
REPORT 1

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 were advertised on 18 February 2014, giving the public 18 days to provide feedback.

For the recommended amendments, 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 Committee:

- 1. Receive the information.*
- 2. Approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 20*

- (a) *Bus Stop removal and revised loading zone time limit and restrictions – Courtenay Place – Te Aro (TR 01-14)*

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

Column One	Column Two	Column Three
Courtenay Place	<i>Bus Stop, Monday to Friday 7:00am – 9:00am, 4:00pm – 6:00pm</i>	<i>North side, commencing 24.5 metres east of its intersection with Tory Street (Grid Coordinates X=2659165.6m, Y=5988853.0m) and extending in an easterly direction following the kerb line for 24.5 metres.</i>
Courtenay Place	<i>Loading Zone – goods vehicles and authorised vehicles only, P5, Monday to Friday 9:00am – 4:00pm</i>	<i>North side, commencing 24.5 metres east of its intersection with Tory Street (Grid Coordinates X=2659165.6m, Y=5988853.0m) and extending in an easterly direction following the kerb line for 24.5 metres.</i>

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

Column One	Column Two	Column Three
Courtenay Place	<i>Loading Zone – goods vehicles and authorised vehicles only, P10, Monday to Friday 9:00am-6:00pm</i>	<i>North side, commencing 24.5 metres east of its intersection with Tory Street (Grid Coordinates X=2659165.6m, Y=5988853.0m) and extending in an easterly direction following the kerb line for 24.5 metres.</i>

- (b) *Parking removal reconfirmation - Johnston Street – Wellington Central (TR 02-14)*

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

Column One	Column Two	Column Three
Johnston Street	<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 kerb line 64 metres southeast of its intersection with Lambton Quay (Grid coordinates x= 1748722.0 m, y= 5428359.7 m), and extending in a south-easterly direction for 18 metres. (6 angle car parks)</i>

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

Column One	Column Two	Column Three
Johnston Street	<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 kerb line 66 metres southeast of its intersection with Lambton Quay (Grid coordinates x= 1748722.0m, y= 5428359.7m), and extending in a south-easterly direction for 12 metres. (4 angle car parks)</i>

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

Column One	Column Two	Column Three
Johnston Street	<i>No stopping at all times</i>	<i>Southwest side, following the kerb line 52 metres southeast of its intersection with Lambton Quay (Grid Coordinates X=2658743.8m, Y=5990071.8m) and extending in a south-easterly direction for 12 metres)</i>

Johnston Street	<i>No stopping at all times</i>	<i>Southwest side, following the kerb line 82 metres southeast of its intersection with Lambton Quay (Grid Coordinates X=2658743.8m, Y=5990071.8m) and extending in a south-easterly direction for 27.5 metres)</i>
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Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Johnston Street	<i>No stopping at all times</i>	<i>Southwest side, following the kerb line 52 metres southeast of its intersection with Lambton Quay (Grid Coordinates X=2658743.8m, Y=5990071.8m) and extending in a south-easterly direction for 14 metres)</i>
Johnston Street	<i>No stopping at all times</i>	<i>Southwest side, following the kerb line 78 metres southeast of its intersection with Lambton Quay (Grid Coordinates X=2658743.8m, Y=5990071.8m) and extending in a south-easterly direction for 31.5 metres)</i>

- (c) *Relocation of existing; Loading zone, Monday to Sunday 8:00am - 6:00pm.; Bus stop at all times; No stopping at all times -Thorndon Quay - Pipitea (TR 03-14)*

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

Column One	Column Two	Column Three
Thorndon Quay	<i>Bus Stop, at all times</i>	<i>East side, following the kerb line 425 metres south</i>

of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 16.5 metres.

Thorndon Quay	<i>Loading zone - goods vehicles and authorised vehicles only, Monday to Sunday 8:00am - 6:00pm.</i>	<i>East side, following the kerb line 410.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 14.5 metres.</i>
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Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Thorndon Quay	<i>No stopping, at all times.</i>	<i>East side, following the kerb line 391 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 19.5 metres.</i>

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

Column One	Column Two	Column Three
Thorndon Quay	<i>Bus Stop, at all times</i>	<i>East side, commencing 401.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction following the kerb line for 16.5 metres.</i>
Thorndon Quay	<i>Loading zone - goods vehicles and authorised vehicles only, Monday to Sunday 8:00am - 6:00pm.</i>	<i>East side, commencing 418 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly</i>

*direction following the
kerb line for 14.5 metres.*

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

Column One	Column Two	Column Three
Thorndon Quay	<i>No stopping, at all times</i>	<i>East side, commencing 391 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction following the kerb line for 10.5 metres.</i>
Thorndon Quay	<i>No stopping, at all times</i>	<i>East side, commencing 432.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction following the kerb line for 9 metres.</i>

- (d) *Reconfirmation - No stopping, 8am-9am, 2.30pm-3.30pm, during school terms only – **Campbell Street** – Karori (TR 04-14)*

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

Column One	Column Two	Column Three
Campbell Street	<i>No stopping, 8am-9am, 2.30pm-3.30pm, During school terms only</i>	<i>West side, commencing 49 metres north its intersection with Cargill Street (grid coordinates x= 1,745,713.4m , y= 5,427,943.6m), and extending in a northerly direction following the western kerb line for 6 metres.</i>

- (e) *Restricted Parking, No parking except for Drop Off / Pick Up, Monday to Friday 8 – 9am, 2.30 – 3.30pm, during school terms only. – **Newlands Road** – Newlands (TR 06-14)*

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

Column One	Column Two	Column Three
Newlands Road	<i>No parking – except for Drop Off or Pick Up, Monday to Friday 8:00am – 9:00am, 2:30pm – 3:30pm, During school terms only.</i>	<i>South side, commencing 222 metres west of its intersection with Kenmore Street (Grid coordinates $x = 1,752,935.5m$, $y = 5,434,858.6 m$), and extending in a westerly direction following the kerb line for 17 metres. (3 parking spaces).</i>

- (f) *No stopping restrictions and 8 angled car parks. – **Glendavar Street** – Berhampore (TR 07-14)*

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

Column One	Column Two	Column Three
Glendavar Street	<i>No stopping, at all times</i>	<i>North side, commencing 69 metres east of its intersection with Rintoul Street (Grid coordinates $x=1748792.0 m$, $y=5423991.1 m$), and extending in an easterly direction following the northern kerb line for 4 metres.</i>
Glendavar Street	<i>No stopping, at all times</i>	<i>East side, commencing 97.5 metres east and south of its intersection with Rintoul Street (Grid coordinates $x=1748792.0 m$, $y=5423991.1 m$), and extending in a southerly and then westerly direction following the eastern and southern kerb</i>

line for 38.5 metres.

- (g) *Revised existing No Entry signs and reconfirmation of one-way restriction – **Bunny Street** – Pipitea (TR 08-14)*

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

Column One	Column Two	Column Three
<i>Bunny Street</i>	<i>Bus Stop, At All Times</i>	<i>Northeast side, commencing 64 metres northwest of its intersection with Featherston Street (Grid Coordinates X=2659016.939652 m, Y=5990403.341289 m) and extending in a north-westerly direction following the kerb line for 15.5 metres.</i>

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

Column One	Column Two	Column Three
<i>Bunny Street</i>	<i>No Entry, Except Vehicles on VUW Business</i>	<i>No entry to Bunny Street northwest bound from Stout/Featherston Street.</i>
<i>Bunny Street</i>	<i>One Way Restriction</i>	<i>Northwest bound, from Stout/Featherston Street to Lambton Quay.</i>

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

Column One	Column Two	Column Three
<i>Bunny Street</i>	<i>Bus Parking, At All Times</i>	<i>Northeast side, commencing 64 metres northwest of its intersection with Featherston Street (Grid Coordinates X=2659016.939652 m, Y=5990403.341289 m) and extending in a north-westerly direction following the kerb line for 15.5 metres.</i>

Add to Schedule C (Turning and One Way Restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<i>Bunny Street</i>	<i>No Entry, Except Vehicles on VUW Business, Buses, Cyclists and Taxis.</i>	<i>No entry to Bunny Street northwest bound from Stout/Featherston Street.</i>
<i>Bunny Street</i>	<i>No Entry, At All Times</i>	<i>No entry to Bunny Street southeast bound from Lambton Quay.</i>
<i>Bunny Street</i>	<i>One Way Restriction</i>	<i>Commencing 35 metres northwest of its intersection with Featherston Street/Stout Street (Grid coordinates x= 1748997.9 m, y= 5428682.8 m), and extending in a north-westerly direction for 62.5 metres.</i>

*(h) Prohibition of U-turn – **Courtenay Place/Allen Street intersection** – Te Aro (TR 09-14)*

Add to Schedule C (Turning and One Way Restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
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Courtenay Place	No U-Turn	Northwest bound traffic, no U-turn to Courtenay Place southeast bound at the intersection of Courtenay Place and Allen Street, (Grid coordinates x= 1749214.9m, y= 5427107.5m)
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(i) Revised current P10 parking restrictions and new class restricted parking (bus stop) – **Mornington Road** – Vogeltown (TR 12-14)

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

Column One	Column Two	Column Three
Mornington Road	P10, Monday to Friday, 8:30am-9:00am, 2:45pm-3:15pm, During School Term	South side, commencing 67 metres west of its intersection with The Ridgeway and extending in a westerly direction following the southern kerb line for 43.5 metres.

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

Column One	Column Two	Column Three
Mornington Road	P10, Monday to Friday, 8:30am-9:00am, 3:00pm-3:30pm, During School Term only	South side, commencing 62 metres west of its intersection with The Ridgeway (Grid coordinates x=1747754.8 m, y=5424685.2 m), and extending in a westerly direction following the southern kerb line for 40 metres.

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

Column One	Column Two	Column Three
Mornington Road	<i>Bus stop, Monday to Friday, 9:00am-3:00pm, During School Term only</i>	<i>South side, commencing 62 metres west of its intersection with The Ridgeway (Grid coordinates x=1747754.8 m, y=5424685.2 m), and extending in a westerly direction following the southern kerb line for 20 metres.</i>

- (j) *New class restricted parking (bus stop) and revised P60 time restricted parking – **Medway Street** – Island Bay (TR 13-14)*

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

Column One	Column Two	Column Three
Medway Street	<i>P60, Monday to Saturday, 8:00am-6:00pm</i>	<i>North side, commencing 43 metres west of its intersection with The Parade and extending in a westerly direction following the northern kerb line for 40 metres to its intersection with Eden Street.</i>

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

Column One	Column Two	Column Three
Medway Street	<i>P60, Monday to Sunday, 8:00am-6:00pm</i>	<i>North side, commencing 65 metres west of its intersection with The Parade (Grid coordinates x=1748381.4 m, y=5422559.7m), and extending in a westerly direction following the northern kerb line for 17 metres.</i>
Medway Street	<i>P60, Monday to Sunday, 8:00am-6:00pm</i>	<i>South side, commencing 19 metres west of its intersection with The</i>

Parade (Grid coordinates x=1748380.6 m, y=5422546.2 m), and extending in a westerly direction following the southern kerb line for 12.5 metres (4 angled vehicle parks).

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

Column One	Column Two	Column Three
Medway Street	<i>Bus stop, at all times</i>	<i>North side, commencing 46 metres west of its intersection with The Parade (Grid coordinates x=1748381.4 m, y=5422559.7m), and extending in a westerly direction following the northern kerb line for 19 metres.</i>

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

Column One	Column Two	Column Three
Medway Street	<i>No stopping, at all times</i>	<i>North side, commencing 42 metres west of its intersection with The Parade (Grid coordinates x=1748381.4 m, y=5422559.7m), and extending in a westerly direction following the northern kerb line for 4 metres.</i>

- (k) *Clearway 7:00am – 9:30am Monday to Friday, P120 At All Other Times – **Bowen Street** – Thorndon (TR 14-14)*

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

Column One**Column Two****Column Three****Bowen Street**

No stopping at all times

North side, commencing 4.5 metres east of its intersection with Tinakori Road (Grid Coordinates X=2658197.632377 m, Y=5990493.482756 m) and extending in a easterly direction following the kerb line to its intersection with Sydney Street West for 87 metres.

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

Column One**Column Two****Column Three****Bowen Street**

No stopping at all times

North side, commencing 4.5 metres east of its intersection with Tinakori Road (Grid Coordinates X= 1,748,182.8895 m, Y= 5,428,787.9878 m) and extending in an easterly direction following the kerb line for 13.5 metres.

Bowen Street

Clearway, Monday to Friday 7:00am to 9:30am.

North side, commencing 4.5 metres east of its intersection with Tinakori Road (Grid Coordinates X= 1,748,182.8895 m, Y= 5,428,787.9878 m) and extending in an easterly direction following the kerb line for 73.5 metres.

Bowen Street

No stopping at all times

North side, commencing 73.5 metres east of its intersection with Tinakori Road (Grid Coordinates X= 1,748,182.8895 m, Y= 5,428,787.9878 m) and extending in an easterly direction following the kerb line for 13.5 metres.

Add to Schedule A (Time Restriction) of the Traffic Restrictions Schedule

Column One

Column Two

Column Three

Bowen Street

P120, At all other times.

North side, commencing 18 metres east of its intersection with Tinakori Road (Grid Coordinates X= 1,748,182.8895 m, Y= 5,428,787.9878 m) and extending in an easterly direction following the kerb line for 29 metres. (5 car parks).

*(l) No stopping, at all times - **Ellora Street** - Ngaio (TR 15-14)*

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

Ellora Street

No stopping, at all times.

East side, commencing at its intersection with Cockayne Road and extending in a southerly direction following the eastern kerb line for 9 metres.

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

Ellora Street

No stopping, at all times.

East side, commencing from its intersection with Cockayne Road (grid coordinates x= 1,748,971.1 m, y= 5,431,713.1 m), and extending in a southerly direction following the eastern kerb line for 123 metres.

Ellora Street

No stopping, at all times.

East side, commencing 172 metres south its intersection with Cockayne Road (grid coordinates x= 1,748,971.1 m, y= 5,431,713.1 m), and extending in a southerly then westerly direction following the eastern kerb line for 3 metres.

4. Background

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

- (a) Bus Stop removal and revised loading zone time limit and restrictions –
Courtenay Place – Te Aro (TR 01-14)

Net parking: Unchanged

This parking space is currently designated as a Bus Stop (Monday – Friday 7:00am-9:00am, 4:00pm-6:00pm), P5 Loading Zone – goods vehicles and authorised vehicles only (Monday – Friday 9:00am-4:00pm), and Taxi Stand (at all other times).

Great Wellington Regional Council has confirmed that buses are no longer using this parking area, therefore Council officers propose to extend the Loading Zone time limit to Monday – Friday 9:00am-6:00pm.

Furthermore, this Loading Zone is designated as P5, but operating with an existing sign of P20. In order to be consistent with other loading zones in the CBD, council officers propose to alter the time restriction to P10.

The use of this space as a taxi stand at all other times remains unchanged.

Feedback received:

Name	Suburb	Agree Yes/No?
Grant Clarke	Mt Cook	Yes
Comments		
<i>None.</i>		

Feedback received:

Name	Suburb	Agree Yes/No?
Graham Atkinson, On Road Service Delivery Manager on behalf of NZ Bus	Wellington	Yes
Comments		
<i>Proposed Traffic Resolutions TR01-14, TR12-14 & TR13-14</i>		
<i>I am happy to confirm that, in conjunction with WCC officers, we have undertaken trials of the three proposed bus stops and also the proposed changes to the routes for buses that would be using the new bus stop in Medway Street and are confident that these locations provide for safe operation for buses and passengers.</i>		

- (b) Reconfirmation of parking removal - **Johnston Street** – Wellington Central (TR 02-14)

Net parking loss: 2 parking spaces

Metered angle parking along Johnston Street has not been updated since 2011. During this period there have been a number of modifications to adjacent properties and utilities which have resulted in a change to the available on-street parking spaces and two metered angle parking spaces have been removed.

This report reconfirms the current parking restrictions as at 19 November 2013.

- (c) Relocation of existing;(Loading zone, Monday to Sunday 8:00am - 6:00pm; Bus stop at all times; No stopping at all times) - **Thorndon Quay** - Pipitea (TR 03-13)

Net parking: Unchanged

When buses pull into this stop they often wait away from the kerb line. As a result, pedestrians waiting to cross at the crossing are hidden from the view of approaching vehicles.

Therefore, Council officers propose to relocate the bus stop and swap it with the existing loading zone. The proposed layout would improve visibility and pedestrians' safety.

- (d) Reconfirmation - No stopping, 8am-9am, 2.30pm-3.30pm, during school terms only – **Campbell Street** – Karori (TR 04-14)

Net parking: unchanged

This report seeks to reconfirm a restriction that has been installed last month. Council officers have been informed by the police that a parking space next to the school Kea crossing in front of #30 Campbell Street is obstructing children's visibility particularly when a big car or SUV parks in this space.

Therefore, for immediate safety reasons, a No Stopping restriction, (8am-9am, 2.30pm-3.30pm, during school terms only) has been installed.

- (e) Restricted Parking, No parking except for Drop Off / Pick Up, Monday to Friday 8am – 9am, 2.30pm – 3.30pm, during school terms only.– **Newlands Road** – Newlands (TR 06-14)

Net parking: Unchanged

A request has been received from the principal of Newlands School to install drop off /pick up restricted parking. The school is located on Newlands Road surrounded by various businesses.

Newlands Road is a principal road that carries heavy traffic and is congested at peak times. On-street parking is at capacity most of the day. Currently parents/caregivers park their vehicles on the opposite side of the school in P60 parking spaces. These parking spaces should serve the businesses in this area. However they are used by parents/caregivers for school collection/drop-off causing disruption to the businesses and their customers, contributing to traffic congestion, delays and reduction to the children's safety.

Council officers have taken this opportunity to review the existing on-street parking associated with the school peak times and propose a number of kerbside parking changes as recommended above. These will apply to 3 parking spaces on the same side as the school to improve safety and provide greater turnover.

Feedback received:

Name	Suburb	Agree Yes/No?
Withheld on request	Newlands	Yes
Comments		
<p><i>While I agree with the changes, I wonder if there is even a better solution. Lot 214 is a vacant lot with a path way directly to the school. Could this also be considered as a drop off pick up drive in area? As a Mum who does morning drop off to school, My only concern is the road is so busy, with traffic going to and from work, buses and trucks. You may find drop off mums/dads holding up the traffic while they wait for one of the three car parks to become free.</i></p> <p><i>Additionally, I do not wish for my name to be advertised.</i></p>		
Officer's response		
<p><i>Officers have investigated Lot 214 and identified this as part of the Newlands volunteer Fire Brigade property. As such, it is not a viable option.</i></p>		

Feedback received:

Name	Suburb	Agree Yes/No?
Philip Lyth	Newlands	No
Comments		
<p><i>The change will make it hard, not easier, for people to commute by cycle on Newlands Road. It will not encourage pupils to travel to the school by walking or cycling.</i></p> <p><i>It will also obstruct implementation of cycling as a strategy.</i></p> <p><i>It is piecemeal.</i></p> <p><i>We need a coherent transport plan for Newlands Road, and for it to be implemented to in timely fashion.</i></p> <p><i>I wish to be heard by Council.</i></p>		

Officer's response

It is unclear how this proposal inhibits cycling or discourages pupils to cycle or walk

The officers remain of the view that the safety of children and the public should take precedence.

- (f) No stopping restrictions and non-standard 8 marked angled car parks. – **Glendavar Street** – Berhampore (TR 07-14)

Net parking gain: 8 parking spaces

The Council has been contacted by residents of Glendavar Street, Berhampore concerned that historical, informal angle parking has now increased to a level that sees vehicles blocking access to properties and increasingly parking on the footpath.

The issue has been assessed by Council officers and consultation has been entered into with all of the residents of the street. Residents meetings and discussions have been held and this proposal is the formal outcome of these discussions.

The position and number of angled vehicle parks; the no stopping restrictions and the road markings, have received residents' support. The proposed changes will benefit the residents in this short residential cul-de-sac which is under increasing parking pressure.

- (g) Revised existing No Entry and reconfirmation of One-Way restriction – **Bunny Street** – Pipitea (TR 08-14)

Net parking: Unchanged

This section of Bunny Street (Stout/Featherston Street to Lambton Quay) is currently designated as a One Way Restriction and only allows Vehicles on VUW Business travelling in a northwest bound direction.

To facilitate better access for cyclists, motorcyclists, buses and taxis to both Lambton Quay and the university, it is proposed to revise the existing No Entry restriction "EXCEPT VEHICLES ON VUW BUSINESS" to "EXCEPT VEHICLES ON VUW BUSINESS, BUSES, CYCLISTS, AND TAXIS".

Also included is reconfirmation of the one-way restriction for Bunny Street which minimises the use of the street by through traffic, while retaining essential vehicle access.

There is a bus stop on the eastern side of Bunny Street. which is used as a layover and Greater Wellington Regional Council and the NZ Bus Company have requested the Council to retain this useful bus parking facility in Bunny St.

Feedback received:

Name	Suburb	Agree Yes/No?
Nicholas Malcolm	Wadestown	Yes
Comments		
<i>I support allowing taxis and bicycles through Bunny Street.</i>		
<i>I recommend you also revise the sign to include motorcycle and scooter traffic.</i>		
<i>This is similar to the bus lane going up Glenmore Street, which allows buses, taxis, bikes, and motorbikes.</i>		
Officer's response		
<i>The original purpose and design of the Bunny Street and Victoria University precinct was to minimise traffic and keep the area primarily as a vehicle free zone.</i>		
<i>The officers remain of the view that the current arrangement has worked well and should be retained subject to the minor changes to vehicle access definitions as proposed.</i>		

Feedback received:

Name	Suburb	Agree Yes/No?
Brian Wolfman	Te Aro	Yes
Comments		
<i>None</i>		

Feedback received:

Name	Suburb	Agree Yes/No?
Mike Mellor	Seatoun	Yes, but
Comments		
1. Summary		
<i>I agree overall with the proposed traffic resolution, but</i>		
<i>*I disagree with the reasoning in the Information section (quoted in italics);</i>		
<i>* The road could be improved significantly by turning it into a shared space between the Rutherford House driveway and Lambton Quay.</i>		
2. The proposal		
<i>"This section of Bunny Street (Stout/Featherston Street to Lambton Quay) is currently designated as a One Way Restriction and only allows</i>		

northwest bound traffic”

a) Despite this designation, the portion between the Stout/Featherston intersection and the Rutherford House vehicle access is marked out as a two-way street, allowing traffic both ways;

b) Until recently, the No Entry sign at the Bunny St end had the supplementary plate “Except Buses”, indicating that buses could use the single-lane road in the opposite direction to all other traffic, and contrary to the arrow painted on the road surface: this No Entry sign and supplementary plate have been removed, so there is no indication at that end that this road is a one-way street (see attached photo 1128).

“As the result of recent redevelopment at Victoria University, additional retail space has been incorporated in this section of Bunny Street”

c) I do not believe that there has been any significant redevelopment or addition of retail space since about the time the street was configured to its current layout, several years ago.

“To facilitate better access for deliveries to the retail outlets and cyclists and taxis to both Lambton Quay and the university,”

d) As noted in 2.c) above, there has been no change in circumstances to create a requirement to facilitate deliveries, and in fact the proposed resolution does nothing to achieve that – access for vehicles on VUW business (which applies to all commercial activities on the street) is unchanged. Deliveries would be facilitated if the loading zone were moved to the other side of the road and enlarged – see 3.c) below.

...it is proposed to revise the existing RG – 9 No Entry sign with supplementary “EXCEPT VEHICLES ON VUW BUSINESS” to “EXCEPT VEHICLES ON VUW BUSINESS, CYCLISTS AND TAXIS”

e) The signage referred to is presumably that at the Stout/Featherston end (for lack of similar signage at the Lambton Quay end, see 2.b) above). There are two different supplementary plates here: the south-western one is as described, but the south-eastern one says “Except Vehicles on VUW Business and Taxis”. Presumably it is intended to replace both signs, rather than their continuing to be different.

Given the above, it appears that the main reason for this resolution is to rectify inconsistencies between current designations and what is actually on the ground. It would be good if this were made clear.

3. Inconsistencies remaining

The proposal still leaves confusing inconsistencies:

a) there is a bus stop marked at the Lambton Quay end on the north-west side of the road, but bus drivers will still not legally be able to access it (though they often do – see attached photo 1128 – and why this space is needed when the main bus parking area is just round the corner is unclear. Being on the right-hand side of the road means that it cannot be used by passengers);

b) there are no signs indicating to drivers exiting the Rutherford House car park that if they turn right they are in a one-way street, so a driver could legitimately do a U-turn there;

c) the loading zone is on the wrong side of the road, and not large enough - delivery vehicle drivers tend to park illegally on the footpath on the north-west side (see both attached photos).

A better proposal

Building on the above, turn the street between the Rutherford House vehicle access and Lambton Quay into a proper shared space (on the lines of Fort Street in Auckland, not lower Cuba Street), recognising that this is an important pedestrian space linking two sections of Victoria University's Pipitea Campus, and used by many bus and train passengers and other people on foot, and by comparatively little vehicular traffic.

Officer's response

The primary purpose of this report is to rectify inconsistencies between current designations and what is actually on the ground (signage and one-way restriction).

Over time, the amount of bus parking available in the Lambton bus terminal area has decreased. The bus company generally use this particular stop for bus parking inter-peak and peak. The area is a particularly useful lay-over for the route 91 service (Airport) – which has a very large bus that is difficult to fit in the Railway St turnaround. Greater Wellington Regional Council (and the NZ Bus Company) have requested that this facility be retained.

The existing Loading Zone is in an appropriate location for goods deliveries to the university. Relocating it to the other side of road would obscure the access of the bus parking space. Mr Mellor's concerns regarding delivery vehicles loading and unloading goods in the pedestrian area including parking on the footpath, will be reported to the Council's parking services unit for enforcement action.

Vehicles exiting the car parks are allowed to turn both left and right. This section of Bunny street is primarily designed for vehicles on VUW business, vehicles using this road may be expected to be familiar with the environment, where the traffic volume is very low and the traffic speed is very slow. Additional one-way signage is considered unnecessary at this stage. This length of Bunny Street operates in effect as a shared space, and has done so successfully since the early 2000's.

- (h) Prohibition of U-turn – **Courtenay Place/Allen Street intersection** – Te Aro (TR 09-14)

Net parking: Unchanged

Council officers have been approached by Police to look into the prohibition of vehicles making U-turns at the intersection of Courtenay Place and Allen Street.

The area in question is known for its entertainment and nightlife. It contains offices, residential accommodation, tourist, retail, entertainment, food and theatre businesses. Pedestrian traffic is substantial around the clock. Vehicles making U-turns cause significant inconvenience for other traffic, and increase the risks to pedestrians and cyclists.

Therefore, council officers propose a prohibition of U-turns to enhance pedestrian safety.

- (i) *Revise current P10 parking restrictions and install new class restricted parking (bus stop)– **Mornington Road** – Vogeltown (TR 12-14)*

Net parking: Unchanged

Ridgeway School have contacted the Council regarding problems they are having when charter buses are used by the school. There is no suitable loading area adjacent to the school for the school's bus parking and loading requirements. Sometimes this sees buses parking on broken yellow lines outside the school's main gate and close to the pedestrian crossing.

Council Officers have assessed the area and the school's requirements. It is therefore proposed to install a 20 metre long bus stop in a section of road that is currently used as a P10 morning and afternoon drop off parking area. The NZ Police, the Greater Wellington Regional Council and the NZ Bus company have all communicated their support for the proposed new bus stop.

The hours of the P10 parking restriction have also been revised to better suit the school's drop off and pick up times and the timings of the proposed bus stop.

Feedback received:

Name	Suburb	Agree Yes/No?
Phillip Bolton	Vogeltown	No
Comments		
<p><i>I have lived in the area for 31 years - most of these within 500 metres of the school. The proposal does not take into account</i></p> <p><i>a. The effect this could have on the local dairy. The area planned to be used as a bus stop is the closest parking on that side of the road to the dairy and I believe people will just continue down the hill instead of stopping.</i></p> <p><i>b. By 9am when it is proposed the P10 become a bus stop the bus/buses are frequently already there as they are leaving as soon as school starts.</i></p> <p><i>c. There is already a bus stop on Mills Road and it would be more appropriate to extend this or use the nearby parking area as a new bus stop. Mills Road is a Main Road, not a narrower side road with a crossing close to the proposed bus stop.</i></p>		
Officer's response		
<p><i>There is a P5 parking bay on the northern side of road outside the local dairy. Council officers have consulted the dairy regarding the proposed plan and no complaint was received. There will still be parking available in the space concerned outside the restricted period – before 9am and after 3pm, Monday – Friday, and all day on Saturday and Sunday. Restrictions on the bus stop have been kept at the minimum to maximise the general parking opportunity</i></p> <p><i>The proposed time restriction of the bus stop was extensively consulted on with Ridgeway School. The school suggested the hours of operation for the bus stop and P10 parking bay, which are recommended by the officers as the most suitable timeframes for their needs.</i></p> <p><i>The bus stop on Mills Road is located on a busy, narrow part of the road and is used by scheduled bus services. School buses are not recommended to use it as it would block access for the public services. It is also too far away from the main gates of the school. Mornington Road was assessed as a safer route for pupils.</i></p>		

Feedback received:

Name	Suburb	Agree Yes/No?
Graham Atkinson, On Road Service Delivery Manager on behalf of NZ Bus	Wellington	Yes
Comments		
<i>Proposed Traffic Resolutions TR01-14, TR12-14 & TR13-14</i>		
<i>I am happy to confirm that, in conjunction with WCC officers, we have undertaken trials of the three proposed bus stops and also the proposed changes to the routes for buses that would be using the new bus stop in Medway Street and are confident that these locations provide for safe operation for buses and passengers.</i>		
<i>...Similarly the proposed bus stop on Mornington Rd (TR12) will ensure a much safer environment for pupils of Ridgeway School when travelling to and from the school.</i>		

- (j) *New class restricted parking (bus stop) and revised P60 time restricted parking – **Medway Street** – Island Bay (TR 13-14)*

Net parking: Unchanged

The Council has received a request from the Greater Wellington Regional Council (GWRC) to install a new bus stop in Medway Street, Island Bay - outside the Island Bay New World Supermarket.

The GWRC proposal seeks the installation of the new bus stop for the following reasons:

- To enable a cost effective shortening of a bus route in order to significantly improve the reliability of the Route 22 and 23 bus service. Presently terminating at a bus stop in Berhampore by Wakefield Park. The Route 22 and 23 would shorten to the Island Bay shops - travelling via Mersey Street and Derwent Street to the proposed Medway Street stop. This will enable the across town service to be able to be completed within 60 minutes and subsequently start the next trip on time.
- To improve community access to bus services, the local shopping centre and supermarket.
- To facilitate a future change to the Route 29 bus service that will provide better links between Happy Valley, Owhiro Bay, Kingston, Brooklyn, Newtown and Berhampore with Island Bay. The proposed future Route 29 change would also use the proposed new bus stop and incorporate the current 22 and 23 routes. This new Route 29 has been developed out of the GWRC Wellington city bus review.

The GWRC state that the proposed route change via Derwent Street and Medway Street, that necessitates the new stop, has been extensively consulted on with the local community during the GWRC Wellington city bus review. The future Newtown to Brooklyn route via Medway Street is very much the result of community consultation and a reflection of giving access to Wellington city through peak services as well as local community facilities through the all-day network.

The installation of the proposed bus stop would mean the loss of four P60 time restricted vehicle parks directly outside the supermarket. To compensate the surrounding businesses for the loss of short term parking, it is proposed to install four new P60 time restricted vehicle parks on the south side of Medway Street - adjacent to the public toilets.

The proposed new bus stop and shortened bus route has been assessed, during on road trials by WCC traffic engineers, the Go Wellington bus company and the GWRC, as not compromising traffic safety in the general area

The proposal is compatible with the city Council's own policies to encourage and support the use of public transport.

Feedback received:

Name	Suburb	Agree Yes/No?
Sarah Meikle	Island Bay	Yes
Comments		
<p><i>Thank you for the advice you have provided on the planned Bus Stop in Medway Street in Island Bay. I have no specific objection to the provision of a Bus Stop itself, but I am very concerned about the availability of parking in Medway Street and that the Bus Stop will force people to park further up the street, hence remove the ability for residents to park outside their houses in the street. It is already often a problem. Could there be consideration given to establishing a 'Residents Parking' zone in lower Medway Street (to the west of the supermarket) to ensure that residents are able to find parks. At times, particularly weekends, it's becoming very difficult at times and I suspect, although the suggestion has been made to replace the four removed parks, laziness will prevail from drivers and they will just park us out. I would appreciate if you could consider this suggestion. I suspect that all residents in the street would love this idea.</i></p>		
Officer's response		
<p><i>The officers agree that parking can be in short supply at certain times, however we do not believe the proposed changes will have more than a minor effect on local residents. If the proposal is approved the situation will be carefully monitored with regard to any adverse parking impacts. This could include consideration of the potential for a residents parking scheme.</i></p>		

Feedback received:

Name	Suburb	Agree Yes/No?
Amanda Elliot – owner New World Supermarket	Island Bay	No
Comments		
<p><i>I am emailing to object to the current proposal to putting a new bus stop directly outside of the New World on Medway Street, Island Bay for the following reasons;</i></p> <ul style="list-style-type: none"> - <i>The loss of 4 car parks to the community that use the supermarket for quick access on an already strained car parking situation for the store.</i> - <i>At peak times there can be up to 4 cars waiting to turn into the New World car park, adding a bus to this traffic is going to cause even more chaos, frustration and possibly accidents.</i> - <i>A bus parked right in front of what is essentially a busy car park will hinder vision of on-coming cars down Medway Street and has huge safety concerns for cars exiting the car park.</i> - <i>A bus parked right in front of our windows blocks 50% of the windows that we have along the shop front and will have a negative impact on the aesthetics from within the shop and natural light that we can get.</i> - <i>A bus parked in front of the store will create unnecessary fumes and negative for a retailing business that sells food.</i> - <i>In particularly before 9am we have delivery trucks that require the use of the car parking alongside the street including a 25m B train delivery 4 days a week. To limit the use down to 2 car parks here is not enough space for trucks to unload goods.</i> - <i>Buses do not have enough space to turn in from Derwent street into Medway Street</i> - <i>There is already bus parking right around the corner</i> <p>Solutions:</p> <ul style="list-style-type: none"> - <i>Use existing bus stop that is already located on the parade</i> - <i>Use the 4 spaces where the taxi's park and relocate the 2 taxi parks to in front of the shop</i> 		
Officer's response		
<p><i>The New World supermarket should ideally provide sufficient off-street car parks within its premises for their customers. With the current proposal there will still be approximately 11 short-term car parks on Medway Street and 10 non- time limited car parks close to the supermarket entrance on Medway Street.</i></p> <p><i>We propose 4 short term car parks (P60) in-lieu of the 4 car parks along the front of the supermarket which would disappear in order to accommodate the new bus stop. These are located across the road from the supermarket near the public toilets, and will be able to be used by</i></p>		

customers visiting other local businesses in the Island Bay shopping centre. There is also the potential for some further angled parking spaces to be created on Medway Street which it is planned to investigate.

In August 2013 the supermarket received resource consent to increase the capacity of the supermarket car-park from 46 parking spaces to 75 spaces, and to improve the accessibility and layout of the existing car-park. The additional on-site car parks would reduce congestion within the existing car-park, and take pressure off the existing on street parking spaces. In recent discussions with Ms Elliot she said that this proposal was now not likely to proceed due to its high cost but that an alternative lower cost option which could deliver around 14 new car parks within the supermarket site, was being considered by Foodstuffs Ltd. This option would be subject Council consent processes, but if implemented would allow the supermarket to become more sustainable in terms of parking supply and less dependent than is desirable, on public kerbside parking.

The officers do not expect to see more crashes as a result of this proposal with traffic speeds likely to be reduced. The proposed bus service is designed to cater for all residents of the community – especially those without access to a car. This proposal links these residents closely to the local facilities.

Under this proposal, vehicles exiting the supermarket car park would have better sight distance than currently exists. The ease of access to the supermarket car-park has been tested on site by the Council traffic engineer during trials with a bus, and confirmed as satisfactory.

Presently one third of the frontage windows of the supermarket is taken up by an internal wall and walkway. Natural light can not get past this wall into the store. The bus stop is proposed to be adjacent to this wall. Only a portion of the rear of the bus will be able to be seen from just inside the supermarket itself, and buses will be parked for limited periods of time at bus stop.

There are no opening windows on the south side of the supermarket where it is proposed the bus stop will be. Fumes should not be able to enter the supermarket, and the bus exhaust pipe directs exhaust emissions to the rear/street side of the bus. The regional council proposes to put a sign on the bus stop instructing drivers to stop their engines. Compliance would be actively monitored.

The existing loading dock on the western side of the supermarket is intended to allow the supermarket to service their operations on their own premises which is a WCC requirement in the District Plan. However trucks delivering to the supermarket routinely service off the kerb line in front of the supermarket, with the largest articulated trucks facing the wrong direction, These trucks unload on to the footpath before taking the goods into the building. Discussions have been held with the supermarket owner and the officers understand that it is difficult in reality for all the trucks to

use the on-site dock way as servicing practices and truck sizes are now different to the situation when the supermarket was consented in 1987. Nonetheless the officers have concluded that the installation of the bus stop will not present a significant impediment to the supermarket in regard to effectively servicing their operations.

The Council's traffic engineer has carried out a trial using a normal service bus to confirm that the right hand turn from Derwent St into Medway St can be carried out safely and conveniently.

This proposed change to the bus route cannot use the bus stop "around the corner". This suggested bus stop is not on part of the proposed route.

There is no shelter from the weather for bus passengers in the area of the taxi stand; but there is a shelter under the eaves of the supermarket building. The area in front of the supermarket is lighter and more passenger friendly than the taxi standing area.

The taxi stand in this particular position serves the entire Island Bay shops and the pubs. The Council has received feedback from the taxi industry that the existing taxi stand is the most appropriate location for taxis.

Furthermore, moving the bus stop closer to the intersection was seen as not ideal for safe bus manoeuvrability. Buses would have to swing sharply out of the stop to turn right into The Parade. Also any illegally parked vehicles on this alternative bus stop would cause the bus to double park in the street, thereby blocking access for other traffic exiting Medway Street.

Feedback received:

Name	Suburb	Agree Yes/No?
Ian McCallum	Island Bay	No
Comments		
<p><i>There are not enough parks on this street at peak times. I am the owner of 5 Medway street. If the council are agreeable to relocating my garage to the boundary fence between number five and number seven 2 more p60 parks would be created. I do not require such a large cub side access to my property.</i></p> <p><i>There is a half space near the public toilet which is always used by cars this is dangerous. Moving all the 1 meter to the west would allow this space to be used. Moving my garage to the west boundary would allow this it would also easily allow another parking space where my garage is currently.</i></p> <p><i>More often than not cars park in front of my garage between 1630 and 1830.</i></p> <p><i>More parks on Medway would make the parade a more desirable cycling street. The parade is an ideal corridor for cyclists to access the south coast from the city.</i></p>		

Officer's response

The officers agree that parking can be in short supply at certain times however we do not believe the proposed changes will have more than a minor effect on local residents. If the proposal is approved the situation will be carefully monitored with regard to any adverse parking impacts. This could include consideration of the potential for a residents parking scheme. In regard to Mr McCallum's suggestion that the Council could relocate his garage to create additional street parking, this is not something the Council would normally consider and there is no budget for such work.

Feedback received:

Name	Suburb	Agree Yes/No?
Daniel Bridges	Island Bay	No
Comments		
<p><i>The proposed changes to the bus route, affecting Medway St in particular, will increase traffic congestion, increase traffic accidents and make parking more difficult.</i></p> <p><i>It is, in short, a terrible idea.</i></p> <p><i>Cars coming in and out of the supermarket will, when buses are around, have significant trouble checking if the route is clear.</i></p> <p><i>But even worse, the buses will have to come out of Medway St onto the Parade, swinging out into traffic. This is ridiculous, dangerous and ill-advised.</i></p>		
Officer's response		
<p><i>Based on the officers' investigations and assessment, it is concluded that the bus stop can be accommodated with few if any adverse effects. We do not agree that safety or convenience will be compromised.</i></p> <p><i>For the record the following information illustrates the expected moderate level of bus activity associated with the proposed bus stop:</i></p> <p><i>Monday - Friday between 06:35 and 23:00: there are 21 departures planned - average of approximately one bus departing every 45 minutes from the proposed stop.</i></p> <p><i>Saturday between 07:00 and 23:05: there are 16 departures planned – approximately one bus departing every hour.</i></p> <p><i>Sunday between 08:00 and 21:05: there are 14 departures planned – approximately one bus departing every hour.</i></p> <p><i>The above buses will no longer run past the Island Bay shops therefore lessening traffic on The Parade itself.</i></p>		

Feedback received:

Name	Suburb	Agree Yes/No?
Robert Symon	Island Bay	No
Comments		
<p><i>I am against TR13-14 based on several points.</i></p> <p><i>I am in a wheelchair and have a side opening door with ramp onto footpath. I park outside the supermarket daily - Medway Street is the only accessible parking within shopping precinct for such vans [I know of three others like mine] in Island Bay.</i></p> <p><i>The proposed bus stop outside New World, will remove many of these parks. Parking on The Parade is angle parking and vans cannot put side access ramps down. Note: I am in Island Bay shopping area for many hours per week and visit daily.</i></p> <p><i>In consideration, it should be known on only three occasions have I seen a taxi using the 'prime' taxi location and I have never seen anyone getting into a taxi there.</i></p> <p><i>Second point:</i></p> <p><i>The corner out of Medway onto the Parade is exceptionally tight.</i></p> <p><i>There is a raised cross walk (not pedestrian crossing), that is confusing, for children in particular between public toilet and BlueBell cafe. With the addition of buses exiting Medway Street and cars turning right off The Parade and the pedestrian crossing from the toilet across the Parade, I have seen cars 'leaping' into Medway Street. Adding buses turning that very tight corner - it all adds up to an increase in danger especially to children crossing on the raised footpath section.</i></p> <p><i>Finally, Medway Street often has trucks supplying the Supermarket double parking at the end of Derwent Street, there is not room for Buses turning out of Derwent.</i></p>		
Officer's response		
<p><i>The Council converted 2 taxi stands into parallel P60 car parks in 2012. Parallel parking is still available close to the supermarket in 7 different car parks. The taxi stand in this particular position serves the entire Island Bay shops and the pubs. The Council has received feedback from the taxi industry that the existing taxi stand is the most appropriate location for taxis.</i></p> <p><i>The Council's traffic engineer has carried out on-site during trials with a bus. Exiting from the supermarket car-parks and the right hand turn from Derwent Street into Medway Street is considered safe following the trials. An extra 4 metres of no stopping restriction (broken yellow lines) in front of the proposed bus stop are proposed for better visibility for vehicles exiting</i></p>		

the supermarket car park this will be an improvement on the existing situation.

The existing loading dock on the western side of the supermarket is intended to allow the supermarket to service their operations on their own premises which is a WCC requirement in the District Plan. However trucks delivering to the supermarket routinely service off the kerb line in front of the supermarket, with the largest articulated trucks facing the wrong direction, These trucks unload on to the footpath before taking the goods into the building. Discussions have been held with the supermarket owner and the officers understand that it is difficult in reality for all the trucks to use the on-site dock way as servicing practices and truck sizes are now different to the situation when the supermarket was consented in 1987. Nonetheless the officers have concluded that the installation of the bus stop will not present a significant impediment to the supermarket in regard to effectively servicing their operations.

The proposed bus stop is a terminus stop which is not able to be accommodated at current stops on The Parade.

Feedback received:

Name	Suburb	Agree Yes/No?
Mike Sansom	Island Bay	No
Comments		
<p><i>Consultation. The Proposal states that they community have been "consulted extensively". This is untrue. We live on the Medway - Derwent St corner, are part of the community and have links to the local football club, the primary school, the church, the tennis club and a number of friends and not one person has said they have been consulted.</i></p> <p><i>Traffic around New World Supermarket. Nearly everyday there can be up to 5 trucks backed up in Medway St, double parked, in the parking bay or waiting in Derwent St waiting to unload into the supermarket. This is already a problem and will be even worse with buses competing with trucks to use the same road right outside the supermarket. This is especially bad in the morning when people are going to work and kids are walking to school. It is ridiculous to add to this already bad situation.</i></p> <p><i>Traffic and parking around New World Supermarket. There are already not enough parking bays for the supermarket, evidenced by the traffic jams going into the car park, the cars parked down Derwent St and the supermarkets recent request to build a car park - thankfully rejected. Now the City Council wants to worsen this situation by removing 4 car parks from right outside the supermarket.</i></p> <p><i>Pedestrian Safety. Pedestrian safety is already compromised by an ambiguous crossing across Medway at the junction with the Parade. No-one really knows if pedestrians have right of way over cars, especially</i></p>		

pedestrians. This is dangerous and will only be worse with buses joining.

Given this I advise you do not accept the proposal given the serious flaws in consultation, road safety and congestion.

Officer's response

During the consultation stage of the Wellington City Bus Review (WCBR) Officers met with members of the general public as well as community interest groups. These meetings were geographically based and discussed a range of topics relating to the WCBR. Greater Wellington Regional Council (GWRC) representatives met with community representatives in Wellington's southern suburbs formally on three occasions in the past 18 months. At these meetings the route change along Medway street was discussed and this was endorsed by attendees as the preferred route option. The Island Bay World Service group attended the first meeting, however did not attend any of the follow on meetings. Meeting dates & venues:

- 28 June 2012 – Newtown Community Centre Invited meeting, Attended: Newtown & Brooklyn residents associations.*
- 6 Nov 2012 - Parks Bowling Club Kilbirnie Invited meeting, Attended: Houghton Bay and Kilbirnie residents associations.*
- 8 Nov 2012 – Newtown Community Centre Invited meeting, Attended: Brooklyn and Newtown residents associations.*
- 30 April 2013 - Parks Bowling Club Kilbirnie Invited meeting, Attended: Houghton Bay, Lyall Bay and Kilbirnie residents associations.*
- 8 May 2013 – Newtown Community Centre Invited meeting, Attended: Newtown and Kingston residents associations.*

In addition to this, the city council carried out their usual consultative process, including a letter drop to those potentially affected residents in Medway Street, a public advertisement in the Dominion Post on Tuesday 18 February 2014, and published and available for comment on the WCC web site for 18 days from the date of the newspaper advertisement.

The existing loading dock on the western side of the supermarket is intended to allow the supermarket to service their operations on their own premises which is a WCC requirement in the District Plan. However trucks delivering to the supermarket routinely service off the kerb line in front of the supermarket, with the largest articulated trucks facing the wrong direction, These trucks unload on to the footpath before taking the goods into the building. Discussions have been held with the supermarket owner and the officers understand that it is difficult in reality for all the trucks to use the on-site dock way as servicing practices and truck sizes are now different to the situation when the supermarket was consented in 1987. Nonetheless the officers have concluded that the installation of the bus stop will not present a significant impediment to the supermarket in regard to effectively servicing their operations.

In August 2013 the supermarket received resource consent to increase the capacity of the supermarket car-park from 46 parking spaces to 75 spaces, and to improve the accessibility and layout of the existing car-park. The additional on-site car parks would reduce congestion within the existing car-park, and take pressure off the existing on street parking spaces. In recent discussions with Ms Elliot she said that this proposal was now not likely to proceed due to its high cost but that an alternative lower cost option which could deliver around 14 new car parks within the supermarket site was being considered by Foodstuffs Ltd. This option would be subject Council consent processes, but if implemented would allow the supermarket to become more sustainable in terms of parking supply and less dependent than is desirable, on public kerbside parking.

The raised pedestrian platform does not affect give-way priority unless they are also marked as a zebra crossing. Previous studies show that the raised platforms could calm the traffic speed and reduce crashes significantly; such treatment has been widely used in many cities in New Zealand and overseas. A WCC traffic engineer has conducted an on site assessment during bus trials of this proposed route and the right hand turn from Derwent St into Medway St is considered safe. The historical crash data also show the intersection of The Parade and Medway Street is relatively safe. No pedestrian related crashes have been recorded here in the last five years.

Feedback received:

Name	Suburb	Agree Yes/No?
Frannie Aston	Island Bay	No
Comments		
<i>I do not support this proposal, for two reasons. I do not want buses to use Derwent St. It is a residential street and it is unnecessary urbanisation of a residential environment.</i>		
<i>I also do not support the repositioning of the bus stop to outside the supermarket. The road is already busy, chaotic and unsafe with cars turning randomly without indicating, other cars backing out of the parking spaces opposite without looking etc. I am a cyclist and there have been a number of near misses. Adding buses into the mix will make the road more chaotic. The gain - moving a bus stop from just around the corner - is simply not worth it.</i>		
<i>There may be other alternatives such as moving the bus stop up Adelaide Rd a bit so that it is opposite the pedestrian entrance into the supermarket car park.</i>		
Officer's response		
<i>Officers do not expect to see more crashes as a result of this proposal with traffic speeds likely to be reduced. The proposed bus service is designed to cater for all residents of the community – especially those without access to a car. The relocation of the bus service into Derwent Street has been</i>		

extensively consulted on with the Island Bay community and will provide substantial benefits to bus users.

The proposed bus stop is not a repositioning of the busy bus stop on The Parade and the many route 1, 4 and 32 buses that use this stop will not be travelling along Derwent Street.

The proposed bus stop is designed to be used initially by the route 22 bus route which only runs hourly during the day with some extra buses at peak times. The stop on Medway Street (accessed from Derwent St) provides an opportunity for the bus to turn around in a timely manner allowing the bus run on time, while also picking up customers from the supermarket. Currently the bus has to run all the way to Dover Street to turn around which adds time and makes the bus run late for customers and creates a health and safety issue for bus drivers.

In the future, the Greater Wellington Regional Council are planning a new local bus route which will replace the current route 22 which would likely be operated by smaller sized buses and which would connect the communities of Owhiro Bay and Southgate to their local shops and facilities at Island Bay.

This new local service which is included in the Regional Public Transport Plan will be open to public feedback from 4 April till 9 May and may be viewed on the GWRC website by visiting www.gw.govt.nz.”

Feedback received:

Name	Suburb	Agree Yes/No?
Graham Atkinson, On Road Service Delivery Manager on behalf of NZ Bus	Wellington	Yes
Comments		
<i>Proposed Traffic Resolutions TR01-14, TR12-14 & TR13-14</i>		
<i>I am happy to confirm that, in conjunction with WCC officers, we have undertaken trials of the three proposed bus stops and also the proposed changes to the routes for buses that would be using the new bus stop in Medway Street and are confident that these locations provide for safe operation for buses and passengers.</i>		
<i>We believe that the proposed stop in Medway Street (TR13) also provides an enhanced service for local residents, particularly for those wishing to travel to Southgate and Happy Valley after shopping in Island Bay.</i>		

- (k) Clearway 7:00am – 9:30am Monday to Friday, P120 At All Other Times – **Bowen Street** – Thorndon (TR 14-14)

Net parking gain: 10 parking spaces

A recent review of parking in the vicinity of the Tinakori Road shopping area highlighted the current parking pressure experienced by both businesses and visitors coming to the area.

It was identified that a road section along Bowen Street between Tinakori Road and Sydney Street West can be converted into additional parking. This section is currently no stopping at all times.

It is proposed to create several time limited and coupon parks to alleviate the parking difficulties in the area. Five P120 parks can be used by customers and visitors to the shopping area while commuters can use five coupon parks.

A clearway restriction from 7:00am - 9:30am will be in place during weekdays to ensure traffic flows freely into the CBD during the morning peak hours.

- (l) No stopping, at all times - **Ellora Street** - Ngaio (TR 15-14)

Net parking loss: unchanged

The Neighbourhood Support Group of residents of Ellora Street has requested a no stopping restriction along one side of their cul-de-sac to allow easier passage of vehicles including rubbish trucks and emergency services. A petition was signed by the majority of the residents (20 properties out of 29).

Council officers therefore propose a no stopping restriction on the eastern kerb line of Ellora Street.

Feedback received:

Name	Suburb	Agree Yes/No?
Joanne Youthed	Ngaio	No
Comments		
<i>The original idea of this was to stop people from the new Quetta St townhouses from parking in our street. Putting yellow lines on our road will not stop the problem it will just move it to elsewhere -ie, further up our street where there is already not enough parking. Also, has anyone thought about the residents at 3, 5 and 7 Ellora who will now have nowhere to put a skip when they need one.</i>		
Officer's response		
<i>The majority of the residents in Ellora Street have petitioned the Council to have the No-Stopping restriction in Ellora Street. There were no objections to the proposal from the residents directly affected</i>		

5. Conclusion

Officers consider that the proposed traffic resolutions will support the achievement of the Council's Transport Strategy Outcomes of safety, accessibility, efficiency and sustainability. The Committee is therefore asked to approve the proposed resolutions.

Report prepared by: Kelly Smith, Project Coordinator, City Networks

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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.