
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 to Council that it approve the following amendments pursuant to the provisions of the Wellington City Council Consolidated Bylaw 1991 Part 18 (Traffic):*

a) ***BUS STOP – NEWLANDS ROAD – NEWLANDS – (10-06)***

Delete From Schedule B (Bus Stops) of the Traffic Restrictions Schedule.

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Newlands Road</i>	<i>Bus Stop At All Times.</i>	<i>South side, commencing 13.5 metres south of its intersection with Hurring Place and extending in an easterly direction following the northern kerbline for 12 metres.</i>

Add to Schedule B (Bus Stops) of the Traffic Restrictions Schedule.

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Newlands Road</i>	<i>Bus Stop At All Times.</i>	<i>South side, commencing 40 metres west of its intersection with Hurring Place and extending in a westerly direction following the southern kerbline for 18 metres.</i>

b) BUS STOP – HOROKIWI ROAD WEST – NEWLANDS – (12-06)

Add to Schedule B (Bus Stops) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Horokiwi Road West	<i>Bus Stop At All Times.</i>	<i>North side, commencing 72 metres west of its intersection with Colchester Crescent and extending in a westerly direction following the northern kerbline for 14 metres.</i>

c) BUS STOP – WOODRIDGE DRIVE – WOODRIDGE - (13-06)

Add to Schedule B (Bus Stops) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Woodridge Drive	<i>Bus Stop At All Times.</i>	<i>West side, commencing 42 metres north of its intersection with Kentwood Drive and extending in a northerly direction following the western kerbline for 14 metres.</i>

d) BUS STOP – CEDARWOOD STREET – WOODRIDGE – (14-06)

Add to Schedule B (Bus Stops) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Cedarwood Street	<i>Bus Stop At All Times.</i>	<i>North side, commencing 10 metres south of its intersection with Kentwood Drive and extending in a southerly direction following the western kerbline for 14 metres.</i>

e) NO STOPPING AT ALL TIMES – HUIA ROAD – HATAITAI – (15-06)

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

Column One Huia Road	Column Two <i>No Stopping At All Times.</i>	Column Three <i>West side, commencing 53 metres north of its intersection with Waipapa Road and extending in a northerly direction following the western kerbline for 22 metres.</i>
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f) RESIDENT PARKING – ARO STREET – ARO VALLEY – (16-06)

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

Column One Aro Street	Column Two <i>No Stopping Except For Authorised Residents Vehicles.</i>	Column Three <i>South side, commencing 36 metres west of its intersection with Epuni Street and extending in a westerly direction following the southern kerbline for 12 metres.</i>
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g) NO STOPPING AT ALL TIMES – MAUPUIA ROAD – MIRAMAR – (17-06)

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

Column One Maupuia Road	Column Two <i>No Stopping At All Times.</i>	Column Three <i>North side, commencing from its intersection with Aranui Street and extending in a northerly direction following the western kerbline for 6 metres.</i>
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Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One Maupuia Road	Column Two <i>No Stopping At All Times.</i>	Column Three <i>North side, commencing from its intersection with Aranui Street and extending in a northerly direction following the western kerbline for 13 metres.</i>
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h) NO STOPPING AT ALL TIMES – HORNSEY ROAD – MELROSE – (18-06)

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

Column One	Column Two	Column Three
Hornsey Road	No Stopping At All Times.	East side, commencing south of its intersection with Sunglow Avenue and extending in a southerly direction following the eastern kerbline for 94 metres.

i) NO STOPPING AT ALL TIMES – WAITEATA ROAD – KELBURN – (22-06)

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

Column One	Column Two	Column Three
Waiteata Road	No Stopping At All Times.	North side, commencing from its intersection with McKenzie Terrace and extending in a westerly direction following the northern kerbline for 97 metres.

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

Column One	Column Two	Column Three
Waiteata Road	No Stopping At All Times.	North side, commencing at its intersection with McKenzie Terrace and extending in a westerly direction following the northern kerbline for 15.5 metres.
Waiteata Road	No Stopping At All Times.	North side, commencing 38 metres west of its intersection with McKenzie Terrace and extending in a westerly direction following the northern kerbline for 24.5 metres.
Waiteata Road	No Stopping At All Times.	North side, commencing 75 metres west of its intersection with McKenzie Terrace and extending in a westerly direction following the northern kerbline for 20 metres.

j) BUS STOP, NO STOPPING AT ALL TIMES, CLEAR WAY AND P10 – ADELAIDE ROAD – BERHAMPORE – (31-06)

Delete From Schedule B (Bus Stops) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Adelaide Road	Bus Stop At All Times.	West side, commencing 107.5 metres south of its intersection with Luxford Street and extending in a southerly direction following the western kerbline for 22 metres.
Adelaide Road	Bus Stop, Monday – Friday, 7:00am – 9:00am.	West side, commencing 28 metres south of its intersection with Post Office Avenue and extending in a southerly direction following the western kerbline for 12 metres.

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

Column One	Column Two	Column Three
Adelaide Road	No Stopping At All Times.	West side, commencing 5.5 metres south of its intersection with Post Office Avenue and extending in a southerly direction following the western kerbline for 22.5 metres.

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

Column One	Column Two	Column Three
Adelaide Road	P10, 9:00am – 6:00pm, Monday – Friday; 8:00am – 6:00pm, Saturday – Sunday.	West side, commencing 19.5 metres north of its intersection with Post Office Avenue and extending in a northerly direction following the western kerbline for 12 metres.
Adelaide Road	P10, Monday – Friday, 9:00am – 6:00pm, Saturday - Sunday, 8:00am – 6:00pm.	West side, commencing 36.5 metres north of its intersection with Britomart Street and extending in a northerly direction following the western kerbline for 25.5 metres.

Add to Schedule B (Bus Stops) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Adelaide Road	Bus Stop, Monday – Friday, 7:00am – 9:00am.	West side, commencing 19.5 metres north of its intersection with Post Office Avenue and extending in a northerly direction following the western kerbline for 12 metres.

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

Column One	Column Two	Column Three
Adelaide Road	Clearway, 7:00am – 9:00am, Monday – Friday.	West side, commencing 36.5 metres north of its intersection with Britomart Street and extending in a northerly direction following the western kerbline for 25.5 metres.

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

Column One	Column Two	Column Three
Adelaide Road	No Stopping At All Times.	West side, commencing at its intersection with Palm Grove and extending in a southerly direction following the western kerbline for 6 metres.
Adelaide Road	No Stopping At All Times.	West side, commencing 18 metres south of its intersection with Palm Grove and extending in a southerly direction following the western kerbline for 41 metres.

k) BUS STOP AND LOADING ZONE – ADELAIDE ROAD – NEWTOWN – (32-06)

Delete From Schedule B (Bus Stops) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Adelaide Road	Bus Stop At All Times.	East side, commencing 7.5 metres north of its intersection with Broomhedge Street and extending in a northerly direction following the eastern kerbline for 30.5 metres.

Adelaide Road Loading Zone, Goods Vehicles Only, 8:00am – 6:00pm, Monday - Friday; P30 At Other Times. East side, commencing 38 metres north of its intersection with Broomhedge Street and extending in a northerly direction following the eastern kerbline for 19.5 metres.

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

Column One	Column Two	Column Three
Adelaide Road	No Stopping At All Times.	East side, commencing from its intersection with Broomhedge Street and extending in a northerly direction following the eastern kerbline for 7.5 metres.

Add to Schedule B (Bus Stops) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Adelaide Road	Bus Stop At All Times.	West side, commencing 15 metres north of its intersection with Broomhedge Street and extending in a northerly direction following the eastern kerbline for 30 metres.

Adelaide Road Loading Zone Goods Vehicles Only, 8:00am – 6:00pm, Monday to Friday; P30 At Other Times. East side, commencing 45 metres north of its intersection with Broomhedge Street and extending in a northerly direction following the eastern kerbline for 20 metres.

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

Column One	Column Two	Column Three
Adelaide Road	No Stopping At All Times.	East side, commencing from its intersection with Broomhedge Street and extending in a northerly direction following the eastern kerbline for 15 metres.

l) **P60 – CAMERON STREET – KAIWHARAWHARA – (33-06)**

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

Column One
Cameron Street

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

Column Three
South side, commencing 40 metres west of its intersection with Kaiwharawhara Road and extending in an easterly direction following the southern kerbline for 25 metres.

m) P10 – DR TAYLOR TERRACE – JOHNSONVILLE – (34-06)

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

Column One
Dr Taylor Terrace

Column Two
P10, Monday – Friday,
8:00am – 10:00am and
2:30pm - 4:00pm.

Column Three
West side, commencing 63 metres south of its intersection with Frankmoore Avenue and extending in a southerly direction following the western kerbline for 21 metres.

n) P60 – NEWLANDS ROAD – NEWLANDS – (36-06)

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

Column One
Newlands Road

Column Two
P60.

Column Three
North side, commencing 43 metres east of its intersection with Nicholson Road and extending in an easterly direction following the southern kerbline for 10 metres.

o) LOADING ZONE – KENT TERRACE – MOUNT VICTORIA – (44-06)

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

Column One
Kent Terrace

Column Two
No Stopping At All Times.

Column Three
East side, commencing 120 metres south of its intersection with Majoribanks Street and extending in a southerly direction following the eastern kerbline for 23 metres.

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

Column One	Column Two	Column Three
Kent Terrace	<i>P10 Loading Zone, Monday – Saturday 8:00am – 6:00pm, Goods and Authorised Vehicles Only.</i>	<i>East side, commencing 125.5 metres south of its intersection with Majoribanks Street and extending in a southerly direction following the eastern kerbline for 7.5 metres.</i>

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

Column One	Column Two	Column Three
Kent Terrace	<i>No Stopping At All Times.</i>	<i>East side, commencing 120 metres south of its intersection with Majoribanks Street and extending in a southerly direction following the eastern kerbline for 5.5 metres.</i>

Kent Terrace	<i>No Stopping At All Times.</i>	<i>East side, commencing 133 metres south of its intersection with Majoribanks Street and extending in a southerly direction following the eastern kerbline for 10 metres.</i>
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p) BUS STOP – WAITOA ROAD – HATAITAI – (45-06)

Delete from Schedule B (Bus Stops) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Waitoa Road	<i>Bus Stop.</i>	<i>North side, commencing 71 metres east of its intersection with Hataitai Road and extending in an easterly direction following the northern kerbline for 15.5 metres.</i>

Add to Schedule B (Bus Stops) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Waitoa Road	<i>Bus Stop.</i>	<i>North side, commencing 61 metres east of its intersection with Hataitai Road and extending in an easterly direction following the northern kerbline for 15.5 metres.</i>

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

Column One	Column Two	Column Three
Waitoa Road	P60, Monday to Saturday, 8.00am – 6.00pm.	North side, commencing 51.5 metres east of its intersection with Hataitai Road and extending in an easterly direction following the northern kerbline for 9.5 metres.

q) BUS STOP – WAKEFIELD STREET – TE ARO – (46-06)

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

Column One	Column Two	Column Three
Wakefield Street	Parking Meters P120 Maximum, Monday to Thursday, 9:00am – 4:00pm, Friday 6:00pm – 8:00pm, Saturday 8:00am – 1:00pm.	South side, commencing 148 metres east of its intersection with Taranaki Street and extending in an easterly direction following the southern kerbline for 24 metres (4 carparks).

Add to Schedule B (Bus Stops) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Wakefield Street	Bus Stop.	South side, commencing 148 metres east of its intersection with Taranaki Street and extending in an easterly direction following the southern kerbline for 20 metres.

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

Column One	Column Two	Column Three
Wakefield Street	Pay and Display Parking P120 Maximum, Monday – Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday 8:00am – 6:00pm.	South side, commencing 168 metres east of its intersection with Taranaki Street and extending in an easterly direction following the southern kerbline for 5 metres (1 carpark).

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

Column One	Column Two	Column Three
Wakefield Street	<i>No Stopping At All Times.</i>	<i>South side, commencing 173 metres east of its intersection with Taranaki Street and extending in an easterly direction following the southern kerbline for 12 metres.</i>

r) *BUS STOP AND GIVE WAY – SOMES CRESCENT AND SUNHAVEN DRIVE – WOODRIDGE – (47-06)*

Add to Schedule B (Bus Stops) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Somes Crescent	<i>Bus Stop At All Times.</i>	<i>East side, commencing 8 metres north of its intersection with Sunhaven Drive and extending in a northerly direction following the eastern kerbline for 14 metres.</i>

Add to Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Sunhaven Drive	<i>Give Way.</i>	<i>At its western approach to its intersection with Somes Crescent.</i>

s) *BUS STOP – DEKKA STREET AND GANGES ROAD – KHANDALLAH – (50-06)*

Delete from Schedule B (Bus Stops) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Ganges Road	<i>Bus Stop At All Times.</i>	<i>East side, commencing 150 metres south of its intersection with Agra Crescent and extending in a southerly direction following the eastern kerbline for 10.5 metres.</i>

Ganges Road	<i>Bus Stop At All Times.</i>	<i>West side, commencing 11 metres west of its intersection with Dekka Street and extending in a southerly</i>
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direction following the western kerbline for 12.5 metres to its intersection with Everest Street.

Add to Schedule B (Bus Stops) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Dekka Street	<i>Bus Stop At All Times.</i>	<i>North side, commencing 101 metres east of its intersection with Nicholson Road and extending in an easterly direction following the northern kerbline for 20 metres.</i>
Dekka Street	<i>Bus Stop At All Times.</i>	<i>South side, commencing 113 metres east of its intersection with Nicholson Road and extending in an easterly direction following the southern kerbline for 24 metres.</i>

t) P120 AND NO STOPPING AT ALL TIMES – ANGELL STREET – JOHNSONVILLE – (76-05)

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

Column One	Column Two	Column Three
Angell Street	<i>No Stopping At All Times.</i>	<i>North side, commencing at its intersection with Bassett Road and extending in an easterly direction following the eastern kerbline for 14 metres.</i>

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

Column One	Column Two	Column Three
Angell Street	<i>No Stopping At All Times.</i>	<i>North side, commencing at its intersection with Bassett Road and extending in an easterly direction following the eastern kerbline for 185 metres.</i>

Angell Street *No Stopping At All Times.* *South side, commencing 63.5 metres from its intersection with Bassett Road and extending in an easterly direction following the southern kerbline for 25 metres.*

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

Column One	Column Two	Column Three
Angell Street	<i>P120, Monday to Friday, 8.00am – 6.00pm.</i>	<i>South side, commencing 27 metres east of its intersection with Bassett Road following the southern kerbline for 12 metres.</i>

3. Discussion

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

a) BUS STOP – NEWLANDS ROAD –NEWLANDS – (10-06)

Numerous requests have been received from the public to install a bus shelter outside the Newlands Coach Service Depot to cater for the high number of bus users in the area. As the current position of the bus stop does not have enough room for a shelter, the proposal is to shift the bus stop approximately 30 metres west where there is ample space.

b) BUS STOP – HOROKIWI ROAD WEST – NEWLANDS – (12-06)

The Greater Wellington Regional Council is upgrading the public transport network in the wider Newlands area to provide a convenient and comfortable service for the public. While the majority of the bus stops have been resolved, there are additional stops that have yet to be approved. After consultation with the adjoining property owners, a new bus stop is recommended.

c) BUS STOP – WOODRIDGE DRIVE – WOODRIDGE - (13-06)

The Greater Wellington Regional Council is upgrading the public transport network in the wider Newlands area to provide a convenient and comfortable service for the public. While the majority of the bus stops have been resolved, there are additional stops that have yet to be approved. After consultation with the adjoining property owners, a new bus stop location is recommended.

d) BUS STOP – CEDARWOOD STREET – WOODRIDGE – (14-06)

The Greater Wellington Regional Council is upgrading the public transport network in the wider Newlands area to provide a convenient and comfortable service for the public.

While the majority of the bus stops have been resolved, there are additional stops that have yet to be approved. After consultation with the adjoining property owners, a new bus stop is recommended.

e) NO STOPPING AT ALL TIMES – HUIA ROAD – HATAITAI – (15-06)

Broken yellow lines have been requested on the bend outside 6 and 8 Huia Road. Residents have reported vehicles parking here, sometimes facing in the wrong direction, with increasing frequency obstructing traffic flow and visibility and reducing the carriageway to one lane. It is therefore proposed that 22 metres of broken yellow line restriction is implemented to reinforce traffic law and assist in a safer traffic flow.

f) RESIDENT PARKING – ARO STREET – ARO VALLEY – (16-06)

The parking demand is increasing in Aro Street and some residents have to park a significant distance from their houses. The small shopping centre and even the proximity of the city centre are drawing shoppers and commuters to this area. This report proposes adding two extra residents' parking spaces in Aro Street that will apply from 8am to 6pm, Monday to Friday.

g) NO STOPPING AT ALL TIMES – MAUPUIA ROAD – MIRAMAR – (17-06)

A request has been received from tenants in the new apartment complex to install a No Stopping At All Times restriction on Maupuia Road between its new driveway and the intersection with Aranui Street. Maupuia Road carries significant traffic during the day and is also the local bus route. A bus stop is located adjacent to the main entranceway. Driver visibility is reduced when exiting the driveway due to parked vehicles on the right hand (south) side of the driveway. To ensure safer access is maintained for residents and visitors to the apartment block it is proposed to extend the existing broken yellow lines by a further 7 metres from the intersection at Aranui Street.

h) NO STOPPING AT ALL TIMES – HORNSEY ROAD – MELROSE – (18-06)

There is a very narrow accessway off Hornsey Road that also serves Sunglow Avenue and upper Carlton Street. Vehicles are parking along the edge of the street and preventing others from turning and also restricting access for large vehicles.

Residents have asked that a no stopping restriction is introduced which will allow vehicles to park on one side of driveway clear of moving vehicles.

The proposal is for 94 metres of broken yellow lines that begins at the give way at Sunglow Avenue and extends down the west side to the bottom of the street, around the turning area and then part way up on the east side as shown on the attached aerial photograph. It should be noted that this is a private driveway on Council road reserve, however, Council normally seeks to assist residents in such a situation.

i) NO STOPPING AT ALL TIMES – WAITEATA ROAD – KELBURN – (22-06)

A resident brought to the Council's attention the impact upon traffic of a company that services Victoria University's campus and has recently moved into Waiteata Road.

Several visits to the site by affected parties, management and traffic engineers confirmed the undesirable situation resulting from the existing parking regime that leaves the road very narrow and with inadequate visibility to drivers approaching each other throughout its length but particularly on both sharp bends. For the most part Waiteata Road is very narrow and winding. These factors along with increasing traffic, especially larger service vehicles, combine to create confusion, congestion and delay. As the scope for local widening is limited and expensive, an effective and cost-beneficial solution is achievable by strategic parking prohibitions that provide places where vehicles may pause while allowing oncoming traffic to pass.

j) BUS STOP, NO STOPPING AT ALL TIMES, CLEARWAY AND P10 – ADELAIDE ROAD – BERHAMPORE – (31-06)

As part of the 2005 Adelaide Road / Luxford Street intersection improvements, the existing morning peak bus stop was removed to improve traffic flow through the intersection. A temporary bus stop was introduced to the north of Post Office Avenue to cater for commuters who regularly use the number 4 and 32 bus services during peak week-day periods. This report is intended to formalise the new permanent location of the bus stop incorporating off-peak parking, change the original bus stop to a peak period clearway with P10 at all other times and to formalise adjacent broken yellow lines.

k) BUS STOP AND LOADING ZONE – ADELAIDE ROAD – NEWTOWN – (32-06)

The Royal New Zealand Foundation for the Blind (RNZFB) has raised a number of concerns regarding the location of a vehicle crossing alongside the existing bus stop outside 85 – 89 Adelaide Road. The unexpected drop in the kerb and the lack of a well defined and suitably sized standing area creates a hazardous situation for the large number of blind bus commuters using this stop en-route to the RNZFB building located at 121 Adelaide Road.

It is proposed to shift the bus stop away from the accessway so the passengers disembark onto and wait on an even surface and relocate the existing loading facility by a corresponding distance.

l) P60 – CAMERON STREET – KAIWHARAWHARA – (33-06)

The Council has received a request from a business owner in Cameron Street for the installation of a one-hour time limited park outside the adjacent commercial premises. Currently parking in the area is in high demand due to the new residential development and often parking cannot be found. To help with a turnover of vehicles in the area, it is proposed to install a one-hour time limited park as shown on the attached plan.

m) P10 – DR TAYLOR TERRACE – JOHNSONVILLE – (34-06)

The Council has received a request from St. Brigid's School in Johnsonville to install a ten-minute time limited parking restriction. This restriction, shown on the attached plan, has been requested to provide a drop-off zone for caregivers dropping-off and picking-up their children.

n) P60 – NEWLANDS ROAD – NEWLANDS – (36-06)

The Council has received a request from a local business owner on Newlands Road for the installation of one-hour time limited parking outside the adjacent commercial address. Currently parking in the area is used by all day commuters and often customer parking cannot be found. To help with a turnover of vehicles in the area, it is proposed to install a one-hour time limited park as shown on the attached plan.

o) LOADING ZONE – KENT TERRACE – MOUNT VICTORIA – (44-06)

The use of 23 Kent Terrace has changed from an auto/electronic parts service to a coffee house.

A redundant vehicle crossing over which broken yellow lines were painted and adjacent fire hydrant precluded the area's use for formal servicing. However, the incorporation of the vehicle crossing into the footpath and the relocation of an adjacent vehicle entrance has provided the opportunity to provide a servicing facility requested by the new owners, clear of the fire hydrant.

The proposed short time restriction would be an appropriate use of this area to service the new business.

p) BUS STOP – WAITOA ROAD – HATAITAI – (45-06)

The Council has received a request from members of the public for a shelter at the bus stop outside 20 Waitoa Road, Hataitai. After much correspondence with adjacent property owners, we have not been able to get agreement to erect a shelter.

It is therefore proposed to move the existing bus stop down Waitoa Road 10 metres so that it is closer to an adjacent shop verandah where passengers can wait under shelter from the rain.

q) BUS STOP – WAKEFIELD STREET – TE ARO – (46-06)

Wellington Regional Council and Stagecoach are proposing to adjust a number of their bus routes to reduce bus congestion in Courtenay Place. To assist with this it is proposed to introduce a new bus stop on Wakefield Street behind Reading Cinemas.

r) BUS STOP AND GIVE WAY – SOMES CRESCENT AND SUNHAVEN DRIVE – WOODRIDGE – (47-06)

The Greater Wellington Regional Council is upgrading the public transport network in the Newlands area to provide a convenient and comfortable service for the public. While the majority of the bus stops have been resolved, there are additional stops that had to be resolved. After consultation with the adjoining property owners, a new bus stop and give way control is being recommended.

s) BUS STOP – DEKKA STREET AND GANGES ROAD – KHANDALLAH – (50-06)

As part of a recent street upgrade in the area, provisions have been made to improve the existing bus stops by relocating them. The relocation of the bus stops allows for two buses to park within a stop. The new location has also allowed a new bus shelter, improving the overall public transport system.

t) P120 AND NO STOPPING AT ALL TIMES – ANGELL STREET – JOHNSONVILLE – (76-05)

Early in February 2002 the Wellington City Council received complaints regarding vehicles parking on both sides of Angell Street creating difficulties for vehicles travelling throughout its length and accessing property. A letter was subsequently written to all Angell Street residents outlining the Council's proposal to prohibit parking along sections of the street. Residents were invited to respond to the proposal. The mixture of responses received from residents prompted further investigation and the initial proposal to install broken yellow lines was therefore withdrawn.

Following further consultation with local residents and various site visits, it is now proposed to prohibit parking along the northern side of Angell Street and then the southern kerbline overlapping on the adjoining bend, and install two P120 parking spaces to cater for visitors to St. Johns Villas.

Report prepared by: *Joelene Noble – Transport Safety Administrator – Transport Group*

Supporting Information

1) Strategic Fit / Strategic Outcome

The recommendations support Council's desire to provide a coherent and efficient transport system that aids economic development (see Council's Long Term Outcomes 2.2 More Prosperous).

2) LTCCP/ reference and long term financial impact

The work required as a result of Bylaw maintenance is contained in the range of Operating Project budgets.

3) Treaty of Waitangi considerations

N/A

4) Decision-Making

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

5) Consultation

a) General Consultation

All recommendations have been publicly notified and no objections remain.

b) Consultation with Maori

N/A

6) Legal Implications

The recommendations comply with the legal requirements for amendments to Bylaws as set out in the Local Government Act 2002.

7) Consistency with existing policy

This report is consistent with existing WCC policy.