

TRAFFIC RESOLUTIONS

1. Purpose of report

This report outlines the recommended amendments to the Wellington City Council Traffic Restrictions. These recommendations support the achievement of the Council's Transport Strategy Outcomes of safety, accessibility, efficiency and sustainability.

2. Executive summary

The proposed resolutions (excluding TR17-13 and TR26-13) were advertised on 23 July 2013, giving the public 18 days to provide feedback.

(TR17-13) The Michael Fowler Centre car park is a reallocation of the existing parking spaces to incorporate the need for a pedestrian path through the car park as part of the Opera House laneways development. There is no change to the time limits within the car park.

(TR26-13) The Freyberg Pool metered time limits were approved by Council as part of the recent Annual Plan. This resolution seeks to formalise the restrictions so that they may be enforced.

The feedback we received during the consultation period has been included in section four 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) *Michael Fowler Centre car park – Laneways realignment – Wakefield Street – Te Aro (TR17-13)*

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Wakefield Street (Michael Fowler Centre car park)</i>	<i>Reserved parking, for authorised vehicles only.</i>	<i>As shown 'cross hatched' on the attached plan.</i>

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Wakefield Street (Michael Fowler Centre car park)</i>	<i>Metered parking, Monday to Saturday, P120 maximum, 8:00am – 6:00pm, P6 hours maximum, 6:00pm – midnight, Sunday, unlimited.</i>	<i>As shown 'diagonally hatched' on the attached plan.</i>
<i>Wakefield Street (Michael Fowler Centre car park)</i>	<i>Metered mobility parking – displaying an operation mobility permit only, at all times, Monday to Saturday, P120 maximum, 8:00am – 6:00pm, P6 hours maximum, 6:00pm – midnight, Sunday, unlimited.</i>	<i>As shown by a mobility parking symbol on the attached plan.</i>

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Wakefield Street (Michael Fowler Centre car park)</i>	<i>Authorised vehicles only, at all times (Reserved parking).</i>	<i>As shown by the reserved parking spaces on the attached plan.</i>
<i>Wakefield Street (Michael Fowler Centre car park)</i>	<i>Mobility parking – displaying an operation mobility permit only, at all other times</i>	<i>As shown by a mobility parking symbol on the attached plan.</i>

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Wakefield Street (Michael Fowler Centre car park)</i>	<i>Metered parking, P120 maximum, Monday to Saturday 8:00am - 6:00pm.</i>	<i>As indicated by the blank parking spaces on the attached plan.</i>
<i>Wakefield Street (Michael Fowler Centre car park)</i>	<i>Metered parking, P6 hours maximum, Monday to Saturday 6:00pm - midnight.</i>	<i>As indicated by the blank parking spaces on the attached plan.</i>
<i>Wakefield Street (Michael Fowler Centre car park)</i>	<i>Metered mobility parking – displaying an operation mobility permit only, P120 maximum, Monday to Saturday 8:00am - 6:00pm.</i>	<i>As indicated by the mobility parking symbol on the attached plan.</i>
<i>Wakefield Street (Michael Fowler Centre car park)</i>	<i>Metered mobility parking – displaying an operation mobility permit only, P6 hours maximum, Monday to Saturday 6:00pm - midnight.</i>	<i>As indicated by the mobility parking symbol on the attached plan.</i>

- (b) *Time-limited, class restricted and metered parking – Oriental Parade (Freyberg Pool and Fitness Centre car park) – Oriental Bay (TR26-13)*

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Oriental Parade (Freyberg Pool & Fitness Centre car park)</i>	<i>P120, Monday to Sunday 6:00pm – 9:00pm.</i>	<i>As shown 'diagonally hatched' on the attached plan.</i>

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Oriental Parade (Freyberg Pool & Fitness Centre car park)</i>	<i>Reserved parking, for authorised vehicles only.</i>	<i>As shown 'cross hatched' on the attached plan.</i>

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Oriental Parade (Freyberg Pool & Fitness Centre car park)</i>	<i>Mobility parking – displaying an operation mobility permit only, P120 maximum, at all times.</i>	<i>As shown by a mobility parking symbol on the attached plan.</i>

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Oriental Parade (Freyberg Pool & Fitness Centre car park)</i>	<i>Reserved parking - authorised vehicles only, at all times. (Pool & Fitness Centre Patrons).</i>	<i>Commencing from the north-western corner of the parking area (Grid coordinates x= 1749811.0 m, y= 5427540.9 m), and extending in an easterly direction following the formed sealed section for 28 metres (11 angle parking spaces).</i>
<i>Oriental Parade (Freyberg Pool & Fitness Centre car park)</i>	<i>Reserved parking - authorised vehicles only, at all times. (Pool & Fitness Centre Patrons).</i>	<i>Commencing 17 metres south of the north-western corner of the parking area (Grid coordinates x= 1749819.0 m, y= 5427436.1 m), and extending in an easterly direction following the formed sealed section for 28 metres (11 angle parking spaces).</i>
<i>Oriental Parade (Freyberg Pool & Fitness Centre car park)</i>	<i>Mobility parking – displaying an operation mobility permit only, P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.</i>	<i>East side commencing 28 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 3 metres (1 angle parking space).</i>
<i>Oriental Parade (Freyberg Pool & Fitness Centre car park)</i>	<i>Mobility parking – displaying an operation mobility permit only, at all other times.</i>	<i>East side commencing 28 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and</i>

*Oriental Parade
(Freyberg Pool &
Fitness Centre car
park)*

*Mobility parking –
displaying an
operation mobility
permit only, P120
maximum, Monday
to Thursday
8:00am - 6:00pm,
Friday 8:00am –
8:00pm, Saturday
and Sunday 8:00am
– 6:00pm.*

*extending in a northerly
direction following the
formed kerb for 3 metres (1
angle parking space).
East side commencing 66.5
metres north of its
southern corner (Grid
coordinates x= 1749901.0
m, y= 5427410.4 m), and
extending in a northerly
direction following the
formed kerb for 3 metres.
(1 angle parking space).*

*Oriental Parade
(Freyberg Pool &
Fitness Centre car
park)*

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

*East side commencing 66.5
metres north of its
southern corner (Grid
coordinates x= 1749901.0
m, y= 5427410.4 m), and
extending in a northerly
direction following the
formed kerb for 3 metres (1
angle parking space).*

*Oriental Parade
(Freyberg Pool &
Fitness Centre car
park)*

*Reserved parking -
authorised vehicles
only, at all times
(Restaurant).*

*Commencing 12.5 metres
west of the north-eastern
corner of the parking area
(Grid coordinates x=
1749863.7 m, y= 5427479.3
m), and extending in a
westerly direction
following the formed sealed
section for 10.5 metres (4
angle parking spaces).*

*Oriental Parade
(Freyberg Pool &
Fitness Centre car
park)*

*Reserved parking -
authorised vehicles
only, at all times
(Restaurant).*

*West side commencing 71.5
metres north of its south-
western corner (Grid
coordinates x= 1749872.6
m, y= 5427395.2 m), and
extending in a northerly
direction initially following
the building for 7.5 metres
(3 angle parking spaces).*

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

*Column One
Oriental Parade
(Freyberg Pool &
Fitness Centre car*

*Column Two
Metered parking,
P120 maximum,
Monday to*

*Column Three
West side commencing 17
metres north of its south-
western corner (Grid*

<i>park)</i>	<i>Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.</i>	<i>coordinates x= 1749872.6 m, y= 5427395.2 m), and extending in a northerly direction following the building for 44.5 metres (19 angle parking spaces).</i>
<i>Oriental Parade (Freyberg Pool & Fitness Centre car park)</i>	<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 commencing 16 metres east of its southwestern corner (Grid coordinates x= 1749872.6 m, y= 5427395.2 m), and extending in a northerly direction following the planted area for 13.5 metres (5 angle parking spaces).</i>
<i>Oriental Parade (Freyberg Pool & Fitness Centre car park)</i>	<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>Central parking bay, commencing 22 metres north and 17 metres east of its southern corner (Grid coordinates x= 1749872.6 m, y= 5427395.2 m), and extending in a northerly direction (both sides) for 45 metres (30 angle parking spaces).</i>
<i>Oriental Parade (Freyberg Pool & Fitness Centre car park)</i>	<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>East side commencing 14 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 10.5 metres (4 angle parking spaces).</i>
<i>Oriental Parade (Freyberg Pool & Fitness Centre car park)</i>	<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>East side commencing 31 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 28.5 metres (10 angle parking spaces).</i>
<i>Oriental Parade (Freyberg Pool & Fitness Centre car park)</i>	<i>Metered parking, P120 maximum, Monday to Thursday 8:00am - 6:00pm, Friday</i>	<i>East side commencing 69.5 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and</i>

8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm. extending in a northerly direction following the formed kerb for 5.5 metres (2 angle parking spaces).

Oriental Parade (Freyberg Pool & Fitness Centre car park)

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

Commencing 5 metres west of the north-eastern corner of the parking area (Grid coordinates $x=1749863.7$ m, $y=5427479.3$ m), and extending in a westerly direction following the formed sealed section for 5 metres (2 angle parking spaces).

- (c) Time limited parking (P10, Monday to Sunday, 7:30am – 9:00pm) – Liardet Street - Vogeltown (TR29-13)*

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

*Column One
Liardet Street*

*Column Two
No stopping, at all times.*

*Column Three
West side, commencing from its intersection with Short Street and extending in a northerly direction following the western kerbline for 5.5 metres.*

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

*Column One
Liardet Street*

*Column Two
No stopping, at all times.*

*Column Three
West side, commencing from its intersection with Short Street (Grid coordinates $x=1748181.2$ m, $y=5425020.3$ m), and extending in a northerly direction following the western kerbline for 10 metres.*

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

*Column One
Liardet Street*

*Column Two
P10, Monday to
Sunday 7.30am-
9.00pm.*

*Column Three
West side, commencing 10
metres north of its
intersection with Short
Street (Grid coordinates
 $x=1748181.2m$, $y=$
 $5425020.3m$), and
extending in a northerly
direction following the
western kerbline for 11
metres.*

- (d) *No stopping, at all times – Tiber Street – Island Bay (TR30-13)*

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

*Column One
Tiber Street*

*Column Two
No stopping, at all
times.*

*Column Three
West side, commencing 11
metres south of its
intersection with
Melbourne Road (Grid
coordinates
 $x=1748604.8m$, $y=$
 $5422444.1m$), and
extending in a southerly
direction following the
western kerbline for 92
metres.*

Tiber Street

*No stopping, at all
times.*

*East side, commencing
33.5 metres south of its
intersection with
Melbourne Road (Grid
coordinates
 $x=1748620.4m$, $y=$
 $5422431.5m$), and
extending in a southerly
direction following the
eastern kerbline for 21
metres.*

- (e) *Class restricted parking (Bus stop – at all times) and no stopping, at all times – Lambton Quay – Wellington Central (TR31-13)*

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Lambton Quay</i>	<i>Bus stop, at all times.</i>	<i>East side, following the kerbline 108 metres south of its intersection with Panama Street (Grid coordinates $x=2658707.829386$ m, $y=5989937.763452$ m) and extending in a southerly direction for 39.5 metres.</i>

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Lambton Quay</i>	<i>No stopping, at all times.</i>	<i>East side, following the kerbline from its intersection with Panama Street (Grid coordinates $x=2658707.829386$ m, $y=5989937.763452$ m) and extending in a southerly direction for 63 metres.</i>
<i>Lambton Quay</i>	<i>No stopping, at all times.</i>	<i>East side, following the kerbline 66 metres south of its intersection with Panama Street (Grid coordinates $x=2658707.829386$ m, $y=5989937.763452$ m) and extending in a southerly direction for 18 metres.</i>
<i>Lambton Quay</i>	<i>No stopping, at all times.</i>	<i>East side, following the kerbline 86.5 metres south of its intersection with Panama Street (Grid coordinates $x=2658707.829386$ m, $y=5989937.763452$ m) and extending in a southerly direction for 21.5 metres.</i>
<i>Lambton Quay</i>	<i>No stopping, at all times.</i>	<i>East side, following the kerbline 147.5 metres south of its intersection with Panama Street (Grid coordinates $x=2658707.829386$ m, $y=5989937.763452$ m) and</i>

extending in a southerly direction for 26.5 metres.

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Lambton Quay</i>	<i>Bus stop, at all times.</i>	<i>East side, commencing 96.5 metres south of its intersection with Panama Street (Grid coordinates x= 1748686.0 m, y= 5428225.6 m), and extending in a southerly direction following the eastern kerbline for 39.5 metres.</i>

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Lambton Quay</i>	<i>No stopping, at all times.</i>	<i>East side, commencing from its intersection with Panama Street (Grid coordinates x= 1748686.0 m, y= 5428225.6 m), and extending in a southerly direction following the eastern kerbline for 64 metres.</i>
<i>Lambton Quay</i>	<i>No stopping, at all times.</i>	<i>East side, commencing 67.5 metres south of its intersection with Panama Street (Grid coordinates x= 1748686.0 m, y= 5428225.6 m), and extending in a southerly direction following the eastern kerbline for 17 metres.</i>
<i>Lambton Quay</i>	<i>No stopping, at all times.</i>	<i>East side, commencing 89 metres south of its intersection with Panama Street (Grid coordinates x= 1748686.0 m, y= 5428225.6 m), and extending in a southerly direction following the eastern kerbline for 7.5 metres.</i>

<i>Lambton Quay</i>	<i>No stopping, at all times.</i>	<i>East side, commencing 136.0 metres south of its intersection with Panama Street (Grid coordinates x= 1748686.0 m, y= 5428225.6 m), and extending in a southerly direction following the eastern kerbline for 40 metres to its intersection with Hunter Street.</i>
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(f) Class restricted parking (Bus stop, at all times) relocation – Helston Road – Paparangi (TR35-13)

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

<i>Column One Helston Road</i>	<i>Column Two Bus stop, at all times.</i>	<i>Column Three West side, commencing 33.5 metres south of its intersection with Beazley Avenue and extending in a southerly direction following the western kerbline for 12 metres.</i>
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Add to Schedule B (Restricted Parking) Schedule of the Traffic Restrictions Schedule

<i>Column One Helston Road</i>	<i>Column Two Bus stop, at all times.</i>	<i>Column Three West side, commencing 44 metres south of its intersection with Beazley Avenue (Grid coordinates, x = 1,752,188.4m, y= 5,435,640.2 m), and extending in a southerly direction following the western kerbline for 12 metres.</i>
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(g) School safety restrictions – Clifton Terrace – Lambton (TR37-13)

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

<i>Column One Clifton Terrace</i>	<i>Column Two P120, Monday to Friday 9:00am – 2:30pm, 3:30pm –</i>	<i>Column Three East side, commencing 190 metres south of its intersection with Aurora</i>
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	<i>6:00pm, Saturday 8:00am – 6:00pm.</i>	<i>Terrace and extending in a southerly direction following the eastern kerbline for 6 metres.</i>
<i>Clifton Terrace</i>	<i>P120, Monday to Friday 9:00am – 2:30pm, 3:30pm – 6:00pm, Saturday 8:00am – 6:00pm</i>	<i>East side, commencing 207 metres south of its intersection with Aurora Terrace and extending in a southerly direction following the eastern kerbline for 13 metres.</i>
<i>Clifton Terrace</i>	<i>P5, Monday to Friday 8:00am – 9:00am, 2:30pm – 3:30pm, During School Term.</i>	<i>East side, commencing 190 metres south of its intersection with Aurora Terrace and extending in a southerly direction following the eastern kerbline for 6 metres.</i>
<i>Clifton Terrace</i>	<i>P5, Monday to Friday 8:00am – 9:00am, 2:30pm – 3:30pm, During School Term.</i>	<i>East side, commencing 207 metres south of its intersection with Aurora Terrace and extending in a southerly direction following the eastern kerbline for 13 metres.</i>

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Clifton Terrace</i>	<i>No stopping, at all times.</i>	<i>West side, commencing from its intersection with Everton Terrace and extending in a northerly direction following the western kerbline for 213.5 metres.</i>
<i>Clifton Terrace</i>	<i>No stopping, at all times.</i>	<i>West side, commencing 233.5 metres north of its intersection with Everton Terrace and extending in a northerly direction following the western kerbline for 130.5 metres to its intersection with San Sebastian Road.</i>
<i>Clifton Terrace</i>	<i>No stopping, at all times.</i>	<i>East side, commencing from its intersection with Aurora Terrace and extending in a southerly direction following the</i>

<i>Clifton Terrace</i>	<i>No stopping, at all times.</i>	<i>eastern kerbline for 41 metres. East side, commencing 167 metres east of its intersection with Aurora Terrace and extending in a southerly direction following the eastern kerbline for 5 metres.</i>
<i>Clifton Terrace</i>	<i>No stopping, at all times.</i>	<i>East side, commencing 202.5 metres south of its intersection with Aurora Terrace and extending in a southerly direction following the eastern kerbline for 66.5 metres.</i>
<i>Clifton Terrace</i>	<i>No stopping, at all times.</i>	<i>East side, commencing 317.5 metres south of its intersection with Aurora Terrace and extending in a southerly direction following the eastern kerbline for 42.5 metres to its intersection with motorway on ramp.</i>
<i>Clifton Terrace</i>	<i>No stopping, at all times.</i>	<i>West side, commencing from its intersection with San Sebastian Road and extending in a northerly direction following the western kerbline for 70 metres.</i>
<i>Clifton Terrace</i>	<i>No stopping, at all times.</i>	<i>South side, commencing 147 metres west of its intersection with San Sebastian Road and extending in a westerly direction following the southern kerbline for 10 metres to its intersection with Wesley Road.</i>
<i>Clifton Terrace</i>	<i>No stopping, at all times.</i>	<i>East side, commencing 196 metres south of its intersection with Aurora Terrace and extending in a southerly direction following the eastern kerbline for 11 metres.</i>

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Clifton Terrace</i>	<i>No stopping except for authorised resident vehicles, Monday to Friday 8:00am – 6:00pm.</i>	<i>South side, commencing 85 metres west of its intersection with San Sebastian Road and extending in a westerly direction following the western kerbline for 33 metres.</i>
<i>Clifton Terrace</i>	<i>No stopping except for authorised resident vehicles, Monday to Friday 8:00am – 6:00pm.</i>	<i>East side, commencing 269 metres south of its intersection with Aurora Terrace and extending in a southerly direction following the eastern kerbline for 50.5 metres.</i>
<i>Clifton Terrace</i>	<i>No stopping except for authorised resident vehicles, at all times.</i>	<i>East side, commencing 134 metres south of its intersection with Aurora Terrace and extending in a southerly direction following the eastern kerbline for 27 metres.</i>

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Clifton Terrace</i>	<i>P60, Monday to Friday 9:30am – 2:30pm, during school terms only.</i>	<i>East side, commencing 168 metres south of its intersection with Aurora Terrace and extending in a south-westerly direction following the eastern kerbline for 6 metres.</i>
<i>Clifton Terrace</i>	<i>P10, Monday to Friday 9:30am – 2:30pm, during school terms only.</i>	<i>East side, commencing 184 metres south of its intersection with Aurora Terrace (Grid coordinates x= 1748494.1 m, y= 5428474.7 m), and extending in a south-westerly direction following the eastern kerbline for 11 metres.</i>

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Clifton Terrace</i>	<i>No stopping, at all times.</i>	<i>West side, commencing from its intersection with Everton Terrace (Grid coordinates x= 1748428.5 m, y= 5428084.7 m), and extending in a northerly direction following the western kerbline for 213.5 metres.</i>
<i>Clifton Terrace</i>	<i>No stopping, Monday to Friday 8:00am – 4:00pm.</i>	<i>West side, commencing 219.5 metres northwest of its intersection with Everton Terrace (Grid coordinates x= 1748428.5 m, y= 5428084.7 m), and extending in a northerly direction following the western kerbline for 10.5 metres.</i>
<i>Clifton Terrace</i>	<i>No stopping, at all times.</i>	<i>West side, commencing 230 metres northwest of its intersection with Everton Terrace (Grid coordinates x= 1748428.5 m, y= 5428084.7 m), and extending in a northerly direction following the western kerbline for 120 metres to its intersection with San Sebastian Road.</i>
<i>Clifton Terrace</i>	<i>No stopping, at all times.</i>	<i>West side, commencing from its intersection with San Sebastian Road (Grid coordinates x= 1748484.2 m, y= 5428421.3 m), and extending in a northerly direction following the western kerbline for 45 metres to its intersection with Aurora Terrace.</i>
<i>Clifton Terrace</i>	<i>No stopping, at all times.</i>	<i>East side, commencing from its intersection with Aurora Terrace (Grid coordinates x= 1748494.1 m, y= 5428474.7 m), and extending in a southerly direction following the eastern kerbline for 28 metres.</i>

<i>Clifton Terrace</i>	<i>No stopping, at all times.</i>	<i>East side, commencing 142 metres south of its intersection with Aurora Terrace (Grid coordinates x= 1748494.1 m, y= 5428474.7 m), and extending in a southerly direction following the eastern kerbline for 26 metres.</i>
<i>Clifton Terrace</i>	<i>No stopping – except for drop off or pick up, Monday to Friday 8:00am – 9:30am, 2:30pm – 3:30pm, during school terms only.</i>	<i>East side, commencing 168 metres south of its intersection with Aurora Terrace and extending in a south-westerly direction following the eastern kerbline for 6 metres.</i>
<i>Clifton Terrace</i>	<i>No stopping, at all times.</i>	<i>East side, commencing 174 metres south of its intersection with Aurora Terrace (Grid coordinates x= 1748494.1 m, y= 5428474.7 m), and extending in a south-westerly direction following the eastern kerbline for 10 metres.</i>
<i>Clifton Terrace</i>	<i>No stopping – except for drop off or pick up, Monday to Friday 8:00am – 9:30am, 2:30pm – 3:30pm, during school terms only.</i>	<i>East side, commencing 184 metres south of its intersection with Aurora Terrace (Grid coordinates x= 1748494.1 m, y= 5428474.7 m), and extending in a south-westerly direction following the eastern kerbline for 11 metres.</i>
<i>Clifton Terrace</i>	<i>No stopping, at all times.</i>	<i>East side, commencing 195 metres southwest of its intersection with Aurora Terrace (Grid coordinates x= 1748494.1 m, y= 5428474.7 m), and extending in a southerly direction following the eastern kerbline for 68 metres.</i>
<i>Clifton Terrace</i>	<i>No stopping, at all times.</i>	<i>East side, commencing 310 metres southwest of its intersection with Aurora Terrace (Grid coordinates</i>

x= 1748494.1 m, y= 5428474.7 m), and extending in a southerly direction following the eastern kerbline for 40 metres to its intersection with SH1.

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

<i>Column One Clifton Terrace</i>	<i>Column Two Resident parking - displaying an authorised resident vehicle parking permit only, at all times.</i>	<i>Column Three East side, commencing 112 metres south of its intersection with Aurora Terrace (Grid coordinates $x= 1748494.1$ m, $y= 5428474.7$ m), and extending in a southerly direction following the eastern kerbline for 30 metres.</i>
<i>Clifton Terrace</i>	<i>Resident parking - displaying an authorised resident vehicle parking permit only, Monday to Friday 8:00am to 6:00pm.</i>	<i>East side, commencing 263 metres southwest of its intersection with Aurora Terrace (Grid coordinates $x= 1748494.1$ m, $y= 5428474.7$ m), and extending in a southerly direction following the eastern kerbline for 47 metres.</i>

(h) No stopping, at all times – Garden Road – Northland (TR38-13)

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

<i>Column One Garden Road</i>	<i>Column Two No stopping, at all times.</i>	<i>Column Three South side, commencing 316 metres west of its intersection with Glenmore Street (Grid coordinates $x= 1,747,670.6$ m, $y= 5,428,403.0$ m), and extending in a westerly direction following the southern kerbline for 16 metres.</i>
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- (i) *Class restricted parking (Diplomatic Corps registered vehicles parking, at all times) – Waring Taylor Street – Lambton (TR39-13)*

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Waring Taylor Street</i>	<i>Motorcycle parking, at all times.</i>	<i>Southwest side, following the kerbline 56.5 metres west of its intersection with Customhouse Quay (Grid coordinates $x=2658945.383303$ m, $y=5990057.249331$ m) and extending in a north-westerly direction for 7 metres.</i>

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Waring Taylor Street</i>	<i>No stopping, at all times.</i>	<i>Southwest side, following the kerbline 28 metres west of its intersection with Customhouse Quay (Grid coordinates $x=2658945.383303$ m, $y=5990057.249331$ m) and extending in a north-westerly direction for 18 metres.</i>

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Waring Taylor Street</i>	<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>Southwest side, following the kerbline 12 metres west of its intersection with Customhouse Quay (Grid coordinates $x=1748923.6$ m, $y=5428345.0$ m), and extending in a north-westerly direction for 16 metres (6 angle parking spaces).</i>
<i>Waring Taylor Street</i>	<i>Metered parking, P120 maximum, Monday to Thursday 8:00am –</i>	<i>Southwest side, following the kerbline 46 metres west of its intersection with Customhouse Quay (Grid</i>

6:00pm, Friday
8:00am – 8:00pm,
Saturday and
Sunday 8:00am –
6:00pm.

coordinates $x= 1748923.6$
 $m, y= 5428345.0 m$), and
extending in a north-
westerly direction for 10.5
metres (4 angle parking
spaces).

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Waring Taylor Street</i>	<i>DC, CC, FC registered vehicles parking, at all times.</i>	<i>South side, commencing 51 metres west of its intersection with Customhouse Quay (Grid coordinates $x= 1748921.3$ $m, y= 5428343.8 m$), and extending in a westerly direction following the southern kerbline for 4 metres.</i>
<i>Waring Taylor Street</i>	<i>Motorcycle parking, at all times.</i>	<i>South side, commencing 55 metres west of its intersection with Customhouse Quay (Grid coordinates $x= 1748921.3$ $m, y= 5428343.8 m$), and extending in a westerly direction following the southern kerbline for 7 metres.</i>

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Waring Taylor Street</i>	<i>No stopping, at all times.</i>	<i>South side, commencing from its intersection with Customhouse Quay (Grid coordinates $x= 1748921.3$ $m, y= 5428343.8 m$), and extending in a westerly direction following the southern kerbline for 9 metres.</i>
<i>Waring Taylor Street</i>	<i>No stopping, at all times.</i>	<i>South side, commencing 25 metres west of its intersection with Customhouse Quay (Grid coordinates $x= 1748921.3$ $m, y= 5428343.8 m$), and</i>

<i>Waring Taylor Street</i>	<i>No stopping, at all times.</i>	<i>extending in a westerly direction following the southern kerbline for 17 metres. South side, commencing 62 metres west of its intersection with Customhouse Quay (Grid coordinates x= 1748921.3 m, y= 5428343.8 m), and extending in a westerly direction following the southern kerbline to its intersection with Featherston Street.</i>
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Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Waring Taylor</i>	<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>South side, commencing 9 metres west of its intersection with Customhouse Quay (Grid coordinates x= 1748921.3 m, y= 5428343.8 m), and extending in a westerly direction following the southern kerbline for 16 metres (6 angle parking spaces).</i>
<i>Waring Taylor Street</i>	<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>South side, commencing 42 metres west of its intersection with Customhouse Quay (Grid coordinates x= 1748921.3 m, y= 5428343.8 m), and extending in a westerly direction following the southern kerbline for 9 metres (3 angle parking spaces).</i>

- (j) Class restricted parking (P15 Mobility parking), no stopping, at all other times – Washington Avenue – Brooklyn (TR40-13)*

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Washington Avenue</i>	<i>P2, Monday to Friday 8:30am – 9:15am, 2:30pm – 3:15pm, during school terms.</i>	<i>West side, commencing 86 metres south of its intersection with Cleveland Street (Grid coordinates x= 1747894.5 m, y= 5425854.8 m), and extending in a southerly direction following the western kerbline for 18 metres.</i>
<i>Washington Avenue</i>	<i>P120, Monday to Friday 9:15am – 2:30pm during school terms.</i>	<i>West side, commencing 86 metres south of its intersection with Cleveland Street (Grid coordinates x= 1747894.5 m, y= 5425854.8 m), and extending in a southerly direction following the western kerbline for 18 metres.</i>

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Washington Avenue</i>	<i>Bus stop, at all times.</i>	<i>West side, commencing 61 metres south of its intersection with Cleveland Street and extending in a southerly direction following the western kerbline for 12 metres.</i>
<i>Washington Avenue</i>	<i>No stopping except for vehicles displaying an operation mobility card, Monday to Saturday, 8:00am to 6:00pm.</i>	<i>West side, commencing 156.5 metres south of its intersection with Cleveland Street and extending in a southerly direction following the western kerbline for 6.5 metres.</i>

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Washington Avenue</i>	<i>No stopping, at all times.</i>	<i>West side, commencing from its intersection with Cleveland Street and</i>

<i>Washington Avenue</i>	<i>No stopping, at all times.</i>	<i>extending in a southerly direction for 23 metres. West side, commencing 78 metres south of its intersection with Cleveland Street (Grid coordinates, x= 1747894.518521 m, y= 5425854.781908 m), and extending in a southerly direction following the western kerbline for 8 metres.</i>
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Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

<i>Column One Washington Avenue</i>	<i>Column Two P2, Monday to Friday 8:30 – 9:15am, 2:30 – 3:15pm, during school terms only.</i>	<i>Column Three West side, commencing 31 metres north of its prolongation with the northern kerb of Dorking Road (Grid coordinates x= 1747895.5 m, y= 5425719.5 m), and extending in a northerly direction following the western kerbline for 18 metres.</i>
<i>Washington Avenue</i>	<i>P120, Monday to Friday 9:15am – 2:30pm, during school terms only.</i>	<i>West side, commencing 31 metres north of its prolongation with the northern kerb of Dorking Road (Grid coordinates x= 1747895.5 m, y= 5425719.5 m), and extending in a northerly direction following the western kerbline for 18 metres.</i>

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

<i>Column One Washington Avenue</i>	<i>Column Two Mobility parking – displaying operation mobility permits only, P15, Monday to Friday 8:30am - 3:30pm, during school terms only.</i>	<i>Column Three West side, commencing 50.5 metres north of its prolongation with the northern kerb of Dorking Road (Grid coordinates x= 1747895.5 m, y= 5425719.5 m), and</i>
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<i>Washington Avenue</i>	<i>Bus stop, at all times.</i>	<i>extending in a northerly direction following the western kerbline for 6.5 metres. West side, commencing 57 metres north of its prolongation with the northern kerb of Dorking Road (Grid coordinates $x= 1747895.5$ m, $y= 5425719.5$ m), and extending in a northerly direction following the western kerbline for 17 metres.</i>
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Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Washington Avenue</i>	<i>No stopping, at all other times.</i>	<i>West side, commencing 50.5 metres north of its prolongation with the northern kerb of Dorking Road (Grid coordinates $x= 1747895.5$ m, $y= 5425719.5$ m), and extending in a northerly direction following the western kerbline for 6.5 metres.</i>
<i>Washington Avenue</i>	<i>No stopping, at all times.</i>	<i>West side, commencing 124.5 metres north of its prolongation with the northern kerb of Dorking Road (Grid coordinates $x= 1747895.5$ m, $y= 5425719.5$ m), and extending in a northerly direction following the western kerbline to its intersection with Cleveland Street.</i>

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Washington Avenue</i>	<i>Pedestrian crossing.</i>	<i>West side, commencing 3.5 metres north of its prolongation with the</i>

northern kerb of Dorking Road (Grid coordinates $x= 1747895.5$ m, $y= 5425719.5$ m), and occupying 7 metres of kerbline (including kerb extension).

(k) Bus stop relocation – Newlands Road – Newlands (TR41-13)

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

*Column One
Newlands Road*

*Column Two
Bus stop, at all times.*

*Column Three
East side, commencing 26.5 metres east of its intersection with Black Rock Road and extending in a southerly direction following the eastern kerbline for 12 metres.*

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

*Column One
Newlands Road*

*Column Two
No stopping, at all times.*

*Column Three
East side, commencing 147 metres east of its intersection with Black Rock Road and extending in a southerly direction following the eastern kerbline to its intersection with Wakely Road.*

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

*Column One
Newlands Road*

*Column Two
Bus stop, at all times.*

*Column Three
East side, commencing 65 metres south of its intersection with Black Rock Road (Grid coordinates $x= 1752426.0$ m, $y= 5434286.6$ m), and extending in a southerly direction following the eastern kerbline for 26.5 metres.*

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Newlands Road</i>	<i>No stopping, at all times.</i>	<i>East side, commencing from its intersection with Black Rock Road (Grid coordinates $x= 1752426.0$ m, $y= 5434286.6$ m), and extending in a southerly direction following the eastern kerbline for 38 metres.</i>
<i>Newlands Road</i>	<i>No stopping, at all times.</i>	<i>East side, commencing 42 metres south of its intersection with Black Rock Road (Grid coordinates $x= 1752426.0$ m, $y= 5434286.6$ m), and extending in a southerly direction following the eastern kerbline for 23 metres.</i>
<i>Newlands Road</i>	<i>No stopping, at all times.</i>	<i>East side, commencing 91.5 metres south of its intersection with Black Rock Road (Grid coordinates $x= 1752426.0$ m, $y= 5434286.6$ m), and extending in a southerly direction following the eastern kerbline for 77 metres to its intersection with Wakely Road.</i>

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Newlands Road</i>	<i>Pedestrian crossing.</i>	<i>East side, commencing 38 metres south of its intersection with Black Rock Road (Grid coordinates $x= 1752426.0$ m, $y= 5434286.6$ m), and occupying the kerbline in a southerly direction for 4 metres.</i>

- (1) *Class restricted parking (Cityhop Car Share Authorised Vehicles Only) and reconfirmation of existing restrictions – Wilson Street – Newtown (TR42-13)*

<i>Column One Wilson Street</i>	<i>Column Two P60, Monday to Saturday, 8:00am- 6:00pm.</i>	<i>Column Three East side, commencing from its intersection with Wilson Street and extending in a northerly then westerly direction for 42 metres.</i>
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Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

<i>Column One Wilson Street</i>	<i>Column Two P60, Monday to Saturday, 8:00am- 6:00pm.</i>	<i>Column Three East side (Wilson Street Car Park), commencing 8.5 metres north of its intersection with Wilson Street (Grid coordinates $x=1748999.8$ m, $y=$ 5424982.0 m), and extending in a northerly direction for 12.5 metres (5 angle parking spaces).</i>
<i>Wilson Street</i>	<i>P60, Monday to Saturday, 8:00am- 6:00pm.</i>	<i>East side (Wilson Street Car Park), commencing 23.5 metres north of its intersection with Wilson Street (Grid coordinates $x=1748999.8$ m, $y=$ 5424982.0 m), and extending in a northerly then westerly direction for 15.5 metres (4 angle parking spaces and turning area).</i>

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

<i>Column One Wilson Street</i>	<i>Column Two Mobility Parking - Displaying an Operation Mobility Permit Only, P60, Monday to Saturday 8:00am - 6:00pm.</i>	<i>Column Three East side (Wilson Street Car Park), commencing 2.5 metres north of its intersection with Wilson Street (Grid coordinates $x=1748999.8$ m, $y=$ 5424982.0 m), and extending in a northerly</i>
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Wilson Street

*Mobility Parking -
Displaying an
Operation Mobility
Permit Only, at all
other times.*

*direction for 6 metres (1
large angled park and
hatched area).
East side (Wilson Street
Car Park), commencing
2.5 metres north of its
intersection with Wilson
Street (Grid coordinates
x=1748999.8 m, y=
5424982.0 m), and
extending in a northerly
direction for 6 metres (1
large angle parking space
and hatched area).*

Wilson Street

*Cityhop Car Share
Authorised Vehicles
only, at all times.*

*East side (Wilson Street
Car Park), commencing 21
metres north of its
intersection with Wilson
Street (Grid coordinates
x=1748999.8 m, y=
5424982.0 m), and
extending in a northerly
direction for 2.5 metres (1
angle parking space).*

3. *Notes that the amendments to the Traffic Restrictions for Oriental Parade (Freyberg Pool & Fitness Centre car park) (TR26-13) are to come into effect from 8:00am on Monday 21 October 2013, and that the fee is only payable Monday to Friday, but the time-limited parking is enforceable 7 days.*

4. Background

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

- (a) *Michael Fowler Centre car park – Laneways realignment – **Wakefield Street** – Te Aro (TR17-13)*

Net parking: Unchanged

The Central City Framework as part of Wellington Towards 2040: Smart Capital noted as an area of opportunity the development of Laneways.

“Laneways are small streets that link larger street blocks, offering pedestrians, vehicles and cyclists shorter routes through the city. They also bring light into potentially dark areas, offer views of nearby landscapes, and provide sheltered routes in bad weather. By making movements easier and quicker, they encourage people to get out and about.

This increases opportunities for people to interact with each other, makes street life more vibrant and safe, and allows retail and other activity to thrive.

Wellington already has a network of small streets but there is scope to improve these to create a network of highly distinctive, attractive, pedestrian-friendly, safe and viable laneways.....

Opera House Lane, Eva Street, Leeds Street:

These lanes, plus the extension of a link across the Michael Fowler car park, will provide significant improvements in connectivity between Te Aro and the waterfront.”

This report proposes to formalise the alteration of the parking arrangements within the Michael Fowler Centre car park to facilitate the “improved connectivity”.

- (b) ***Time-limited, class restricted and metered parking – Oriental Parade (Freyberg Pool and Fitness Centre car park) – Oriental Bay (TR26-13)***

Net parking: Unchanged

As part of the Draft Annual Plan process, the Council reviewed the ongoing free parking status of the car park at Freyberg Pool and proposed that a car parking charge was introduced.

In undertaking the review it was noted that 50% of the users of the car park were not users of the pool, however the costs for maintaining the car park were fully the responsibility of the pool.

In the Draft Annual Plan released for public submission in April 2013, the Council proposed the introduction of a \$1.50 per hour charge from 8am to 6pm, Monday to Thursday; and 8am to 8pm on Fridays.

No fee will be charged on weekends or public holidays; however a two hour maximum stay will be enforced. Disability parks remain free but are time limited.

The income generated by these changes would be retained by the pool for the purposes of maintaining the car park and its environs.

Following the submission process and deliberations, the Council confirmed these changes to parking at Freyberg Pool on 27 June 2013.

The resolutions contained within this report finalise the regulatory requirements to allow the fee and associated time restrictions to be enforced.

- (c) *Time limited parking (P10, Monday to Sunday, 7:30am – 9:00pm) – **Liardet Street** - Vogeltown (TR29-13)*

Net Parking: Unchanged

The operators of the dairy situated at 2 Short Street, Vogeltown have requested that the Council consider some time-restricted parking in Liardet Street to facilitate short-term customer parking and deliveries. Currently there is no close by short-term parking available as there is a bus stop and no-stopping restrictions in place outside the dairy's frontage on Short Street.

The applicants have consulted with nearby residents and have received considerable local support for the application.

It is therefore proposed to install a time limited P10 parking restriction to assist the dairy business.

- (d) *No stopping, at all times – **Tiber Street** – Island Bay (TR30-13)*

Net Parking Loss: 3

The Council has received a request, signed by 28 residents from Tiber Street, Island Bay, to consider no-stopping restrictions on a narrow section of the street.

The residents have egress problems along the long lower section - where the carriageway is between 4.5m to 5m wide. Safe egress is also exacerbated by the fact that one side of the road is very close to a bank that sharply slopes away.

It is therefore proposed to install no stopping restrictions along one side of the narrow western section and at the very narrowest point on the eastern side of Tiber Street.

- (e) *Class restricted parking (Bus stop – at all times) and no stopping, at all times – **Lambton Quay** – Wellington Central (TR31-13)*

Net Parking: Unchanged

Due to the redevelopment of the ANZ Building on the corner of Lambton Quay and Hunter Street, there is a need to reposition the existing bus stop along the Lambton Quay frontage. The proposal is to move the stop closer to the Grey Street pedestrian walk. Council Officers are confident that this move will not adversely effect sight lines for pedestrians crossing at this point, but note that bus drivers will need to ensure that they don't progress through the crossing points unless sufficient space exists on the other side.

- (f) *Class restricted parking (Bus stop, at all times) relocation – **Helston Road** – Paparangi (TR35-13)*

Net Parking: Unchanged

A local resident has advised Council officers they are having issues with the behaviour of commuters waiting to catch a bus from the bus stop that is located in front of their driveway.

To eliminate their concerns officers are proposing to relocate the existing bus stop to the south of their driveway.

- (g) *School safety restrictions – **Clifton Terrace** – Lambton (TR37-13)*

Net Parking Loss: 5 coupon spaces

In 2005 a traffic resolution (TR71-05) was approved due to issues being experienced by Clifton Terrace School.

Over the years these issues have both changed and intensified given that the school has the ability to accept pupils from outside its zone. As a result, a large number of pupils are dropped off, and picked up by vehicle, causing additional safety concerns during school hours. Council Officers have met with the school's co-principal and a representative of the Board of Trustees and have developed a number of traffic related changes that would better improve the safety of the area, predominantly during school terms.

As the section of road outside the school is narrow, it is proposed to remove the two parking spaces on the western kerbline just south of the entrance to the off-street parking facility used by the school. These coupon spaces would not be able to be used by commuters between 8am and 4pm Monday to Friday during school terms to allow for better access to and from the off-street facility at peak school times (8am - 9am & 2:30pm – 4pm), while improving access for buses that are required for school trips and alike between these times.

The three parking spaces on the school (eastern) side of the road will become 'pick up / drop off' spaces at morning and afternoon times, while being utilised for short stay (P10 – loading) and medium term (P60) between these times.

Residents' parking along the north-eastern side will be relocated back slightly to improve the visibility for pupils when crossing from the new 'safe' crossing point. Residents' parking space numbers will not be reduced, however the number of available coupon parks will reduce by 5 parking spaces.

Feedback received:

Name	Suburb	Agree Yes/No?
Matthew Davies – on behalf of Clifton Terrace Model School	Lambton	Yes
Comments		
<p><i>We understand that Wellington City Council's Strategy and Policy Committee is to consider a proposed traffic resolution for Clifton Terrace, the street on which the Clifton Terrace Model School is located. We are writing in support of that resolution.</i></p> <p><i>Our school is very centrally located, and we enjoy and appreciate our proximity to the energy and amenities of Wellington City. But our central location does mean that our students are also very exposed also to the hazards of Wellington traffic – in our case, a significant number of cars on a narrow street, busy drivers heading to and from the CBD or the motorway, and considerable congestion at peak times during the day.</i></p> <p><i>Clifton Terrace Model School attracts children from a very wide area, and the great majority of them are delivered to school in vehicles, and picked up in vehicles at the end of the day. It is often hard for parents to find a place from which their children can be safely dropped off and picked up. The school has had concerns about the safety of its students in relation to the traffic for many years, and we are grateful that the Council has taken these concerns seriously.</i></p> <p><i>We consider that the proposed traffic resolution would make a real difference to the children's safety, and hope that you agree that this benefit would outweigh the modest reduction in the availability of long-term parking in the immediate area.</i></p> <p><i>We look forward to learning of the Council's decision.</i></p>		

Name	Suburb	Agree Yes/No?
Anna Norman	Maungaraki, Lower Hutt	Yes
Comments		
<p><i>No comments included.</i></p>		

Name	Suburb	Agree Yes/No?
Paula Warren	Kelburn	Yes
Comments		
<p><i>I run the restoration project along Clifton Terrace and the walkway, including on the school land around the school, and the edges of the school car park.</i></p>		

The vehicle movements through that area are chaotic. This is partly because of very poor behaviour by many of the parents.

I have seen parents stop on the yellow lines and let their child cross the road without help, park on the footpath so no-one can use it, pull out of the car park without stopping to check for people on the footpath, etc.

The proposed changes to the car parking seem sensible, but need to be accompanied by other changes. I have discussed some of the issues with the principal, and understand that a kea crossing is also planned, as is potential provision of drop off spaces in the Clifton car park.

There is also a need to change the environment of the road to slow traffic. The humps are not the right answer - landscaped chicanes might work better.

- (h) *No stopping, at all times – **Garden Road** – Northland (TR38-13)*

Net Parking Loss: 1

Council Officers have been requested to review the vehicle traffic flow along the southern section of Garden Road from opposite #63 up to outside #54. Currently, there are three lots of parking in the vicinity with short gaps that westbound vehicles utilise to allow oncoming vehicles to get through.

It was observed that where there is a platoon of westbound vehicles, oncoming vehicles have difficulty getting through as the gaps would only allow one westbound vehicle to pull over. This is encountered more during the peak hours.

We propose to extend the no stopping section to allow an additional vehicle space to pull over. This will also provide more manoeuvrability for motorists when there are oncoming vehicles.

- (i) *Class restricted parking (Diplomatic Corps registered vehicles parking, at all times) – **Waring Taylor Street** – Lambton (TR39-13)*

Net Parking Loss: 1

Council Officers have received a request from the Ministry of Foreign Affairs and Trade (Protocol Division) in association with the European Union (New Zealand Delegation), requesting a Diplomatic Parking space be made available in front of the European Union office on the corner of Waring Taylor and Featherston streets.

Officers have reviewed the area and recommend that one angled parking space adjacent to the motorcycle parking along the Waring Taylor Street frontage (119 – 123 Featherston Street) be made available for diplomatic parking.

- (j) *Class restricted parking (P15 Mobility parking), no stopping, at all other times – **Washington Avenue** – Brooklyn (TR40-13)*

Net Parking Gain: 1

Council Officers have been approached by Council's City Communities team on behalf of Brooklyn School to look into the provision of an on-road disability parking space to assist the school with the drop off and pick up of pupils with disabilities.

The area in question is at maximum capacity during both morning and afternoon peak school periods. It is proposed to utilise the general exception provided for in Section 1.8(3) of the Land Transport (Road User) Rule 2004 to allow short-term parking over a formed vehicle accessway to facilitate the needs of disabled pupils without compromising the number of on-road parking spaces available for general use.

- (k) *Bus stop relocation – **Newlands Road** – Newlands (TR41-13)*

Net Parking: Unchanged

In 2011 a new pedestrian crossing was installed over Newlands Road between Salford Street and Black Rock Road. The need for the crossing had been well established and has received good community support for its introduction. To accommodate the crossing the existing bus stops needed to be relocated along with the shelter for the southbound stop.

The location of the relocated southbound stop has resulted in a number of operational issues, including blocking the traffic lane and pedestrian crossing when more than one bus is present. The shuttle service that feeds this stop often parks with two wheels on the footpath to let the bigger buses pass safely.

The existing bus stop also extends over the vehicle crossings of properties 116, 116A and 118B Newlands Road. With the high frequency of services in the morning peak, sometimes it can take several minutes to get into or out of these properties.

The house at 116A is situated very close to the road boundary, the bus shelter at the head of the stop is within 4.0m of a bedroom window. The residents have expressed concern and frustration with the situation and have requested that the shelter be relocated.

It is proposed to relocate the existing bus stop and bus shelter further south to a point opposite Salford Street and create a lay-by that will enable the shuttle bus to lay over and meet with the main service, the lay-by will enable vehicles to safely pass a stationary bus.

It is proposed to install a new Adshel bus shelter on the road reserve in front of 114 Newlands Road in line with its northern boundary with 116 Newlands Road.

Discussions have been held with the residents of 116 and 116A, Newlands Coach Services and the Police, all parties have agreed that this proposal addresses all of the existing operational and safety concerns.

Feedback received:

Name	Suburb	Agree Yes/No?
Sheyne Smith	Newlands	No
Comments		
<p><i>This will impact on the ability of my partner and myself being able to exit from our driveway in rush time traffic. It will make the exit from our drive more dangerous as we will not be able to see past the bus when it is picking up and dropping off. We also feel that the accident rate on the Salford Street and Newlands Road will increase. We are totally opposed to the change of the location of the current bus stop.</i></p>		
Name	Suburb	Agree Yes/No?
Ninya Maubach	Johnsonville	No
Comments		
<p><i>The information provided in the proposed traffic resolution to shift the bus stop on Newlands Road does not consider the impact on traffic entering from Salford Street. During peak morning traffic, there are often many cars queued on Salford Street waiting to enter Newlands Road. The bus stop will be directly opposite this busy intersection. The proposed bus lay-by, as drawn in the proposal, is not fully recessed off Newlands Road, meaning passing cars will have to move from the lane into the median strip to pass parked buses. This will prevent cars entering from Salford Street using the median as a safe entry. This is often needed because of the very heavy traffic flow down Newlands Road. The fact is the current bus stop placement actually helps traffic entering from Salford Street by holding up traffic, causing gaps in flow that enable cars to enter safely.</i></p>		
Officers response		
<p><i>The above feedback from both Sheyne Smith and Ninya Maubach relates to the impact of entering and exiting Salford Street. Officers believe that the creation of the bus lay-by will be sufficient to enable the intersection to function safely and efficiently. The roadmarkings will be altered to accommodate a safe lane past a stopped bus as well as a turning lane for Salford Street.</i></p>		

Name	Suburb	Agree Yes/No?
Jagdish and Sudha Prasad	Newlands	No
Comments		
<p><i>I refer to your above proposal about relocating the existing bus stop and bus shelter further south and in front of 114 Newlands Road. I also noted that WCC has discussed the proposal with residents of 116 and 116A but failed to do so with residents of 114A that will be most affected by this move.</i></p> <p><i>I am the landlord for 114A Newlands and also the President of the International Society for Krishna Consciousness (ISKCON) Wellington Incorporated commonly known as the Hare Krishna Movement that owns 103 and 105 Newlands Road properties.</i></p> <p><i>We have real concerns about the relocation plan and therefore request that it is thoroughly discussed and our concerns resolved before the WCC goes ahead with the relocation plan.</i></p> <p><i>Our concerns are:</i></p> <ol style="list-style-type: none"> <i>1. I already have approved building plans to extend 114A Newlands Road property and our new driveway and garage will be located on the corner of 114A, exactly where WCC is proposing to shift the bus shelter.</i> <i>2. The entire frontage of our property will become extremely busy with people/bus/vehicle occupying that space all the time hence intruding in our privacy and increasing the noise level.</i> <i>3. The frontage of 114A for quite some time has become the turning point and parking for the public that stop frequently to drop people or to catch the bus.</i> <i>4. Companies doing public work on the road, such as road tar sealing, drainage works etc. have been using our frontage as parking. This happens time and time again and despite complaining no one listens.</i> <i>5. Damage to our front lawn and tar seal area is evident from areas sinking due to heavy trucks using the space without our permission.</i> <i>6. Driving on and off our property is already a problem and this will only escalate if the bus stop and bus stand is moved to the above proposed location.</i> <p><i>I find it very strange and unacceptable that WCC chose to discuss the proposal with residents of 116 and 116A but not to consult the residents that will be affected by this proposal.</i></p> <p><i>While I appreciate that this proposal is aimed to make the traffic flow better and to make the road safer, sadly the WCC ignored the fact that they are simply shifting the problem from one resident to another.</i></p> <p><i>You must realise that if this proposal goes ahead it will:</i></p> <ul style="list-style-type: none"> <i>• Make driving in and out of 114A and 105 Newlands Road very difficult and impossible at times.</i> <i>• Increase noise levels and impinge on our privacy at all hours.</i> 		

- *Drunken kids hanging around the bus shelter and graffiti is already a problem and this will only get worse.*

This is simply not acceptable to us.

I request that you arrange an urgent meeting with the residents of 114A, 114 and 105 Newlands properties to discuss and find a workable solution.

I personally think that instead of moving the bus stop and bus shelter further South WCC should seriously consider moving it back further north past Blackrock Road, in front of Newlands Church. This will be a more better and ideal location and won't impinge on peoples' privacy or affect anyone in any way possible.

If this is not an option then I suggest you seriously consider the following:

- 1. Building a high and noise breaker fence on 114A Newlands Road property to safeguard the resident's privacy, safety and reduce noise.*
- 2. Repair the damage to the front lawn and tar seal caused by public works vehicle using this area without our permission over many years.*
- 3. Compensate for the amendments to the building plan for the extension of 114A Newlands Road property that has a garage at the corner of the property just behind the proposed bus shelter.*
- 4. Pay towards getting all the front windows and door double glazed to reduce the noise level from the public and buses using the bus stand and bus shelter.*

I will be looking forward to your prompt action to discuss and to reach an agreement before this proposed Traffic Resolution goes forward.

I refer to our discussion on Thursday 25 July 2013 at the sight to discuss the above proposal. I have since had a chat with our neighbour Rob Cahn, owner of 114 Newlands Road, and with my Architect Ananth Sharma regarding the above proposal.

Our further concerns are:

- 1. For residents of 114, 114A, 114B and 112 Newlands Road it is already hazardous entering and exiting our properties, particularly due to peak traffic. This is because we have to contend with not only the normal traffic flow, but also turning traffic at Salford Street. The proposed bus stop would increase these issues, because buses would reduce visibility of oncoming traffic.*
- 2. 103 & 105 Newlands Road properties have approved Resource Consent for Hare Krishna Temple. Once the temple is built, the sight will become active and busy for festivals and prayers. Devotees would find extremely difficult to drive in and out of the parking as the entire ground level of 103 Newlands Road will be reserved for parking.*
- 3. The Salford Street and Newlands Road junction will become extremely busy and dangerous for road users generally.*

In addition, I already wrote to you about the following:

- *Extension plans for 114A Newlands Road property.*
- *Reduced privacy, intrusion and increased noise level right at our door step.*
- *Possible damages to our properties from street kids and hooligans drinking at the bus stop including painting graffiti.*
- *Damages to our front lawn and tar seal area is evident from areas sinking due to heavy trucks using the space without our permission.*
- *Driving on and off our property is already a problem and this will only escalate if the bus stop and bus stand is moved to the above proposed location?*

As discussed and agreed, we appreciate that this proposal is aimed at making the traffic flow better and to make the road safer.

However, we strongly believe that WCC's current proposal will not resolve the existing problem but make it worse considering the fact that the proposal is to move the bus stop closer to the Salford street junction and the future development plans in that area and in particular the Hare Krishna temple to be built within the next 5 to 10 years.

Considering above, we suggest that WCC should investigate further alternative locations for the bus stop.

Officers response

Officers have met with Mr Prasad to better understand his concerns.

His concerns relate to:

- *Location of new driveway*
- *Disruption from people waiting for a bus*
- *Noise from buses*
- *Poor condition of existing footpath*

If the bus stop restriction is approved, officers are able to relocate the bus shelter clear of the proposed driveway as suggested. Officers are also of a mind that as part of the work we would tidy up the frontage to 114 with new surfacing of the footpath and a contribution to a new fence and gate. This would improve the appearance and stop people wandering onto the property.

Officers do not agree that the fence needs to be noise proof nor is it agreed that Council would pay or contribute to the cost of double glazing.

- (1) *Class restricted parking (Cityhop Car Share Authorised Vehicles Only) and reconfirmation of existing restrictions – **Wilson Street** – Newtown (TR42-13)*

Net Parking: Unchanged

The Wellington City Council has received a proposal from “Cityhop” to establish a car share scheme for the Newtown area. Cityhop have been operating in Wellington since 2008 with two parking spaces in the central city.

The scheme is based on the idea that a number of individuals who are currently using their own cars for travelling can share the use of a vehicle, thus potentially reducing the overall number of vehicles on the road and offsetting the necessity for some families to own and operate two or more cars.

This scheme, if effectively operated, can contribute in the delivery of a number of objectives which are consistent with the Council’s overall Transport Strategy aims. Some of these objectives are:

- Reduction in the number of vehicles using limited capacity roads.
- Through the reduction of vehicle numbers more road capacity can be directed to alternative transport modes such as cycling and public transport.
- Improved environmental outcomes – less air and water pollution.
- Through a scheme membership fee and an hourly rate per use of the shared vehicle, some families can offset the need to operate their own cars thus reducing demand on limited household budgets.
- It could offset the need for extensive parking facilities and improve travel choices.

The scheme proposal is a fully self-funded business activity. It relies on scheme membership and the level of shared vehicle utilisation to generate revenue to cover all its operating costs.

The Council has no involvement in the business aspect of the scheme but it has been requested to provide and fully dedicate to the scheme one car park space as a pilot project. The location of this car park, as currently proposed, is on the Wilson Street shoppers’ car park.

If the proposal is agreed, this car park will not be available for any other use and it will be appropriately regulated, marked and sign posted by the scheme. Unauthorised use of the car park may result in infringement notices and/or the tow away of offending vehicles. If the scheme, after a 12 month trial, demonstrates tangible overall benefits it may be extended to cover more on-street car parks and more city zones and potentially involve a number of companies running similar schemes around the city.

If approval is given, we will agree with the operator the terms of the trial and how they will demonstrate its success. From there decisions can be made on any further use of the Wilson Street car park space.

Initial feedback has been sought and received from both the Newtown Residents and Business associations.

The Newtown Residents Association have made the following comments:

The Newtown Residents' Association agrees the car share scheme is worth supporting.

There was general agreement from the members meeting that our Association welcomes giving it a trial based with one car located in the Wilson Street car park. It was noted that it's just the one allocated reserved car park, which should be very clearly marked with signage on the fence clearly visible to drivers.

The Newtown Business Group provided the following comments:

The general feedback has been receptive to the idea and that it should be trialled.

The main concern is the valuable car parking space taken by City Hop. We suggest that other parking could be explored and the Newtown Business Group have put out a request to businesses if they have any spare commercial parking available.

We do acknowledge that there could be a greater benefit to the whole community and acknowledge that it could reduce car usage and give the Newtown Community another transport option.

We have also received some opposition from local businesses, Lloyd Kelly made the following comments:

We object to giving up a public car park to a profit making business that is literally taking customers away from Newtown. Many of our customers, especially the elderly, already complain that it is difficult to get a convenient car park in Newtown.

The Wilson Street car park is used extensively by customers for Moahams, Halal Butcher, Newtown Laundry, Jens Hairdresser, Tax Wise Accounting and Lloyd Kelly Jewellery.

We spent many years lobbying the council to seal the car park and put up signage so our customers could use it safely. Not so that City Hop can use it exclusively, at no charge.

People come to use the Wilson Street car park and they expect it to be available for the public not for a private business. If they get ticketed for parking there they will be disinclined to visit Newtown in the future.

If Cityhop must have parking for a whole year why not one at the very end of the car park? Not one right in the middle! Or better still somewhere else that doesn't inconvenience our customers.

Name	Suburb	Agree Yes/No?
Laura Newcombe	Newtown	No
Comments		
<p><i>Cityhop is a business owned by a woman, so like every other business here in Wellington it should have to pay for car parking or renting a car space, no special favours by this green council wanted thanks. Once you start treating one business different to another business, it is grossly unfair and unjust to all concerned, what makes their business more special than mine? How much does the owner draw for their salary, I bet it's way way more than mine.</i></p> <p><i>Why would the council give three free car parks in Wellington to Cityhop, surely this isn't another case of the council looking after their mates again!</i></p> <p><i>When is this council going to get with the programme and realise that there is a car parking shortage already in Newtown! Without giving another valued car park to their Cityhop mates. Why can't this business buy premises or land to park their vehicle/s like everyone else does and pay commercial rates and contribute like everyone else has to. If as a ratepayer I am expected to subsidize a third car park, then I want to see Cityhops business books. You have my email address. The cheek of it, to think that it's not even an eco friendly car too. I think that it's mean spirited that a disabled person has to buy a permit, while the council keeps on helping out their Cityhop mates...pathetic!</i></p>		
Name	Suburb	Agree Yes/No?
Peter Kennedy	Melrose	No
Comments		
<p><i>As a resident in the locality, a frequent shopper in the community, and a commuter in the neighbourhood, I wish to formally lodge an objection to this proposal. I object on the grounds of the Council using public funds – revenue - to subsidise a private business to set itself up. While this business may be new to Wellington, it is a proven model elsewhere, both overseas and here in New Zealand.</i></p> <p><i>Does this mean that every business that wishes to set itself up is entitled to a subsidy from the Council, as if this initiative goes ahead, that appears to be the case.</i></p> <p><i>Given that there are a number of other like-minded businesses that wish to open up, will they get similar 'gold plated' treatment? Besides subsidising a private business, having a car parked in a Council owned car park will encourage people to take their commerce elsewhere, further robbing an indebted community, such as Newtown, of much needed revenue. Shame on the Wellington City Council for such short sighted thinking. This is deplorable. But not unsurprising.</i></p>		

Officers response

Both submitters have objected to the provision of a car park for Cityhop on the basis that the Council would be subsidising a private business. For the reasons outlined in the proposal, officers remain satisfied that it is appropriate to provide one parking space in the Wilson Street shoppers car park for the exclusive use of a Cityhop car for the agreed trial basis.

5. Conclusion

Council Officers propose that the Committee recommend to Council to proceed with the proposed traffic resolutions.

Contact officer: *Charles Agate, Area Traffic Engineer, City Networks*

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/Annual Plan reference and long term financial impact

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

3) Treaty of Waitangi considerations

Not Applicable

4) Decision-making

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

5) Consultation

a) General consultation

Recommendations have been publicly advertised.

b) Consultation with Maori

Not Applicable

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.