
TRAFFIC RESOLUTIONS

1. Purpose of Report

This report outlines recommended amendments to the Wellington City Council Traffic Restrictions. These recommendations support the achievement of the Council's Transport Strategy Outcomes of effectiveness, accessibility, efficiency and sustainability. All the proposed traffic restrictions were publicly advertised and there were no unwithdrawn objections.

2. Recommendations

It is recommended that the Committee:

1. *Receive the information.*
2. *Recommend that Council approve the following amendments pursuant to the provisions of the Wellington City Council Consolidated Bylaw 1991 Part 18 (Traffic):*
 - a) ***NO STOPPING AT ALL TIMES – GOWRIE STREET – BROOKLYN – (204-05)***

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

Column One
Gowrie Street

Column Two
No Stopping At All Times

Column Three
North side, commencing from its intersection with Mills Road and extending in a westerly direction following the northern kerbline for 9 metres.

Gowrie Street

No Stopping At All Times

South side, commencing from its intersection with Harland Street and extending in an easterly direction following the southern kerbline for 7.5 metres.

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

Column One	Column Two	Column Three
Gowrie Street	<i>No Stopping At All Times</i>	<i>North side, commencing from its intersection with Mills Road and extending in a westerly direction following the northern kerbline for 44 metres.</i>
Gowrie Street	<i>No Stopping At All Times</i>	<i>South side, commencing from its intersection with Harland Street and extending in an easterly direction following the southern kerbline for 23.5 metres.</i>

b) MOBILITY PARKING – PICTON AVENUE – NEWTOWN – (205-05)

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

Column One	Column Two	Column Three
Picton Avenue	<i>No Stopping At All Times, Except for Vehicles Displaying An Operation Mobility Permit</i>	<i>South side, commencing 121 metres east of its intersection with Owen Street and extending in an easterly direction following the southern kerbline for 8 metres.</i>

c) MOTORCYCLE PARKING – BALLANTRAE PLACE, THORNDON (207-05)

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

Column One	Column Two	Column Three
Ballantrae Place	<i>Pay and Display, P120 Maximum, Monday to Friday, 8:00am - 6:00pm,</i>	<i>North side, commencing 139 metres east of its intersection with Bowen Street and extending in an easterly direction following the northern kerbline for 10 metres.</i>

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

Column One	Column Two	Column Three
Ballantrae Place	<i>No Stopping except for Angle Parked Motorcycles At All Times</i>	<i>North side, commencing 139 metres east of its intersection with Bowen Street and extending in an easterly direction following the northern kerbline for 10 metres.</i>

d) *BUS STOP – UPLAND ROAD – KELBURN – (208-05) (No aerial photo)*

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

Column One	Column Two	Column Three
Upland Road	<i>Bus Stop At All Times</i>	<i>West side, commencing 187 metres south of its intersection with North Terrace and extending in a southerly direction following the western kerbline for 14 metres.</i>

e) *BUS STOP – WOODMANCOTE ROAD – KHANDALLAH – (209-05) (No aerial photo)*

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

Column One	Column Two	Column Three
Woodmancote Road	<i>Bus Stop, During School Terms, Monday to Friday, 8:30am-9:00am, 3:00pm-3:30pm.</i>	<i>South side, commencing 89.5 metres west of its intersection with Box Hill and extending in a westerly direction following the southern kerbline for 11 metres.</i>

f) *RESIDENT PARKING – DANIELL STREET – NEWTOWN – (211-05)*

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

Column One	Column Two	Column Three
Daniell Street	<i>No Stopping Except for Authorised Resident Vehicles, Monday to Friday, 8:00am - 6:00pm</i>	<i>West side, commencing 18 metres north of its intersection with Constable Street and extending in a northerly direction following the western kerbline for 15 metres.</i>

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

Column One	Column Two	Column Three
Daniell Street	<i>No Stopping Except for Authorised Resident Vehicles, Monday to Friday, 8:00am - 6:00pm</i>	<i>West side, commencing 28 metres north of its intersection with Constable Street and extending in a northerly direction following the western kerbline for 15 metres.</i>

**g) NO STOPPING AT ALL TIMES – ROSENEATH TERRACE
ACCESSWAY – ROSENEATH – (212-05)**

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

Column One	Column Two	Column Three
Roseneath Terrace Accessway	<i>No Stopping At All Times</i>	<i>North side, commencing at its intersection with Roseneath Terrace and extending in an easterly direction following the northern kerb line for 85 metres.</i>
Roseneath Terrace Accessway	<i>No Stopping At All Times</i>	<i>South side, commencing at its intersection with Roseneath Terrace and extending in an easterly direction following the southern kerb line for 89 metres.</i>

h) P120 – CABLE STREET – TE ARO – (213-05)

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

Column One	Column Two	Column Three
Cable Street	<i>No Stopping At All Times</i>	<i>North side commencing 73.5 west of its intersection with Taranaki Street and extending in a westerly direction to its intersection with Jervois Quay.</i>

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

Column One	Column Two	Column Three
Cable Street	Parking Meters P120 Maximum, Monday to Thursday, 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm	North side commencing 7.5 metres west of its intersection with Taranaki Street and extending in a westerly direction for 66 metres. (11 carparks).

i) TIME LIMITED PARKING – BEAUCHAMP STREET – KARORI – (215-05)

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

Column One	Column Two	Column Three
Beauchamp Street	P120, Monday to Friday, 8am - 6pm, Saturday, 8am – 1pm.	West side, commencing 25 metres south of its intersection with Karori Road and extending in a southerly direction following the western kerbline for 17 metres.
Beauchamp Street	P120, Monday to Friday, 8am - 6pm, Saturday, 8am – 1pm.	West side, commencing 53 metres south of its intersection with Karori Road and extending in a southerly direction following the western kerbline for 32 metres.
Beauchamp Street	P120, Monday to Friday, 8am - 6pm, Saturday, 8am – 1pm.	East side, commencing 60 metres south of its intersection with Karori Road and extending in a southerly direction following the eastern kerbline for 22 metres.

j) TIME LIMITED PARKING – MOLESWORTH STREET – THORNDON – (216-05)

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

Column One	Column Two	Column Three
Molesworth Street	P10 At All Times	West side, commencing 75 metres north of its intersection with the State Highway 1 on-ramp and extending in a northerly direction following the western kerbline for 5.5 metres.

k) P60 AND MOBILITY PARKING – FERGUSON STREET – NEWTOWN – (221-05)

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

Column One	Column Two	Column Three
Ferguson Street	<i>Parking 60 minutes, Monday – Friday, 8:00am – 6:00pm.</i>	<i>West side, commencing 100 metres west of its intersection with Rhodes Street and extending in a northerly direction following the western kerbline for 6 metres.</i>

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

Column One	Column Two	Column Three
Ferguson Street	<i>No Stopping At All Times, Except for Vehicles Displaying An Operation Mobility Permit</i>	<i>West side, commencing 106 metres west of its intersection with Rhodes Street and extending in a northerly direction following the western kerbline for 6 metres.</i>

3. Discussion

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

a) NO STOPPING AT ALL TIMES – GOWRIE STREET – BROOKLYN – (204-05)

Residents of Gowrie Street have expressed concern about their access being significantly hindered when vehicles are parked on both sides of this narrow street. The minimum practical width for traffic flow in a typical local road is about 2.5 - 3.0 metres. With vehicles parked on both sides of Gowrie Street, the 5.2 metre nominal width of this road is reduced to the extent that movement of traffic is virtually impossible. The purpose of this report is to seek approval to extend existing parking restrictions from the adjacent intersections and provide for staggered parking areas alongside the kerb where drivers can pause to allow oncoming traffic to pass. This would allow at least a one-way flow throughout the street to gain access whenever required.

b) MOBILITY PARKING – PICTON AVENUE – NEWTOWN – (205-05)

An application has been received from a local resident for a new operation mobility parking space outside 22 Picton Avenue in Newtown. This designated mobility parking space will provide access to his vehicle without displacing other vehicles or reducing the supply of on-street parking spaces in the area.

c) MOTORCYCLE PARKING – BALLANTRAE PLACE – THORNDON – (207- 05)

Requests from motorcycle users around Parliament grounds to install a motorcycle parking facility have been made to the Council. Investigation has shown that currently there is no parking facility such as this in the vicinity and motorcycles are parking illegally so as not to inconvenience motor vehicles. The motorcyclists are happy to park in normal parking spaces and pay the required fee, however, as this would only allow one motorcycle per space, a motorcycle only parking area has been requested to reduce the inconvenience to other motorists. The proposed location of this new facility is in a moderate parking demand area where there are often many free parks.

d) BUS STOP – UPLAND ROAD – KELBURN – (208- 05)

It has come to the Councils attention that an existing bus-stop in Upland Road outside #38 is not in the Councils Resolution Database. The location of this stop was agreed by residents approximately 8 years ago and they are still happy for this to be in place. This report is just updating the resolution system.

e) BUS STOP – WOODMANCOTE ROAD – KHANDALLAH – (209-05)

The Council have been asked to remove a bus stop in Woodmancote Road. This bus stop has been in place for the use of the school, both in the periods before and after school. Since the installation of two more recent bus-stops in Clark Street, this bus stop is no longer in use. This report is to rectify this situation.

f) RESIDENT PARKING – DANIELL STREET – NEWTOWN – (211-05)

Residents have made requests to relocate the residents parking area in Daniell Street due to a new property development. The parking zone is presently in front of this development and a new location is required as residents utilise the residents' parking zone daily and would like to continue with this practice. It is proposed that these spaces be placed 10 metres north of their existing location.

g) NO STOPPING AT ALL TIMES – ROSENEATH TERRACE ACCESSWAY – ROSENEATH – (212-05)

This narrow lane is approximately 4m wide and does not have room for any roadside parking. No Stopping At All Times restriction along both sides of the lane will ensure that access is available to properties at all times.

h) P120 – CABLE STREET – TE ARO – (213-05)

Due to the refurbishment and change of use of buildings along this section of Cable Street more kerbside parking has become available. The purpose of this report is to provide additional carparks and to incorporate the consequent parking changes into the Traffic Resolutions Database.

i) TIME LIMITED PARKING – BEAUCHAMP STREET – KARORI – (215-05)

Due to the new developments surrounding the Karori Library and Community Centre, it has been proposed to install Time Limited Parking Restrictions in the lower half of Beauchamp Street. This will provide a better balance between on-street parking for visitors to the area as well as the residents. Over the last two months, residents have been consulted on their view as to what restriction this should be.

This new development will attract more people and their vehicles to the area. Parking is at a premium, particularly in the city and around busy suburban malls and its impact on local residents is often overlooked.

In order to have a significant turn-over of vehicles as well as providing a facility for residents' visitors, it is proposed to include a two-hour parking restriction on the lower portion of Beauchamp Street. As most houses have off-street parking, there will be no detrimental affect on the residents and instead the installation of this restriction will be a help to both residents and visitors alike.

j) TIME LIMITED PARKING – MOLESWORTH STREET – THORNDON – (216-05)

The Council has received a request from the business at 135 Molesworth St to install a ten minute time limited parking restriction outside their premises. Works have just been completed in this area to upgrade the pedestrian crossings. This work has created an extra car parking space, which was previously a no stopping restriction. Currently this new space has no restriction in place on it, with the rest of the street being Pay and Display. It is proposed to make this space a limited time parking space to help with turnover outside the business as well as provide greater visibility for the crossing when vehicles are not parked at this location.

k) P60 AND MOBILITY PARKING – FERGUSON STREET – NEWTOWN – (221-05)

A new doctor's surgery has been opened in Ferguson Street Newtown. Presently parking is unrestricted and vehicles often remain in the area all day. The practice has requested a short-term parking restriction and Mobility Parking to better serve the needs of the practice. This parking extends only along the property boundary and would apply only during the normal business hours leaving the space free for other vehicles at other times.

Report prepared by: *Bruce Tan – Works and Design Engineer – Transportation, Traffic and Roading.*

