 m, y= 5429340.7 m), and extending in a westerly direction following the southern kerbline for 6 metres.*

<b><i>Hobson Crescent</i></b>	<i>No stopping, at all times.</i>	<i>South side, commencing 57 metres west of its southern intersection with Hobson Street (Grid coordinates <math>x= 1749205.7</math> m, <math>y= 5429340.7</math> m), and extending in a north-westerly direction following the southern, then western kerb-lines for 18.5 metres.</i>
<b><i>Hobson Crescent</i></b>	<i>No stopping, at all times.</i>	<i>North side, commencing from its northern intersection with Hobson Street (Grid coordinates <math>x= 1749179.9</math> m, <math>y= 5429397.8</math> m), and extending in a westerly direction following the northern kerblines for 5 metres.</i>
<b><i>Hobson Crescent</i></b>	<i>No stopping, at all times.</i>	<i>South side, commencing from its northern intersection with Hobson Street (Grid coordinates <math>x= 1749183.8</math> m, <math>y= 5429389.9</math> m), and extending in a westerly direction following the southern kerblines for 6 metres.</i>
<b><i>Hobson Crescent</i></b>	<i>No stopping, at all times.</i>	<i>South side, commencing 58.5 metres west of its northern intersection with Hobson Street (Grid coordinates <math>x= 1749183.9</math> m, <math>y= 5429389.9</math> m), and extending in a westerly direction following the southern then eastern kerblines for 12.5 metres.</i>
<b><i>Hobson Crescent</i></b>	<i>No stopping, at all times.</i>	<i>North side, commencing from its southern intersection with Hobson Street (Grid</i>

		<p><i>coordinates</i>  <i>x= 1749202.3 m,</i>  <i>y= 5429348.3 m), and</i>  <i>extending in a westerly</i>  <i>direction following the</i>  <i>northern kerbline for 6</i>  <i>metres.</i></p>
<b><i>Hobson Crescent</i></b>	<i>No stopping, at all times.</i>	<p><i>North side, commencing</i>  <i>58 metres west of its</i>  <i>southern intersection</i>  <i>with Hobson Street</i>  <i>(Grid coordinates</i>  <i>x= 1749202.3 m,</i>  <i>y= 5429348.3 m), and</i>  <i>extending in a westerly</i>  <i>direction following the</i>  <i>northern then eastern</i>  <i>kerbline for 8 metres.</i></p>

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

<b><i>Column One</i></b>	<b><i>Column Two</i></b>	<b><i>Column Three</i></b>
<b><i>Hobson Crescent</i></b>	<i>Residents parking - displaying an authorised residents vehicle parking permit only, at all times.</i>	<p><i>South side, commencing</i>  <i>73.5 metres west of its</i>  <i>southern intersection</i>  <i>with Hobson Street</i>  <i>(Grid coordinates x=</i>  <i>1749205.7 m, y=</i>  <i>5429340.7 m), and</i>  <i>extending in a north-</i>  <i>westerly direction</i>  <i>following the western</i>  <i>kerbline for 10.5 metres.</i></p>
<b><i>Hobson Crescent</i></b>	<i>Residents parking - displaying an authorised residents vehicle parking permit only, at all times.</i>	<p><i>South side, commencing</i>  <i>6 metres west of its</i>  <i>northern intersection</i>  <i>with Hobson Street</i>  <i>(Grid coordinates</i>  <i>x= 1749183.8 m,</i>  <i>y= 5429389.9 m), and</i>  <i>extending in a westerly</i>  <i>direction following the</i>  <i>southern kerbline for</i>  <i>24.5 metres.</i></p>
<b><i>Hobson Crescent</i></b>	<i>Residents parking - displaying an authorised residents vehicle parking</i>	<p><i>South side, commencing</i>  <i>36.5 metres west of its</i>  <i>northern intersection</i>  <i>with Hobson Street</i></p>

	<i>permit only, at all times.</i>	<i>(Grid coordinates x= 1749183.8 m, y= 5429389.9 m), and extending in a westerly direction following the southern kerbline for 23 metres.</i>
<b><i>Hobson Crescent</i></b>	<i>Residents parking - displaying an authorised residents vehicle parking permit only, at all times.</i>	<i>South side, commencing 85.5 metres south-west of its northern intersection with Hobson Street (Grid coordinates x= 1749183.9 m, y= 5429389.9 m), and extending in a south-easterly direction following the eastern kerbline for 4.7 metres.</i>
<b><i>Hobson Crescent</i></b>	<i>Residents parking - displaying an authorised residents vehicle parking permit only, at all times.</i>	<i>South side, commencing 96.2 metres south-west of its northern intersection with Hobson Street (Grid coordinates x= 1749183.9 m, y= 5429389.9 m), and extending in a south-easterly direction following the eastern kerbline for 8 metres.</i>
<b><i>Hobson Crescent</i></b>	<i>Residents parking - displaying an authorised residents vehicle parking permit only, at all times.</i>	<i>North side, commencing 6 metres west of the southern intersection with Hobson Street (Grid coordinates x= 1749202.3 m, y= 5429348.3 m), and extending in a westerly direction following the northern kerbline for 12 metres.</i>
<b><i>Hobson Crescent</i></b>	<i>Residents parking - displaying an authorised residents vehicle parking permit only, at all times.</i>	<i>North side, commencing 26 metres west of the southern intersection with Hobson Street (Grid coordinates x= 1749202.3 m, y= 5429348.3 m), and</i>

***Hobson Crescent***

*Residents parking - displaying an authorised residents vehicle parking permit only, at all times.*

*extending in a westerly direction following the northern kerbline for 4 metres.*

*North side, commencing 43 metres west of the southern intersection with Hobson Street (Grid coordinates x= 1749202.3 m, y= 5429348.3 m), and extending in a westerly direction following the northern kerbline for 15 metres.*

#### **4. Discussion**

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

**(a) McMillan Court upgrade – McMillan Court – Newlands – (TR90-11)**

The Council's Northern Growth Management Framework identified the need to redevelop and improve Newlands town centre as part of managing the future growth and development of the northern suburbs. Following on from the framework, the Council set about developing a long-term plan to revitalise the Newlands shopping centre and community area. After consulting with local businesses and the community, the Council developed and adopted the Newlands Centre Plan in April 2010. One of the priorities identified in the plan was the upgrade and improvement of the McMillan Court car park area.

As a direct result of the Centre Plan, the Newlands shopping centre is currently undergoing a major upgrade with the redevelopment of the McMillan Court car park and Mall public space. Further development of the area is happening with Foodstuffs (NZ) building a new supermarket next to the car park area on the corner of Bracken Road and Newlands Road.

Traffic resolution TR 90-11 proposes that the modified public car parking spaces within McMillan Court (Newlands Mall) be time limited to 90 minutes (P90). This time restriction mirrors that of the 73 parking spaces within the new supermarket. As part of the general consultation concerns were raised over the lack of different time limited parking spaces within McMillan Court. As a result Council officers modified the original proposal to include a section of parking spaces close to the existing shops be made P30 to encourage greater parking turnover, and assist accessibility to the nearby small businesses, and two P120 parking spaces provided in the north-eastern corner of the car park for longer term parking.



The intention is for the existing resolutions to remain in place until the McMillan Court Redevelopment is complete, at which time these new time restrictions will take place.

**(b, c & d) Combined Revised Restrictions on John Street, Adelaide Road and Hanson Road (Countdown Development) – Newtown – (TR91, 92 &93-11)**

As a consequence of the construction of the new Countdown supermarket, a number of parking changes are required to the surrounding streets being - John Street, Hanson Street and Adelaide Road. These changes are required to accommodate the new signalised intersection at John and Hanson Streets required to manage traffic flows when the supermarket is operational. Removal of some on street parking is required to assist with effective vehicle access to and from the supermarket parking and servicing areas. The existing bus stop is proposed to be relocated to the John Street frontage.

Initially it was proposed to remove a total of seven coupon parking spaces on John Street. After consultation Council Officers have reviewed this and now propose a removal of only five spaces. Two new 15 minute parking spaces will be provided on Adelaide Road close to the Riddiford Street intersection. This is in addition to further restrictions on the kerbline to provide loading zones and resident parking.

Realignment of the kerbline on the northern side of John Street (between Tasman and Hanson Streets) will also provide additional parking spaces. Countdown has agreed to provide 20 spaces within their facility for general public use. These will be either 90 or 120 minutes.

These changes will facilitate an upgrade of the Adelaide Road / John Street / Riddiford Street intersection, which has been planned as part of the wider improvements to Adelaide Road to improve traffic efficiency, pedestrian and traffic safety at this intersection.

<b>Name</b>	<b>Suburb</b>	<b>Agree Y/N?</b>
<b>Laura Newcome – Fourseasons Florist</b>	<b>Newtown</b>	<b>N</b>
<b>Comments</b>		
<p>I am very alarmed that the Council proposes to remove all the 7 car parks on John Street and also the 12 on Hanson Street that supports our heritage shopping precinct for traffic movement to access and egress the new supermarket site and their 7 retail shops.</p>		
<p>It was my understanding through the Adelaide Road Framework 2008 that heritage buildings were to be retained, protected and that additional parking provisions would be provided for retail, and that parking around the rear of our property would be encouraged, and that existing retail and commercial businesses opportunities would be enhanced and that the large supermarket, with its 7 retail shops would integrate with the community and address the traffic concerns that a large supermarket would generate (40,000 vehicles per week) at this heritage</p>		

shopping precinct at the gateway to Newtown that services our community.

When the Council removed all the 9 car parks outside this heritage precinct on Riddiford Street in 2008, the effects have been devastating, and damaging to my business of 19 years and also other surrounding businesses, particularly when the Council did not directly inform us and consult with us stakeholders affected by the car park removals. Customers constantly complain of the lack of parking, and complain that often they have to park in John Street, and at times even Hanson Street, so to remove these car parks would be the end for my business of 19 years, and the people I employ and my future opportunities.

I have asked you Mr Spence several times for a legal agreement from the Council, so that by progressively removing the 19 car parks that support our small businesses, that I could actively promote the 20 car parks on the site as car parking for my customers who stand to lose the car parks on the kerb, and my expectation, for the Council to be fair is to let me/ us take control over where the car parks are located, and also time restrictions and basically control, however you have been indignant on this matter and have failed to mitigate this issue.

#### **Officers response**

Ms Newcombe's feedback on the proposed traffic resolutions also included references to issues not directly related to the proposed parking changes. These included in addition to the comments above, reference to removal of parking along Riddiford Street in 2008 in connection with the implementation of the new Hospital main entrance. Also the ban on left turns from Riddiford Street into Adelaide Road which resulted from the improvement to the pedestrian crossings during the last intersection upgrade in 2008.

The proposed revisions to kerbside parking on Adelaide Road, Hanson Street and John Street are needed to:

1. facilitate improvements to the Adelaide /Riddiford/John intersection
2. allow for the installation of a new signalised intersection at John/Hanson

So as to ensure the local road network can operate satisfactorily when the new Countdown supermarket is operational at the end of the year. The improvements to the Adelaide /Riddiford/John intersection also form part of the Adelaide Road Framework project and are designed to improve traffic efficiency and pedestrian and traffic safety at this very busy intersection. They will also help improve the overall quality of the pedestrian environment in this area by providing more pedestrian space, wider footpaths, more crossing points and landscaping. The proposed signals at Hanson and John will significantly improve safety and convenience for local pedestrians and provide for the expected increase in pedestrian activity following the supermarket opening.

There is also a need to remove some car parks on the east side of Hanson Street between John Street and the new supermarket's Hanson Street car park and service vehicle exit to allow for safe two-way vehicle movement over this part of Hanson Street.

The car parks which it is proposed to remove are either unrestricted parks i.e they

are not subject to time limit, or coupon parks and mostly not well located or available for short stay shopper use to serve the local retailers on Adelaide Road or Riddiford Street.

Two new short stay P15 car parks are able to be provided on the east side of Adelaide Road close to the John Street intersection which will be much more useful to serve local businesses. These are in addition to recent changes to kerbside parking on this part of Adelaide Road in regard to goods loading and residents parking which have been provided in consultation with local businesses.

The officers take on board the strong desire from the feedback received, to see the retention of the car parks on John Street. It is therefore proposed the advertised resolution is amended to include two P60 parking spaces on the south side of John Street immediately to the rear of the new bus stop, on a trial basis.

The new supermarket will have around 240 car parks and we have agreed with Progressive that they will make 20 spaces available for anyone to use up to whatever time limit is set for the customer car parks (P90 or P120) This would more than compensate for the loss of the existing car parks on John and Hanson in terms of providing short term parking for the public to use and allow them to visit nearby businesses also. A formal legal agreement to this effect has been completed to ensure a positive outcome for local shoppers and businesses. Countdown have confirmed also that except on very busy occasions, they will be relaxed about how their remaining 220 or so car parks are used by the general public so long as people comply with the time limit. This is no different to the situation which applies at other supermarkets.

<b>Name</b>	<b>Suburb</b>	<b>Agree Y/N?</b>
<b>Miles Athea – individual</b>	<b>Island Bay</b>	<b>N</b>
<b>Comments</b>		
This change is strongly opposed. Do not remove the parks. Do not change the position of the bus stop as it will impede the flow of car traffic. Do not install a new traffic signalised intersection at John and Hanson Street. I have no need to have my rights to park in a public space further restricted by the Wellington City Council. Stop impeding the efficient and rapid movement of cars by erecting this new traffic signalised intersection. Request denied. Please disestablish the Transport Network Team, Transport Network Manager and Chief Transport Planner roles immediately.		
<b>Officers response</b>		
The issues raised by Miles Athea are covered in the response to Laura Newcombe (above)		

<b>Name</b>	<b>Suburb</b>	<b>Agree Y/N?</b>
<b>John Dunphy – Recovery Room Cafe</b>	<b>Newtown</b>	<b>N</b>
<b>Comments</b>		
<p>I would like to submit my objection to the removal of parking on the above named streets (Adelaide Road, Hansen Street and John Street) in conjunction with the building of the Countdown Supermarket. I would also like to note that I was not properly notified as owner and effected party with regards to the property at 205 Adelaide Road almost directly opposite the Countdown building site.</p> <p>The main reasons for my objection are the same as the would have been had I been properly notified about the nine deleted car parks on Riddiford Street is that these car parks provide critical parking for the businesses at the door and that without them these effected businesses along with myself will slowly atrophy and go bust. I do not wish upon those businesses what I and Laura Newcombe and others have had to suffer over the last three years.</p>		
<b>Officers response</b>		
<p>Mr Dunphy's feedback on the proposed traffic resolutions included substantial references to issues not directly related to the proposed parking changes. These included in addition to the comments above, a reference to the removal of car parks on Riddiford Street as a consequence of the Hospital redevelopment in 2008, and the effects on his business. Also the issue of traffic safety on Riddiford Street and a detailed list of design changes which he suggests could have accommodated all the parties.</p> <p>Mr Dunphy states that he was not properly notified as owner and affected party with regards to his property at 205 Adelaide Road. However our records show that letters were delivered to both 205 Adelaide Road and Mr Dunphy's other address at 16 Riddiford Street on 20 December 2012.</p> <p>Otherwise the issues raised by John Dunphy are substantially covered in the response to Laura Newcombe (above).</p>		

<b>Name</b>	<b>Suburb</b>	<b>Agree Y/N?</b>
<b>Steve Dunn – Newtown Residents' Association</b>	<b>Newtown</b>	<b>N</b>
<b>TR91-11 John Street</b>		
<ul style="list-style-type: none"> <li>We object to the total removal of seven kerbside parks on John Street and a further 12 kerbside parks on Hanson Street. The rationale that these are long term parks that are not necessarily used by shoppers to visit local shops, does not mean that this is the case. The proposed 20 community parks within the Countdown site has been challenged as a resource consent condition and there is no assurance that these will be made available or dedicated to local shops that rely on kerbside parks for their patrons. At present it is only the good intentions by Progressive that gives this option but at present there is no contractual or legal requirement to provide or continue the community parks into the future.</li> </ul>		

- We seek the adjustment of the bus stop location on the south side of John Street outside the supermarket to allow the reinstatement of kerbside car parks here.
- We seek the reinstatement of kerbside parks for local businesses on the north side of John Street. The use of the bus stops in this section of John Street should be reviewed to see if they are regularly used and that there is a need for them that could be allocated for kerbside car parking.

**TR92-11 Adelaide Road south of John Street intersection**

- We support the additional two x P15 car parks, proposed extended loading zone, two x Residents parks and two P15 parks as shown on aerial plan.
- We strongly seek the reinstatement of a left hand southward turn from Riddiford Street into Adelaide Road to give more route options for traffic heading south and provide traffic route connectivity. The proposed changes to the intersection allow for a widening of the road (across to the Countdown boundary) that would allow a larger turning circle into Adelaide Road. The 'no park' hatch and pedestrian crossing also means that there will be no parked cars that will interfere with the turning manoeuvre.

**TR93-11 Hanson Street and intersection with John Street – removal of kerbside car parks and kerb changes with traffic light controlled intersection**

- We object to the removal of car parks in this area for the reasons outlined in TR91-11.

**Officers response**

The issues raised by Steve Dunn are substantially covered in the response to Laura Newcombe (above).

On the matter of adjusting the bus stop on the south side of John Street outside the supermarket to allow the reinstatement of kerbside car parks, the Officers take on board the strong desire to see the retention of these car parks and propose they be provided on a trial basis to see if they can operate without unduly affecting the ability of buses to access the bus stop. A P60 time limit is suggested.

With regard to the north side of John Street, retention of the existing parking will obstruct the proposed left hand traffic lane both for buses and all other traffic, therefore it cannot be recommended if we are to achieve the level of efficiency needed under the new intersection design on this busy section of road.

The need for the bus stops to be retained on this part of John Street has been raised by Mr Dunn and in other feedback also. These are established stops and can be expected to be busier once the supermarket is open. It would be a retrograde step to remove this facility especially at this time.

Mr Dunn raises a number of other matters in his feedback which are not directly related to the proposed parking changes. These include reinstatement of the left turn from Riddiford into Adelaide Streets, cycle and vehicle routes, planting and streetscape detail, which it is proposed be dealt with outside of the traffic resolution process.

Name	Suburb	Agree Y/N?
<b>Bernard O'Shaughnessy – Coalition and Transition (CAT)</b>	<b>Newtown</b>	<b>N</b>
<b>Comments</b>		
<p>I say a greater and full consultation must be had with the shop owners in Riddiford Street about these changes. The Council Officers have not been helpful to date and have been obstructive to small business owners locally.</p> <p>1) There must be parking spaces allocated by choice in the new supermarket parking spaces. Council Officers have accommodated Progressive Enterprises to the max, so Council Officers can be a lot more outgoing to local small businesses who have added to the 'old Newtown' for decades.</p> <p>2) As Council Officers close parking spaces in Riddiford Street then you should allocate one for one new parking spaces for these small businesses.</p> <p>3) Why have bus stops in John Street at all? I have travelled on the buses for decades and few people ever get on or off the buses at these two stops! Why have them at all? The Council believes it should provide a bus stop every 500 metres. Well it is not required here in John Street. Allow the space to be used for local businesses. Progressive Enterprises at a meeting with Newtown Residents Association (Ian McKinnon was there) stated that 60% of their intended business was expected to arrive by car (some 35,000 cars) each week, and the other 40% was foot traffic from the local area, so why have bus stops at all? There are other bus stops close by.</p> <p>4) I want to attend at Council to address my concerns. Please advise a date and time?</p>		
<b>Officers response</b>		
<p>The issues raised by Mr O'Shaughnessy are substantially covered in the response to Laura Newcombe (above).</p> <p>On the matter of consultation, as the applicant for the new supermarket, Progressive Enterprises was encouraged to consult with the Newtown Residents Association and local businesses and they attended a number of meetings between September 2009 and March 2010 between the lodgement of the resource consent application and the consent being granted. Discussions included parking issues. There has been ongoing discussion between the Council and the Newtown Residents Association.</p> <p>The process for the current traffic resolution has followed normal Council procedures.</p> <p>On the matter of the John Street bus stops, these are long established stops and form part of the city bus route system. Although the stops may not be heavily used at present, it can be expected that they will have more use when the supermarket is open. It would be illogical to remove them at this point and their removal would</p>		

result in an excessive spacing between adjacent stops.

<b>Name</b>	<b>Suburb</b>	<b>Agree Y/N?</b>
<b>Kathy Smith – Ballroom Cafe</b>	<b>Newtown</b>	<b>N</b>
<b>Comments</b>		
<p>I strongly oppose the removal of street car parking on John Street. This is one of the few places that my customers can park when coming from the south. Since I purchased The Ballroom Cafe, just over nine years ago, there has been both removal of car parking and reduced time restrictions on existing parking without consultation of the local businesses that it directly affects. So it is of particular interest to find that we were entitled, legally, to receive prior notification.</p> <p>To state approximate numbers of car parks to be removed is also unacceptably vague.</p> <p>As for the mooted, 20 car parks available to outsiders within the new Countdown complex is similarly vague. Whereabouts in the complex are these parks to be? They should be close to the John Street shops. What restrictions are those parking there under? Why isn't there something legally binding in writing?</p> <p>It is unrealistic to assume that the businesses in the John Street/ Riddiford Street do not depend on customers coming by car and therefore needing parking. As it is unrealistic to assume that we all get our customers from the hospital – this simply is not the case. By looking at the number of empty shops, non retail outlets and the number of businesses up for sale, the businesses in this area are stressed. We too have invested in this historic area and to simply label us as historic – in the case of The Ballroom Cafe both the building and the cafe are listed – and then take away the parking so depend on to bring customers is not acceptable.</p> <p>I oppose the removal of the John Street roadside parking.</p>		
<b>Officers response</b>		
<p>The issues raised by Ms Smith are substantially covered in the response to Laura Newcombe (above).</p> <p>Ms Smith refers to the approximate number of car parks as being unacceptably vague. A figure of approximately 19 car parks is quoted in the resolution report and this has been deliberately pitched on the high side. The reason for the lack of precision is that there are no marked spaces on Hanson Street and a combination of different sized parked vehicles could result in small changes to the actual number of vehicles able to park at any given time.</p> <p>The legal agreement with Countdown will see the 20 generally available car parks grouped together as far as practicable and placed conveniently for the main escalator.</p> <p>The officers take on board the strong desire from the feedback received to see the retention of the car parks on John Street. It is therefore proposed the advertised resolution is amended to include two P60 parking spaces on the south side of</p>		

John Street immediately to the rear of the new bus stop, on a trial basis.

<b>Name</b>	<b>Suburb</b>	<b>Agree Y/N?</b>
<b>Don Hollander – Book Haven</b>	<b>Newtown</b>	<b>N</b>
<b>Comments</b>		
<p>The proposal calls for two 15 minute spots on Adelaide Road. Currently, the main street of Newtown (Riddiford Street) has 30 minute parking and the side streets have 60 minutes. I would suggest rather than having even more options, a simple rule be applied with 30 minutes on the main street and 60 minutes on the side streets.</p> <p>Introducing another option will cause confusion and frustration and people will not want to come to Newtown because it is too confusing. 15 minutes is also a very short amount of time if someone wants to visit a shop on the other side of Riddiford Street - you have to park, walk around the corner, wait for the light, cross, and then enter the shop. Then shop, then reverse the process. Perhaps leaves only 10 minutes for shopping. Make it easy on us poor citizens.</p>		
<b>Officers response</b>		
<p>The proposed P15 parks have been provided at the request of the local florist and supported also by the Newtown Residents Association in their feedback. If in the event this proves to be too short based on public feedback, then the time limit can be easily changed.</p>		

- (e) **Loading zone - goods vehicles and authorised vehicles only, P10, at all times – Legal Road (known as part of McMillan Court) - Newlands – (TR96-11)**

As noted in the transport planning assessment for the proposed Newlands supermarket (now under construction), all trucks due to service the supermarket, of around 30 deliveries each weekday, will travel via Batchelor Street and a private right-of-way, rather than large vehicles driving through the main Newlands Town Centre car park in McMillan Court - and competing with cars and pedestrians, or accessing via Newlands Road where customers will drive in and out. A loading zone for additional goods vehicles queuing to use the supermarkets internal dock way is proposed near the rear servicing area. In order to prevent passenger cars parking here, this area is proposed to be designated as a P10 loading zone at all times.

<b>Name</b>	<b>Suburb</b>	<b>Agree Y/N?</b>
<b>Alan Robson - individual</b>	<b>Newlands</b>	<b>Y</b>
<b>Comments</b>		
Agree with the proposed resolution TR 96-11		



Name	Suburb	Agree Y/N?
<b>Joanna Wong – Golden City Foodbar</b>	<b>Newlands</b>	<b>N</b>
<b>Comments</b>		
<p>We feel it (loading zone) is too close to our business and our main concern is that it will cause disruptions to our business.</p> <p>Currently with the number of trucks that pass by our business, it causes our entire shop to shake and the noise is disrupting to our staff and our customers. The proposed loading zone will see the trucks closer to our shop which will only cause further disruptions to our business. This is already in addition to our new view of the loading bay, where we may be facing their rubbish bins day in and day out. This will cause us to lose customers as they will go elsewhere, for a more pleasant atmosphere. Is a concession able to be made for the proposed zone to be further away from us?</p> <p>Also, from the beginning we have spoken to different representatives who have approached us in regards to the construction, and have made it clear that we cannot afford to have the road/vehicles constantly reversing/driving out in front of our shop. If this happens, our business area will appear to be an addition to the loading zone and this will decrease our appeal to potential and current customers.</p> <p>From the attached diagram, it is difficult to tell whether there is enough space for the trucks to reverse/drive out without causing us concern. Our shop is already now hidden behind the construction of the building and our visibility to customers is already impaired as most of the car parks are now located away from the mall. Can these issues please be addressed?</p>		
<b>Officers response</b>		
<p>The new supermarket now under construction in the commercial heart of Newlands has specific Council resource consent approval for being able to use the existing service lane from Batchelor Street to McMillan Court, as opposed to heavy trucks delivering goods to the supermarket off the main frontages, being busier Newlands Road or Bracken Road, where cars and foot traffic to the mall and supermarket will come from.</p> <p>The current proposal (Traffic Resolution 96-11) is purely for a delivery truck to be able to temporarily park clear of this rear driveway, opposite the submitters building, to wait for any other service vehicle that is already in the supermarket loading dock. This will not add to the comings and goings of large vehicles past this business, over and above the servicing arrangements that have already been approved for the development. The resolution is designed to provide a waiting area for service vehicles wishing to enter the nearby service dock, but is clear of the existing driveway. The resolution notes that in order to prevent passenger cars parking in the newly defined area, the park is proposed to be designated as a P10 loading zone at all times.</p> <p>On this basis, It is suggested that the resolution should proceed, particularly given that the matters raised by the submitter are related to the existing approval for the</p>		

supermarket building currently being developed, and not the resolution per se, which would not itself affect the submitter i.e. the trucks would be driving down the rear service lane past their business in any event.

The relevant Council Transport Planning Officer has been in contact with the submitter (Joanna Wong) with a view to going over the plans for the rear servicing of the supermarket with her. However, Ms Wong simply wishes her submission to be considered. She will not attend a Council meeting to make a representation.

Finally, it was pointed out to the submitter that Council is now proposing some P30 customer parks in front of her building to better service the small shops in this vicinity leading to a greater turnover of customer car parks next to this and adjoining businesses., as opposed to more P90 parks,

**(f) Clearway (Monday to Sunday, 7:00am – 10:30am), P120 (Monday to Friday 10:30am – 6:00pm) and no stopping, at all times – Batchelor Street - Newlands – (TR97-11)**

As noted in the transport planning assessment for the proposed Newlands supermarket (now under construction), all trucks due to service the store, of around 30 deliveries each weekday, will travel via Batchelor Street and a private right-of-way, rather than such large vehicles driving through the main car park in McMillan Court, and accessing the store via Newlands Road.

A number of on-street (public) car parking spaces will be removed on both sides of Batchelor Street in order to facilitate access to the rear driveway (ROW) by some semi-trailers. Whilst this loss of on-street parking spaces in Batchelor Street is not ideal, a wide range of alternative servicing arrangements were investigated at the time of the resource consent assessment. The Council flats in the vicinity of this driveway entrance have off-street car parks.

The proposal is to provide a clearway part way along Batchelor Street, as per the attached plan between 7:00am – 10:30am, Monday to Sunday, thereby not removing the parking spaces totally. It is proposed to provide P120 parking from 10:30am onwards directly outside the Newlands Community Centre, to improve the availability of parking spaces for those wishing to use the nearby facilities provided.

<b>Name</b>	<b>Suburb</b>	<b>Agree Y/N?</b>
<b>Alan Robson</b>	<b>Newlands</b>	<b>Y</b>
<b>Comments</b>		
Agree with the proposed resolution TR 97-11		

- (g) Time limited parking (P5, Monday to Sunday 8:00am – 6:00pm) and P120 metered parking (Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm) – Thorndon Quay – Pipitea – (TR02-12)**

The removal of the redundant vehicle crossing at 77 Thorndon Quay has created available kerbside parking along the front of the National Library office building.

It is proposed to relocate the P5 minute parking to be directly outside the library entrance due to large trucks and deliveries to the library being made and are unable to use the side entrance. It is also proposed to provide two additional P120 minute Pay and Display parking spaces.

- (h) P15 loading zone (Monday to Sunday 8:00am – 6:00pm), metered mobility park and P120 metered parks – Thorndon Quay – Pipitea – (TR03-12)**

The removal of the redundant vehicle crossings at 147 Thorndon Quay has created available kerbside parking along the front of the building.

In compliance with the approved parking lay-out in the resource consent, it is proposed to provide a P15 loading zone, a P120 metered Mobility Park and additional P120 minute Pay and Display parking spaces outside the premises.

- (i) Time limited parking (P30, at all times – Newlands Road – Newlands – (TR04-12)**

Council officers have received a request from the business owners of the dairy and the takeaway shop to extend the time limited parking outside their premises.

The current P30 time restriction only applies from Monday to Saturday up to 6:00pm.

The proposed change will allow customers to use the short-term parking during the evenings and on Sundays.

<b>Name</b>	<b>Suburb</b>	<b>Agree Y/N?</b>
<b>Alan Robson - individual</b>	<b>Newlands</b>	<b>Y</b>
<b>Comments</b>		
Agree with the proposed resolution TR 04-12		

- (j) P10 Loading Zone (Monday to Sunday, 8:00am-6:00pm) and Residents parking at all times – The Terrace – Te Aro - (TR05-12)**

Council received a request on behalf of the Victoria House Inc to install a loading zone outside of their building along The Terrace. The service entrance to the building is no longer available since it has been identified as a private right-of-way

for residents of Maurice Terrace. The designation of a P10 loading zone will allow the continued servicing of the student hostel.

It is also proposed to amend parts of the on-street parking boundaries along this vicinity to reflect the approved traffic restrictions.

**(k) Time limited parking (P10) and no stopping, at all times – (reconfirmation) – Constable Street - Newtown - (TR06-12)**

After the completion of the Constable Street/Owen Street intersection improvements, the traffic restrictions along the southern side of Constable Street (between Owen and Daniell streets) are to be reconfirmed to cater for the rearrangement of the parking spaces due to the new signals and pedestrian crossing points.

<b>Name</b>	<b>Suburb</b>	<b>Agree Y/N?</b>
<b>Steve Dunn – Newtown Residents’ Association</b>	<b>Newtown</b>	<b>Y</b>
<b>Comments</b>		
<b>TR06-12 Constable Street</b> - reconfirmation of time limited (P10) and no stopping at all times. We support the proposal.		

**(l) Time limited parking (P15, Monday to Friday 8:00am – 6:00pm) – Evans Bay Parade - Hataitai - (TR07-12)**

Council Officers have received a request from High Five Early Education Centre to install a P15 time limited restriction to the lay-by parking area adjacent to Evans Bay Parade.

The lay-by parking required under the resource consent has been provided to meet the need for the centre to provide parking spaces to parents and customers. Currently vehicles are parked for extended periods, sometimes for the whole day denying spaces for the centre’s parents and customers.

<b>Name</b>	<b>Suburb</b>	<b>Agree Y/N?</b>
<b>Dr. Kathleen Logan – Hataitai Residents’ Association</b>	<b>Hataitai</b>	<b>Y</b>
<b>Comments</b>		
Agree with the proposed resolution TR 07-12 I do not envisage there will be any factors raised in opposition to this proposal.		

**(m) Time limited parking (P30, Monday to Sunday, 8:00am – 6:00pm) – Northland Road - Northland - (TR08-12)**

Council officers have received a request from “Huckle Berry Café” with support from the adjacent business “Otis Louie” to extend the existing three P30 time-limited parking spaces outside the café to seven days a week. Currently during

weekends vehicles occupy these parking spaces for the whole day denying parking for the businesses, particularly the café.

It is proposed to change the restriction to time-limited P30 parking spaces, Monday to Sunday, 8:00am – 6:00pm to better meet their business needs.

**(n) No stopping, at all times – Glanmire Road - Newlands - (TR09 - 12)**

The Council has received a request from a regular user of Glanmire Road to restrict parking on the west side around a blind corner and adjacent to property numbers 15 to 21.

Vehicles parked here reduce the width of the road and force northbound traffic to cross the centreline to overtake parked cars. Southbound traffic has limited visibility on the bend to adequately react towards oncoming vehicles which creates safety issues.

The loss of the parking in this location is considered minor in comparison with the safety benefits.

<b>Name</b>	<b>Suburb</b>	<b>Agree Y/N?</b>
<b>Alan Robson - individual</b>	<b>Newlands</b>	<b>Y</b>
<b>Comments</b>		
Agree with the proposed resolution TR 09-12 This will be a big improvement to Glanmire Road. The current situation is very dangerous.		

<b>Name</b>	<b>Suburb</b>	<b>Agree Y/N?</b>
<b>Michael Lloyd - individual</b>	<b>Newlands</b>	<b>Y</b>
<b>Comments</b>		
Agree with the proposed resolution TR 09-12 It is a blind spot and pretty narrow.		

<b>Name</b>	<b>Suburb</b>	<b>Agree Y/N?</b>
<b>Robin Clarke - individual</b>	<b>Newlands</b>	<b>Y</b>
<b>Comments</b>		
Agree with the proposed resolution TR 09-12.  This will make Glanmire Road that little bit safer to drive down. Most days I drive down there are cars parked in that section.  I know it is difficult for many people who live in Glanmire Road to park their cars off the street, but it does need to be safe for people driving in the Road.		

**(o) No stopping, at all times – Beacon Hill Road - Seatoun - (TR10 - 12)**

The Council has received requests from regular users of Beacon Hill Road to extend the existing broken yellow lines to limit parking opposite 63 Beacon Hill Road as it is close to a blind corner.

Vehicles parked here reduce the width of the road causing northbound traffic to cross the centreline to overtake parked cars and southbound traffic has limited visibility on the bend to react towards approaching vehicles which creates safety issues.

Council is proposing to extend the existing broken yellow lines to avoid possible collisions.

**(p) No stopping, at all times – Braithwaite Street – Karori - (TR11 - 12)**

Council has received requests to install a crossing facility in Braithwaite Street, as the carriageway is very wide, visibility is restricted and the speed of passing vehicles often exceeds 50km/h. In Braithwaite Street there are residential properties and close by on Messines Road there are a number of homes for the elderly and services for the disabled who will benefit from this resolution. On the northern side there is access to schools and the Marsden Shopping village. Braithwaite Street is also on the bus route.

Upon receiving the request Council officers assessed the situation and agreed that there are benefits in installing a pedestrian refuge island on Braithwaite Street near Lancaster Street. At this stage a full zebra crossing is not warranted, but this may be upgraded in the future if pedestrian usage exceeds the warrant.

Consultation was carried out with letters sent to those directly affected residents and we received a few objections.

Council officers considered other alternatives but concluded the original proposal is in the safest location and on the desire line for pedestrians walking to school and the shops. Council is aware that there is increasing support for a pedestrian facility and while we recognise the removal of two parking spaces will have a minor impact on the adjacent properties, we believe, in this case, the wider community benefits are greater and officers are proposing through this traffic resolution process that a pedestrian refuge be installed along with the removal of two on-street car parks which are required to create the safe crossing point.

The proposed crossing point is located immediately west of the intersection with Lancaster Street and is positioned to avoid interfering with accesses into and out of the adjacent vehicle crossings. The crossing point comprises central islands in the existing painted median to provide a safe refuge, a kerb extension with a ramp on the northern side and a ramp only on the southern side of Braithwaite Street. A kerb extension was chosen for the northern side as it reduces the need to remove more parking spaces, however on the southern side there is little to be gained by installing a kerb extension as parking removal would still be required because of the proximity of the adjacent vehicle crossings.

Name	Suburb	Agree Y/N?
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<b>Ray Cutter – The Cutter Family</b>	<b>Karori</b>	<b>Y</b>
<b>Comments</b>		
Agree with the proposed resolution TR 11-12; however traffic lights are also needed there in order to slow the speedsters from both directions day and night.		

<b>Name</b>	<b>Suburb</b>	<b>Agree Y/N?</b>
<b>John Munro - individual</b>	<b>Karori</b>	<b>N</b>
<b>Comments</b>		
<p>The information summary provided by the Council is not universally accepted as correct.</p> <p>Visibility is not restricted, and vehicle speed rarely exceeds 50 kph because residents drive to the conditions and are well aware of the Lancaster Street and Messines Road intersections and the series of speed humps encountered along Duthie Street.</p> <p>My observation over many years at varying days of the week and times of the day is that this is not an area of high pedestrian use, and in fact the width and good visibility of Braithwaite Street makes it particularly safe for pedestrians who invariably choose to cross wherever it best suits them (I doubt there will be much change in jaywalking habits despite the Council spending a lot of money on this installation).</p> <p>Presumably the Council will proceed with their plans despite the objections already received.</p> <p>Nevertheless I would like to request that there be no kerb extension. Kerb extensions are a serious hazard to road users, particularly bike and motorbike users. They also cause difficulties when larger vehicles pass the pedestrian island; this is an increasing problem with the growth in rubbish bin collections. As well as not having a kerb extension I ask that the Council ensure that the broken yellow lines do not exceed the length of the pedestrian island.</p>		
<b>Officers response</b>		
<p>Council Officers have received and considered a number of submissions regarding (TR11-12), including many in support of the resolution. In view of the submissions Officers have decided to recommend some small changes to the advertised resolution, those being moving the central crossing island towards Lancaster Street and reducing the size of the traffic island. With these amendments only one parking space will be lost on the south side between properties 33 and 29.</p> <p>This proposal is designed to provide safety benefits to the wider community.</p>		

<b>Name</b>	<b>Suburb</b>	<b>Agree Y/N?</b>
<b>AJN and KO Arthur - individual</b>	<b>Karori</b>	<b>Y</b>
<b>Comments</b>		

We live on the corner of Lancaster and Braithwaite Streets in Karori – with three garages in Braithwaite Street. We have been here for some 37 years. We are long-term convenors of the Upper Lancaster Street Neighbourhood Support Group (some 14 households in this area from Flers to Braithwaite Streets – including one or two in Braithwaite Street).

Although we have received no official notification from Council we have been told by some of our neighbours that the Council has been considering installing a pedestrian refuge in Braithwaite Street to assist pedestrians to reach the Marsden Village, Marsden School and Karori shopping areas in safety.

We understand this may be envisaged to the west of the Lancaster Street/Braithwaite Street intersection.

We support this action by the Council which we believe to be overdue. In fact we consider that the view of the nature of people having to cross this street (many elderly and handicapped as well as children) a fully fledged pedestrian crossing is justified. We believe most other members of our neighbourhood support group would also support a refuge if a crossing is not possible.

The traffic speeds in this area and round the corner into Lancaster Street appear to have increased significantly recently. Many motorists and motorcyclists seem to regard Braithwaite and Lancaster Streets as race-tracks and drive along or down them at excessive speeds with much noise.

Apparently there has been opposition by some residents to the installation of anything which restricts the available parking in Braithwaite Street. However most of the residents in this area appear to have private off street parking and the avoidance of injury to those on foot or in wheel chairs should have precedence over parking.

<b>Name</b>	<b>Suburb</b>	<b>Agree Y/N?</b>
<b>Helen Beaglehole</b>	<b>Karori</b>	<b>Y</b>
<b>Comments</b>		
As a local resident I strongly support this proposal. Quite apart from my own use, I have small grandchildren and friends who regularly need to cross Braithwaite Street to get to my house. I should welcome any move to make that crossing safer.		
Braithwaite Street is a crossing place for many people who live in Messines Road and in streets nearby when they want to get to the local shops or down to Karori Main Road and local facilities (e.g. library, swimming pool). In particular, children from homes on the east side of Braithwaite Street need to cross it to get to local schools; and the elderly and disabled from Sprott House and St. John of God regularly cross it on their way to the shops, local facilities.		
Braithwaite Street is wide and visibility is limited by the ridge of the hill on one side and the Duthie Street corner on the other. Traffic has increased steadily over the years, especially as the street is now an alternative route to many going to and		



coming from work in the mornings and evenings. Speed, too, has increased, with some cars travelling at a frightening pace.

At the moment there is no moderating signage, and crossing can be a somewhat heart-stopping exercise, as an apparently clear road suddenly becomes full of fast-moving cars. This puts the disabled, elderly and young at particular risk. On occasions I have had to help people uncertain if it is safe to cross, to get over the road.

A traffic island as proposed would help rectify this situation. The position stated in your proposal is most appropriate, because it provides the best visibility and, as it ensures almost immediate access to Lancaster Street and a direct route to the main road, will ensure the facility is used.

I do not consider that the loss of two on-street parking places is at all an issue when placed alongside the greater public good (outlined above) that a traffic island would give. I also wonder if warning signs to traffic at the west end of Duthie Street (before it turns into Braithwaite Street) and on the down-hill side of Braithwaite Street would be appropriate.

I should like to talk to this submission.

<b>Name</b>	<b>Suburb</b>	<b>Agree Y/N?</b>
<b>Chris Sanders – Sprott House</b>	<b>Karori</b>	<b>Y</b>
<b>Comments</b>		
This email is in support of the Proposed Traffic Resolution TR11-12. Sprott House would value a safe crossing across Braithwaite Street, as Marsden Village shops are the nearest shops to us and our residents are often slow to cross at that point. Many of them use walkers and not all have other adults with them as they cross.		
FYI, Sprott House is an aged care residential facility in Karori.		

<b>Name</b>	<b>Suburb</b>	<b>Agree Y/N?</b>
<b>Donna Scott and Dr. Stephen Kuzmich-individual</b>	<b>Karori</b>	<b>Y</b>
<b>Comments</b>		
Two days ago we received a hand-delivered notice in our mailbox advising us of a meeting of Braithwaite Street residents and the WCC to be held tonight at 40 Braithwaite Street regarding the pedestrian refuge proposal. This notice was unsigned but purports to be from the residents of 35A and 40 Braithwaite Street and, as well as advising us of this meeting, states that unless we attend or advise them of our opinions on the matter it will be assumed that we are NOT in favour of the pedestrian refuge proposal.		
As you are aware from our previous correspondence we fully support the Council's proposal.		

We are unable to attend this meeting but wish to bring the following concerns to your attention:

1. These residents are not known to us and do NOT represent our views in any way.
2. The WCC has not notified us of this impending meeting or advised us as to how our views will be represented at it.
3. The tone of the letter, stating that assumptions will be made that we do not support the proposal should we not attend or communicate with these residents is concerning.

We assume that if WCC are meeting with these residents that it is to hear their personal views only and is at their request and convenience, rather than a WCC sanctioned initiative. If not, we are concerned at the lack of proper process and consultation.

The letter further states that as a result of a similar meeting in 2004 the WCC decided against a similar proposal. If that is the case we are doubly concerned that we were not notified of that either at that time or since. There are many people directly affected and concerned by this proposal who do not live directly adjacent to the proposed refuge site but who do live nearby and are concerned with the safety of all their neighbours. Given the WCC focus on neighbourhood resilience and support, we would be happy to convene a similar meeting of such neighbours in support of the proposal which we feel is a necessary as well as sensible measure.

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Re: the above proposal we write to fully support the proposal, as per our previous correspondence.

Braithwaite Street has needed a safe crossing point for many years for the following reasons:

1. The traffic along Braithwaite to and from Birdwood Street is heavy due to many motorists using the road as a secondary thoroughfare to the tunnel and the city.
2. Traffic travels at some considerable speed around the corner from Duthie Street and also in the other direction from Birdwood Street and there are no speed humps, signs or other speed reducing measures.
3. There is poor visibility for traffic coming over the rise at the Braithwaite Street/ Messines Road corner and, often combined with the speed of the traffic, this makes crossing the road a very dangerous proposition, particularly for children and the elderly.
4. Braithwaite Street is the only safe crossing point for many Karori pedestrians who live in the streets behind Braithwaite Street, namely Messines Road, Plymouth Street, Tiro Street etc, who travel this way to reach the Marsden Village shops and

the churches and facilities on Karori Road.

5. There are many families with young children (including ourselves) who need to cross the road here, particularly before and after school.

6. In nearby Messines Road there are two homes for elderly and disabled people, Sprott House and St. John of God. Currently residents at these facilities are put in a dangerous position attempting to cross Braithwaite Street as the speed of the traffic and the poor visibility has seen them stranded in the middle of the road on occasion with vehicular traffic swerving around them.

As an ex Police Officer I have been concerned for many years at the speed of the traffic along Braithwaite Street and the lack of moderating signage etc. I have also witnessed many "near miss" situations where pedestrians, particularly young children, have been at risk as they have attempted to cross the road. With the conditions described above, combined with a lack of time within which to make remedial decisions, I am surprised but relieved that no one has been seriously injured before now.

The proposed crossing point is in the best position for the reasons stated in your letter and also because it allows better visibility for traffic turning from Lancaster Street into Braithwaite Street.

I am surprised that parking has been raised as an issue in Braithwaite Street. I have lived here for 11 years and there has never been a problem parking vehicles on the street and it has never been crowded. Furthermore, all the properties on Braithwaite Street have off-street parking.

We are firmly of the view that public safety far outweighs any issue of parking space and we fully support the proposal and thank the Council for finally implementing this much-needed measure.

<b>Name</b>	<b>Suburb</b>	<b>Agree Y/N?</b>
<b>Ann Harden - individual</b>	<b>Karori</b>	<b>Y</b>
<b>Comments</b>		
I would like to support this proposed crossing for the following reasons:  Braithwaite Street near Lancaster Road is quite wide and takes some time for an elderly/disabled person to cross.  Traffic, including buses, can come quite unexpectedly over the brow of the hill near Messines Road or around the corner from Duthie Street.  I frequently take persons from Sprott House for a walk in the area and often have difficulty getting them across Braithwaite Street in time, even after carefully evaluating the situation. If there were a "refuge" in the middle of Braithwaite Street, it would be a great help and give the elderly/disabled more confidence walking in this area.		

I sincerely hope that this facility can be implemented.

<b>Name</b>	<b>Suburb</b>	<b>Agree Y/N?</b>
<b>Tracy Annenberg - individual</b>	<b>Karori</b>	<b>Y</b>
<b>Comments</b>		
<p>I think this is an excellent idea. I am totally able bodied and sometimes find it difficult to cross without having to run as cars race towards where I am crossing or stand exposed in the middle of the street whilst they pass. I would not like to have to cross this road if I had a disability of any kind or were older and slower. A refuge in the middle would be ideal to provide a halfway stop point.</p> <p>I know some residents object to loss of parking but I cannot see that this is an issue. There is plenty of on street parking on Braithwaite St and most, if not all, properties have off-street or garage parking.</p> <p>I am completely in favour of this proposed resolution.</p>		

<b>Name</b>	<b>Suburb</b>	<b>Agree Y/N?</b>
<b>Wayne Linklater - individual</b>	<b>Karori</b>	<b>Y</b>
<b>Comments</b>		
<p>I write in support of the proposed crossing facility but recommend a modification.</p> <p>I routinely walk with my three year old daughter from Messines Road to the Marsden Village. We find Braithwaite Street more hazardous than most due to its width and that cars travel west at speed over the top of the hill before they have complete visibility of the road ahead. The hill also obscures oncoming traffic for the pedestrian. Traffic along Braithwaite Street is not only relatively fast but appears to be increasing in volume.</p> <p>For these reasons I would welcome a traffic island and crossing point across Braithwaite Street but would find it more useful, along with those in Sprott House and St John of God if it was closer to Lancaster Street.</p>		

<b>Name</b>	<b>Suburb</b>	<b>Agree Y/N?</b>
<b>Ann Beaglehole - individual</b>	<b>Karori</b>	<b>Y</b>
<b>Comments</b>		
<p>My name is Ann Beaglehole. I live at 22 Messines Road, Karori. I am writing to support making Braithwaite Street safer to cross. I understand there is a proposal to place a pedestrian refuge on Braithwaite Street near Lancaster Street. The proposal seems to me to be a good one. I have young grandchildren crossing Braithwaite Street sometimes and the pedestrian refuge would help them get across the road safely.</p> <p>The measure is needed because of the increasing amount and speed of the traffic</p>		

along Braithwaite Street in recent years. The top of the ridge line to the north and the corner at the south means those wishing to cross Braithwaite Street have only limited visibility. The problem caused by limited visibility is increased if traffic is travelling fast, which it often is. Children and old people at Sprott House are particularly vulnerable.

<b>Name</b>	<b>Suburb</b>	<b>Agree Y/N?</b>
<b>Charles F. Stewart - individual</b>	<b>Karori</b>	<b>Y</b>
<b>Comments</b>		
<p>As discussed since on the phone, I am writing to confirm my agreement to Council's recommendations on this project.</p> <p>As a resident of Braithwaite Street for some twelve years and as a driver of a motor vehicle and subsequently a daily user of the Lancaster/Braithwaite Streets intersection, I along with other residents have become very concerned, especially with the increasing pedestrian traffic from Messines Road of the difficulties and danger pedestrians, particularly the elderly, are experiencing in trying to cross Braithwaite Street into Lancaster Street.</p> <p>Of particular danger to pedestrians is the speed at which cars suddenly appear over the top of the Messines/Braithwaite Streets intersection where the elderly if crossing are literally left with nowhere to go – a safety island in the centre of the proposed crossing is absolutely essential. Elderly residents of nearby Sprott House, several of whom use small motor scooters, are increasingly frequent users of this area.</p> <p>It is indeed encouraging as a rate payer to see that Council is finally aware of the problems facing pedestrian traffic in this particular area and are now preparing to take action.</p>		

<b>Name</b>	<b>Suburb</b>	<b>Agree Y/N?</b>
<b>Chris and Marion Kalderimis - individual</b>	<b>Karori</b>	<b>Y</b>
<b>Comments</b>		
<p>We fully support the facilitation of a pedestrian safe zone for Braithwaite Street.</p> <p>We support it along the needs of elderly, people going to Marsden village, schoolchildren needing to cross this wide busy street. We have noticed increased traffic over the years which travel fast over the hill coming from the city and likewise heading into town. None give way to pedestrians even if you have already started crossing the road. I have a grandchild who I walk in her buggy and I always go further down the road to cross where I have a bigger safety margin.</p> <p>When the pedestrian yellow dot areas were being placed on the city side of Lancaster Street in Braithwaite Street I questioned the need to put them on the town side of Lancaster Street as visibility and crossing time was diminished there.</p>		

There was a vague reason regarding lack of available pavement sites further down but none of us locally had been consulted.

I walk two small dogs and often do not cross in the indicated pedestrian yellow dot zone as it is not safe and I have often been caught in the middle of the road with speeding cars coming over the rise from town.

Can we not have some speed bumps as well to slow traffic? It does traffic travels fast and often people speed up over and also back into town.

I and my husband, Chris Kalderimis strongly support the need for a pedestrian safety zone or proper crossing as suggested. We have lived in this street over 15 years and have never yet been consulted about traffic flow or problems.

<b>Name</b>	<b>Suburb</b>	<b>Agree Y/N?</b>
<b>H. D Matson - individual</b>	<b>Karori</b>	<b>N</b>
<b>Comments</b>		
<p>Rumour has it that because someone can't wait until the road is clear to walk across Braithwaite Street the Wellington City Council is contemplating the installation of an un-necessary traffic impediment in the centre of Braithwaite Street between house number 29 and the house on the corner opposite which would be number 34 was it to use it's Braithwaite Street numbers but it is in fact number 22 Lancaster Street.</p> <p>No doubt members of your staff change from time to time and therefore some of your current staff may not have been on the Council's staff back in 2004 and 2005 era and even if they were, they may not remember that then we at this end of Braithwaite Street have gone through and opposed similar proposals of built-in traffic impediments before.</p> <p>Discussions and meetings were held and it was quite clear that the residents (that is the Rate Paying Residents) wanted their section of Braithwaite Street to be clear and free flowing without built in traffic impediments and the Wellington City Council agreed and that is what we got and since then the result has been first class – Why change it?</p> <p>I enclose copies of some of the correspondence we had from the Council that confirm that a strong majority of the local thinking wanted an 'impediment free' flow on our street.</p> <p>You may consider that this new proposal is very minor but it is not minor at all , it is major and it is contrary to the Council's agreement with the substantial majority or the ratepayers at this end of Braithwaite Street, that there were to be no centre of the road impediments.</p> <p>Currently when I am returning home either from Marsden Village or from one of the Karori supermarkets' I can drive up Lancaster Street and turn right into Braithwaite Street and immediately signal a 'right hand turn' and move into the</p>		

centre marked section of Braithwaite – thus allowing the traffic coming from the City end to pass me on my left without their flow being impeded, which is great for those drivers and also for those coming from Duthie Street towards the City, they can also proceed without impediment until I turn right into my number 40 drive.

But the proposed so called 'Pedestrian Refuge' in the middle of Braithwaite Street will stop this practice and will be contrary to the Council's existing agreement to keep our end of Braithwaite Street impediment free.

Quoting from my letter of 02 February 2007 to Mr Paul Barker, your Road Safety Manager, I pointed out that in our end of Braithwaite Street there are a high number of roadside garages that require cars to back out and that this fact alone made the draconian suggestion of a centre of the road impediment produce far more danger than it solves.

Also, our Council appears to be keeping these proposed installations of a traffic impediment a secret. There are 21 residential establishments covered by the Braithwaite Street Neighbourhood Support Group/ WCC agreement. How many of these residents have been advised by the Council Staff on this proposal which is contrary to the Councils existing agreement not to put any impediments in the middle of our end of Braithwaite Street. Three or four, why not all?

One of our very sensible Residential Members did get one. He immediately gave me a copy as he had heard that the Council was trying keeping this proposal 'very quiet'. He asked me "Did I receive one?" and I answered "No, I did not."

I now urge the Wellington City Council to immediately cancel this un-wanted traffic impediment proposal and let walkers wait until the road is clear before they cross.

This result is simple and has no cost to Council or Ratepayers.

To conclude, I quote Oscar Wilde's famous statement "Common sense is terribly uncommon"

**Officers response**

The issues raised by H. D Matson are covered in the response to John Munro (above)

Name	Suburb	Agree Y/N?
<b>DRM Pinfold, BJ Pinfold and DPM Pinfold - individual</b>	<b>Karori</b>	<b>N</b>
<b>Comments</b>		
We wish to strongly object to the installation of a pedestrian refuge with ramps which will cause us to loose at least two parking places on Braithwaite Street. We are already very short of street parking for our trades people and visitors with many houses' being two and three deep.		
The street residents had a meeting not so long ago to discuss suggestion of islands		

and ramps to slow traffic. It was unanimously agreed that we needed the street parking to which the City Council agreed. We are careful drivers and look out for elderly pedestrians. Perhaps a crossing near Messines Road would be acceptable.		
<b>Officers response</b>		
The issues raised by the Pinfold family are covered in the response to John Munro (above)		
<b>Name</b>	<b>Suburb</b>	<b>Agree Y/N?</b>
<b>DRM Pinfold, BJ Pinfold - individual</b>	<b>Karori</b>	<b>N</b>
<b>Comments</b>		
Our neighbours Mr and Mrs T.P Blundell at number 33a Braithwaite Street have consulted with us on the points made in our letter dated 16 February 2012. They wish to have their names added to the list of those objecting to the resolution. They as that this resolution be withdrawn.		
<b>Officers response</b>		
The issues raised by the DRM and BJ Pinfold are covered in the response to John Munro (above)		

<b>Name</b>	<b>Suburb</b>	<b>Agree Y/N?</b>
<b>Braithwaite Trust</b>	<b>Karori</b>	<b>N</b>
<b>Comments</b>		
We object to the proposal to install a pedestrian facility as depicted on the aerial photo enclosed with that letter. Our reasons for doing so are:		
<p>The proposed location of the facility is too close to the Lancaster Street/Braithwaite Street intersection. Persons crossing the road will not be looking out for cars turning right from Lancaster Street into Braithwaite Street and as a result they will be at risk when crossing from the median island to the south side of the street. Drivers of cars exiting from Lancaster Street will have insufficient time in which to take evasive measures.</p> <p>The proposed location is too close to the Braithwaite Street/Messines Road intersection. Cars travelling west along Braithwaite Street accelerate as they reach the top of the hill just before Messines Road and typically travel down Braithwaite Street towards Duthie Street at speeds in excess of 60km per hour. Users of the proposed pedestrian facility will be placed at risk from speeding cars as they cross from the median island to the south side of Braithwaite Street.</p> <p>There will be a loss of at least four street car parks (and possibly five). This is an unacceptable reduction in car parking in a street where there is already a shortage of car parks for residents and visitors.</p> <p>We recommend that the Council meets with all effected residents to discuss this proposal in more detail to see if a solution can be found to the perceived problem for pedestrians.</p>		
<b>Officers response</b>		
The issues raised by the Braithwaite Trust are covered in the response to John Munro (above)		



Name	Suburb	Agree Y/N?
<b>Soumitra and Nandita Chakravorty - individual</b>	<b>Karori</b>	<b>N</b>
<b>Comments</b>		
<p>We reject and oppose the revised proposal for a pedestrian crossing point with 'no stopping restriction' in front of our home.</p> <p>These will do nothing to enhance safety, but create a hazard for us and our family which can not be ignored by Wellington City Council as 'a minor impact'.</p> <p>The reasons for our objection are as follows:</p> <p><b>1 Superfluous need</b></p> <p>The need for the proposed location of the pedestrian ramps, refuge and no stopping restriction is flawed. We are not convinced if a need for the proposed installations really exists and consider it to be driven by Wellington City Council with the support of a limited number of unaffected residents.</p> <p>If the real need is to slow down the traffic, then why can it not be achieved by installing speed breakers along Braithwaite Street similar to those already installed in Duthie, Donald, Firth, Scapa, Friend, Homewood and several other streets in Karori?</p> <p>Our past queries on the use of speed breakers failed to elicit any meaningful response from Wellington City Council. A weak reason given to us in the past was occasional road use by chartered and some school buses travelling from outside the Vera Street entrance of Samuel Marsden Collegiate School towards Karori Tunnel. Braithwaite Street west of Messines Road is not on any regular or public bus route.</p> <p>An alternative to speed breakers would be to reduce the maximum speed to 30km per hour.</p> <p>A further alternative worth consideration would be to install a 'driver-over' roundabout at the Lancaster Street/Braithwaite Street (possibly with 'Stop' signs) as installed at the Raroa Road/Plunket Street junction or at the Glenmore Street/Upland Road junction near the Kelburn viaduct or at the Kelburn Parade/Glasgow Street junction.</p> <p>Such alternatives cannot be discarded without further detailed analysis and consideration. Yet Wellington City Council seem to have chosen a solution without sharing its analysis with the most adversely affected residents.</p> <p>If the real need is pedestrian safety from vehicular traffic, then the first step should be to slow down the traffic by either installing speed breakers, lowering the speed limit and/or a 'drive-over' roundabout, and then identify what else is needed for pedestrians.</p>		

Except for the start (morning and finish (evening) of a working day, this street is quiet and has no issues with safe vehicular traffic or pedestrian movements.

## **2 Unacceptable location and no stopping restriction**

Even if the need was somehow justifiable, we disagree with the proposed location and oppose the introduction of 'no stopping restriction' in front of our home, because this will create an unnecessary hazard, and make it unsafe for us and the members of our family as we explain in the letter. We dispute the Wellington City Council assertion that the removal of parking spaces has minor impact upon us.

Wellington City Council has not considered alternative locations such as, near the Messines Road junction; or using the existing pedestrian/mobility ramp between houses 27 and 25; or in front of houses 35 and 36. In the absence of a proper analysis of why these alternatives are not feasible, we consider the Wellington City Council choice of the proposed location arbitrary and unacceptable.

If the choice of location has been based upon the views expressed by any supporters of this proposal, then Wellington City Council must seek to install in front of their homes, not ours.

## **3 Creation of an unsafe environment for us and our family**

WE are appalled at Wellington City Councils complete disregard of our response to the previous proposal. In that submission we had clearly stated that, "If the pedestrian refuge has to be installed in front of our home (33), then it must be relocated closer to Lancaster Street toward 29/29a Braithwaite Street. The ramp in front of our home, as currently proposed, is totally unacceptable. It must be relocated as close to the boundary of our home with 29/29a as reasonably practicable, so that at least one useable car parking space remains in front of our home".

The revised proposal merely repositions the ramp within the footpath in front of our home and added no stopping restrictions (broken yellow lines). In doing so Wellington City Council has totally ignored our previous submission to relocate this impediment as close to the boundary of our home with 29/29a as reasonably practicable, so that at least one legally usable car parking space remains in front of our home.

The reason for this is our safety and that of our family members. We always park cars inside our two garages by carefully reversing into them, instead of driving in nose first. This ensures a safer exit from our garage into the traffic with clear frontal and peripheral views, instead of reversing into a bi-directional traffic flow and endangering any pedestrian who may be on the footpath right in front of our home. We consider this method to be safer than the usual habit of most people who drive in nose first.

Reverse parking into our garages involves the following:

- Pull over into (or carefully make a U-turn if coming from the Duthie Street side) and park the car at a space in front of our home.
- Take any items/groceries from the car and up the steps to our home
- Manually unlock the garage door and open
- Get back into the car, safely reverse it into the garage and park
- Get out and lock the garage

The proposed removal of two car parking spaces and replacement with no stopping restrictions at all times (broken yellow lines) will make it illegal for us to park in front of our own home and prevent us from parking our cars safely.

We do not like to park in front of our garages because of the risk of being ticketed for obstruction or illegal parking.

Therefore, a legal parking space in front of our come close to our garages will be absolutely essential and is non-negotiable. That is, if Wellington City Council can somehow deal with items 1 and 2 above to our satisfaction. On this basis, we attach two modification options illustrated by the attached photos marked up in blue ink. One of these involves installing a narrower kerb extension within one car parking space close to our boundary with 29/29a and removal of the proposed broken yellow lines. This would be the safer option of the two suggested modifications.

To conclude, we oppose the proposal and suggest that Wellington City Council address items 1 and 2 above at the earliest. After resolving these to our satisfaction, Wellington City Council must shift the location closer to our boundary with 29/29a and modify the design to ensure the availability of at least one legal parking space in front of our home in all circumstances. If Wellington City Council is unwilling to deal with and resolve the above matters to our satisfaction then we ask that you register our interest in speaking against the proposal at any hearings that may take place.

#### **Officers response**

The issues raised by Soumitra and Nandita Chakravorty are covered in the response to John Munro (above)

<b>Name</b>	<b>Suburb</b>	<b>Agree Y/N?</b>
<b>Craig Wilson - individual</b>	<b>Karori</b>	<b>Y</b>
<b>Comments</b>		
We have a young family and regularly cross Braithwaite Street to get to facilities in the Marsden village area. The addition of the crossing island will provide a far safer means of crossing the street for us, and hopefully slow some of the speeding vehicles as well.		

<b>Name</b>	<b>Suburb</b>	<b>Agree Y/N?</b>
<b>SRM Pinfold and DRM Pinfold</b>	<b>Karori</b>	<b>N</b>
<b>Comments</b>		
"Thank you for your letter dated 27 <sup>th</sup> January 2012 which answers some of the		

points in my earlier letter on 30<sup>th</sup> December 2011.

We at number 35a, along with a number of residents in our street re-iterate once more our strong objections to this unnecessary expense and wastage of ratepayers' monies. The resolution proposes the installation of a pedestrian crossing facility for Braithwaite Street (including a 'refuge in the centre of the road') just a few metres west of the junction with Lancaster Street.

Braithwaite Street at this point is subject to some cars, from both directions, travelling in excess of the 50kph speed limit, at peak times, mornings and late afternoons, as well as excessive speeds throughout daylight hours and at night. This presents a danger and surely a method first of calming these traffic speeds needs to be found.

We have carefully examined and considered the effects of the facility described in the resolution. There appear to be dangers for pedestrians and other road users if Council proceeds and installs such a facility, without calming/slowing the speeding vehicles.

Two possible alternatives can be suggested for slowing down the traffic.

- We suggest a simple 'drive over roundabout' (4 or 5 metres diameter) at the intersection with Lancaster Street. This would slow down and control the speedster; it would also better control the turning traffic into and from Lancaster Street. A minimal cost to install and mark up, with just a slightly raised level similar to the one on Plunket Street/Raroa Road and surely only a fraction of the \$60,000 talked about.
- For a pedestrian facility, we suggest a much safer site would be at the junction with Messines Road. The traffic is slower here through the intersection and for visibility there is a clear view, both directions for pedestrians.

The following points may be noted

- The safety criterion (which Council likes to adhere to) of low speeds is not met by average traffic, both up and down Braithwaite Street.
- A crossing facility in the proposed location will barely have the desirable 90 metres forward visibility neither from the road crest at Messines Road, nor from the Duthie Street corner.
- The likely pedestrian numbers will be minimal and irregular. This means the crossing facility will not become well known by drivers of vehicles using Braithwaite Street. Hence a further difficulty for pedestrians.
- A crossing facility in the proposed location will cause problems of safety, with conflicting traffic manoeuvres from cars turning west into Braithwaite Street from Lancaster Street.

All of these four points can create danger. They all exhibit a shortfall against Council's own preferred safety requirements when considering the provision of new pedestrian crossing facilities.

Another affect of the resolution is its reduction of on-street available parking facilities. Currently on the south side of Braithwaite Street (between Duthie Street corner and Lancaster Street) there are only seven parking spaces. The proposed facility will reduce this to five. It will add further difficulties for all these residents and their visitors and tradesmen.

Finally, we believe the main problem in Braithwaite Street is vehicle speed. Lower speeds should be sought first. Refer to our suggestions above. Once lower speeds have been achieved, the street will be much safer and there will be no need for a pedestrian facility with such a refuge in the location envisaged by the resolution. Pedestrians will be able to cross the road safely, whenever, as they do currently.

We now ask that Council withdraw their officers' resolution TR 11-12.

**Officers response**

The issues raised by the DRM and BJ Pinfold are covered in the response to John Munro (above)

Name	Suburb	Agree Y/N?
Gary and Sue Turkington – Individual	Karori	Y
<b>Comments</b>		
We are residents at 17 Braithwaite Street. We support the concept of a pedestrian island at the position indicated. This would substantially reduce the risk of serious injury for persons wishing to cross the road from south of Braithwaite Street particularly Messines Road. There appears to be ample room to accommodate traffic flow in the circumstances. The blind spot at the hump of Messines Road intersection with Braithwaite Street for Homewood Avenue bound traffic and Marsden village bound pedestrians may hopefully be eliminated.		

**(q) Residents parking, at all times – Colombo Street – Newtown - (TR13 -12)**

Council officers have received several requests from local residents in Colombo Street requesting some of the current unrestricted kerbside parking spaces be converted into Residents parking.

Residents living in this street are disadvantaged, as the majority of these on-street parking spaces are being used mainly by hospital and retail workers. The parking spaces are occupied for prolonged periods during the day where many residents don't have off-street parking.

The location of the proposed parking spaces are within the existing Newtown Residents parking zone and adheres to the policy approved by Council in its 2009 review.

<b>Name</b>	<b>Suburb</b>	<b>Agree Y/N?</b>
<b>Steve Dunn – Newtown Residents’ Association</b>	<b>Newtown</b>	<b>Y</b>
<b>Comments</b>		
<p><b>TR13-12 Colombo Street – residents parking</b>  We support the proposed residents Parking. We question why this initiative has not been extended further up Colombo Street and seek a comprehensive review of the parking provisions in Newtown. Changes are being made in a piecemeal fashion and it would be preferable to get a more co-ordinated response to the needs of the local community.</p>		

**(r) Time limited parking (P30, P60, Monday to Saturday 8:00am – 6:00pm) – Bay Road / Coutts Street / Rongotai Road – Kilbirnie - (TR14 -12)**

The Kilbirnie Town Centre Revitalisation Plan was developed to support and enhance the vitality and prosperity of the town centres retail, commercial, residential and community users. The proposed upgrade of the public spaces in Bay Road will bring a much needed improvement to the look and feel of the town centre through more pedestrian space, improved pedestrian crossing points, landscaping, seating and lighting. Parking is an important aspect of the overall upgrade.

It has been identified through the Kilbirnie Business Network that short-term parking (P30) does not allow people enough time to make use of the varied uses and amenities within the town centre. Local business owners have requested a change to some of the current P30 time restricted parking spaces from 8:00am to 6:00pm Monday to Saturday to incorporate some longer stay (P60) parking spaces. Feedback received from customers to the Bay Road shopping area indicates that 30 minutes does not provide enough time to carry out all of their shopping requirements and that one hour parking would be preferable. It is proposed to convert some of the existing P30 time restricted parking spaces to P60 to accommodate the needs of both businesses and customers.

<b>Name</b>	<b>Suburb</b>	<b>Agree Y/N?</b>
<b>David Shaw – New Zealand Post Properties</b>	<b>Kilbirnie</b>	<b>N</b>
<b>Comments</b>		
<p>I’m the Wellington Retail property manager for New Zealand Post.  I note the Kilbirnie Town Centre Revitalisation Project. In regards to our Post shop in Bay Road we have the below concerns:</p> <p><b>1. Increasing the parking time limit from 10 minutes to 60 minutes</b>  Our Post shop customers usually require 15-20 minutes in order to complete their transactions given the wait time in the queue and getting to the counter. Sixty minutes would make it difficult for retail customers to find a park in Bay Road. We would support extending parking time to 20 minutes at maximum.</p>		

## 2. Reducing car parks in Bay Road

If there is a proposal to reduce car parks in Bay Road we would not support this as a large part of our customer base are motorists who travel from as far as Seatoun and Island Bay.

Would you please consider our concerns and forward me a formal form to lodge our concerns regarding this project.

### Officers response

Feedback received to Officers indicated trips to New Zealand Post especially since the closure of the Miramar branch are taking longer than 30minutes to complete transactions.

- The proposed time limit changes include a mix of P30 (focused in the central area of Bay Road) and P60 to provide people with enough time to make use of the varied uses and amenities within the town centre. These changes are in response to comments made by town centre shoppers and businesses that P30 is too short.
- In regards to the concerns about loss of car parking in Bay Road, the proposed public space upgrade will result in the loss of 2 car park spaces on Bay Road. Whilst parking is an important consideration in the upgrade plans, the proposed upgrade of Bay Road will bring a much needed improvement to the look and feel of the town centre through more pedestrian space, improved pedestrian crossing points, landscaping, seating and lighting.
- It is also noted that the Post Office has a number of car parks to the rear of their building and there may be opportunities to improve the layout and usage of these to increase Post Office customer car parks.

Name	Suburb	Agree Y/N?
<b>A. Gibson – individual</b>	<b>Lyall Bay</b>	<b>Y</b>
<b>Comments</b>		
Agree with the proposed resolution TR 14-12		

Name	Suburb	Agree Y/N?
<b>Fiona Matthews – individual</b>	<b>Island Bay</b>	<b>Y</b>
<b>Comments</b>		
Agree with the proposed resolution TR 14-12		

Name	Suburb	Agree Y/N?
<b>Claudette Mouzouri - individual</b>	<b>Roseneath</b>	<b>N</b>
<b>Comments</b>		
Absolutely not, less Council involvement please, Parking from Monday to Friday till 6 PM.		

More one and two hour parking. Do not widen footpaths. More consulting for the residents would be the proper thing to do – be open about your intentions – Less covert!

**Officers response**

Parking restrictions are required to allow turnover of parking spaces essential for businesses and provides shop users enough time to make use of the varied amenities within the town centre.

Consultation carried out within the business community and wider public.

The proposed layout aims to get a balance of car park provision, with quality space for people.

Name	Suburb	Agree Y/N?
<b>Stella Hawkes – Business and property owner</b>		N

**Comments**

Vehemently objects to the proposed time limit change from P30 to P60 along Rongotai Road.

As both a business and a property owner she requires the current shorter term parking to remain as any change will have a detrimental effect on hers and surrounding businesses.

She is concerned that business owners along this stretch of Rongotai Road have not been properly consulted with, and given the ethnicity of the majority of business owners along this stretch of road, may not understand what is proposed, and the implications.

**Officers response**

- The proposed time limit changes include a mix of P30 (focused in the central area of Bay Road) and P60 to provide people with enough time to make use of the varied uses and amenities within the town centre. These changes are proposed in response to comments made by town centre shoppers and businesses that P30 is too short.
- The disadvantage of providing different time limits is that they are confusing to user and create street clutter with a myriad of signs on narrow footpaths.

Name	Suburb	Agree Y/N?
<b>Bruce Welsh – Kilbirnie Business Network</b>	<b>Kilbirnie</b>	N

**Comments**

We congratulate Council on listening and being willing to raise the parking time limit to 60 minutes. However, there are some further adjustments we believe are necessary to improve Kilbirnie as a suburban hub and shopping area.

1. Change the P30 in the middle of Bay Rd to P60. We can not see any reason to differentiate and it makes it more complicated for shoppers. This area is largely outside Countdown and shoppers there would find 30 minutes limiting.



2. We note that seven car parks have been lost from the triangle at the end of Coutts Street to make way for a possible market. While we are open to the idea of a market space, we believe this should be retained as parking during the week and then made available for market use at weekends. This could be controlled by signage.

3. The eastern side of the middle of Bay Road is shown as parallel parking and with a widened footpath. This location for a widened footpath is questionable being largely outside Countdown and not really a connecting route or pausing space. As an alternative we would like to see angle parking continued along this eastern side with a larger seating/pausing area located around the pohutakawa tree, maybe extending out to incorporate 2 -3 parking spaces. This could create a stronger focus for Bay Road.

4. We would request that the P60 parking be created as soon as possible. The current P30 limit is causing considerable ill feeling with the public and a reluctance to come to Kilbirnie.

5. We would like to meet with the committee.

#### **Officers response**

re: point 1

- The proposed time limit changes include a mix of P30 (focused in the central area of Bay Road) and P60 to provide people with enough time to make use of the varied uses and amenities within the town centre. These changes are proposed in response to comments made by town centre shoppers and businesses that P30 is too short.
- However it is also recognised that in order to encourage a good turnover of parking and to assist car park availability, the provision of P30 in the central Bay Road area is required.
- Countdown supermarket provides its own customer shopping. Supermarket shoppers use the supermarket car park rather than park on the main street.

re: point 2

- The Coutts Street/Bay Road corner is the southern gateway to the shopping centre. Currently the corner triangle space is currently used as a car park. The upgrade works propose to improve the appearance of this area and make it an attractive outdoor space that people want to use, including providing a space where markets and other events could happen.
- The triangle area currently provides 9 car parks. Under the proposed changes, this area would provide for 5 car parks (3 within the triangle area and 2 new parks on Bay Road), meaning there would be a loss of 4 car parks overall from this area.
- However in response to feedback received, it is proposed to include an additional 2 car parks in the triangle area. This would correspond to an

overall loss of only 2 car parks in this area, but there would still be a gain in terms of improved public space, seating and landscaping.

- As part of future proposed upgrade works (subject to funding), there is opportunity to convert the triangular space corner on Coutts Street and Onepu Road (outside Westpac Bank) into a public space with new car parking.

re: point 3

- Bay Road is Kilbirnie town centre's main shopping street. At present, footpath and public space is very limited and of low quality.
- The proposed layout aims to get a balance of car park provision, with quality space for people. The central area between the Pohutakawa crossing and the Community crossing reflects both the existing active retail uses and also the multiple through-block connections (e.g. warehouse stationery, Blockbuster and Countdown). It also reflects the Revitalisation Plan's aspiration for a 'through site 'eat street' link in the future. While the link location is not confirmed, the plan identifies an opportunity in this area and would therefore connect into this widened footpath and public space in this central area.
- Council recognises that the built edge between the Countdown entrance and the community crossing is not currently an active edge, but it is defined as 'primary frontage' in District Plan Change 73 and any redevelopment would be required to provide a retail frontage along Bay Road.
- The wide footpath through the central area will provide a significant public space within the 'heart' of Bay Road, retains the existing footpath for pedestrian movement, captures the latest of the sun and the space located here also benefits from the backdrop of houses behind Bay Road set in the green vegetation of 'Kilbirnie Heights'.
- The Pohutakawa tree is an important landmark on Bay Road and this existing space together with the wide footpath will create a significant open space, that connects both the southern and the northern ends of Bay Road as Kilbirnie grows and develops as a centre.

re: point 4

If approved the parking restriction changes to Rongotai Road and Coutts Street will be implemented straight away. To avoid additional project costs the parking changes will coincide with the physical upgrade work starting in May 2012.

Name	Suburb	Agree Y/N?
<b>R. F Hill– individual</b>	<b>Seatoun</b>	<b>N</b>
<b>Comments</b>		
Kilbirnie is a very busy shopping centre for the Eastern Suburbs. Car parking is difficult and the roads is narrow. Widening footpaths and planning planting pohutukawas, while attractive is totally impractical. Parking should be one hour so that people complete their business.		

<b>Officers response</b>
The proposed time limit changes include a mix of P30 (focused in the central area of Bay Road) and P60 to provide people with enough time to make use of the varied uses and amenities within the town centre. These changes are proposed in response to comments made by town centre shoppers and businesses that P30 is too short.

Name	Suburb	Agree Y/N?
<b>Barbara Street– individual</b>	<b>Seatoun</b>	<b>N</b>
<b>Comments</b>		
I would like to protest the loss of more parking in the Bay Road area of Kilbirnie. It is increasingly difficult to arrange any project in Kilbirnie that takes more than 30minutes, whether it is shopping, professional services CAB etc. I think it will encourage people to go elsewhere.		
<b>Officers response</b>		
Bay Road parking spaces have an overall loss of only two car parks in order to gain public space, seating and landscaping.		

Name	Suburb	Agree Y/N?
<b>P N Norman– individual</b>	<b>Kilbirnie</b>	<b>N</b>
<b>Comments</b>		
Bay Road, Coutts Street – No sitting area, keep parking, no trees, no wide footpath, minimum parking one hour.		
<b>Officers response</b>		
Bay Road parking spaces have an overall loss of only two car parks in order to gain public space, seating and landscaping. Parking of one hour is being addressed.		

Name	Suburb	Agree Y/N?
<b>David Edward Norman– individual</b>	<b>Kilbirnie</b>	<b>N</b>
<b>Comments</b>		
Keep parking, not enough parking in Kilbirnie, blood testing, Post Office, Community Centre, Toilets all within 20-30 meters of parking space. More disability parks are needed. No trees, no sitting area, no widening footpaths, no cars, therefore no trade.		
<b>Officers response</b>		
Bay Road parking spaces have an overall loss of only two car parks in order to gain public space, seating and landscaping. Parking for mobility users is being kept.		

Name	Suburb	Agree Y/N?
<b>Tina Billing– individual</b>	<b>Kilbirnie</b>	<b>N</b>
<b>Comments</b>		
We deserve more parking area and space for us to park our cars. We need to support the pathology, very important.		
<b>Officers response</b>		
Bay Road parking spaces have an overall loss of only two car parks in order to gain public space, seating and landscaping.		

Name	Suburb	Agree Y/N?
<b>Stephen Moore— individual</b>	<b>Hataitai</b>	<b>Y</b>
<b>Comments</b>		
<p>I wish to voice my support the proposal to extend the parking times in Bay Road. The current 30 minute period is not long enough to go more than one local business.</p> <p>In regard to the proposal to move the angle parking from the West to the East side of the road – I wonder what the purpose of this is for and was there a traffic survey undertaken?</p> <p>Pardon if I am wrong but I get the impression the City Council is proposing more car parks on the East side of Bay Road that the West side. If this is correct, by increasing the number of parks on the East side of Bay road, does this mean the WCC expect the majority of vehicles wanting to find a card park has to enter Bay road from the north end, i.e. Rongotai Road end?</p> <p>If so, is this the direction the majority of vehicles currently come from? I ask as I would have thought Lyall Bay, Rongotai vehicles and most Kilbirnie vehicles would come from the Coutts Street end of Bay Road therefore the angle parking should remain on the West side of the road.</p> <p>Under the proposed plans for parking layout, do you now expect Kilbirnie and Lyall Bay cars to travel down Onepu Road, turn left into Rongotai Road and then left into Bay Road?</p> <p>If so will this impact the city bound bus service?</p> <p>In the plan was their also any consideration of the impact of Mosque parking requirements?</p> <p>Given the above – my personal preference would be to place angle parks “all” along the West side of Bay Road to making the Coutts Street end of Bay Road the main entry point and look to review the traffic light phasing at Bay / Rongotai Roads.</p>		
<b>Officers response</b>		
<p><b>Urban Development comments:</b> Support for the proposed time limit changes is noted.</p> <p>Re: proposed Bay Road car park layout -</p> <ul style="list-style-type: none"> <li>• Bay Road is Kilbirnie town centre's main shopping street. At present, footpath and public space is very limited and of low quality.</li> <li>• Research on Kilbirnie's traffic flows and parking was carried out as part of the development of the Kilbirnie Town Centre Revitalisation Plan.</li> <li>• The proposed layout aims to reinforce Bay Road as Kilbirnie's "main street" and to provide a balance between car park provision and quality space for</li> </ul>		

people - this is consistent with the aims of the Revitalisation Plan.

- A mix of angle and parallel parking is proposed along Bay Road to provide for these multiple aims. Parallel parking in the centre of Bay Road allows the creation of a widened area between the two key crossing points. The widened footpath through the central area public space within the 'heart' of Bay Road, retains the existing footpath for pedestrian movement, and captures the afternoon sun. The space also benefits from the backdrop of houses behind Bay Road set in the green vegetation of 'Kilbirnie Heights'.

The increased amount of public space in this area also reflects both the existing active retail uses and the multiple through-block connections (e.g. warehouse stationery, Blockbuster and Countdown). It is also consistent with the Revitalisation Plan's long-term aspiration for a through site 'eat street' link in this general vicinity in the future.

<b>Name</b>	<b>Suburb</b>	<b>Agree Y/N?</b>
<b>Robin Boldarin – Miramar/Maupuia Progressive Association</b>	<b>Miramar</b>	-
<b>Comments</b>		
This association opposes any levelling of the informal 'pedestrian crossings' in Bay Road. These act as directional to the many that walk along the retail sector, are obvious in height and slow passing vehicular traffic.		
<b>Officers response</b>		
The informal pedestrian crossings in Bay Road will remain raised as part of the streetscape upgrade and will continue to provide effective safety outcomes for all road users.		

<b>Name</b>	<b>Suburb</b>	<b>Agree Y/N?</b>
<b>Lloyd Falck on behalf of Annette King – Electorate Office</b>	<b>Kilbirnie</b>	-
<b>Comments</b>		
This office was recently informally surveyed on the upgrade/parking of Kilbirnie as it relates to TR14-12.		
While comment was not made on the parking – sites/times – it was on the informal pedestrian crossings, created initially to encourage two access-ways across Bay Road rather than a continual stream of pedestrians crossing it at different angles.		
The Honourable Annette King has expressed concern that these informal crossings may be levelled off. This would present two problems where none currently exist. Firstly the prominence of the 'crossings' slow the vehicular traffic down. Secondly they act as a marker for those wanting to cross the street.		
<b>Officers response</b>		
The informal pedestrian crossings in Bay Road will remain raised as part of the streetscape upgrade and will continue to provide effective safety outcomes for all road users.		

**(s) Time limited parking (P120, Monday to Friday 8:00am – 6:00pm) – Kelburn Park, Salamanca Road – Kelburn - (TR15 -12)**

The groundsman for Kelburn Park no longer resides on the premises and this changes the operation of the gate leading into and out of Kelburn Park. With the gate now open at all times the parking spaces adjacent to the Kelburn Park are being used by University students and nearby residents leaving no parking spaces available for Kelburn Park users.

It is proposed to convert these parking spaces into time limited parking spaces to accommodate the needs of the users of Kelburn Park.

**(t) Bus stop (at all times), Mobile Library Stand (removal) and time limited parking (P60, at all times) - Dundas Street – Seatoun - (TR16 -12)**

The current database of parking and traffic restrictions along Dundas Street has revealed some minor anomalies that need changing to ensure restrictions are current, legal and enforceable.

This report is intended to correct these entries.

The coordinate from which the bus stop originated was shifted westwards when kerb extensions were constructed to reduce the length of the adjacent pedestrian crossing.

The Mobile library has long-since been retired from service and therefore reference to this parking facility is no longer needed and should be removed from the database.

A P10 parking restriction originally provided for a Bottle Store has now been converted to a Real Estate Agent that requires a longer parking duration for its clients. The agent has asked that this time limit be extended to 60 minutes.

**(u) Time limited parking (P60, Monday to Saturday, 8:00am – 6:00pm) and mobility parking, at all times - Falkirk Avenue – Seatoun - (TR17 -12)**

The proprietor of Harry's Fashion Boutique recently requested 60 minute parking is provided for customers who, until now, were displaced by commuters vehicles that parked for protracted periods. Support by means of a petition for this restriction has been received from a number of other businesses in the area.

While investigating this request it was also noted that there were some anomalies between restrictions applied to southern Falkirk Avenue and the database of traffic and parking restrictions.

This report intends to address these issues by formalising current restrictions.

- (v) P10 loading zone (Monday to Saturday 8:00am – 6:00pm) and no stopping, at all times - Customhouse Quay – Wellington Central - (TR18 -12)**

There is a need for a loading zone in this area where there is currently broken yellow lines which are often ignored by vehicles that need to service the nearby buildings and drop off/pick up.

Without significantly affecting traffic flows a loading zone can be implemented here to accommodate their needs as this part of the traffic lane is quite wide.

- (w) P120 metered parking, P10 loading zone and P120 metered mobility parking – Grey Street – Wellington Central - (TR21 -12)**

Several parking restriction changes have recently taken place on the northern side of western Grey Street.

The purpose of this report is to ratify the resulting parking restrictions that include a short length of existing broken yellow lines on the southern side of the road.

- (x) Time limited parking (P60, Monday to Saturday 8:00am – 6:00pm) – Miramar Avenue – Miramar - (TR22 -12)**

A meeting was held recently with business owners along Miramar Avenue where concerns were raised regarding the unrestricted parking outside the retail business premises.

The intention of this report is to place a time limit restriction on these parking spaces outside these business premises.

Name	Suburb	Agree Y/N?
<b>Robin Boldarin – Miramar/Maupuia Progressive Association</b>	<b>Miramar</b>	<b>Y</b>
<b>Comments</b>		
<p>We would support the proposed 60 minute parking limit on the southern side of Miramar Avenue (supported by the Medical Centre/Chemist and New World). The house on the corner of Stone Street is now a Law Centre and the practise is in the process of install four car parks on-site, with access/egress via Stone Street).</p> <p>We would also advocate for a two or three car parks outside the two residential properties thereby avoiding the commuter parking.</p> <p>On the northern side we suggest that parallel parking be introduced/reintroduced out side the five retail outlets Shell(3), NW Petrol (4), Travel (3), Video (3) and Palmers (3). The lowered speed would support these additional car parks as does the Thai Restaurant and takeaways.</p>		

**(y) Reconfirmation of existing parking restrictions – Hill Street - Thorndon - (TR23 -12)**

Council officers have been made aware of a number of signage issues relating to the residents parking designations along the length of Hill Street. As a result, there is a need to reconfirm the existing restrictions and improve the signage.

In conjunction with this, a recent review of the pedestrian crossing facility located to the east of Guildford Terrace resulted in the need to extend the 'no stopping' restriction on the eastern approach to provide better visibility.

**(z) Parking restriction reconfirmation – Central Terrace – Kelburn - (TR24 -12)**

Parking restrictions for Central Terrace have not been updated since 1997. During this period there have been a number of modifications to properties in the area resulting in new garages and a change to the available on-street parking spaces.

This report reconfirms the current parking restrictions as at 1 December 2011.

**(aa) Parking reconfirmation – Hobson Crescent – Thorndon - (TR25 - 12)**

Council Officers have received a request from the Pipitea Child Care Centre located at 21 Hobson Crescent for some short term (P5) parking spaces during peak pick-up and drop-off times. It is also an opportune time to reconfirm the remaining suburban street parking restrictions.

<b>Name</b>	<b>Suburb</b>	<b>Agree Y/N?</b>
<b>Alistair du Chatenier – Thorndon School</b>	<b>Thorndon</b>	<b>N</b>
<b>Comments</b>		
We would like the P10 Monday-Friday to start from 2:30pm to allow drop off and pick up of Primary School students from Thorndon School. A P10 will from 2:30 will mean spaces should be available and turn over fairly quickly during the pick up period.		
The P10 8-9am should work well for us.		
<b>Officers response</b>		
The current afternoon restrictions are designed to minimise traffic congestion along a narrow inner city residential street.		
To realign the start time of the afternoon restriction would increase the number of vehicles 'hunting' for an available space and doing a circuit around Hobson Crescent.		
It is therefore Officer's recommendation that the afternoon restriction is not amended to start at 2:30pm.		



## **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:  
Amanda Golding – Project Coordinator, Transport Planning

## **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.
- 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.