

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. The proposed traffic restrictions were publicly advertised except TR119-10 which is a correction to a minor error in the Sunday Parking Restrictions that went before Council on 06 October 2010 (Report 2 1215/11/IM).

2. Executive Summary

The proposed resolutions were advertised on 12 October 2010. This gave the public 18 days to make submissions. 33 submissions were received

Proposed Resolution	Agree	Disagree	Neutral	Total Number of Submissions
TR93-10 Thorndon Quay	2	1	1	4
TR99-10 Newman Tce	-	-	1	1
TR101-10 Krull St	-	1	1	2
TR102-10 Kingham St	-	-	2	2
TR103-10 Adelaide Rd	-	1	2	3
TR104-10 Aitken St	2	-	1	3
TR107-10 Elizabeth St	-	1	1	2
TR108-10 Kingsford Smith St	1	1	1	3

TR109-10 Bowen St	1	-	1	2
TR113-10 Coromandel St	2	-	1	3
TR114-10 Pipitea St	2	-	1	3
TR117-10 Portland Cres	-	-	2	2
TR118-10 Abel Smith St	1	2	-	3

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

- *Stop control – Newman Terrace– Thorndon (TR99-10) - **Removed***
- *Give way control – Krull Street– Vogeltown (TR101-10) – **Removed***
- *Mobility parking – Coromandel Street– Newtown (TR113-10) – **Removed***
- *Time limited (P60) & No stopping at all times – Kingsford Smith Street– Rongotai (TR108-10) - **Revised***

3. Recommendations

Officers recommend that the Committee:

1. *Receive the information.*
2. *Recommend that the Council approves the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.*
 - (a) *Time limited & Metered parking – Thorndon Quay– Thorndon (TR93-10)*

Delete all Schedule A, Schedule B and Schedule F Traffic Restrictions along Thorndon Quay

Add to Schedule A of the Traffic Restrictions Schedule

Column One
Thorndon Quay

Column Two
*P10,
Monday to Friday
7:00am – 9:00am.*

Column Three
*East side, following the kerbline 324 metres south of its intersection with Hutt Road
(Grid Coordinates
x= 1749218.1 m,
y= 5430001.8 m), and extending in a southerly direction for 17.5 metres.
(3 parallel parking spaces.*

Thorndon Quay	<i>P5, Monday to Friday 7:00am - 9:00am.</i>	<i>East side, following the kerbline 450.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 17.5 metres. (3 parallel parking spaces)</i>
Thorndon Quay	<i>P5, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 542.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 8.5 metres.</i>
Thorndon Quay	<i>P5, Monday to Sunday 7:00am - 6:00pm.</i>	<i>East side, following the kerbline 624.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 6 metres.</i>
Thorndon Quay	<i>P5, Monday to Sunday 8:00am - 6:00pm.</i>	<i>Northwest side, following the kerbline 53.5 metres northeast of its intersection with Moore Street (Grid coordinates x= 1749216.8 m, y= 5429067.3 m), and extending in a north- easterly direction for 24 metres.</i>
Thorndon Quay	<i>P30, Monday to Sunday 8:00am - 6:00pm.</i>	<i>Northwest side, following the kerbline 162.5 metres northeast of its intersection with Moore Street (Grid coordinates x= 1749216.8 m, y= 5429067.3 m), and extending in a north- easterly direction for 18.5 metres. (3 parallel parking spaces)</i>

Add to Schedule B of the Traffic Restrictions Schedule

Column One
Thorndon Quay

Column Two
*Bus stop,
at all times.*

Column Three
*East side, following the
kerbline 1102.5 metres
south of its intersection
with Hutt Road
(Grid coordinates
x= 1749218.1 m,
y= 5430001.8 m), and
extending in a south-
westerly direction for 19
metres.*

Thorndon Quay

*Bus stop,
at all times.*

*East side, following the
kerbline 1285.5 metres
south of its intersection
with Hutt Road
(Grid coordinates
x= 1749218.1 m,
y= 5430001.8 m), and
extending in a southerly
direction for 23 metres*

Thorndon Quay

*Bus stop,
at all times.*

*East side, following the
kerbline 1314.5 metres
south of its intersection
with Hutt Road
(Grid coordinates
x= 1749218.1 m,
y= 5430001.8 m), and
extending in a south-
westerly direction for 23
metres.*

Thorndon Quay

*Bus stop,
at all times.*

*East side, following the
kerbline 215.5 metres
south of its intersection
with Hutt Road
(Grid coordinates
x= 1749218.1 m,
y= 5430001.8 m), and
extending in a southerly
direction for 17 metres.*

Thorndon Quay

*Bus stop,
at all times.*

*East side, following the
kerbline 29.5 metres south
of its intersection with
Hutt Road
(Grid coordinates
x= 1749218.1 m,
y= 5430001.8 m), and
extending in a southerly
direction for 16 metres.*

Thorndon Quay	<i>Bus stop, at all times.</i>	<i>East side, following the kerbline 425 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 16.5 metres.</i>
Thorndon Quay	<i>Bus stop, at all times.</i>	<i>East side, following the kerbline 774 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 13 metres.</i>
Thorndon Quay	<i>Bus stop, at all times.</i>	<i>Northwest side, following the kerbline 18.5 metres northeast of its intersection with Moore Street (Grid coordinates x= 1749216.8 m, y= 5429067.3 m), and extending in a north- easterly direction for 17 metres.</i>
Thorndon Quay	<i>Bus stop, at all times.</i>	<i>West side, following the kerbline 12 metres north of its intersection with Davis Street (Grid coordinates x= 1749377.0 m, y= 5429242.3 m) and extending in a northerly direction for 17 metres.</i>
Thorndon Quay	<i>Bus stop, at all times.</i>	<i>West side, following the kerbline 330.5 metres north of its intersection with Davis Street (Grid coordinates x= 1749377.0 m, y= 5429242.3 m), and extending in a northerly direction for 13 metres.</i>
Thorndon Quay	<i>Bus stop, at all times.</i>	<i>West side, following the kerbline 545.5 metres north of its intersection with Davis Street</i>

Thorndon Quay	<p><i>Loading zone - goods vehicles and authorised vehicles only, Monday to Sunday 8:00am - 6:00pm.</i></p>	<p><i>(Grid coordinates x= 1749377.0 m, y= 5429242.3 m), and extending in a northerly direction for 20 metres. East side, following the kerbline 410.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 14.5 metres.</i></p>
Thorndon Quay	<p><i>Loading zone - goods vehicles and authorised vehicles only, P15, Monday to Friday 8:00am - 6:00pm, Saturday 8:00am - 6:00pm.</i></p>	<p><i>East side, following the kerbline 490.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 5.5 metres.</i></p>
Thorndon Quay	<p><i>Loading zone - goods vehicles and authorised vehicles only, P15, Monday to Friday 9:00am - 6:00pm, Saturday 8:00am - 6:00pm.</i></p>	<p><i>East side, following the kerbline 505 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 9 metres.</i></p>
Thorndon Quay	<p><i>Motorcycle parking, at all times.</i></p>	<p><i>West side, following the kerbline 174 metres north of its intersection with Davis Street (Grid coordinates x= 1749377.0 m, y= 5429242.3 m) and extending in a northerly direction for 5 metres.</i></p>
Thorndon Quay	<p><i>Motorcycle parking, at all times.</i></p>	<p><i>West side, following the kerbline 319 metres north of its intersection with Davis Street (Grid coordinates x= 1749377.0 m, y= 5429242.3 m), and extending in a northerly direction for 5 metres.</i></p>

Thorndon Quay	<i>Motorcycle parking, at all times.</i>	<i>Northwest side, following the kerbline 24.5 metres southwest of its intersection with Moore Street (Grid coordinates x= 1749211.1 m, y= 5429067.0 m), and extending in a south-westerly direction for 10 metres.</i>
Thorndon Quay	<i>WCC Drainage vehicles parking, at all times.</i>	<i>East side, following the kerbline 1037.0 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a south-westerly direction for 13 metres.</i>
Thorndon Quay	<i>WCC Drainage vehicles parking, at all times.</i>	<i>East side, following the kerbline 239.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 12 metres.</i>
Thorndon Quay	<i>WCC Drainage vehicles parking, at all times.</i>	<i>East side, following the kerbline 621.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 3 metres.</i>
Thorndon Quay	<i>WCC Drainage vehicles parking, at all times.</i>	<i>East side, following the kerbline 624.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 6 metres.</i>
Thorndon Quay	<i>WCC Drainage vehicles parking, at all times.</i>	<i>West side, following the kerbline 698 metres north of its intersection with</i>

*Davis Street
(Grid coordinates
x= 1749377.0 m,
y= 5429242.3 m), and
extending in a northerly
direction for 23 metres.*

Add to Schedule F of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Thorndon Quay	<i>Metered parking, P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 53 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 10 metres. (2 parallel parking spaces)</i>
Thorndon Quay	<i>Metered parking, P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 94 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 12 metres. (2 parallel parking spaces)</i>
Thorndon Quay	<i>Metered parking, P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 112.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 12 metres. (2 parallel parking spaces)</i>
Thorndon Quay	<i>Metered parking, P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 130 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 31 metres. (5 parallel parking spaces)</i>

Thorndon Quay	<i>Metered parking, P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 169.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 39 metres. (7 parallel parking spaces)</i>
Thorndon Quay	<i>Metered parking, P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 258.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 28 metres. (5 parallel parking spaces)</i>
Thorndon Quay	<i>Metered parking, P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 295.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 45 metres. (10 angle & 3 parallel parking spaces)</i>
Thorndon Quay	<i>Metered parking, P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 350 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 22.5 metres. (8 angle parking spaces)</i>
Thorndon Quay	<i>Metered parking, P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 383.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 7.5 metres. (2 angle parking spaces)</i>

Thorndon Quay	<i>Metered parking, P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 450.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 17.5 metres. (3 parallel parking spaces)</i>
Thorndon Quay	<i>Metered parking, P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 522 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 4.5 metres. (2 angle parking spaces)</i>
Thorndon Quay	<i>Metered parking, P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 551 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 22.5 metres. (8 angle parking spaces)</i>
Thorndon Quay	<i>Metered parking, P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 585 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 8 metres. (3 angle parking spaces)</i>
Thorndon Quay	<i>Metered parking, P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 608 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 13.5 metres. (5 angle parking spaces)</i>

Thorndon Quay	<i>Metered parking, P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 642.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 20.5 metres. (7 angle parking spaces)</i>
Thorndon Quay	<i>Metered parking, P10 Hours Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 672.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 21 metres. (7 angle parking spaces)</i>
Thorndon Quay	<i>Metered parking, P10 Hours Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 705.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 32.5 metres. (11 angle parking spaces)</i>
Thorndon Quay	<i>Metered parking, P10 Hours Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 749 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 20.5 metres. (8 angle parking spaces)</i>
Thorndon Quay	<i>Metered parking, P10 Hours Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 809.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 8.5 metres. (4 angle parking spaces)</i>

Thorndon Quay	<i>Metered parking, P10 Hours Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>East side, following the kerbline 834.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending initially in a southerly direction, and then following the direction of the kerbline for a total of 158 metres.</i>
Thorndon Quay	<i>Metered parking, P10 Hours Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>(52 angle parking spaces) East side, following the kerbline 1004.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a south- westerly direction for 32.5 metres.</i>
Thorndon Quay	<i>Metered parking, P10 Hours Maximum, Monday to Thursday 9:00am - 6:00pm, Friday 9:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>(11 angle parking spaces) East side, following the kerbline 1051.0 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a south- westerly direction for 20.5 metres.</i>
Thorndon Quay	<i>Metered parking, P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday 8:00am - 6:00pm.</i>	<i>(7 angle parking spaces) East side, following the kerbline 1121.5 metres south of its intersection with Hutt Road (Grid coordinates x= 1749218.1 m, y= 5430001.8 m), and extending in a south- westerly direction for 82 metres.</i>
Thorndon Quay	<i>Metered parking, P120 Maximum, Monday to Friday 9:00am - 6:00pm, Saturday to Sunday</i>	<i>(14 parallel parking spaces) East side, following the kerbline 1213.5 metres south of its intersection with Hutt Road (Grid coordinates</i>

	<i>8:00am - 6:00pm.</i>	<i>x= 1749218.1 m, y= 5430001.8 m), and extending in a southerly direction for 64 metres. (11 parallel parking spaces)</i>
<i>Thorndon Quay</i>	<i>Metered parking, P120 Maximum, Monday to Sunday 8:00am - 6:00pm.</i>	<i>Northwest side, following the kerbline 6 metres northeast of its intersection with Moore Street (Grid coordinates x= 1749216.8 m, y= 5429067.3 m), and extending in a north- easterly direction for 12.5 metres. (2 parallel parking spaces)</i>
<i>Thorndon Quay</i>	<i>Metered parking, P120 Maximum, Monday to Sunday 8:00am - 6:00pm.</i>	<i>Northwest side, following the kerbline 34.5 metres southwest of its intersection with Moore Street (Grid coordinates x= 1749211.1 m, y= 5429067.0 m), and extending in a south- westerly direction for 35.5 metres. (6 parallel parking spaces)</i>
<i>Thorndon Quay</i>	<i>Metered parking, P120 Maximum, Monday to Sunday 8:00am - 6:00pm.</i>	<i>Northwest side, following the kerbline 77 metres southwest of its intersection with Moore Street (Grid coordinates x= 1749211.1 m, y= 5429067.0 m), and extending in a south- westerly direction for 22.5 metres. (4 parallel parking spaces)</i>
<i>Thorndon Quay</i>	<i>Metered parking, P120 Maximum, Monday to Sunday 8:00am - 6:00pm.</i>	<i>Northwest side, following the kerbline 86.5 metres northeast of its intersection with Moore Street (Grid coordinates x= 1749216.8 m, y= 5429067.3 m), and extending in a north- easterly direction for 16 metres. (3 parallel parking spaces)</i>

Thorndon Quay	<i>Metered parking, P120 Maximum, Monday to Sunday 8:00am - 6:00pm.</i>	<i>Northwest side, following the kerbline 122 metres northeast of its intersection with Moore Street (Grid coordinates $x= 1749216.8$ m, $y= 5429067.3$ m), and extending in a north- easterly direction for 10 metres.</i>
Thorndon Quay	<i>Metered parking, P120 Maximum, Monday to Sunday 8:00am - 6:00pm.</i>	<i>(2 parallel parking spaces) Northwest side, following the kerbline 181 metres northeast of its intersection with Moore Street (Grid coordinates $x= 1749216.8$ m, $y= 5429067.3$ m), and extending in a north- easterly direction for 34.5 metres.</i>
Thorndon Quay	<i>Metered parking, P120 Maximum, Monday to Sunday 8:00am - 6:00pm.</i>	<i>(6 parallel parking spaces) West side, following the kerbline 110.5 metres southwest of its intersection with Moore Street (Grid coordinates $x= 1749211.1$ m, $y= 5429067.0$ m), and extending in a southerly direction for 9 metres.</i>
Thorndon Quay	<i>Metered parking, P120 Maximum, Monday to Sunday 8:00am - 6:00pm.</i>	<i>(2 parallel parking spaces. West side, following the kerbline 126.5 metres southwest of its intersection with Moore Street (Grid coordinates $x= 1749211.1$ m, $y= 5429067.0$ m), and extending in a southerly direction for 35 metres.</i>
Thorndon Quay	<i>Metered parking, P120 Maximum, Monday to Sunday 8:00am - 6:00pm.</i>	<i>(6 parallel parking spaces) West side, following the kerbline 176.5 metres southwest of its intersection with Moore Street (Grid coordinates $x= 1749211.1$ m,</i>

Thorndon Quay	<i>Metered parking, P120 Maximum, Monday to Sunday 8:00am - 6:00pm.</i>	<i>y= 5429067.0 m), and extending in a southerly direction for 27 metres. (5 parallel parking spaces) West side, following the kerbline 29 metres north of its intersection with Davis Street (Grid coordinates x= 1749377.0 m, y= 5429242.3 m) and extending in a northerly direction for 18.5 metres. (3 parallel parking spaces)</i>
Thorndon Quay	<i>Metered parking, P120 Maximum, Monday to Sunday 8:00am - 6:00pm.</i>	<i>West side, following the kerbline 56.5 metres north of its intersection with Davis Street (Grid coordinates x= 1749377.0 m, y= 5429242.3 m) and extending in a northerly direction for 5 metres. (1 parallel parking space)</i>
Thorndon Quay	<i>Metered parking, P120 Maximum, Monday to Sunday 8:00am - 6:00pm.</i>	<i>West side, following the kerbline 68 metres north of its intersection with Davis Street (Grid coordinates x= 1749377.0 m, y= 5429242.3 m) and extending in a northerly direction for 5 metres. (1 parallel parking space)</i>
Thorndon Quay	<i>Metered parking, P120 Maximum, Monday to Sunday 8:00am - 6:00pm.</i>	<i>West side, following the kerbline 105 metres north of its intersection with Davis Street (Grid coordinates x= 1749377.0 m, y= 5429242.3 m) and extending in a northerly direction for 9.5 metres. (2 parallel parking spaces)</i>
Thorndon Quay	<i>Metered parking, P120 Maximum, Monday to Sunday 8:00am - 6:00pm.</i>	<i>West side, following the kerbline 119.5 metres north of its intersection with Davis Street (Grid coordinates x= 1749377.0 m, y= 5429242.3 m) and</i>

Thorndon Quay

*Metered parking,
P120 Maximum,
Monday to Sunday
8:00am - 6:00pm.*

*extending in a northerly
direction for 5 metres.
(1 parallel parking space)
West side, following the
kerbline 138.5 metres north
of its intersection with
Davis Street
(Grid coordinates
x= 1749377.0 m,
y= 5429242.3 m) and
extending in a northerly
direction for 12 metres.*

Thorndon Quay

*Metered parking,
P120 Maximum,
Monday to Sunday
8:00am - 6:00pm.*

*(4 angled parking spaces)
West side, following the
kerbline 158.5 metres north
of its intersection with
Davis Street
(Grid coordinates
x= 1749377.0 m,
y= 5429242.3 m) and
extending in a northerly
direction for 10 metres.*

Thorndon Quay

*Metered parking,
P120 Maximum,
Monday to Sunday
8:00am - 6:00pm.*

*(4 angled parking spaces)
West side, following the
kerbline 202.5 metres north
of its intersection with
Davis Street
(Grid coordinates
x= 1749377.0 m,
y= 5429242.3 m) and
extending in a northerly
direction for 18 metres.*

Thorndon Quay

*Metered parking,
P120 Maximum,
Monday to Sunday
8:00am - 6:00pm.*

*(6 angled parking spaces)
West side, following the
kerbline 228 metres north
of its intersection with
Davis Street
(Grid coordinates
x= 1749377.0 m,
y= 5429242.3 m) and
extending in a northerly
direction for 20 metres.*

Thorndon Quay

*Metered parking,
P120 Maximum,
Monday to Sunday
8:00am - 6:00pm.*

*(8 angled parking spaces)
West side, following the
kerbline 260 metres north
of its intersection with
Davis Street
(Grid coordinates
x= 1749377.0 m,
y= 5429242.3 m) and
extending in a northerly*

Thorndon Quay

*Metered parking,
P120 Maximum,
Monday to Sunday
8:00am - 6:00pm.*

*direction for 36.5 metres.
(13 angled parking spaces)
West side, following the
kerbline 305 metres north
of its intersection with
Davis Street
(Grid coordinates
x= 1749377.0 m,
y= 5429242.3 m), and
extending in a northerly
direction for 14 metres.*

Thorndon Quay

*Metered parking,
P120 Maximum,
Monday to Sunday
8:00am - 6:00pm.*

*(5 angled parking spaces)
West side, following the
kerbline 356.5 metres north
of its intersection with
Davis Street
(Grid coordinates
x= 1749377.0 m,
y= 5429242.3 m), and
extending in a northerly
direction for 11.5 metres.*

Thorndon Quay

*Metered parking,
P120 Maximum,
Monday to Sunday
8:00am - 6:00pm.*

*(2 parallel parking spaces)
West side, following the
kerbline 376 metres north
of its intersection with
Davis Street
(Grid coordinates
x= 1749377.0 m,
y= 5429242.3 m), and
extending in a northerly
direction for 17 metres.*

Thorndon Quay

*Metered parking,
P120 Maximum,
Monday to Sunday
8:00am - 6:00pm.*

*(6 angled parking spaces)
West side, following the
kerbline 399.5 metres north
of its intersection with
Davis Street
(Grid coordinates
x= 1749377.0 m,
y= 5429242.3 m), and
extending in a northerly
direction for 18.5 metres.*

Thorndon Quay

*Metered parking,
P120 Maximum,
Monday to Sunday
8:00am - 6:00pm.*

*(6 angled parking spaces)
West side, following the
kerbline 425.5 metres north
of its intersection with
Davis Street
(Grid coordinates
x= 1749377.0 m,
y= 5429242.3 m), and
extending in a northerly
direction for 5 metres.*

Thorndon Quay	<i>Metered parking, P120 Maximum, Monday to Sunday 8:00am - 6:00pm.</i>	<i>(2 angled parking spaces) West side, following the kerbline 440.5 metres north of its intersection with Davis Street (Grid coordinates x= 1749377.0 m, y= 5429242.3 m), and extending in a northerly direction for 19 metres.</i>
Thorndon Quay	<i>Metered parking, P120 Maximum, Monday to Sunday 8:00am - 6:00pm.</i>	<i>(6 angled parking spaces) West side, following the kerbline 466 metres north of its intersection with Davis Street (Grid coordinates x= 1749377.0 m, y= 5429242.3 m), and extending in a northerly direction for 6 metres.</i>
Thorndon Quay	<i>Metered parking, P120 Maximum, Monday to Sunday 8:00am - 6:00pm.</i>	<i>(2 angled parking spaces) West side, following the kerbline 479 metres north of its intersection with Davis Street (Grid coordinates x= 1749377.0 m, y= 5429242.3 m), and extending in a northerly direction for 25.5 metres.</i>
Thorndon Quay	<i>Metered parking, P120 Maximum, Monday to Sunday 8:00am - 6:00pm.</i>	<i>(9 angled parking spaces) West side, following the kerbline 505.5 metres north of its intersection with Davis Street (Grid coordinates x= 1749377.0 m, y= 5429242.3 m), and extending in a northerly direction for 33 metres. (11 angled parking spaces)</i>
Thorndon Quay	<i>Metered parking, P120 Maximum, Monday to Sunday 8:00am - 6:00pm.</i>	<i>West side, following the kerbline 577 metres north of its intersection with Davis Street (Grid coordinates x= 1749377.0 m, y= 5429242.3 m), and extending in a northerly direction for 121 metres.</i>

Thorndon Quay	<i>Metered parking, P10 Hours Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm.</i>	<i>West side, following the kerbline 726 metres north of its intersection with Davis Street (Grid coordinates x= 1749377.0 m, y= 5429242.3 m), and extending in a northerly direction for 58 metres. (19 angle parking spaces)</i>
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Add to Schedule H of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Thorndon Quay	<i>Pedestrian crossing.</i>	<i>East side, following the kerbline 441.5 metres south of its intersection with Hutt Road (Grid Coordinates x= 1749218.1 m, y= 5430001.8 m).</i>
Thorndon Quay	<i>Pedestrian crossing.</i>	<i>West side, following the kerbline 237 metres northeast of its intersection with Moore Street (Grid coordinates x= 1749216.8 m, y= 5429067.3 m).</i>
Thorndon Quay	<i>Pedestrian crossing.</i>	<i>Northwest side, following the kerbline 8.5 metres of its intersection with Moore Street (Grid coordinates x= 1749211.1 m, y= 5429067.0 m).</i>

(b) *Time limited P10 – Kinghorne Street– Strathmore (TR102-10)*

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

Column One	Column Two	Column Three
Kinghorne Street	<i>P10, Monday to Friday 8:00am – 9:00am 12:45pm - 2:45pm during school terms.</i>	<i>South side, commencing 42 metres west of its prolongation of the eastern kerbline of Glamis Avenue (Grid coordinates x= 1752430.8 m,</i>

*y= 5423285.4 m),
extending in a westerly
direction following the
southern kerbline for 11
metres.*

- (c) *Time limited (P15) & Resident parking – Adelaide Road– Newtown
(TR103-10)*

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

Column One
Adelaide Road

Column Two
*P15,
Monday to Saturday
8:00am – 6:00pm.*

Column Three
*East side, commencing
52 metres south of its
intersection with
Riddiford Street
(Grid coordinates
x= 1748829.3 m
y= 5425588.0 m), and
extending in a southerly
direction following the
eastern kerbline for 10.5
metres.*

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

Column One
Adelaide Road

Column Two
*Resident parking -
displaying an
authorised resident
vehicle parking
permit only,
at all times.*

Column Three
*East side, commencing
62.5 metres south of its
intersection with
Riddiford Street
(Grid coordinates
x= 1748829.3 m
y= 5425588.0 m), and
extending in a southerly
direction following the
eastern kerbline for 11.5
metres.*

- (d) *Class restricted (Tour bus stop) – Aitken Street– Thorndon (TR104-
10))*

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

Column One
Aitken Street

Column Two
*No stopping,
at all times.*

Column Three
*North side,
commencing 5.5 metres
east of its intersection*

*with Molesworth Street
(Grid Coordinates
X=2658913.372992 m,
Y=5990689.297532 m)
and extending in an
easterly direction
following the kerbline
for 15.5 metres.*

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

***Column One
Aitken Street***

Column Two
*Metered parking,
P120 Maximum,
Monday to Thursday
8:00am - 6:00pm,
Friday
8:00am - 8:00pm,
Saturday and
Sunday
8:00 - 6:00pm.*

Column Three
*North side,
commencing 21 metres
east of its intersection
with Molesworth Street
(Grid coordinates
x= 1748891.7 m,
y= 5428977.1 m), and
extending in an easterly
direction following the
kerbline for 48 metres.
(8 parallel carparks)*

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

***Column One
Aitken Street***

Column Two
*No stopping,
at all times.*

Column Three
*North side,
commencing 5.5 metres
east of its intersection
with Molesworth Street
(Grid coordinates
x= 1748891.7 m,
y= 5428977.1 m), and
extending in an easterly
direction following the
kerbline for 8.5 metres.*

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

***Column One
Aitken Street***

Column Two
*Tour bus stop,
Monday to Sunday
9:00am – 6:00pm.*

Column Three
*North side, commencing 14
metres east of its
intersection with
Molesworth Street
(Grid coordinates
x= 1748891.7 m,
y= 5428977.1 m), and*

extending in an easterly direction following the kerbline for 12 metres.

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

Column One	Column Two	Column Three
Aitken Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>North side, commencing 26 metres east of its intersection with Molesworth Street (Grid coordinates x= 1748891.7 m, y= 5428977.1 m), and extending in an easterly direction following the kerbline for 43 metres.</i>

- (e) *Time limited (P60) & No stopping at all times – Elizabeth Street– Mt Victoria (TR107-10)*

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

Column One	Column Two	Column Three
Elizabeth Street	<i>P15, Monday to Saturday 8:00 am - 6:00pm.</i>	<i>South side, commencing 7.5 metres west of its intersection with Moncrieff Street and extending in a westerly direction following the southern kerbline for 27 metres.</i>

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

Column One	Column Two	Column Three
Elizabeth Street	<i>No stopping, at all times.</i>	<i>South side, commencing 4 metres south of its intersection with Moncrieff Street and extending in a westerly direction following the southern kerbline for 3.5 metres.</i>

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

Column One
Elizabeth Street

Column Two
*No stopping,
at all times.*

Column Three
*South side, commencing
from its intersection
with Moncrieff Street
(Grid coordinates
 $x= 1749419.8$ m,
 $y= 5426819.1$ m), and
extending in a westerly
direction following the
southern kerbline for
12.5 metres.*

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

Column One
Elizabeth Street

Column Two
*P30,
Monday to Sunday
8:00am – 6:00pm.*

Column Three
*South side, commencing
12.5 metres west of its
intersection with
Moncrieff Street
(Grid coordinates
 $x= 1749419.8$ m,
 $y= 5426819.1$ m), and
extending in a westerly
direction following the
southern kerbline for 5.5
metres.*

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

Column One
Elizabeth Street

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

Column Three
*South side, commencing
18 metres west of its
intersection with
Moncrieff Street
(Grid coordinates
 $x=1749419.8$ m,
 $y= 5426819.1$ m), and
extending in a westerly
direction following the
southern kerbline for
17.5 metres.*

- (f) *Time limited (P60) & No stopping at all times – Kingsford Smith
Street– Rongotai (TR108-10)*

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

Column One

Column Two

Column Three

<i>Kingsford Smith Street</i>	<i>P120, Monday to Saturday 8:00am – 6:00pm.</i>	<i>West side, commencing 25.5 metres north of its intersection with Lyall Parade (Grid coordinates x= 1750644.9 m, y= 5423271.6 m), extending in a northerly direction following the western kerbline for 27.5 metres.</i>
<i>Kingsford Smith Street</i>	<i>P60, Monday to Saturday 8:00am – 6:00pm.</i>	<i>West side, commencing 118 metres north of its intersection with Lyall Parade (Grid coordinates x= 1750644.9 m, y= 5423271.6 m), extending in a northerly direction following the western kerbline for 20 metres.</i>

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>Kingsford Smith Street</i>	<i>No stopping, at all times.</i>	<i>West side, commencing 52.5 metres north of its intersection with Lyall Parade (Grid coordinates x= 1750644.9 m, y= 5423271.6 m), extending in a northerly direction following the western kerbline for 8.5 metres.</i>
<i>Kingsford Smith Street</i>	<i>No stopping, at all times.</i>	<i>West side, commencing 101.5 metres north of its intersection with Lyall Parade (Grid coordinates x= 1750644.9 m, y= 5423271.6 m), extending in a northerly direction following the western kerbline for 16.5 metres.</i>

(g) *Time limited (P10) – Bowen Street– Lambton (TR109-10)*

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

Column One
Bowen Street

Column Two
Clearway,
Monday to Friday
4:00pm – 6:00pm.

Column Three
South side, commencing
29 metres west of its
intersection with
The Terrace
(Grid Coordinates
X=2658717.419746 m,
Y=5990477.344501 m)
and extending initially
in a westerly direction,
and then following the
direction of the kerbline
for a total of 478.5
metres.

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

Column One
Bowen Street

Column Two
P10,
Monday to Sunday
8:00am – 6:00pm.

Column Three
South side, commencing
29 metres west of its
intersection with
The Terrace
(Grid coordinates
x= 1748696.9 m,
y= 5428766.8 m), and
extending in a westerly
direction following the
kerbline for 17 metres.
(3 parallel parking
spaces)

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

Column One
Bowen Street

Column Two
Clearway,
Monday to Friday
4:00pm – 6:00pm.

Column Three
South side, commencing
46 metres west of its
intersection with
The Terrace
(Grid coordinates
x= 1748696.9 m,
y= 5428766.8 m), and
extending initially in a
westerly direction, and
then following the
direction of the kerbline

for a total of 461.5 metres.

- (h) *Time limited (P5) & No stopping at all times - Pipitea Street–Thorndon (TR114-10)*

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

Column One
Pipitea Street

Column Two
Bus Stop
8am to 9am

Column Three
North side, commencing 33 metres east of its intersection with Murphy Street (Grid Coordinates X=2659085.88924 m, Y=5990844.492907 m) and extending in an easterly direction following the kerbline for 20 metres.

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

Column One
Pipitea Street

Column Two
No Stopping,
At All Times.

Column Three
North side, commencing 5 metres east of its intersection with Murphy Street (Grid Coordinates X=2659085.88924 m, Y=5990844.492907 m) and extending in an easterly direction following the kerbline for 28 metres.

Pipitea Street

No Stopping,
At All Times.

North side, commencing 53 metres east of its intersection with Murphy Street (Grid Coordinates X=2659085.88924 m, Y=5990844.492907 m) and extending in an easterly direction following the kerbline for 7.5 metres.

Pipitea Street

No Stopping,
At All Times.

North side, commencing 65.5 metres east of its intersection with Murphy Street (Grid Coordinates

<i>Pipitea Street</i>	<i>No Stopping, At All Times.</i>	<i>X=2659085.88924 m, Y=5990844.492907 m) and extending in an easterly direction following the kerbline for 10 metres. North side, commencing 90 metres east of its intersection with Murphy Street (Grid Coordinates X=2659085.88924 m, Y=5990844.492907 m) and extending in an easterly direction following the kerbline up to pedestrian crossing for 20.5 metres.</i>
<i>Pipitea Street</i>	<i>No Stopping, At All Times.</i>	<i>South side, commencing 29.5 metres west of its intersection with Moturoa Street (Grid Coordinates X=2659199.468749 m, Y=5990830.926242 m) and extending in a westerly direction following the kerbline for 12.5 metres.</i>
<i>Pipitea Street</i>	<i>No Stopping, At All Times.</i>	<i>South side, commencing 70 metres west of its intersection with Moturoa Street (Grid Coordinates X=2659199.468749 m, Y=5990830.926242 m) and extending in a westerly direction following the kerbline for 31.5 metres.</i>
<i>Pipitea Street</i>	<i>No Stopping, At All Times.</i>	<i>South side, commencing from its intersection with Moturoa Street (Grid Coordinates X=2659199.468749 m, Y=5990830.926242 m) and extending in a westerly direction following the kerbline for 12.5 metres.</i>

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

***Column One
Pipitea Street***

***Column Two
P5,***

***Column Three
North side, commencing***

at all times.

74 metres east of its intersection with Murphy Street (Grid coordinates x= 1749064.2 m, y= 5429132.2 m), and extending in an easterly direction following the northern kerbline for 17 metres.

Pipitea Street

*P5
At All Times*

South side, commencing 54.5 metres west of its intersection with Moturoa Street (Grid coordinates x= 1749178.9 m, y= 5429120.4 m), and extending in a westerly direction following the southern kerbline for 17 metres.

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

***Column One
Pipitea Street***

Column Two
*No stopping,
at all times.*

Column Three
North side, commencing from its intersection with Murphy Street (Grid coordinates x= 1749064.2 m, y= 5429132.2 m), and extending in an easterly direction following the northern kerbline for 74 metres.

Pipitea Street

*No stopping,
at all times.*

North side, commencing 91 metres east of its intersection with Murphy Street (Grid coordinates x= 1749064.2 m, y= 5429132.2 m), and extending in an easterly direction following the northern kerbline to its intersection with Moturoa Street.

Pipitea Street

*No stopping,
at all times.*

South side, commencing from its intersection with Moturoa Street

Pipitea Street

*No stopping,
at all times.*

*(Grid coordinates
x= 1749064.2 m,
y= 5429132.2 m), and
extending in a westerly
direction following the
southern kerbline for
54.5 metres.
South side, commencing
71.5 metres west of its
intersection with
Moturoa Street
(Grid coordinates
x= 1749064.2 m,
y= 5429132.2 m), and
extending in a westerly
direction following the
southern kerbline to its
intersection with
Mulgrave Street.*

(i) *No stopping at all times – Portland Crescent– Thorndon (TR117-10)*

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

Column One

Portland Crescent

Column Two

*No stopping,
at all times.*

Column Three

*North side, commencing
88.5 metres north of its
western intersection
with
Hawkestone Street
(Grid Coordinates
x= 1748791.8 m,
y= 5429200.6 m), and
extending in an easterly
then southerly then
westerly direction
around the turning area
following the kerbline
for 36.5 metres.*

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

Column One

Portland Crescent

Column Two

*No stopping,
at all times.*

Column Three

*North side, commencing
98.5 metres north of its
western intersection
with
Hawkestone Street
(Grid coordinates*

*x= 1748791.8 m,
y= 5429200.6 m), and
extending in an easterly
then southerly then
westerly direction
around the turning area
following the kerbline
for 26.5 metres.*

(j) Resident parking – Abel Smith Street– Te Aro (TR118-10)

*Delete from Schedule E (Residents Parking) of the Traffic
Restrictions Schedule*

Column One	Column Two	Column Three
Abel Smith Street	<i>Resident Parking - Displaying an Authorised Resident Vehicle Parking Permit Only, Monday to Friday 8:00am - 6:00pm.</i>	<i>Northeast side, commencing 6.5 metres west of its intersection with Victoria Street (Grid Coordinates X=2658384.495647 m, Y=5988633.679337 m) and extending in a north-westerly direction following the kerbline for 12.5 metres.</i>

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

Column One	Column Two	Column Three
Abel Smith Street	<i>P60, Monday to Saturday 8:00am - 6:00pm.</i>	<i>Northeast side, commencing 19 metres west of its intersection with Victoria Street (Grid Coordinates X=2658384.495647 m, Y=5988633.679337 m) and extending in a north-westerly direction following the kerbline for 8 metres.</i>

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

Column One	Column Two	Column Three
Abel Smith Street	<i>Resident parking - displaying an authorised resident vehicle parking</i>	<i>Northeast side, commencing 6.5 metres west of its intersection with Victoria Street</i>

*permit only,
at all times.*

*(Grid coordinates x=
1748362.9 m, y=
5426921.6 m), and
extending in a north-
westerly direction
following the kerbline
for 20.5 metres.*

(k) Metered parking – Victoria Street – Te Aro (TR119-10)

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

***Column One
Victoria Street***

Column Two
*Metered parking,
P120 Maximum,
Monday to Thursday
8:00am - 6:00pm,
Friday 8:00am -
8:00pm, Saturday
and Sunday 8:00 -
6:00pm.*

Column Three
*East side,
commencing
40.5 metres
south of its
intersection with
Dixon Street
(Grid
coordinates x=
1748645.9 m, y=
5427377.5 m),
and extending in
a southerly
direction
following the
kerbline for 1.5
metres. (1
parallel
carpark)*

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

***Column One
Victoria Street***

Column Two
*Metered parking,
P120 Maximum,
Monday to Thursday
8:00am - 6:00pm,
Friday 8:00am -
8:00pm, Saturday
and Sunday 8:00 -
6:00pm.*

Column Three
*East side,
commencing
40.5 metres
south of its
intersection with
Dixon Street
(Grid
coordinates x=
1748645.9 m, y=
5427377.5 m),
and extending in
a southerly
direction
following the*

kerbline for 5 metres. (1 parallel carpark)

4. Discussion

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

(a) Time limited & Metered parking – Thorndon Quay– Thorndon (TR93-10)

The present parking arrangement along Thorndon Quay between Tinakori Road and Mulgrave Street was implemented in 1999 and was designed to protect the local businesses against potential parking demand generated by the Westpac Stadium operations and events.

The current scheme has a shorter than usual parking time limit of P90 minutes which applies from 8:00am – 9:00pm Monday to Sunday along the full length of Thorndon Quay. These times were chosen to make it impossible for someone to go to say a rugby game at the Stadium without exceeding the parking time limits.

The fact that it is now 10 years since the parking scheme was installed, have led to a review of the current parking arrangements. The intention is to see whether some relaxation in parking times may be appropriate which would allow more flexible use without adversely impacting on local businesses.

The original proposal was to have P120 Metered Parking at each end of Thorndon Quay, while retaining the P90 Metered Parking in the business section.

During the original consultation officers received numerous requests to extend the P120 Metered Parking into the business section of Thorndon Quay, so that all of Thorndon Quay is P120.

Surveys conducted did not show any reason or need for the P90 to be retained. An additional survey was conducted during a stadium event and showed that there was no parking in the business section of Thorndon Quay associated with the stadium.

The P90 Metered Parking was intended to protect the businesses from the Stadium, however, the surveys have shown that there appears to be no affect on the businesses and that the time limits were over restrictive and limited customers during the week.

The proposal for P120 8:00am to 6:00pm restriction for the full length of Thorndon Quay was meet with support from the local businesses

	<i>Name</i>	<i>Suburb</i>	<i>Agree Y/N?</i>
	<i>Living Streets Wellington</i>		<i>N</i>
	<i>Comments</i>		
	<p>We are concerned that this will result in an incentive for people to use a private car for events, rather than public transport and active modes.</p> <p>Our concerns would be resolved if this change was accompanied by the development of an events transport strategy, jointly with Greater Wellington and PT operators, that measured modes used, optimised PT services, and addressed barriers to active mode use. That strategy should be urgently prepared as a preparation for the Rugby World Cup, and then maintained into the future.</p>		

	<i>Name</i>	<i>Suburb</i>	<i>Agree Y/N?</i>
	<i>David Stevens</i>	<i>Khandallah</i>	<i>Y</i>
	<i>Comments</i>		
	<p>I do not object in general to the proposals in this resolution. It was certainly nonsensical for rugby patrons to be fined for exceeding the 90-minute parking limit on a Saturday afternoon. However, I would suggest that following the successful introduction of the early morning clearway along Thorndon Quay, some consideration should be given to establishing a few 10-hour pay-and-display parking spaces somewhere along the East side of Thorndon Quay between Davis and Mulgrave Streets. The reason for this is that the 10-hour parks just before the Gateway shopping centre are no longer available to people coming into the city earlier than 9.00am. Although not a regular user of those 10-hour parking spaces, they have been useful on a number of occasions when I have had a morning meeting or appointment at around 9 o'clock and needed to park for longer than the generally available 90 or 120 minute parks.</p>		

	Name	Suburb	Agree Y/N?
	Paula Warren	Kelburn	Y
	Comments		
	<p>I have no objection to the change, but would like to see the council and Greater Wellington develop a specific TDM strategy for major city events including those at the stadium and on the waterfront. We need to be sure that we are getting optimal levels of public transport and active mode use, particularly as the Rugby World Cup approaches. The TDM work needs to look at how people travel to events, what are the barriers to PT/active mode use, and identify further steps to increase modal shift.</p> <p>This should be developed with Greater Wellington, and there needs to be Greater Wellington leadership in terms of how events public transport is provided. At the moment decisions on things like reduced cost fares for stadium ticket holders are decided by operators, not by GW. That should stop. ARTA, for example, gives free travel on trains to events at places like Eden Park for people with event tickets.</p> <p>I have been looking at TranzMetro's approach to event trains, and these do not appear to be optimal. The problems with their approach include:</p> <ol style="list-style-type: none"> 1. They have in the past had special trains later than normal timetables, but failed to advertise them adequately to users (e.g. for the fireworks). As a result, users have not known about the trains and assumed they couldn't use PT to get home from the event, or they have caught the last train on the normal timetable, leaving the event early. Advertising of event trains needs to be incorporated into advertising by WCC and its partners for the event itself. There also needs to be more effort to provide information at places like the railway station, ticketek, etc, where potential users are likely to see the notices. 2. It appears to be entirely up to individual managers to decide whether an event warrants special consideration, which seems to be determined in part by whether they are approached by the event organiser. I haven't found any evidence of a clear policy for their decisions. 3. Stadium tickets increased by more than GST at the recent fare price rise. <p>I would recommend that WCC:</p> <ol style="list-style-type: none"> 1. Meet urgently with GW to agree on how to develop a joint TDM for events, including how parking rules can contribute. 2. Meet with key operators to agree on how WCC and operators can work together to increase PT use for events, and ensure that any special services provided for events are fully utilised. 3. Develop a strategy for ensuring that Rugby World Cup visitors have full information on how to use PT and active modes to get to events. 		

One objection was received; this was from Living Streets Wellington. The organisation is not considered to be directly effected by the proposal. Their concern was that the proposal may encourage the use of the private vehicle to stadium events. They said this concern would be alleviated by developing an events transport strategy with Greater Wellington and Public Transport operators. This outcome is not within the scope of the traffic resolution. This issue is clearly something that should be addressed through another vehicle such as the LTCCP. Their submission said the strategy should be developed before the Rugby World Cup. It does not appear that Living Streets has a

particular concern with the traffic resolution as such, because Paula Warren's personal submission did not object to the proposal, but are rather using it to get a desired outcome.

The proposal means that parking on Thorndon Quay will be consistent with the rest of central area. The proposal better suits the needs of visitors and the businesses on Thorndon Quay. It will make the parking more available to people attending events at the stadium, however, the surveys show that this does not inconvenience any other user and the consultation showed that this does not concern the local businesses. The Transport Strategy states that we are to offer quality transport choices, this can also include private motor vehicles as some people are not able to walk or cycle or have access to public transport. We do not consider there will be any significant change in mode choice.

As the proposal is supported by the parties directly affected, Officers recommend the proposal to Council.

(b) Time limited (P10) – Kinghorne Street– Strathmore (TR102-10)

Council received a request from the Peninsula Community Preschool to provide time limited P10 parking for parents and caregivers to drop off and pick-up children during the morning and afternoon peak periods.

The majority of parking spaces outside the school along Kinghorne Street during these peak times are occupied by student vehicles parking all day making it difficult to find parking.

The proposal will allow parents and caregivers to drop and collect children outside the pre-school.

	Name	Suburb	Agree Y/N?
	Paula Warren	Kelburn	-
	Comments		
	A 10 minute drop off zone would be a better use of the space (in terms of my proposed policy above) than long term student parking. But the change should only be agreed if the proposer is willing to undertake a travel planning or equivalent process to reduce car use by parents. School drop-off is now a major cause of unnecessary traffic (one estimate is that 30% of traffic is now school related), and there is clear scientific evidence that encouraging children to walk has major cognitive development, social and health benefits. Traffic reductions will also greatly increase the safety of children in the area, in terms of both crashes and emissions risks.		

The proposed 10 minute drop off zone near the pre-school will assist parents and caregivers to drop and collect their children during the start and end of school hours. The Transport Planning Unit, through the Sustainable Transport Co-ordinator, is currently working with a number of schools to assist them in developing school travel plans to reduce congestion and increase the number of children travelling sustainably to school. The priority is to work with primary, intermediate and secondary schools, followed by early childhood education centres. Nearby Strathmore Community School has signed on to develop a School Travel Plan, and due to the proximity of the pre-school, they will be invited to join in this process.

As the proposal is supported by the parties directly affected, Officers recommend the proposal to Council.

(c) Time limited (P15) & Resident parking – Adelaide Road– Newtown (TR103-10)

The Council has received a request from a business owner to install time limited parking for her customers as parking spaces were removed due to the changes on Riddiford Street. The resident parking spaces have been installed for the historic buildings as residents are not allowed to build decks or garages affecting these buildings.

Name	Suburb	Agree Y/N?
Don Hollander	Mt Victoria	N
Comments		
I think 15 minutes is too short. I urge 60 minutes so that people have time to visit more than the single shop.		

Name	Suburb	Agree Y/N?
Paula Warren	Kelburn	-
Comments		
I found the reasons for this proposal to be unclear, although in principle short term business parking is clearly better than residents' parking provision.		

Council officers consulted with the surrounding businesses and it was their recommendation that a 15 minute time limit was preferable.

As the proposal is supported by the local affected parties, officers recommend the proposal to Council.

(d) Class restricted (Tour bus stop) – Aitken Street– Thorndon (TR104-10)

The Wellington City Sights hop-on hop-off tourist bus service, in conjunction with Positively Wellington Tourism aims to provide local and international visitors a snapshot of what Wellington has to offer. This service will provide visitors the convenience to visit the many tourist attractions within the city. Council officers have agreed to install a tour bus stop at the western end of Aitken Street. This stop will allow visitors to get off and visit the Beehive, Parliament buildings, Wellington Cathedral and other nearby facilities.

Name	Suburb	Agree Y/N?
Living Streets Wellington		Y
Comments		
We support the proposal to have a tour bus stop, but we request the following additions to the proposal which we believe are essential to make this proposal safe and effective, and to address other issues in the area. 1. That the intersection on Molesworth Street be changed so pedestrians can cross in all directions. At present, to get from the tour bus stop to the Cathedral with pedestrian crossing support requires three crossings. Clearly most people won't bother, and will try to do the crossing directly. This intersection is a		

<p>major hub point on a large number of routes between important destinations and high occupancy buildings. It is ridiculous that no crossing option has been provided.</p> <p>2. A disabled car park is needed in that area, to service the National Library, Archives, etc.</p> <p>3. More motorcycle parking is required to reduce the problem of motorcycles being parked in pedestrian spaces.</p>

Name	Suburb	Agree Y/N?
Paula Warren	Kelburn	Y
Comments		
<p>I support this proposal.</p> <p>WCC also needs to review the pedestrian crossing arrangements at that intersection. Bus passengers trying to get from the new park to the Cathedral would have to do three road crossings – so they will probably simply cross directly. This is an intersection surrounded by major public buildings (Parliament, the national library, large government departments, the Cathedral), and on some important pedestrian linkages (e.g. from Tinakori Road to the railway station), and with an increasing residential population and office capacity, and now the site of a weekend farmer’s market. But the crossing design seems to be focused on making it easier for motorists to move towards the motorway than helping pedestrians move around.</p>		

At present, there is no scheduled programme to alter the phasing at this site; however it will be included for review as signalised intersections in the CBD are upgraded.

Currently there is a mobility parking space located on Molesworth Street outside the National Library, and five spaces on Bunny Street opposite Victoria University Campus which caters to the various facilities in this area. We have requested the City Communities Unit to assess the need for additional mobility parking along Aitken and nearby streets.

On-road Motorcycle parking is available in Molesworth and Aitken Streets, along with Kate Sheppard Place. These are considered to be adequate to cater for the number of motorcycles that need to come and go during the day. The problem appears to be long-term motorcycle parking occupying the available spaces, such that there are no remaining spaces for casual motorcyclists, who then park illegally on the footpath. The Council has been running a campaign to get motorcycle commuters to park off the public road rather than on the street, and this has been very successful throughout the city (approximately 500 riders have been shifted from the road to private parking facilities). We were not aware of a significant issue in this area, but will continue to monitor this parking situation.

Officers recommend the proposal to Council.

(e) Time limited (P30) – Elizabeth Street– Mt Victoria (TR107-10)

Council has received a request from a business owner at 24 Elizabeth Street to convert one of the four on-street parks along this block to P30. Council officers

did not receive any objections to this proposal when the other businesses were consulted.

The three remaining P60 parks will cater to the existing parking demands within the site.

Name	Suburb	Agree Y/N?
Don Hollander	Mt Victoria	N
Comments		
Having different, adjacent spaces with different time limits will be confusing. Keep them all the same.		

The 30 minute time limited parking has been requested and agreed to by the retailers in this section of the street. Because their business activities differ, a partial modification to the time restriction better reflects the current requirements of the businesses in this area.

The short term parking will provide reasonable turnover for retail customers intending to stay for no more than half an hour.

As the proposal is supported by the local affected parties, officers recommend the proposal to Council.

(f) Time limited (P60) & No stopping at all times – Kingsford Smith Street – Rongotai (TR108-10)

Council has received a signed petition from the various retailers and businesses along the western section of Kingsford Smith Street to change the parking restrictions. Most of the angle parks are occupied by all day commuter parking which is affecting their businesses due to customers being unable to find available parking.

The time restriction will allow the much needed parking turnover to support the businesses in the vicinity.

Name	Suburb	Agree Y/N?
Hamish McConnochie	Thorndon	N
Comments		
<p>As someone who doesn't live in the area, my views are mainly shaped by my utilising the dog walking beach at Lyall Bay approximately twice a week. I have often parked on Kingsford Smith Street and have never struggled to find a park. I have notice there is a large number of vehicles for a relatively quiet street. Many of these vehicles appear to be industrial and I have put this down to the large amount of construction taking place on that street.</p> <p>I believe that if there is a problem in parking, not that I hold this view, it is due to the construction vehicles rather than commuters parking there. As such, I believe the problem is short term and should subside after the construction is over.</p> <p>I think that the council should hold any decision on the introductory of timed parking until the completion of the construction as it is not clear that the lack of parking can be attributed to commuters.</p> <p>If the problem does turn out to be commuters, then introducing timed parking will not solve the issue, it will merely move it. Many will instead park on Lyall</p>		

Parade, which I feel would be a less ideal solution. It is probable that some people come to Lyall Bay Beach instead of, say, Oriental, due to both the ease of, and time limitless, parking. An introduction of timed parking on Kingsford Smith Street would move commuters to Lyall Parade and be unwanted by those who use Lyall Bay Beach for the reasons mentioned above. Furthermore, it may infringe on local businesses, such as Maranui cafe or Airport Retail Park, if people were to park on Lyall Parade and surrounding streets (and car parks). I support the rest of the changes proposed by the council. However, I feel the current proposal is based on a fact not proven and that any current issues faced are due to the short-term issue of construction. I urge the council for patience on this matter and to review the situation after all construction on Kingsford Smith Street is completed in order to fully assess the causes of the complaints.

<i>Name</i>	<i>Suburb</i>	<i>Agree Y/N?</i>
<i>Paula Warren</i>	<i>Kelburn</i>	<i>Y</i>
<i>Comments</i>		
I support this proposal, which will make a better use of the space.		

This proposal has received widespread support from the nearby businesses who struggle to find available short term parking for their customers.

Officers have reviewed the submissions and reduced the number of time restricted parking from the original proposal. The amended proposal will provide short term customer parking to support the existing businesses as well as continue to cater to people wishing to park longer term.

Officers will conduct a review in the future and propose changes as required.

As the proposal is supported by the local affected parties, officers recommend the proposal to Council.

(g) Time limited (P10) – Bowen Street– Lambton (TR109-10)

The left turn lane from the Terrace into Bowen Street is part of a peak-hour clearway but the lane width is wide enough within this bend to allow parking without disrupting traffic flow.

Drivers have been observed stopping for short periods within the clearway to pick-up and set-down passengers.

It is proposed to formalise this arrangement by creating a new 10 minute parking area for three vehicles while retaining the clearway and commuter parking further west.

Name	Suburb	Agree Y/N?
Paula Warren	Kelburn	Y
Comments		
I support this proposal. I would also like WCC to consider providing the same on the other corner (for vehicles moving from Bowen St to The Terrace, where the oaks are outside number 1).		

Officers have completed an initial review of the area outside No. 1 The Terrace and have noted on the Bowen Street side the carriageway width as you approach the Terrace intersection is insufficient to provide additional parking spaces. On the Terrace side there is no available space without removing existing Metered parking to provide such a facility.

Officers recommend the proposal to Council.

(h) Time limited (P5) & No stopping at all times – Pipitea Street– Thorndon (TR114-10)

The proposed change in parking restrictions reflects the requirements around the new tenants for the Pipitea Plaza.

The current parking restrictions are no longer required. There were resident's only parking zones, a bus stop and several P120 spaces. The changes will see the introduction of P5 parking only to enable short visits to Pipitea Plaza and the Wellington Girls College.

This will maintain the requirements for the new building and provide the parking needs for activities on both sides of Pipitea Street.

Name	Suburb	Agree Y/N?
Hamish McConnochie	Thorndon	Y
Comments		
<p>In regards to the 5 minute parking zones, I do have concerns about the zone operating at all times.</p> <p>Whilst I appreciate that there are security requirements for the building, I feel these need to be balanced with the interests of local residences, such as myself. Having previously felt the sting of being ticketed, despite parking outside my own house on a Sunday, due to being unaware of timed parking operating on that day, I feel that this parking spot may have similar effect.</p> <p>Many people do not expect timed parking to either be operational, let alone enforced, outside of the usual 8 am - 6 pm Monday - Saturday (8 pm Fridays). As such, I can see, using the words of Lord Goddard, a "serious result" occurring if this time limit was to operate 24/7. Once scenario where this may occur was if someone was to park in the spot on a Saturday night around 7.30 to visit a house in the area. They may not realise that this street is residential, due to it be adjacent to the pay and display Mulgrave Street, and, if they do, may not realise that the time limit is still in force.</p> <p>As such, I believe that if the council does wish to make these parking spots limited at all hours, this needs to be adequately displayed so the above situations do not occur.</p>		

	Name	Suburb	Agree Y/N?
	Paula Warren	Kelburn	Y
	Comments		
	No objection. 5 minute parking is an appropriate use of road corridor space.		

Taking the points raised by Mr McConnochie into consideration the parking spaces will be well sign posted and additional road markings within the parking spaces will be utilised to reinforce the parking restriction.

Officers recommend the proposal to Council.

(i) No stopping at all times – Portland Crescent– Thorndon (TR117-10)

Council has received a request from the property owner of 21 Portland Crescent to remove the no stopping lines in front of their driveway.

	Name	Suburb	Agree Y/N?
	Paula Warren	Kelburn	-
	Comments		
	There was inadequate supporting information to allow me to assess this proposal. This is a cul-de-sac. What effect will allowing people to park in front of their driveways have on the ability for people to turn at the end of the street? For pedestrians to use the area safely? For the amenity values of the street?		

The carriageway width at the cul-de-sac of Portland Crescent is approximately 8.2 metres wide which will allow vehicles to safely manoeuvre and will not be affected by this proposal. The broken yellow lines extending up to 10 metres on both sides of the road ensure that there will always be room to manoeuvre. The residential property at 21 Portland Crescent is situated several metres away from the end of the cul-de-sac with adequate footpath for pedestrians to traverse safely. With this, Council intends to proceed with the proposal.

As the proposal is supported by the local affected parties, officers recommend the proposal to Council.

(j) Resident parking – Abel Smith Street– Te Aro (TR118-10)

Council has received a request from a resident to review the on-street resident parking along 108-112 Abel Smith Street.

It was identified the properties at 108, 110 and 112 Abel Smith Street are heritage listed residential houses under the District Plan and are eligible for resident parking permits.

Currently there are only two allocated residents' parks.

It is proposed to convert the adjacent P60 time restricted parking space (previously utilised by customers of the now closed motor shop), into an additional resident parking space.

	Name	Suburb	Agree Y/N?
	Paula Warren	Kelburn	Y
Comments			
	No objection		

	Name	Suburb	Agree Y/N?
	Liz Springford	Berhampore	N
Comments			
	<i>Oppose.</i>		

The above submissions does not fall within the definition of a formal objection by a person or persons adversely affected by a resolution, as they constitute suggestions for wider changes to Council's transport strategy and related policies.

As the proposal is supported by the local affected parties, officers recommend the proposal to Council.

(k) Metered parking – Victoria Street– Te Aro (TR119-10)

Council officers were made aware of an error in the recently approved Sunday Time Limits. A parking space on Victoria Street was said to be 1.5 metres long when in fact it was 5 metres. This resolution seeks to amend this restriction prior to the implementation of the Sunday Parking time limits so that it reflects the actual size of the parking space

This resolution is to take effect on a date to be publicly notified in conjunction with;

Item 243/10P Parking Policy Implementation – Review of Sunday Parking Time Limits in the Central Area.(1215/52/IM) (Report 1) .

In addition to the specific comments associated with the proposed restrictions, and number of general comments were submitted for the Committees' review and consideration.

Name	Suburb	Agree Y/N?
Paula Warren	Kelburn	-
Comments		
<p>General comments related to all resolutions</p> <p><i>Need for analysis of proposals</i></p> <p>There are three key issues that should underlie any parking decisions:</p> <ul style="list-style-type: none"> • Whether the use of the space is the best use, given that public land is a scarce resource. • What effect the proposed use will have on the transport corridor, including any implications for transport demand management (TDM). • Where there is more demand than supply for parking on public space, is the distribution of the opportunity both fair and contributing towards council objectives. <p>Judging by the commentary provided by officers for the latest traffic resolutions, there is either no clear council framework for considering these sorts of proposals, or officers are not explicitly applying the policy and then providing that information to submitters. Many resolutions have no analysis at all – just the fact that it was asked for and that no-one has opposed it. It is an important role of the council to look at broader issues, cumulative effects, etc, which proposers cannot be expected to consider fully. That analysis should be provided to the public with the proposed resolution.</p> <p><i>Efficient use of land</i></p> <p>The transport corridors in New Zealand cities represent a major part of the land area, and a huge proportion of public land. I have not seen figures for Wellington, but one measure in Auckland found that 50% of the downtown area was in road corridor or private parking areas that had no building above the parking space. That is a huge investment of valuable land that has a range of effects on a city:</p> <ul style="list-style-type: none"> • It lowers agglomeration rates, which are a major determinant of economic success for a city. • It makes the city less walkable, by both increasing distances between destinations, and impeding pedestrian movements. A walkable city has been a consistent high objective for Wellington City residents (e.g. in the 2040 submissions). • Where road space occupies a large part of the city, it has a dominating effect on urban form and amenity. The way that space is designed, allocated and managed must contribute to urban form and amenity objectives as well as transport objectives. • It reduces the ability to devote land to other uses, such as public parks, public toilets, outdoor eating areas, performance spaces, etc. 		

The first priority for transport corridor land should be the movement of people and goods. Traffic congestion can be a useful short term TDM tool, but in the long term the aim of TDM, footpath widening, development of more efficient public transport, and other transport processes is to achieve efficient movement of people and goods across the city.

The second priority should be to allow an efficient connection between the transport corridor and adjacent landuses. That includes both provision for driveways and entrances, and for loading/pick-up zones. It may also include appropriate signage to allow corridor users to know where an adjacent landuse is located.

The next priority is for services for people using the corridor to make their journey more pleasant. That includes things like seats for walkers who need to rest, water fountains, public toilets, bus stop information, lookout/rest stops, shelter, etc. It may in future include things such as bike repair stations with air pumps and stands to hold the bike while it is fixed, places where electric vehicles can be given a quick recharge, etc.

Many other current uses of the road corridor are not essential for its transport function. These include most car parking, restaurant tables, gardens and trees, etc. The following approach should be taken to these activities:

- These should be actively encouraged where they are entirely compatible with the corridor function and provide useful public benefits. For example kerb extensions to make pedestrian crossings easier should have amenity plantings or other public uses where that does not impede pedestrian use or make it harder to provide a safe route for cyclists.
- These should be allowed where they are entirely compatible with the corridor function, provide a private benefit, do not exclude an alternative public use, and the private benefit is charged for.
- No activity should be allowed where it would impede the core corridor function. For example residents' car parking that impedes free movement of buses (e.g. in Rintoul Street or on the Number 14 route) is completely unacceptable.
- Where corridor land is not currently needed for the corridor, but may be needed in future, the land should stay within the corridor but could be subject to short term transfer to other public uses (e.g. converted to park) or leased as road encroachment.
- Where corridor land is not currently needed for the corridor, and unlikely to be needed in future, it should be converted to another public land category (e.g. reserve). Disposal should only be after alternative public uses have been considered and rejected as options for the land, or if disposal supports a council priority (e.g. as part of an urban renewal project). Short term leases would retain future options where there is no immediate public use or the land would be a liability (e.g. for weed control).

Overall, the aim must be to make the way the land in the transport corridor is used a positive contribution to urban design, economic development and other objectives of the council.

Effects on the transport corridor

I support the council's desire to limit the growth of commuter and events traffic, and encourage the use of public transport, walking, and cycling. One of the key traffic demand management measures available to the city is the way parking is provided or restricted.

There are several reasons why parking policies affect traffic, road safety and modal choices:

- Households that have cars, particularly cars close to their houses, are more likely to use them for trips that could be done in other ways.
- Parking provision is often an impediment to efficient public transport operations.
- Parked cars are a hazard for cyclists (because of the risk of doors being opened), and take up road space that could be used to provide wide lanes that would accommodate cyclists and vehicles together.
- Car parking is being provided at the expense of footpath space (or shared road space) for pedestrians.
- Car parks take up space that could be used to make streets more attractive and pleasant. It is now well established that changes in the way roads appear is the best way to change driver behaviour, and that increasing street amenities and the numbers of people on foot slows speeds and improves safety for all users. More attractive streets will also, of course, have other social benefits, as will the use of spaces for other public uses (see discussion above about efficient use of land).

Given this, the following approach should be applied in thinking about parking provision in the road corridor:

- The way roading space is allocated should recognise the following transport hierarchy, which takes account of the relative health and safety, economic efficiency, community benefit, environmental effect and accessibility of the modes/uses:
 - active modes
 - mass public transport, freight vehicles, emergency services
 - business vehicles, taxis, disability transport
 - private vehicle use where mass public transport does not provide a viable option
 - other private vehicle use
- Parking of vehicles should primarily occur on private land. Roading space should only be allocated to parking that is an essential part of connecting the corridor to adjacent land uses – i.e. loading zones and pick-up zones. Any other parking should only be provided where the land is not needed for corridor purposes and parking is the best use of that land.

In terms of when parking spaces are provided within public roading space, the following principles should apply:

- No parking spaces will be provided where this will prevent the provision of adequate space for pedestrian movements. That might relate to the provision of footpaths, or the design of shared road space so that pedestrians are well catered for.
- No parking spaces will be provided where this would impede the efficient movement of mass public transport vehicles.

- On major routes (i.e. those routes that carry fairly constant traffic flows that make passing difficult), the left lane will be wide enough to allow a car to overtake a cyclist without leaving the lane. Any car parking will be outside that space.
- No parking spaces will be provided where they would pose a hazard to active mode users. That would include where the risk of car doors opening would endanger cyclists, where the cars would make road crossings difficult for pedestrians, where alternative uses would have benefits in terms of road user behaviour, etc.

Equitable use of parking space on public land (within and outside the road corridor)

There is clearly more demand for parking in Wellington than can be provided on public land. And there is no reason why much of the parking should be provided on public land.

A key question is whether it is reasonable and in the interests of good urban design for the council to provide for desired parking.

For example if households wish to have a car, and can't store it on their own land, they can rent space on other private land – in a parking building, on a neighbour's land, etc. Or they can move to a house that has parking available. Or they can get rid of the car and use other options (car share, rental cars, borrowing a friend's car, using other modes). Having long term storage for a private car is not some sort of right that the council should be ensuring can be met. This contrasts strongly with other council provided services, such as sewage and water, where there is a view that all residents should have access to satisfactory provision.

In contrast, mobility parking spaces are a facility that most people would agree the council should ensure is provided, although in many cases they will be on private land (e.g. in supermarket carparks). This recognises the fact that people with mobility problems need to be able to access shops, services, recreational opportunities, etc by car, and need parking very close to their destination. We would expect the council to have a clear policy about what is sufficient provision, and seek to ensure that this is met across the city, using a range of tools including parking provision, district plan rules, enforcement, etc.

In my view, many of the past council decisions are contrary to equitable provision, because they use a scarce resource for the sort of parking which the council should not be expected to provide for, leaving insufficient space for the sorts of parking that should logically be in the transport corridor.

I therefore propose that the council adopt the following priorities for providing parking space in the road corridor and on other public land:

- The first priority will be the adequate provision of loading zones/pick up and drop off points to allow a no-tolerance enforcement of parking on footpaths and double parking to be implemented without significantly adversely affecting businesses and residents.
- An equal priority would be for adequate spaces for car share schemes, bike hire businesses and other initiatives that are part of an active TDM strategy.

- The second priority in residential areas will be a reasonable level of provision of spaces for short term visitor use (up to 2 hours), and provision of bookable spaces for use by tradespeople, out-of-town visitors, etc (see below). The use of these will be monitored to ensure that they are not used for longer term parking. This will ensure that the ability of people to undertake social and business activities in residential areas is not compromised.
- The second priority in the CBD, town centres and next to commercial/industrial zoned land will be short term parking (1.5-2 hours) for users of those businesses where the business cannot reasonable provide the parking, and particularly where people may be using multiple businesses. Tour bus and similar parking would also be a priority (where the bus was waiting for passengers to carry out a short term event, not for overnight parking or all day parking unrelated to what passengers are doing).
- Residents' parking will be phased out except where there is an agreement that this is an appropriate long term solution because desirable urban form makes the parking of vehicles on private land within a reasonable walking distance (about 10 minutes walk) of residences infeasible. In looking at this, account will be taken of the current availability of parking spaces on private land (e.g. in parking buildings), the effect that changing public land use rules might have on provision (i.e. by encouraging a new private provision), whether there are specific district plan rules which restrict the ability of residents to develop parking (e.g. historic building limitations), etc. In deciding the speed of phasing out, account will be taken of whether the other priorities can be met without changing residents zones, a reasonable rate of change given the effect that past provision may have had on people's choices about where to live, etc. Where residents spaces are provided, priority will be given to residents that can show they have a reasonable expectation and legitimate need, and where those residents participate in car pools, walking school buses, business travel plans, or similar arrangements to reduce their car ownership/use.
- Commuter car parking spaces will be phased out. Removal of commuter spaces will be carried out within a TDM context, with both private parking provision and modal shift encouraged.

Above I have proposed that there be provision of bookable spaces in residential areas. Those using the spaces would have to pay and provide a justification for the use of the space. The spaces would be for uses such as tradespeople working on residential properties, residents that have a health problem that makes their normal arrangements infeasible, parking for out-of-town visitors, parking for caregivers who do not live in the residence but visit frequently, placing of rubbish skips, etc. This will ensure that short term needs are met, without encouraging car ownership and expectations of long term parking provision. It will also reduce the problem of trades vehicles and others parking on footpaths.

Enforcement and charges

In terms of charges and incentives, the following principles should apply:

- Residents' parking, commuter parking and other longer term parking should be priced so that there is an incentive for car owners to use private parking spaces - i.e. at a

higher rate than in parking buildings in that part of the city. The charge should also reflect the value of the land.

- There should be no charges for short term parking (loading zones, visitor parks), but high fines for breaching the rules for these spaces.
- There should be no charge for tradespeople using booked parking spaces for less than two days. Longer building projects should be paying for the space, although not necessarily at the full commercial rate.
- There should be greater enforcement of illegal parking (footpaths, double parking, etc), and high penalties, to encourage people to design their activities to fit within the rules.

Precinct plans

There should be a progressive development of precinct plans that look at roading space from both a transport and urban design perspective, identify an appropriate long term arrangement, and a transition process to achieve that arrangement. This should draw on modern urban form approaches, including the shared road concept.

<i>Name</i>	<i>Suburb</i>	<i>Agree Y/N?</i>
<i>Liz Springford</i>	<i>Berhampore</i>	
<i>Comments</i>		
<p>Thank you for the opportunity to make this submission on the 13 proposed new traffic and parking resolutions for Wellington for which public input has been invited by 5pm Friday 29 October 2010.</p> <p>Firstly, I support the statements made by Paula Warren in her individual submission and in particular, the need to have an overall framework in which to consider parking and other road use changes.</p> <p>Wellington is at a crossroad on transport choices. Many streets, particularly in our hilly suburbs, were never designed for the volume of cars we now have. New Zealand currently has the third highest rate of car ownership in the world. Geographic spread is sometimes argued in defence, but the reality is that our transport emissions have increased by around 70% since 1990 despite our population becoming more densely concentrated in urban areas. Too many Wellington streets are effectively one way travel despite designation as two way travel, with non-existent safe pedestrian access.</p> <p>The urgency of rapidly reducing our emissions so that global emissions peak within four years then rapidly reduce beyond 2015 through to 2050, and the lead time of a decade or more before electric car use is widespread and powered by renewables, mean Wellingtonians must chose a direction that rapidly increases active travel and public transport use. Mainstream respected international agencies predicting oil prices to spike as early as 2012 and no later than 2014/15 add to this urgency to create smart transport infrastructure.</p> <p>A glaring issue is the use of valuable road space for private car storage, often at no charge to the owners, but with significant inconvenience and too often danger to other road users. This is why I support an overall framework to consider parking and other road changes such as these 13 new resolutions.</p> <p>As a non-sporty middle-aged cyclist of average fitness for my age & gender, I often reflect on the use of two lanes of road for car storage (aka 'parking') while I have to chance my luck with metal-encased travellers travelling at speed within a single lane. I hope the metal-encased travellers follow all road rules all of the time - including passing me with 1.5metres to spare whilst I ensure I pass parked cars with at least 1metre clearance. But too often the lane-sharing situation seems like sharing DoC camp-sites, huts and tracks and huts with rifle-carrying hunters who hopefully follow the Firearms code impeccably at all times. I note the</p>		

WCC survey cited in the draft Climate Change plan which reported that cyclists feel safe about half the time!

We urgently need infrastructure that makes cycling feel safe and accessible to people of varying ages and levels of fitness. Possibly a litmus test for a safe cycle path is when a focus group of Wellington mothers feel ok about watching an intermediate-age child cycle along the path to school or a parent cycle along with a toddler in their cycle trailer - without having to share with cars or pedestrians. Certainly WCC officers should be expected to review all the resolutions that would allow parking before they are adopted, to see whether the parking increases the risks to cyclists, or whether an alternative change would reduce an existing risk, in consultation with CAW, and report that back to the council.

I would also like to see a hierarchy of access applied to all Wellington streets as part of the overall framework so that private car storage (such as these parking resolutions) would be considered in this hierarchy context. The proposed hierarchy for discussion and refinement is:

- 1. safe access for active travellers (pedestrians, cyclists, skateboarders) & emergency/service vehicle & taxis*
- 2. the above, plus one-way private car access*
- 3. the above plus two-way car access and bus access*
- 4. the above plus two-way car access and two-way bus access*
- 5. the above plus one-sided car storage with priority given to mobility car parks, car-share parks such as CityHop, and taxi stands, plus time-limited parking such as 10-minute and 30-minute parks.*
- 6. the above plus two-sided car storage*

This hierarchy is in the interests of motorists too - there's some bizarre streets around my area where there's effectively one-way traffic with cars taking turns to pass each other, yet double sided car storage on those same streets. There is still a need for private cars and priority should be given to generous parking access for those travellers with disabilities and/or babies, late-stage pregnancy etc. But the way to reduce car ownership is for WCC to support companies like CityHop urgently extending in the CBD and out into the suburbs, to reduce the demand for car storage on precious roading space. So free parking space for CityHop cars is also a priority, plus active promotion of car-share schemes and seeding support. That way infrequent car users can still have the convenience of a car when they need it, but not have the expense of owning one or two cars, and not clog roads with car storage. Personally, our household experiment of not owning a car has worked well for almost three years now and Cityhop access in either Newtown or Island Bay would remove any residual temptation to own a car.

Perhaps it's also time to start charging for private car storage on public roads. The expectation that one can freely park a private car outside one's residence seems outdated and out of step with overseas trends.

With the specific resolutions I support those that add give way and stop signs as traffic safety measures. I also support the tour bus park and as an interim measure, the reduced parking times. I do not support reintroduction of residential parking, especially as a free entitlement.

To conclude, despite rhetoric about 'not picking winners', roads are definitely not level travel fields, when cars have priority for safe travel **and storage**, but cyclists, skateboarders and others mostly have to share the lanes with those cars. I hope parking decisions can be considered within a framework where street use reflects the challenges of this decade.

TR93-10 Thorndon Quay, Thorndon - Pay and display, metered parking
Interim agree pending overall car storage policy

TR99-10 Newman Terrace, Thorndon - Stop sign	Agree
TR101-10 Krull Street, Vogeltown - Give-way sign	Agree
TR102-10 Kinghorne Street, Strathmore - Time limited parking	Interim agree pending overall car storage policy
TR103-10 Adelaide Road, Newtown - Time limited and resident parking	Interim agree pending overall car storage policy, but oppose resident parking
TR104-10 Aitken Street, Thorndon - Tour bus stop	Agree
TR107-10 Elizabeth Street, Mount Victoria - Time limited parking	Interim agree pending overall car storage policy
TR108-10 Kingsford Smith Street, Rongotai - Time limited parking	Interim agree pending overall car storage policy
TR109-10 Bowen Street, Wellington Central - Time limited parking	Interim agree pending overall car storage policy
TR113-10 Coromandel Street, Newtown - Mobility parking	Agree
TR114-10 Pipitea Street, Thorndon - Time limited parking, no stopping at all times	Interim agree pending overall car storage policy
TR117-10 Portland Crescent, Thorndon - No stopping at all times	Agree
TR118-10 Abel Smith Street, Te Aro - Resident parking	Oppose

The above submissions do not fall within the definition of formal objections by persons adversely affected by a resolution, as they constitute suggestions for wider changes to Council's transport strategy and related policies.

For this reason it is suggested that the submitters be informed that the most appropriate time for them to put forward their ideas will be when the Council formally reviews its current strategy and policies for transport or seeks input for the development of any new policies.

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, Traffic Engineer – Transport Network Operation.

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 is contained in a 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 any objections are addressed in the report.

b) Consultation with Maori

N/A

6) Legal Implications

The recommendations comply with the legal requirements for amendments to traffic restrictions laid down in the Bylaws.

7) Consistency with existing policy

This report is consistent with existing WCC policy.