

REPORT 3
(1215/52/IM)

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. All of the proposed traffic restrictions were publicly advertised.

2. Executive Summary

The proposed resolutions were advertised on 13 July 2010. This gave the public 18 days to make submissions. 60 submissions were received;

Proposed Resolution	Agree	Disagree	Neutral	Total Number of Submissions
75-10 Miramar Ave	1			1
88-10 Adelaide Rd		2	1	3
89-10 Evans Bay Pde	40	1	1	42
91-10 Birdwood St	4			4
92-10 Featherston St	1			1
94-10 Lambton Quay	1			1
95-10 The Ridgeway	4	2		6
96-10 Bunny St	2			2

As a result of the submissions received Council Officers have modified the following proposed restrictions as follows;

- 88-10 Adelaide Road – On the eastern side of the carriageway, the number of proposed resident parking spaces has been reduced from 11 to 8.

- 89-10 Evans Bay Parade – Council Officers will undertake a review of the Balaena Bay off-street parking area with the intention of providing time restricted parking.

3. Recommendations

Officers recommend that the Strategy & Policy Committee:

1. *Receives the information.*
2. *Recommends that Council agree to the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.*

(a) *Miramar Avenue - Time restricted (P10) – Miramar – TR75-10*

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

Column One	Column Two	Column Three
Miramar Avenue	<i>P5, Monday-Saturday, 8:00am-6:00pm.</i>	<i>South Side, commencing 21.5 metres west of its intersection with Hobart Street and extending in a westerly direction following the southern kerbline for 13.5 metres.</i>

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

Column One	Column Two	Column Three
Miramar Avenue	<i>P10, Monday to Saturday, 8:00am-6:00pm.</i>	<i>South Side, commencing 20 metres west of its intersection with Hobart Street (Grid Coordinates x= 1752037.5 m y= 5424521.5 m), and extending in a westerly direction following the southern kerbline for</i>

14 metres.

- (b) *Nicholson Road – No stopping at all times - Khandallah – TR76-10*

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

Column One	Column Two	Column Three
<i>Nicholson Road</i>	<i>No stopping, at all times.</i>	<i>South side, commencing 23.5 metres west of its intersection with Jubilee Road (Grid Coordinates x= 1750197.3 m y= 5431937.8 m), and extending in a westerly direction following the southern kerbline for 5 metres.</i>

- (c) *Chaytor Street – Bus Park (P180 maximum)– Karori – TR78-10*

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

Column One	Column Two	Column Three
<i>Chaytor Street</i>	<i>Bus stop, at all times.</i>	<i>West side, commencing 22 metres west of its intersection with Birdwood Street and extending in a northerly direction following the western kerbline for 12 metres.</i>

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

Column One	Column Two	Column Three
<i>Chaytor Street</i>	<i>No stopping, at all times.</i>	<i>West side, commencing at its intersection with Birdwood Street and extending in a northerly direction</i>

*following the western
kerbline for 13 metres.*

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

Column One	Column Two	Column Three
Chaytor Street	<i>Bus stop, at all times.</i>	<i>West side, commencing 17.5 metres north of its intersection with Birdwood Street (Grid Coordinates $x= 1746927.2$ m $y= 5427936.0$ m), and extending in a northerly direction following the western kerbline for 12 metres.</i>
Chaytor Street	<i>Bus park, P180 Maximum, at all times.</i>	<i>West side, commencing 29.5 metres north of its intersection with Birdwood Street (Grid Coordinates $x= 1746927.2$ m $y= 5427936.0$ m), and extending in a northerly direction following the western kerbline for 40 metres.</i>

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

Column One	Column Two	Column Three
Chaytor Street	<i>No stopping, at all times.</i>	<i>West side, commencing at its intersection with Birdwood Street (Grid Coordinates $x= 1746927.2$ m $y= 5427936.0$ m), and extending in a northerly direction following the western kerbline for 17.5</i>

metres.

- (d) *Daniell Street – Time restricted (P5, Monday to Friday 8:30am – 9:00am, 2:45pm – 3:15pm, during school terms) – Newtown – TR79-10*

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

Column One	Column Two	Column Three
Daniell Street	<i>P5, Monday to Friday, 8:30am-9:00am 2:45pm-3.15pm during school terms.</i>	<i>West side, commencing 137 metres north of its intersection with Wilson Street (Grid Coordinates x= 1749169.5 m y= 5425017.1 m), and extending in a northerly direction following the western kerbline for 6 metres.</i>
Daniell Street	<i>P5, Monday to Friday, 8:30am-9:00am 2:45pm-3.15pm during school term.</i>	<i>West side, commencing 148 metres north of its intersection with Wilson Street (Grid Coordinates x= 1749169.5 m y= 5425017.1 m), and extending in a northerly direction following the western kerbline for 4 metres.</i>

- (e) *Kilbirnie Crescent / Evans Bay Parade – Mobility parking (at all times) – Kilbirnie – TR86-10*

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

Column One	Column Two	Column Three
Kilbirnie Crescent (Wellington Regional Aquatic Centre Park)	<i>Mobility parking – displaying an operation mobility permit only,</i>	<i>As shown in yellow cross hatch on the attached plan.</i>

at all times.

Evans Bay Parade (Wellington Regional Aquatic Centre Park)	<i>Mobility parking – displaying an operation mobility permit only, at all times.</i>	<i>As shown in green cross hatch on the attached plan.</i>
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- (f) *MacDonald Crescent – Time restricted (P10 Monday to Friday 8:00am – 9:30am, 2:30pm – 4:00pm, P120 at other times) – Te Aro – TR87-10*

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

Column One	Column Two	Column Three
MacDonald Crescent	<i>P10, Monday to Friday 8:00am-9:30am, 2:30pm-4:00pm.</i>	<i>East side, commencing 6 metres south of its intersection with Dixon Street (Grid Coordinates x= 1748457.56 m, y= 5427461.80m), and extending in a southerly direction following the eastern kerbline for 11.5 metres.</i>
MacDonald Crescent	<i>P120, at other times.</i>	<i>East side, commencing 6 metres south of its intersection with Dixon Street (Grid Coordinates x= 1748457.56 m, y= 5427461.80m), and extending in a southerly direction following the eastern kerbline for 11.5 metres.</i>

- (g) *Adelaide Road – Resident parking (at all times) – Newtown – TR88-10*

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

Column One	Column Two	Column Three
Adelaide Road	<i>Resident parking, at all times.</i>	<i>West side, commencing 211 metres north of its intersection with Stoke Street (Grid Coordinates x= 1748644.88m, y= 5424885.28m), and extending in a northerly direction following the western kerbline for 6 metres.</i>
Adelaide Road	<i>Resident parking, at all times.</i>	<i>West side, commencing 293.5 metres north of its intersection with Stoke Street (Grid Coordinates x= 1748644.88m, y= 5424885.28m), and extending in a northerly direction following the western kerbline for 10 metres.</i>
Adelaide Road	<i>Resident parking, at all times.</i>	<i>East side, commencing 93 metres south of its intersection with Hall Street (Grid Coordinates x= 1748743.29m, y= 5425239.49m), and extending in a southerly direction following the eastern kerbline for 48 metres.</i>

- (h) *Evans Bay Parade – Cycle lane, No stopping at all times – Balena Bay – TR89-10*

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

Column One	Column Two	Column Three
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Evans Bay Parade *No stopping, at all times.*

East side, commencing from the vehicle crossing of the Balaena Bay off street parking area (Grid Coordinates $x= 1751018.0$ m, $y= 54273.7$ m), and extending in a southerly direction following the eastern kerbline for 210 metres.

Evans Bay Parade *Cycle lane.*

East side, commencing from the vehicle crossing of the Balaena Bay off street parking area (Grid Coordinates $x= 1751018.0$ m, $y= 54273.7$ m), and extending in a southerly direction following the eastern kerbline for 210 metres.

- (i) *Constable Street – Time restricted P30 (Monday to Saturday 8:00am – 6:00pm) – Newtown – TR90-10*

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

Column One

Column Two

Column Three

Constable Street

P30, Monday to Saturday, 8:00am-6:00pm.

South side, commencing 36 metres west of its intersection with Daniell Street (Grid Coordinates $x= 1749153.7$ m, $y= 5424915.0$ m), and extending in a westerly direction following the southern kerbline for 17 metres.

- (j) *Birdwood Street – Shared path – Karori – TR91-10*

Add to Schedule C (special user lane) the Traffic Restrictions Schedule

Column One	Column Two	Column Three
<i>Birdwood Street</i>	<i>Shared cycle path, northbound (uphill) only, cyclists must give way to pedestrians.</i>	<i>East side footpath, commencing from a point 50m west of its intersection with Chaytor Street (Grid Coordinates x= 1746877.0 m, y= 5427941 m), and extending to its intersection with Braithwaite Street.</i>

- (k) *Featherston Street – Class restricted (Motorcycle parking, Loading zone P10) – Lambton – TR92-10*

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

Column One	Column Two	Column Three
<i>Featherston Street</i>	<i>Loading zone - goods vehicles and authorised vehicles only, P10, Monday to Saturday 8:00am to 6:00pm.</i>	<i>West side, commencing 50 metres south of its intersection with Brandon Street (Grid Coordinates X=2658815.912469 m, Y=5989958.180318 m) and extending in a southerly direction following the kerbline for 5.5 metres.</i>

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

Column One	Column Two	Column Three
<i>Featherston Street</i>	<i>No stopping, at all times.</i>	<i>West side, commencing from its intersection with Grey Street (Grid Coordinates X=2658757.168248 m,</i>

*Y=5989830.258654 m)
and extending in a
southerly direction
following the kerbline
for 13 metres.*

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

Column One	Column Two	Column Three
Featherston Street	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>West side, commencing 9 metres south of its intersection with Brandon Street (Grid Coordinates X=2658815.912469 m, Y=5989958.180318 m) and extending in a southerly direction following the kerbline for 41 metres.</i>
Featherston Street	<i>Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>West side, commencing 13 metres south of its intersection with Grey Street (Grid Coordinates X=2658757.168248 m, Y=5989830.258654 m) and extending in a southerly direction following the kerbline for 39.5 metres.</i>

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

Column One	Column Two	Column Three
Featherston Street	<i>Loading zone - goods vehicles and authorised vehicles only, P10, Monday to Saturday 8:00am to 6:00pm.</i>	<i>West side, commencing 50.5 metres south of its intersection with Brandon Street (Grid Coordinates x= 1748794.5 m, y= 5428246.2 m), and extending in a</i>

southerly direction following the western kerbline for 7.5 metres.

Featherston Street

Motorcycle parking, at all times.

West side, commencing 7.5 metres south of its intersection with Panama Street (Grid Coordinates x= 1748762.9 m, y= 5428184.2 m), and extending in a southerly direction following the western kerbline for 2.5 metres.

Featherston Street

Motorcycle parking, at all times.

West side, commencing 10.5 metres south of its intersection with Grey Street (Grid Coordinates x= 1748732.8 m, y= 5428119.3 m), and extending in a southerly direction following the western kerbline for 2.5 metres.

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

Column One

Column Two

Column Three

Featherston Street

No stopping, at all times.

West side, commencing at its intersection with Grey Street (Grid Coordinates x= 1748732.8 m, y= 5428119.3 m), and extending in a southerly direction following the western kerbline for 10.5 metres.

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

Column One	Column Two	Column Three
Featherston Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>West side, commencing 11 metres south of its intersection with Brandon Street (Grid Coordinates x= 1748794.5 m, y= 5428246.2 m), and extending in a southerly direction following the western kerbline for 39.5 metres.</i>
Featherston Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>West side, commencing 13 metres south of its intersection with Grey Street (Grid Coordinates x= 1748732.8 m, y= 5428119.3 m), and extending in a southerly direction following the kerbline for 38 metres.</i>

- (l) *Lambton Quay – Class restricted (Motorcycle parking P120 maximum) – Lambton – TR94-10*

Delete from Schedule B of the Traffic Restrictions Schedule.

Column 1	Column 2	Column 3
Lambton Quay	<i>Motorcycle Parking, At All Times.</i>	<i>West side, following the kerbline 608 metres north of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a northerly direction for 13 metres.</i>

Add to Schedule B of the Traffic Restrictions Schedule.

Column 1	Column 2	Column 3
Lambton Quay	<i>Motorcycle parking, at all times.</i>	<i>West side, following the kerbline 612 metres north of its intersection with Willis Street (Grid Coordinates x= 2658757.6 m, y= 5989640.6 m), and extending in a northerly direction for 10.5 metres.</i>
Lambton Quay	<i>Motorcycle parking, P120, Monday to Sunday 8:00am – 6:00pm.</i>	<i>West side, following the kerbline 608 metres north of its intersection with Willis Street (Grid Coordinates x= 2658757.6 m, y= 5989640.6 m), and extending in a northerly direction for 4 metres.</i>
Lambton Quay	<i>Motorcycle parking, at all other times.</i>	<i>West side, following the kerbline 608 metres north of its intersection with Willis Street (Grid Coordinates x= 2658757.6 m, y= 5989640.6 m), and extending in a northerly direction for 4 metres.</i>

(m) *The Ridgeway – Time restricted (P5 Monday to Friday 8:30am – 9:15am, 2:45pm – 3:15pm during school terms) – Brooklyn – TR95-10*

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

Column One	Column Two	Column Three
The Ridgeway	<i>P5, Monday to Friday 8:30am – 9:15am 2:45pm – 3:15pm</i>	<i>West side, commencing 46.5 metres south of its intersection with</i>

during school terms. *Mornington Road (Grid Coordinates x= 1747755.4 m, y= 5424685.3 m), and extending in a southerly direction following the western kerbline for 18.5 metres.*

- (n) *Bunny Street – Class restricted (Motorcycle parking, Loading zone P10) – Lambton – TR67-10*

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

Column One	Column Two	Column Three
Bunny Street (Lay-by)	<i>P30 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>Northwest side parking area, clockwise direction following the kerbline 18.5 metres from its intersection with Bunny Street Lay-by (Grid Coordinates X=2659065.584408 m, Y=5990409.095922 m) and extending for 9.5 metres. (3 angle carparks)</i>
Bunny Street (Lay-by)	<i>P30 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>Northwest side parking area, clockwise direction following the kerbline 44 metres from its intersection with Bunny Street Lay-by (Grid Coordinates X=2659065.584408 m, Y=5990409.095922 m) and extending for 10 metres. (4 angle carparks)</i>

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

Column One	Column Two	Column Three
Bunny Street (Lay-by)	<i>Loading zone - goods vehicles and authorised vehicles only, P10, Monday to Saturday 8:00am - 6:00pm.</i>	<i>Northwest side parking area, clockwise direction following the kerbline 38 metres from its intersection with Bunny Street Lay-by (Grid Coordinates X=2659065.584408 m, Y=5990409.095922 m) and extending for 6 metres. (2 angle carpark)</i>

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

Column One	Column Two	Column Three
Bunny Street (Lay-by)	<i>Loading zone, P10, Monday to Saturday 8:00am - 6:00pm.</i>	<i>Northwest side parking area, clockwise direction following the kerbline 18.5 metres from its intersection with Bunny Street Lay-by (Grid Coordinates x= 1749044.0 m, y= 5428697.5 m) and extending for 9.5 metres. (3 angle parking spaces)</i>
Bunny Street (Lay-by)	<i>Motorcycle parking, at all times.</i>	<i>Northwest side parking area, clockwise direction following the kerbline 28 metres from its intersection with Bunny Street Lay-by (Grid Coordinates x= 1749044.0 m, y= 5428697.5 m) and extending for 10 metres.</i>

<i>Bunny Street (Lay-by)</i>	<i>Loading zone - goods vehicles and authorised vehicles only, P10, Monday to Saturday 8:00am - 6:00pm.</i>	<i>Northwest side parking area, clockwise direction following the kerbline 42 metres from its intersection with Bunny Street Lay-by (Grid Coordinates x= 1749044.0 m, y= 5428697.5 m) and extending for 6 metres. (2 angle parking spaces)</i>
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<i>Bunny Street (Lay-by)</i>	<i>Loading zone, P10, Monday to Saturday 8:00am - 6:00pm.</i>	<i>Northwest side parking area, clockwise direction following the kerbline 48 metres from its intersection with Bunny Street Lay-by (Grid Coordinates x= 1749044.0 m, y= 5428697.5 m) and extending for 5 metres. (2 angle parking spaces)</i>
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Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Bunny Street (Lay-by)</i>	<i>No stopping, at all times.</i>	<i>Northwest side parking area, clockwise direction following the kerbline 41 metres from its intersection with Bunny Street Lay-by (Grid Coordinates x= 1749044.0 m, y= 5428697.5 m) and extending for 1 metre.</i>

- (o) *Brougham Street – Time restricted P90 (Monday to Friday 8:00am – 6:00pm) – Mt Victoria – TR97-10*

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

Column One	Column Two	Column Three
<i>Brougham St</i>	<i>P90, Monday-Friday 8:00pm-6:00pm</i>	<i>West side, commencing 10.5 metres south of its intersection with Ellice Street (Grid Coordinates x= 1749294.9 m, y= 5426362.1 m), and extending in a southerly direction following the western kerbline for 9 metres.</i>

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

Column One	Column Two	Column Three
<i>Brougham St</i>	<i>P90, Monday-Friday, 8:00am-6:00pm.</i>	<i>West side, commencing 10.5 metres south of its intersection with Ellice Street (Grid Coordinates x= 1749294.9 m, y= 5426362.1 m), and extending in a southerly direction following the western kerbline for 9 metres.</i>

4. Discussion

(a) **Miramar Avenue - Time restricted (P10) – Miramar – TR75-10**

The Council has received a request from Miramar Library to extend the existing P5 time restriction outside the Library to P10.

The opinion is that the current 5 minute time limit is too short for people particularly the elderly and people with children to return their books.

Council received one submission in support of the proposed restriction.

	Name	Suburb	Agree Y/N?
	Chelsea Robinson	Te Aro	Y
	Comments		
	<i>No comments made.</i>		

(b) **Nicholson Road – No stopping at all times - Khandallah – TR76-10**

The Council has received a request from a number of residents access the right of way near the junction of Nicholson and Jubilee Roads, to install broken yellow lines on the left-hand side of the right of way. It has been noted that commuter parking there all day along both sides of the road making it difficult and sometimes dangerous to get in and out of the right of way.

As a result of the consultation process, Council received an additional request for broken yellow lines which is being dealt with under delegated authority.

(c) **Chaytor Street – Bus Park (P180 maximum)– Karori – TR78-10**

The current upgrade to the Zealandia visitor centre (formerly the Karori Wildlife Sanctuary) is conditional on the preparation and implementation of an approved Traffic Management Plan (*Refer Appendix i*). The resulting (TMP) dated April 2008 required that a 40m section of kerb side parking on the western side of Chaytor Street immediately beyond the existing Bus Stop be marked for bus parking. This has resulted in the loss of 6 parallel parking spaces; however with the completion of the Birdwood Street off-street parking area this loss has been offset. -

(d) Daniell Street – Time restricted (P5, Monday to Friday 8:30am – 9:00am, 2:45pm – 3:15pm, during school terms) – Newtown – TR79-10

The Council has received a request from St Anne's School and parents advising that there are currently no short-stay parking spaces available near the school for the drop off and pick up of pupils. A site visit confirmed that the road is being used for all day parking. It is proposed to establish two P5 parking spaces during school terms only in front of the school for half an hour in the morning and afternoon during the school terms so that parents can drop off and pick up their children safely from the school. It is noted that the second parking space is 'undersized' but has been used in its current form without any complaints for a number of years.

(e) Kilbirnie Crescent / Evans Bay Parade – Mobility parking (at all times) – Kilbirnie – TR86-10

Council officers have received a request from the management of the Wellington Regional Aquatic Centre to formalise the mobility parking spaces within the centre car park area. Currently, the mobility parks are unenforceable and prone to abuse by unauthorised vehicles. Once resolved, these parks can be regularly monitored by parking wardens to ensure only mobility card holders can use this facility.

(f) MacDonald Crescent – Time restricted (P10 Monday to Friday 8:00am – 9:30am, 2:30pm – 4:00pm, P120 at other times) – Te Aro – TR87-10

Council officer has received a request from the Capital City Pre-school at MacDonald Crescent to provide time limited parking. It is currently very difficult for parents to find short term parking to drop-off and pickup their children.

The request is supported by a signed petition from several residents in the area.

The proposed P10 during school peak hours will help alleviate the parking problem experienced in the vicinity.

(g) Adelaide Road – Resident parking (at all times) – Newtown – TR88-10

Council officers have received a signed petition from local residents of Adelaide Road (between Hall and Colombo Streets) requesting conversion of some of the unrestricted parking to residents' parks. Residents living in this vicinity have difficulty finding available parking spaces during the day as most are already occupied by all day commuter parking.

The location of the proposed residents parks are within the existing

Newtown Residents Parking Zone and meet the guidelines as set out in the recent Council review of the Resident Parking Scheme

	Name	Suburb	Agree Y/N?
	Simon Tait	Newtown	N
	Comments		
	<p><i>As a resident of Adelaide Rd that owns a vehicle and has no off-street parking available I have to rely on on-street parking to find places to leave my car. In doing this I find I rarely have problems finding parks, they are almost always available within 30 secs walk of my house. I therefore contest the proposed changes on two points:</i></p> <p><i>1) Having a residential park will cost \$115 a year, which is an unwelcome direct cost that will not provide close to that amount in benefits.</i></p> <p><i>2) It will make it more difficult for visitors who will have to search further for parks as they avoid those that sit fallow but are designated as 'residents parking'.</i></p> <p><i>In short, I see the changes costing motorists \$115 and not providing them with much benefit from this.</i></p> <p><i>Opposed.</i></p>		
	Name	Suburb	Agree Y/N?
	Javer Naran	Newtown	N
	Comments		
	<p><i>I live in Adelaide Rd and I signed the petition requesting Resident Car Parking. My objection to the Resident Parking Proposal is that there are too many Resident Car Parks proposed and insufficient Non-Resident Car Parks on Adelaide Road between Hall and Colombo Street. I do not object to the Resident Car Parks outside 270 Adelaide Road and 284 Adelaide Road. I believe the ten Resident Car Parks (66 metres) between 271 and 285 Adelaide Road are too many and should be reduced to five Resident Car Parks (33 metres) from outside 281 to 285 Adelaide Road. This would provide a balance between residents, that need Residents Car Parks and non-resident visitors that need a casual car park. I have lived at 267 Adelaide road for 30 years, and as it is, many of my family and friends have problems finding a car park, when they visit me.</i></p>		
	Name	Suburb	Agree Y/N?
	Rae Gajadhar	Newtown	
	Comments		
	<p><i>I am interested in following up on the proposed residents parking as proposed on the east side of Adelaide Road between Hall and Colombo Streets, i.e. nos. 271 thru to 285. A number of these houses are flats with residents coming and going. Are they aware of the cost of these car parks, as cost</i></p>		

<p><i>was never mentioned in any of the notes I have received, and how does the council follow up on these if residents are continually leaving. I do not want a resident's carpark myself, but am interested in what is going on close by in this transient area.</i></p>
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As a result of the consultation process, the eastern side of the carriageway has had the number of proposed resident parking spaces reduced from 11 to 8.

(h) Evans Bay Parade – Cycle lane, No stopping at all times – Balaena Bay – TR89-10

In 2000, Wellington City Council installed on-road cycle lanes in both directions between Carlton Gore Road on Oriental Parade and Rata Road on Evans Bay Parade. At the time of establishing these lanes, objections were received from residents and users of Balaena Bay that the cycle lanes would significantly reduce parking. Council agreed with the concerns at that time and as a result the cycle lanes stop and restart at each end of the bay. As a result there is an undesirable break in the cycle lanes of around 230 meters at Balaena Bay

As a result of the increase in cycling numbers, the number of reported cycle crashes and to achieve the objectives of the city's new cycling policy, it is proposed that parking be removed from the eastern side of Evans Bay Parade though all of Balaena Bay to enable the continuation of both the north and southbound cycle lanes. It should be noted that this is one of the most heavily used cycle routes in the city with peak hour numbers of 170 cyclists.

The 2008 Cycling Policy has a number of objectives that directly relate to the proposal to continue the cycle lane through Balaena Bay:

Objective 1 – To improve cycle safety throughout Wellington

Objective 2 – To improve convenience of cycling in Wellington

Objective 3 – To improve the experience of cycle trips to and from the central area

Objective 6 – To improve the experience of cycling trips made for recreation

There are a number of policy statements under each objective, those relating to this proposal include:

Policy 1.1 – Every opportunity to make the city as safe as possible for cyclists must be explored

Policy 3.1 – On main corridors, cyclists will have an option of riding free of general traffic by using dedicated cycle facilities where practical or by using dedicated bus lanes

Policy 3.2 – Every opportunity must be taken to make improvements to the cycle network to make the routes safer and more convenient

Policy 6.1 – On-road recreational cycling is a legitimate and supported use of the road network

Policy 6.2 – Opportunities should be taken to ensure cycling is a viable option for short trips to and from key recreational areas and facilities.

There are also many actions identified as being needed to support the objectives and policies, two actions that significantly relate to the proposal to establish cycle lanes through Balaena Bay are:

Action 1.16 – Provide conceptual support for the “Great Harbour Way” concept

Action 3.7 – Provide improvements to the road network to remedy gaps in the cycling network and address difficult and dangerous intersections.

In 2000 when the decision was made to keep parking in lieu of providing cycle lanes there were on average 70 cyclists an hour travelling around Evans Bay in the morning peak hour. There were also no reported crashes involving cyclists in the period leading up to making that decision.

The most recent figures (March 2010) shows that cycle numbers have increased to nearly 170 per hour in the morning peak and there have been two reported crashes involving a cyclist and parked cars in the five years 2005-2009.

To some extent the kerbside parking that will be removed (35 spaces) can be accommodated in the off-street parking area at the northern end of the bay, there will be times however when demand for parking exceeds the available parking. Motorists will then have to park on the western side of the road or use the parking area 300m south or 500m north of Balaena Bay. It is proposed to mark parking spaces in the off street parking area to maximise the amount of parking available.

There will be no loss of parking on the western side of Evans Bay Parade through Balaena Bay

	Name	Suburb	Agree Y/N?
	Comments		
	<i>Refer Appendix II</i>		

As a result of the submissions received, Council Officers will investigate the options available for enforcing a time restriction with the off-street parking area in consultation with Parks and Gardens who oversee the parking area.

- (i) **Constable Street – Time restricted P30 (Monday to Saturday 8:00am – 6:00pm) – Newtown – TR90-10**

Council officers have received a request from a local business to provide P30 time limited parking outside 36-38 Constable Street.

The parks are currently unrestricted and utilised as all day free parking.

The proposal will assist businesses in the vicinity by providing short term parking for customers.

(j) *Birdwood Street – Shared path – Karori – TR91-10*

In developing the city's cycling policy there were a number of suggestions to allow cyclists to use the footpath where it was believed to be safer than cycling on the road. We have received a request to allow cyclists to ride uphill on the Birdwood Street footpath.

The 2008 Cycling Policy has a number of objectives that directly relate to this proposal:

Objective 1 – To improve cycle safety throughout Wellington

Objective 2 – To improve convenience of cycling in Wellington

Objective 3 – To improve the experience of cycle trips to and from the central area

Objective 6 – To improve the experience of cycling trips made for recreation

There are a number of policy statements under each objective, those relating to this proposal include:

Policy 1.1 – Every opportunity to make the city as safe as possible for cyclists must be explored

Policy 3.1 – On main corridors, cyclists will have an option of riding free of general traffic by using dedicated cycle facilities where practical or by using dedicated bus lanes

Policy 3.2 – Every opportunity must be taken to make improvements to the cycle network to make the routes safer and more convenient

There are no current cycle counts along Birdwood Street, but anecdotally, many cyclists choose to ride this route to avoid the equally difficult but busier Chaytor Street.

It is proposed that cyclists be allowed to share the footpath with pedestrians when travelling uphill only. The footpath is narrow in sections (approx 1.6m) and can not safely accommodate fast moving downhill cyclists, however slow moving uphill cyclists will be able to avoid the busy road with its sharp bends and narrow lanes. Downhill cyclists are able to travel safely in the traffic lane at a speed that motorists don't feel the need to overtake them.

This shared uphill cycle path will be a pilot project for this type of arrangement. Through this pilot project we will be monitoring both pedestrian and cyclists numbers, before and after its introduction. If successful this arrangement could be introduced on other routes within the city.

Recent amendments to the road user rule have clarified rules and responsibilities when using a shared path. An extract from that rule is copied below. It is proposed that signage on the path will give priority to pedestrians.

Land Transport (Road User) Rule 2004

11.1A Use of shared path

- (1) *This clause applies to a path that—*
 - (a) *may be a cycle path, a footpath, or some other kind of path;*
 - and
 - (b) *may be used by some or all of the following persons at the same time:*
 - (i) *pedestrians;*
 - (ii) *cyclists;*
 - (iii) *riders of mobility devices;*
 - (iv) *riders of wheeled recreational devices.*
- (2) *A person using the path—*
 - (a) *must use it in a careful and considerate manner; and*
 - (b) *must not use it in a manner that constitutes a hazard to other persons using it.*
- (3) *A rider of a cycle, mobility device, or wheeled recreational device on the path must not operate the cycle or device at a speed that constitutes a hazard to other persons using the path.*
- (4) *If a sign or marking on the path gives priority to pedestrians or cyclists, the following rules apply on the path:*
 - (a) *pedestrians, riders of mobility devices, and riders of wheeled recreational devices must give priority to cyclists if the sign or marking gives priority to cyclists;*
 - (b) *cyclists must give priority to pedestrians, riders of mobility devices, and riders of wheeled recreational devices if the sign or marking gives priority to pedestrians;*
 - (c) *no user may unduly impede the passage of any other user, whatever priority the sign or marking gives.*

	Name	Suburb	Agree Y/N?
	Chelsea Robinson	Te Aro	Y
	Comments		
	<i>No comments made.</i>		
	Name	Suburb	Agree

			Y/N?
	Dion O'Neale	Te Aro	Y
	Comments		
	<i>Allowing uphill cyclists to share the footpath with pedestrians will improve overall safety and is a good measure while there is no proper cycle lane. The shared path must be clearly indicated if it is to be effective.</i>		
	Name	Suburb	Agree Y/N?
	Bruce Roberts	Brooklyn	Y
	Comments		
	<i>I think this proposal will greatly increase safety for cyclists riding to Karori. Both Chaytor and Birdwood streets have narrow lanes which are nerve racking to ride up.</i>		
	Name	Suburb	Agree Y/N?
	Claire Sherrington	Strathmore	Y
	Comments		
	<i>No comments made.</i>		

(k) Featherston Street – Class restricted (Motorcycle parking, Loading zone P10) – Lambton – TR92-10

A review of Featherston Street by Council Officers high-lighted a number of spaces within the carriageway requiring clarification as they are currently not clearly restricted or permitted parking spaces. This clarification will provide

motorcycle riders with two new parking areas

delivery vehicles with easier entry and exit from an existing loading zone

It must be noted that the metered parking restrictions may need to be modified prior to going to Committee if the current Sunday Parking resolution is passed.

	Name	Suburb	Agree Y/N?
	Neil Stodart	Island Bay	Y
	Comments		
	<i>No comments made.</i>		

(l) Lambton Quay – Class restricted (Motorcycle parking P120 maximum) – Lambton – TR94-10

Council Officers wish to apply a time restriction on a section of the motorcycle parking bay on Lambton Quay. The time restriction will be treated as a trial to evaluate the demand for short stay motorcycle parking in the central area. The use of the time restricted area will be

monitored to gauge the need for additional time restrictions on motorcycle parking.

	Name	Suburb	Agree Y/N?
	Neil Stodart	Island Bay	Y
	Comments		
	<i>No comments made.</i>		

(m) The Ridgeway – Time restricted (P5 Monday to Friday 8:30am – 9:15am, 2:45pm – 3:15pm during school terms) – Brooklyn – TR95-10

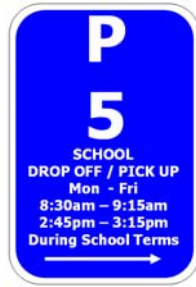
A request has been received from the principal of Ridgeway School asking Council Officers to look at providing short-term P5 parking along The Ridgeway during peak school times.

The intention is to provide 18.5 metres of parking space within the existing unrestricted parking bay.

	Name	Suburb	Agree Y/N?
	Tony Parkinson	Vogelton	Y
	Comments		
	<i>This is a safety issue which you are directly responsible for and you need a workable situation for dropping off /collecting children before you try enforcing it with your spy car.</i>		
	Name	Suburb	Agree Y/N?
	Gina Butson		N
	Comments		
	<i>I object to the proposal to install P5 time limited parking along the Ridgeway. The area proposed for the restriction is an important parking facility for residents of The Ridgeway. While I understand the need for parents to be able to pick up and drop off their children at the school, it seems unfair to inconvenience residents on an ongoing basis, just for ten minutes convenience to parents. There is adequate parking for parents further along The Ridgeway and in Mornington Road. Parents should be prepared to walk 5 minutes, if necessary, to meet their children at the school gate. I strongly advocate for leaving the parking as it is.</i>		
	Name	Suburb	Agree Y/N?
	Jo Shaw	Kingston	N
	Comments		

	<i>There are not enough car parks at school already. I have a child with special needs; I need to talk to his teacher and settle him in each morning. I need to park for 15-20 minutes at the least. Please do not restrict the parking - we need more, not less.</i>		
	Name	Suburb	Agree Y/N?
	Susan Ferris	Mornington	Y
	Comments		
	<i>Having this P5 space for parents to drop their children off and pick them up will hopefully minimise the dangerous practice of cars parking on the yellow lines or bus stop. I drive past every morning on my way to work and it is currently a very hazardous stretch of road, not only for children, but for other road users too.</i>		
	Name	Suburb	Agree Y/N?
	Danae Heinz	Mornington	Y
	Comments		
	<i>It is very congested due to parents setting down and picking up children before and after school in Mornington Road. It would be very helpful to have three extra spaces as a short term drop-off on the Ridgeway for parents to stop / park safely and legally at peak times. This should address some of the parking problems, especially stopping on the yellow lines and double parking by some drivers, who then hold up the traffic. We are working with the Council to increase the number of students walking to school as a worthwhile option of addressing "peak-time" parking problems with (stressed) parents.</i>		
	Name	Suburb	Agree Y/N?
	Dave Kettles	Brooklyn	Y
	Comments		
	<i>No objection from us here at 109 The Ridgeway. A couple of thoughts - I wonder what the aim of the "P5" is? Most of the dwellings along here have off street parking so I don't think it is to keep those cars out of the parking bays. There might be the occasional car from people who drive and then catch the bus but my observation would be the parking spaces are usually free at school start/finish and used mainly by parents. Is it intended to be a "drop off / pick up" zone? If so, it is a great idea. However, if council bylaws allow it I would sign it as such. A "P5" only probably won't change much - the occasional resident / bus-catcher will now not park there but otherwise it will still be the same group of parents that use the spaces. And by the way, I reckon it is almost impossible for a parent to park, get into school to collect a child from class (especially the 5/6 yr olds as they are over the other end</i>		

of the school) and back to the car in 5 minutes. It is a minimum of a 10 minute exercise.



The intention of the proposed P5 restriction is to free up additional parking spaces around the school for those parents needing to park longer. Currently there are a number of vehicles illegally double parked or parking on broken yellow lines and across driveways. This restriction during school peak times will provide a space directly opposite a school

entrance allowing parents or caregivers to stop to drop off and/or collect their child(ren) and then move on without having to get out of the vehicle.

In the 15 minutes between 2:55pm and 3:10pm there is the possibility that 9 vehicles can use these three spaces, where as previously the additional 6 vehicles would have either been occupying other spaces or illegally parking causing additional congestion and safety concerns.

(n) Bunny Street – Class restricted (Motorcycle parking, Loading zone P10) – Lambton – TR67-10

Council officers have received a request to provide a motorcycle parking area near the railway station. These parks are situated at the northwest parking area and will cater to both commuters and students at the Victoria University.

The existing goods vehicles loading zone will be relocated to make it more accessible to delivery vans and couriers.

The short term metered parking at this area will be rearranged. It is proposed to convert these spaces into short stay loading zones to add more parks for pick-up and drop-off of bus and rails users.

	Name	Suburb	Agree Y/N?
	Neil Stodart	Island Bay	Y
	Comments		
	<i>No comments made.</i>		
	Name	Suburb	Agree Y/N?
	Campus Services – Victoria University	Pipitea	Y
	Comments		
	<i>Campus Services, a Central Service Unit within Victoria University of Wellington supports the proposed changes to the Bunny Street (lay-by). As Wellington City Council maybe aware Victoria University, is a strong supporter of sustainable transportation for Students, Staff and Victoria University's operations. The University's School of Commerce</i>		

*and Administration is based in Rutherford and the Wellington Railway Station, West Wing. The Proposed changes are directly outside the front door of the Railway Station, West Wing entrance and an important point of entry for many students, some with mobility issues, daily deliveries and the occasional larger delivery. * Staff members have informed us that too often the lay-by area is crammed with queuing Taxi's, Taxi drivers taking breaks, or general members of the public waiting for delayed trains. This prevents the area being used for drop-offs, delivery vehicles wishing to unload, mail, Information Technology equipment or others willing to pay for 30 minutes parking. * The proposed Motorcycle parking compliments Victoria University's Travel Plan, by encouraging sustainable modes of transport, which motorcycles and scooter met, compared to cars. For those students that can afford to run scooter, which Victoria University is seeing an increasing number of, use their scooters to juggle studies with part-time work commitments, and too offend Wellington's Public Transport can not be relied upon, not to mention the increasing fares. * Victoria University strongly encourages the Wellington City Council patrol and enforces parking infringements after any changes, particularly with Taxi's as these are the main offenders to date. The only suggestion that could be made is that one of the spaces could be suitable for a mobility park.*

The Council's Mobility Co-ordinator completed an assessment of the site and recommended against the installation of a mobility parking space due to the inaccessibility for wheelchair users as there is currently no mobility ramps into the University or the Railway Station within the vicinity.

(o) *Brougham Street – Time restricted P90 (Monday to Friday 8:00am – 6:00pm) – Mt Victoria – TR97-10*

Council Officers have noted that a Brougham Street resolution has the incorrect times associated to it. The purpose of this report is to correct the current restriction.

5. Conclusion

It is the conclusion of Council Officers that the Committee recommend to Council to proceed with the proposed traffic resolutions, and that the submitters are thanked and informed of the Council's decision.

Contact Officer: *Charles Agate, Area Traffic Engineer*

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.

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

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

Affected parties were identified. The effects of this work are confined to the street. Affected parties were notified by mail. General notification was by way of an advertisement in the Dominion Post 13 July 2010.

b) Consultation with Maori

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 recommends certain measures which are consistent with existing WCC policy.