

- Reference:** TR 36 – 16
- Location:** Victoria Street, between Vivian Street and Abel Smith Street, Eastern side - Wellington Central
- Proposal:** Vehicle Merge taper, Loading Zone / Parking and No Stopping proposals

Information: Introduction

The Victoria St Transformation introduced a kerbside cycle lane alongside a clearway/parking lane between Vivian St and Abel Smith St. After analysis of a number of options, it was decided to trial an option with a 1.5m wide cycle lane alongside the kerb, next to a 3.0m wide traffic lane that also contained markings for a loading zone and parking at off-peak times.

An issue has however arisen as a proportion of drivers are not anticipating or identifying parked vehicles and are queuing behind them and/or making late lane changes to avoid them.

The clearway/parking lane begins from a diverge point in the preceding block, where the left lane first splits into two, and then a further split with a left turning lane destined for Vivian St. If drivers were correctly anticipating parked vehicles, they would not use the left lane off-peak, and instead keep to the right at the diverge point.

The issue has been monitored since being installed in August 2015, and this report summarised the series of observation surveys and discussions with the surrounding community.

Observation Surveys

The clearway on the south block of Victoria Street operates between 4 pm and 6pm Monday to Friday, with parking permitted outside of these hours. Observations focussed on the parking within the left lane and its effects on traffic. To facilitate this, a car was parked in the left lane, and the lane use observed. Monitoring was undertaken in 15 minute blocks on Sunday 13th March (10.30am to 11.00am), Monday 14th March (8.30am to 9.00am) and Wednesday 16th March (2.30pm to 3.00pm).

Key observations are as follows;

Parking

- All vehicles were observed to be parked in the correct lateral position, providing space to open passenger doors clear of the kerbside cycle lane;
- Occupancy of the left lane parking spaces was low during the Monday and Wednesday monitored periods. Apart from the car

parked for the purpose of the survey, only one car stopped briefly to access Driscoll Motors, and no other cars stopped. Parking spaces were also available on the right side of Victoria Street and within the slip lane (8+). Similar low weekday occupancy rates throughout the week were noted during cycle trial monitoring undertaken in August 2015; and,

- The left lane parking spaces were fully occupied during the Sunday monitored period. The Sunday market on the NW corner of the Victoria Street/Vivian Street intersection is likely to contribute towards this. Again, this is similar to observations made during the cycle trial monitoring noted above. During the weekend period parking is generally observed to be available within privately operated carparks (i.e. Wilsons), but WCC on-street public parking was highly occupied.

Through Vehicles

- On the south block (between Vivian Street and Abel Smith Street), between 170 and 249 vehicles were observed travelling along Victoria Street during each 15 minute observation period outside of clearway hours;
- Of these, between 38% and 47% turned right from Vivian Street. These vehicles turn in a single stream and, with the exception of six vehicles held up behind parked vehicles, drivers when observing the parked vehicles would manoeuvre into the middle or right hand lane while turning into Victoria Street;
- The remaining traffic travels straight through the Vivian St intersection from the preceding block of Victoria St. These drivers pass the various signs and markings intended to discourage use of the left hand lane. Nevertheless at the diverge where drivers choose to use the left lane or the middle lane, 26 to 45 drivers per 15 min period, chose the left lane. These represent an average of **26%** of vehicles. Approximately half of these were then held up when trying to move into the adjacent lane to manoeuvre around the parked vehicles.
- During the Wednesday monitoring period, when traffic was heavy, some drivers appeared to mistakenly think that the vehicle parked in the clearway was part of the queue and waited behind for it to move. One driver was noted waiting for up to three minutes, although this was an exception and many drivers who made the mistake realised their error reasonably quickly; and,
- No crashes or near misses were observed.

Consultation

A discussion was held at Crafters at 6pm on Wednesday 23 March. Attendees included the Pethericks (Crafters), Sue Glyde, Grant Firth, and another couple from 215 Victoria St.

Separate discussions were held with Paul Parry who owns the LiquorLand property, Liquor Land, Driscoll Motors, Mico Bathrooms, Amanda Collingwood of 215 Victoria St, and Pete who runs The Occasional Brewer.

Some of those spoken to including Paul Parry, thought the clearway was problematic and that the parking and loading zone should be removed.

However the majority of those in the immediate area saw significant problems with removing all of the parking/loading facilities.

Issues

The following issues with removing parking were noted:

- Relocating the loading zone will be particularly problematic for hauling 600kg pallets to the Occasional Brewer and kegs to Crafters
- The existing parking is helpful when turning into the driveway at 217 Victoria St (waiting for the garage door) and for reversing out of driveways
- Removal of parking will require more people to cross the road to the parking on the western side of the road, including those carrying beer from Occasional Brewer
- View that the lane changing is no worse than elsewhere in the city – is it really a safety concern?
- Observation that the amount of tooting has decreased over time, suggesting people are getting used to it
- Mixed views as to whether or not there is a problem with the overall amount of parking, noting that parking on both sides of the street is full during the Sunday morning market and when Occasional Brewer has large courses on, but usually has a lot of vacancy otherwise.
- The tree outside 217 Victoria St back reversing out of the driveway difficult, although noted that is only until it grows and the lower stems are clear
- Isolated incidents of people cycling the wrong way in the cycle lane

Options

The following options were suggested as alternatives to removing the parking:

- Additional signage
- Electronic sign (like at Mana)
- Illuminated pavement markers, like those in tunnels, to better highlight the merge off-peak
- Remove parking but keep loading zone and possibly short stay parking

- Reduce speed limit
- Remove cycle lane
- Remove parking from western side of south block and trim footpath at north end to make space
- Remove northbound lane between Vivian and Ghuznee
- Yellow lines over driveways to stop people parking there

Next steps

The issue of cars parking over driveways is noted as one where Council Officers may be able to act without need for further approval. If so, it is suggested that broken yellow lines be marked over the driveways as an immediate action to resolve one of the concerns raised, without prejudicing the main issue.

Recommendations

An amended layout based on the following considerations:

- The results of the surveys and in particular concerns at the merge point not only during the recent surveyed times, but also from concerned members of the traveling public who regularly use Victoria Street; and
- conversations and meetings that members of the Memorial Park Alliance team have undertaken recently with adjacent landowners

It is recommended that the views of the adjacent landowners and the general public is undertaken via the traffic resolution process to facilitate public participation on a proposal that:

1. Increases the merge taper from 22 metres to 51 metres. This will provide an improved safer merge of traffic southbound on Victoria Street and will minimise a disruption in traffic speeds and capacity on this route. The merge point will be coincidental with the relocated loading zone, which replaces the three parking spaces currently in place.
2. Increases the loading zone from the current 12.5 metres to 16.3 metres.
3. Provides a loading facility that is not exclusive to Goods Service Vehicles only. This will assist adjacent landowners/tenants with the loss of the three Pay and Display spaces;
4. The provision of No stopping restrictions along the length of the merge taper and across the driveways between the intersection with Vivian Street and the current Bus Stop. This will improve access and egress from businesses and keep the merge length clear of parked vehicles at all times

5. The current Bus Stop, cycle facilities and Clearway (Monday-Friday 4pm - 6pm) all remain unchanged.

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 3 May 2016 |
| 2) Feedback period closes. | 20 May 2016 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 30 June 2016 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

Delete from Schedule A (Time Limited) Schedule B (Class Restricted) Schedule D (No Stopping) Schedule E of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Victoria Street, East side	No stopping, at all times	East side, commencing 5.6 metres south of its intersection with Vivian Street (Grid Coordinates X= 2658467.2m, Y=5988781.4 m) and extending in a southerly direction following the kerb line for 13.0 metres
Victoria Street, East side	Loading Zone, Goods Vehicles and Authorised Vehicles Only, P10, Monday to Sunday 8.00am - 4.00pm	East side, commencing 18.6 metres south of its intersection with Vivian Street (Grid Coordinates X= 2658467.2m, Y=5988781.4 m) and extending in a southerly direction following the kerb line for 17.4 metres
Victoria Street, East side	Metered parking, P120 maximum, Monday to Sunday 8.00am - 4.00pm	East side, commencing 36.0 metres south of its intersection with Vivian Street (Grid Coordinates X= 2658467.2m, Y=5988781.4 m) and extending in a southerly direction following the kerb line for 5.2 metres
Victoria Street, East side	No stopping, at all times	East side, commencing 41.2 metres south of its intersection with Vivian Street (Grid Coordinates X= 2658467.2m, Y=5988781.4 m) and extending in a southerly direction following the kerb line for 17.0 metres
Victoria Street, East side	Metered parking, P120 maximum, Monday to Sunday 8.00am - 4.00pm	East side, commencing 58.2 metres south of its intersection with Vivian Street (Grid Coordinates X= 2658467.2m, Y=5988781.4 m) and extending in a southerly direction following the kerb line for 16.5 metres
Victoria Street, East side	Clearway, Monday to Friday 4.00pm – 6.00pm	East side, commencing 18.6 metres south of its intersection with Vivian Street (Grid Coordinates X= 2658467.2m, Y=5988781.4 m) and extending

in a southerly direction following the kerb line for 56.1 metres

Add to Schedule B (Class Restricted) Schedule D (No Stopping) Schedule E of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Victoria Street, East side	<i>No stopping, at all times</i>	<i>East side, commencing 5.6 metres south of its intersection with Vivian Street (Grid Coordinates X= 2658467.2m, Y=5988781.4 m) and extending in a southerly direction following the kerb line for 51 metres</i>
Victoria Street, East side	<i>Loading Zone, P5, Monday to Sunday 8.00am - 4.00pm</i>	<i>East side, commencing 56.6 metres south of its intersection with Vivian Street (Grid Coordinates X= 2658467.2m, Y=5988781.4 and extending in a southerly direction following the kerb line for 16.3 metres</i>
Victoria Street, East side	<i>No stopping, at all times</i>	<i>East side, commencing 72.9 metres south of its intersection with Vivian Street (Grid Coordinates X= 2658467.2m, Y=5988781.4 m) and extending in a southerly direction following the kerb line for 7.2 metres</i>
Victoria Street, East side	<i>Clearway, Monday to Friday 4.00pm – 6.00pm</i>	<i>East side, commencing 56.6 metres south of its intersection with Vivian Street (Grid Coordinates X= 2658467.2m, Y=5988781.4 m) and extending in a southerly direction following the kerb line for 16.3 metres</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

Prepared By: **Charles Kingsford**

(Principal Traffic Engineer/Team Lead)

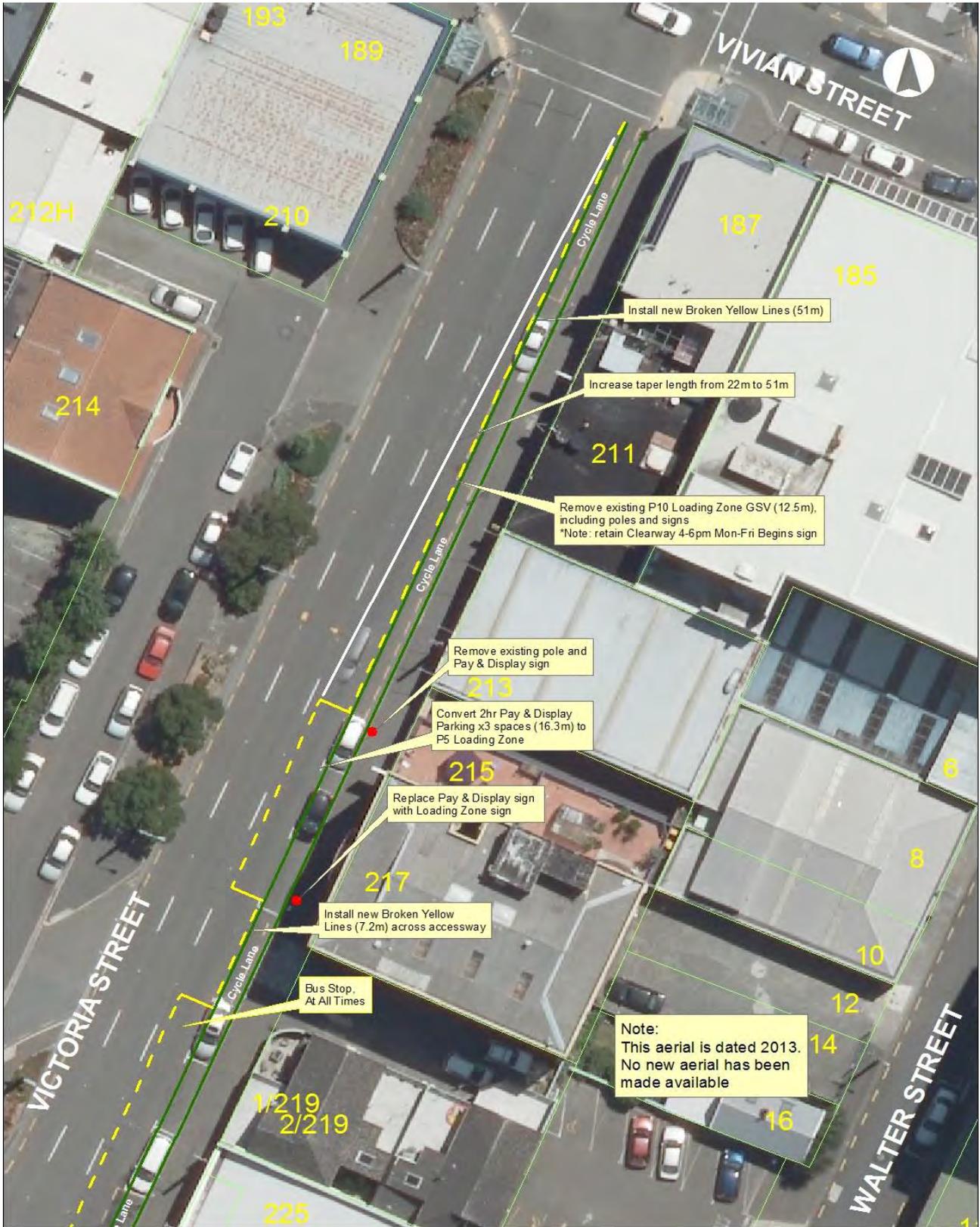
Approved By: **Steve Spence**

(Chief Transport Advisor)

Date: **19/4/16**

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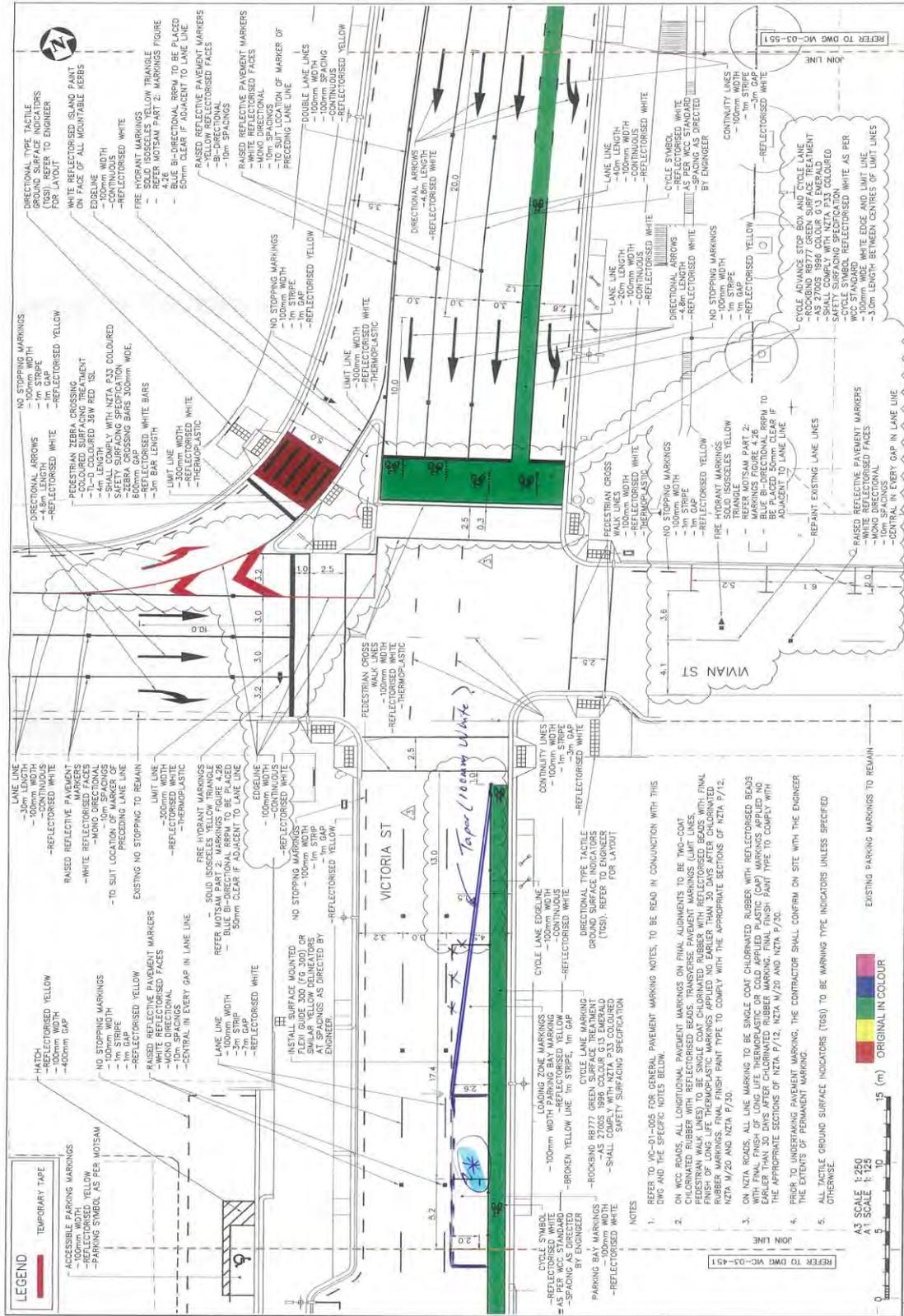
**Victoria St, Wellington TR36-16
 between Vivian St and Abel Smith St
 Merge Taper, Loading Zone and No Stopping Proposals**

0 5 10 20 metres
 1:250

MAP PRODUCED BY: Wellington City Council
 DATE: 15/04/2016
 AUTHOR/PRIOR: 101 Wakarua Street WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
 DATE: 15/04/2016
 AUTHOR/PRIOR: REFERENCE:

Absolutely
POSITIVELY
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Project Information		Drawing Information	
SH1 WELLINGTON INNER CITY IMPROVEMENTS		Project Name	VICTORIA STREET - 03 TRAFFIC SERVICES
VICTORIA STREET - 03 TRAFFIC SERVICES		Drawing Number	VIC-03-511
VICTORIA ST / WYAN ST INTERSECTION		Revision	3
PROPOSED PAVEMENT MARKINGS		Author	est/bais
FOR CONSTRUCTION		Checked	
DATE: 14/04/2016		Scale	1:250 (A3)
DRAWN BY: H. HARRIS		Scale	1:250 (A4)
CHECKED BY: J. HARRIS		Scale	1:250 (A4)
DATE: 14/04/2016		Scale	1:250 (A4)
PROJECT NO: 15/15		Scale	1:250 (A4)
DRAWING NO: VIC-03-511		Scale	1:250 (A4)
SHEET NO: 18		Scale	1:250 (A4)
SHEET TOTAL: 18		Scale	1:250 (A4)
PROJECT NO: 15/15		Scale	1:250 (A4)
DRAWING NO: VIC-03-511		Scale	1:250 (A4)
SHEET NO: 18		Scale	1:250 (A4)
SHEET TOTAL: 18		Scale	1:250 (A4)

As-built of Current LZ on eastern Side of Victoria Street (at 14-April 2016) CK/PP.