

**REPORT 8**  
(1215/52/IM)

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## **TRAFFIC RESOLUTIONS**

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### **1. Purpose of Report**

This report outlines the recommended amendments to the Wellington City Council Traffic Restrictions. These recommendations support the achievement of the Council's Transport Strategy Outcomes of Safety, Accessibility, Efficiency and Sustainability. All of the proposed traffic restrictions were publicly advertised.

### **2. Executive Summary**

The proposed resolutions were advertised on 03 May 2011, giving the public 18 days to make submissions.

In total, 6 objections were received

Proposed Resolution	Objections
Blair Street (TR47-11)	2
Cleveland & Harrison Streets (TR32-11)	1
Hay Street (TR30-11)	1
Hill Street (TR34-11)	1
Riddiford Street (TR50-11)	1

Council Officers have assessed the objections raised, and have concluded that no modification or removal of the proposed resolutions is required.

### **3. Recommendations**

Officers recommend that the Strategy and Policy Committee:

- 1. Receive the information.*
- 2. Recommend to Council that it approves the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.*

**(a) Time limited parking (P10) – Albemarle Road– Northland (TR29-11)**

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

**Column One**  
**Albemarle Road**

**Column Two**  
P10,  
Monday to Friday,  
7:30am-9:00am  
3:45pm-5:15pm.

**Column Three**  
North side,  
commencing 46  
metres east of its  
intersection with  
Curtis Street (Grid  
coordinates x=  
1747096.6 m, y=  
5429115.7 m), and  
extending in an  
easterly direction  
following the  
northern kerbline for  
11 metres.

**(b) Time limited parking (P120), Class restricted parking (Bus stop) – Aro Street– Aro Valley (TR42-11)**

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

**Column One**  
**Aro Street**

**Column Two**  
Bus Stop,  
At All Times.

**Column Three**  
North side,  
commencing 13.5  
metres east of its  
intersection with  
Devon Street and  
extending in a  
westerly direction  
following the  
northern kerbline for  
16 metres.

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

**Column One**  
**Aro Street**

**Column Two**  
P120,  
Saturday and  
Sunday  
8:00am – 6:00 pm.

**Column Three**  
North side,  
commencing 13.5  
metres east of its  
intersection with  
Devon Street (Grid  
coordinates x=  
1747911.3 m, y=  
5426957.9 m), and  
extending in an  
easterly direction  
following the  
northern kerbline for  
16 metres.

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Aro Street</b>	Bus stop, Monday to Friday 6:00 am – 7:00 pm.	North side, commencing 13.5 metres east of its intersection with Devon Street (Grid Coordinates x- 1747911.3 m, y= 5426957.9 m), and extending in an easterly direction following the northern kerbline for 16 metres.

**(c) Metered parking – Blair Street– Te Aro (TR46-11)**

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Blair Street</b>	Clearway, Friday to Saturday 11:00pm - 8:00am, Saturday to Sunday 11:00pm - 8:00am.	East side, following the kerbline 53.5 metres south of its intersection with Wakefield Street (Grid Coordinates x= 1749338.9 m, y= 5427205.0 m), and extending in a southerly direction for 55 metres.
<b>Blair Street</b>	Clearway, Friday to Saturday 11:00pm - 8:00am, Saturday to Sunday 11:00pm - 8:00am.	West side, following the kerbline 16.5 metres north of its intersection with Courtenay Place (Grid Coordinates x= 1749274.2 m, y= 5427096.3 m), and extending in a northerly direction for 56 metres.

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

**Column One**  
**Blair Street**

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

**Column Three**  
East side, following the  
kerbline 19.5 metres  
south of its intersection  
with Wakefield Street  
(Grid coordinates x=  
1749338.9 m, y=  
5427205.0 m), and  
extending in a  
southerly direction for  
89 metres.

**Blair Street**

Metered parking,  
Monday to Thursday  
8:00am – 6:00pm  
Friday  
8:00am -8:00pm  
Saturday and  
Sunday  
8:00am – 6:00pm.

(33 angled carparks)  
West side, following  
the kerbline 16.5  
metres north of its  
intersection with  
Courtenay Place (Grid  
coordinates x=  
1749274.2 m, y=  
5427096.3 m), and  
extending in a  
northerly direction for  
56 metres.  
(22 angled carparks)

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

**Column One**  
**Blair Street**

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

**Column Three**  
East side, commencing  
19.5 metres south-  
south-east of its  
intersection with  
Wakefield Street (Grid  
coordinates x=  
1749338.9 m, y=  
5427205.0 m), and  
extending in a south-  
south-easterly  
direction for 31 metres.  
(angled parking  
spaces)

**Blair Street**

Metered parking,  
Monday to Thursday  
8:00am – 6:00pm  
Friday  
8:00am -8:00pm  
Saturday and  
Sunday  
8:00am – 6:00pm.

East side, commencing  
56 metres south-south-  
east of its intersection  
with Wakefield Street  
(Grid coordinates x=  
1749338.9 m, y=  
5427205.0 m), and  
extending in a south-

**Blair Street**

*Metered parking,  
Monday to Thursday  
8:00am – 6:00pm  
Friday  
8:00am -8:00pm  
Saturday and  
Sunday  
8:00am – 6:00pm.*

*south-easterly  
direction for 53 metres.  
(parallel parking  
spaces)  
West side,  
commencing 16.5  
metres north-north-  
east of its intersection  
with Courtenay Place  
(Grid coordinates x=  
1749274.2 m, y=  
5427096.3 m), and  
extending in a north-  
north easterly  
direction for 56 metres.  
(parallel parking  
spaces)*

**(d) Resident parking – Bolton Street– Kelburn (TR46-11)**

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

**Column One  
Bolton Street**

**Column Two**  
*Resident parking,  
Monday to Friday  
8:00am to 6:00pm*

**Column Three**  
*North side,  
commencing 58 metres  
northeast of its  
intersection with  
Wesley Road (Grid  
Coordinates  
x= 1748326.80 m, y=  
5428517.88 m), and  
extending in a north-  
easterly direction  
following the northern  
kerbline for 17 metres.*

**(e) Class restricted parking (Loading zone and Tour bus) –  
Bond Street– Te Aro (TR25-11)**

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

**Column One  
Bond Street**

**Column Two**  
*Loading zone,  
P15,  
Monday to Sunday  
8:00am – 6:00pm.*

**Column Three**  
*Northeast side,  
commencing 57 metres  
southeast of its  
intersection with  
Victoria Street (Grid  
coordinates x=  
1748714.7 m, y=*

**Bond Street**

*Tour bus park,  
at all other times.*

*5427589.5 m), and  
extending in a south-  
easterly direction  
following the northern  
kerbline for 8 metres.  
Northeast side,  
commencing 57 metres  
southeast of its  
intersection with  
Victoria Street (Grid  
coordinates x=  
1748714.7 m, y=  
5427589.5 m), and  
extending in a south-  
easterly direction  
following the northern  
kerbline for 8 metres.*

**(f) Metered parking – Brandon Street– Lambton (TR37-11)**

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

**Column One  
Brandon Street**

**Column Two**  
*P120 Maximum,  
Monday to Thursday  
9:00am – 3:00pm,  
Friday  
9:00am – 3:00pm,  
6:00pm – 8:00pm,  
Saturday and  
Sunday  
8:00am - 6:00pm.*

**Column Three**  
*Southwest side,  
following the kerbline  
9 metres northwest of  
its intersection with  
Featherstone Street  
(Grid Coordinates  
X=2658815.912469 m,  
Y=5989958.180318 m)  
and extending in a  
north-westerly  
direction for 21.5  
metres.  
(4 parallel carparks)*

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

**Column One  
Brandon Street**

**Column Two**  
*P120 Maximum,  
Monday to Thursday  
9:00am – 3:00pm,  
Friday  
9:00am – 3:00pm,  
6:00pm – 8:00pm,  
Saturday and  
Sunday  
8:00am - 6:00pm.*

**Column Three**  
*Southwest side,  
following the kerbline  
9 metres northwest of  
its intersection with  
Featherstone Street  
(Grid coordinates x=  
1748794.1 m, y=  
5428246.0 m), and  
extending in a north-*

westerly direction  
following the south-  
western kerbline for  
19.5 metres.  
(3 parallel carparks)

**(g) Time limited parking (P10) and No stopping – Burgess Road– Johnsonville (TR41-11)**

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

**Column One**  
**Burgess Road**

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

**Column Three**  
South side,  
commencing 67.5  
metres east of its  
intersection with  
Johnsonville Road and  
extending in an  
easterly direction  
following the southern  
kerbline for 10 metres.

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

**Column One**  
**Burgess Road**

**Column Two**  
No stopping,  
at all times.

**Column Three**  
South side,  
commencing 67.5  
metres east of its  
intersection with  
Johnsonville Road  
Grid Coordinates x=  
2661524.3 m, y=  
5996726.3 m), and  
extending in an  
easterly direction  
following the southern  
kerbline for 10 metres.

**(h) Metered parking (Mobility) – Bute Street – Te Aro (TR27-11)**

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

**Column One**  
**Bute Street**

**Column Two**  
Metered Parking,  
P120 Maximum,  
Monday to Thursday  
8:00am - 6:00pm,  
Friday

**Column Three**  
East side,  
commencing 19.5  
metres north of its  
intersection with  
Vivian Street (Grid

8:00am - 8:00pm,  
Saturday and  
Sunday  
8:00am - 6:00pm.

*Coordinates*  
*X=2658561.188096 m,*  
*Y=5988747.850278*  
*m) and extending in a*  
*northerly direction*  
*following the kerbline*  
*for 27.5 metres.*  
*(5 parallel carparks)*

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Bute Street</b>	<i>Metered Parking,</i> <i>P120 Maximum,</i> <i>Monday to Thursday</i> <i>8:00am - 6:00pm,</i> <i>Friday</i> <i>8:00am - 8:00pm,</i> <i>Saturday and</i> <i>Sunday</i> <i>8:00am - 6:00pm.</i>	<i>East side,</i> <i>commencing 21.5</i> <i>metres north of its</i> <i>intersection with</i> <i>Vivian Street (Grid</i> <i>coordinates</i> <i>x=1748539.3 m, y=</i> <i>5427035.78 m), and</i> <i>extending in a</i> <i>northerly direction</i> <i>following the eastern</i> <i>kerbline for 18 metres.</i> <i>(3 parallel carparks)</i>

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Bute Street</b>	<i>Metered mobility</i> <i>parking - Displaying</i> <i>an operation</i> <i>mobility permit only,</i> <i>P120 Maximum,</i> <i>Monday to Thursday</i> <i>8:00am – 6:00pm,</i> <i>Friday</i> <i>8:00am - 8:00pm,</i> <i>Saturday and</i> <i>Sunday</i> <i>8:00am – 6:00pm.</i>	<i>East side,</i> <i>commencing 39.5</i> <i>metres north of its</i> <i>intersection with</i> <i>Vivian Street (Grid</i> <i>Coordinates</i> <i>X=1748539.27m,</i> <i>Y=5427035.78m) and</i> <i>extending in a</i> <i>northerly direction</i> <i>following the eastern</i> <i>kerbline for 7.5</i> <i>metres.</i>

- (i) Time limited parking (P30) and Resident parking – Cleveland Street & Harrison Street– Brooklyn (TR32-11)**

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



<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Cleveland Street</b>	<i>P30 Monday to Saturday, 8.00am-6.00pm. Except Authorised Residents</i>	<i>North side, commencing 106 metres east of its intersection with Ohiro Road and extending in a easterly direction following the northern kerbline for 48 metres.</i>
<b>Cleveland Street</b>	<i>P30 Monday to Saturday, 8.00am-6.00pm. Except Authorised Residents</i>	<i>North side, commencing 51 metres east of its intersection with Ohiro Road and extending in a easterly direction following the northern kerbline for 16 metres.</i>
<b>Cleveland Street</b>	<i>P30 Monday to Saturday, 8.00am-6.00pm. Except Authorised Residents</i>	<i>North side, commencing 74 metres east of its intersection with Ohiro Road and extending in a easterly direction following the northern kerbline for 25.5 metres.</i>
<b>Harrison Street</b>	<i>P30, Monday to Saturday, 8.00am-6.00pm. Except Authorised Residents.</i>	<i>East side, commencing 21 metres south of its intersection with Cleveland Street and extending in a southerly direction following the eastern kerbline for 34 metres.</i>

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Cleveland Street</b>	<i>No Stopping At All Times.</i>	<i>North side, commencing 154 metres east of its intersection with Ohiro Road and extending in an easterly direction following the northern kerbline for 6 metres.</i>

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Cleveland Street</b>	<i>P30 – Except for Authorised Resident Vehicles, Monday to Saturday, 8.00am-6.00pm.</i>	<i>North side, commencing 106 metres east of its intersection with Ohiro Road (Grid coordinates x= 1747619.2 m, y= 5425851.2 m), and extending in an easterly direction following the northern kerbline for 39 metres.</i>
<b>Cleveland Street</b>	<i>P30 – Except for Authorised Resident Vehicles, Monday to Saturday, 8.00am-6.00pm.</i>	<i>North side, commencing 51 metres east of its intersection with Ohiro Road (Grid coordinates x= 1747619.2 m, y= 5425851.2 m), and extending in an easterly direction following the northern kerbline for 16 metres.</i>
<b>Cleveland Street</b>	<i>P30 – Except for Authorised Resident Vehicles, Monday to Saturday, 8.00am-6.00pm.</i>	<i>North side, commencing 74 metres east of its intersection with Ohiro Road (Grid coordinates x= 1747619.2 m, y= 5425851.2 m), and extending in an easterly direction following the northern kerbline for 25.5 metres.</i>
<b>Harrison Street</b>	<i>P30 – Except for Authorised Resident Vehicles, Monday to Saturday, 8.00am-6.00pm.</i>	<i>East side, commencing 21 metres south of its intersection with Cleveland Street (Grid coordinates x= 1747782.7 m, y= 5425877.5 m), and extending in a southerly direction following the eastern kerbline for 34 metres.</i>

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Cleveland Street</b>	<i>No stopping, at all times.</i>	<i>North side, commencing 145 metres east of its intersection with Ohiro Road (Grid coordinates x= 1747619.2 m, y= 5425851.2 m), and extending in an easterly direction following the northern kerbline for 11.5 metres.</i>

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Cleveland Street</b>	<i>Resident parking, at all other times.</i>	<i>North side, commencing 106 metres east of its intersection with Ohiro Road (Grid coordinates x= 1747619.2 m, y= 5425851.2 m), and extending in an easterly direction following the northern kerbline for 39 metres.</i>
<b>Cleveland Street</b>	<i>Resident parking, at all other times.</i>	<i>North side, commencing 51 metres east of its intersection with Ohiro Road (Grid coordinates x= 1747619.2 m, y= 5425851.2 m), and extending in an easterly direction following the northern kerbline for 16 metres.</i>
<b>Cleveland Street</b>	<i>Resident parking, at all other times.</i>	<i>North side, commencing 74 metres east of its intersection with Ohiro Road (Grid coordinates x= 1747619.2 m,</i>

**Harrison Street**

*Resident parking,  
at all other times.*

*y= 5425851.2 m), and  
extending in an  
easterly direction  
following the northern  
kerbline for 25.5  
metres.*

*East side, commencing  
21 metres south of its  
intersection with  
Cleveland Street (Grid  
coordinates x=  
1747782.7 m, y=  
5425877.5 m), and  
extending in a  
southerly direction  
following the eastern  
kerbline for 34 metres.*

**(j) Class restricted parking (Diplomatic Corps) – Cuba Street –  
Te Aro (TR35-11)**

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

**Column One  
Cuba Street**

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

**Column Three**  
*West side,  
commencing 64.5  
metres north of its  
intersection with  
Vivian Street (Grid  
coordinates x=  
1748604.1 m, y=  
5427006.6 m), and  
extending in a  
northerly direction  
following the kerbline  
for 36 metres (6  
parallel carparks).*

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

**Column One  
Cuba Street**

**Column Two**  
*DC, CC, FC  
Registered vehicle  
parking,  
at all times.*

**Column Three**  
*West side,  
commencing 93.5  
metres north of its  
intersection with  
Vivian Street (Grid  
coordinates x=  
1748604.1 m, y=  
5427006.6 m), and*

*extending in a northerly direction following the kerbline for 6.4 metres.  
(1 parallel carpark)*

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Cuba Street</b>	<i>P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.</i>	<i>West side, commencing 64.5 metres north of its intersection with Vivian Street (Grid coordinates x= 1748604.1 m, y= 5427006.6 m), and extending in a northerly direction following the kerbline for 29 metres. (5 parallel carparks)</i>

**(k) Metered parking – Featherston Street – Lambton (TR39-11)**

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Featherston Street</b>	<i>P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.</i>	<i>West side, commencing 10 metres south of its intersection with Ballance Street (Grid coordinates x= 1748883.2 m, y= 5428444.8 m), and extending in a southerly direction following the kerbline for 44.5 metres. (8 parallel carparks)</i>

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Featherston Street</b>	<i>P120 Maximum, Monday to Thursday 8:00am –</i>	<i>West side, commencing 6 metres south of its intersection with</i>

6:00pm, Friday  
8:00am – 8:00pm,  
Saturday and  
Sunday  
8:00am – 6:00pm.

Ballance Street (Grid  
coordinates  $x=$   
1748883.2 m,  $y=$   
5428444.8 m), and  
extending in a southerly  
direction following the  
kerbline for 46.5 metres.  
(8 parallel carparks)

**(I) Resident parking – Hay Street – Oriental Bay (TR30-11)**

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

**Column One**  
**Hay Street**

**Column Two**  
Resident parking,  
at all times.

**Column Three**  
East side, commencing  
8 metres south of its  
intersection with  
Oriental Parade  
(Grid coordinates  
 $x= 1750272.0$  m,  
 $y= 5427351.5$  m), and  
extending in a  
southerly direction  
following the eastern  
kerbline for 16 metres.  
(3 parallel parking  
spaces)

**Hay Street**

Resident parking,  
at all times.

East side, commencing  
32 metres south of its  
intersection with  
Oriental Parade  
(Grid coordinates  
 $x= 1750272.0$  m,  
 $y= 5427351.5$  m), and  
extending in a  
southerly direction  
following the eastern  
kerbline for 6metres.  
(1parallel parking  
space)

**Hay Street**

Resident parking,  
at all times.

East side, commencing  
42 metres south of its  
intersection with  
Oriental Parade  
(Grid coordinates  
 $x= 1750272.0$  m,  
 $y= 5427351.5$  m), and  
extending in a  
southerly direction  
following the eastern

*kerbline for 12 metres.  
(2 parallel parking  
spaces)*

**(m) Time limited parking (P30) and Class restricted parking  
(Taxi stand) – Hill Street – Thorndon (TR34-11)**

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

**Column One  
Hill Street**

**Column Two  
Taxi Stand.**

**Column Three**  
*North side,  
commencing 28 metres  
west of its intersection  
with Molesworth  
Street and extending in  
a westerly direction  
following the northern  
kerbline for 22 metres.*

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

**Column One  
Hill Street**

**Column Two**  
*P30,  
Saturday  
8:00am -1:00pm.*

**Column Three**  
*North side,  
commencing 18 metres  
east of its intersection  
with Eccleston Hill  
(Grid coordinates x=  
1748817.2 m, y=  
5428981.2 m), and  
extending in an  
easterly direction  
following the northern  
kerbline for 20.5  
metres.*

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

**Column One  
Hill Street**

**Column Two**  
*Taxi stand,  
at all other times.*

**Column Three**  
*North side,  
commencing 18 metres  
east of its intersection  
with Eccleston Hill  
(Grid coordinates x=  
1748817.2 m, y=  
5428981.2 m), and  
extending in an  
easterly direction*

*following the northern kerbline for 20.5 metres.*

**(n) Class restricted parking (Motorcycle) – Martin Square – Te Aro (TR26-11)**

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

**Column One**  
**Martin Square**

**Column Two**  
*Motorcycle parking, at all times.*

**Column Three**  
*Outer side, commencing 19 metres south-east of its northern intersection with Taranaki Street (Grid coordinates x= 1748740.2 m, y= 5426773.0 m), and extending in a south-easterly direction following the kerbline for 3 metres.*

**(o) No stopping – Martin Square – Te Aro (TR36-11)**

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

**Column One**  
**Martin Square**

**Column Two**  
*No stopping, at all times.*

**Column Three**  
*Outer side, commencing 51 metres east of its intersection with Taranaki Street and extending in an easterly direction following the southern kerbline for 26 metres.*

**Martin Square**

*No stopping, at all times.*

*Inner side, commencing 65 metres east of its intersection with Taranaki Street and extending in an easterly, then northerly direction following the northern and then western kerblines for 12 metres.*



**(p) Time limited parking (P20) – Park Road – Miramar (TR51-11)**

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Park Road</b>	P20, Monday to Saturday 8:00am-6:00am,	East side, commencing 33.5 metres north of its intersection with Miramar Avenue (Grid coordinates x=1752051.6m, y=5424527.6m), and extending in a northerly direction following the eastern kerbline for 42 metres.

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Park Road</b>	P20, at all times.	East side, commencing 33.5 metres north of its intersection with Miramar Avenue (Grid coordinates x=1752051.6m, y=5424527.6m), and extending in a northerly direction following the eastern kerbline for 42 metres.

**(q) Time limited parking (P30) – Parkvale Road – Karori (TR43-11)**

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Parkvale Road</b>	P5, Monday to Saturday, 8:00 am – 6:00 pm.	West side, commencing 37.5 metres west of its intersection with Karori Road and extending in a northerly direction following the western

<b>Parkvale Road</b>	P5, Monday to Saturday, 8:00 am – 6:00 pm.	<i>kerbline for 21.5 metres. West side, commencing 8 metres west of its intersection with Karori Road and extending in a northerly direction following the western kerbline for 14.5 metres.</i>
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*Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Parkvale Road</b>	P30, Monday to Saturday, 8:00 am – 6:00 pm.	<i>West side, commencing 12.5 metres north of its intersection with Karori Road (Grid coordinates x= 1745497.6 m, y= 5428184.9 m), and extending in a northerly direction following the western kerbline for 12.5 metres.</i>
<b>Parkvale Road</b>	P30, Monday to Saturday, 8:00 am – 6:00 pm.	<i>West side, commencing 38 metres north of its intersection with Karori Road (Grid coordinates x= 1745497.6 m, y= 5428184.9 m), and extending in a northerly direction following the western kerbline for 20 metres.</i>

**(r) Time limited parking (P30) and Class restricted parking (Bus stop) – Riddiford Street – Newtown (TR50-11)**

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Riddiford Street</b>	P60, At All Other Times.	<i>East side, commencing 110m south of an extension of the</i>

*southern kerbline of John Street and extending in a southerly direction following the eastern kerbline for 35 metres.*

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

**Column One**  
**Riddiford Street**

**Column Two**  
*Bus Stop,  
Monday to Friday  
7:00am – 9:00am,  
4:00pm – 6pm.*

**Column Three**  
*East side, commencing 110m south of an extension of the southern kerbline of John Street and extending in a southerly direction following the eastern kerbline 35 metres.*

**Riddiford Street**

*Bus Stop,  
At All Times.*

*East side, commencing 145m south of an extension of the southern kerbline of John Street and extending in a southerly direction following the eastern kerbline 36 metres.*

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

**Column One**  
**Riddiford Street**

**Column Two**  
*P30,  
at all other times.*

**Column Three**  
*East side, commencing 13 metres south of its intersection with the southern kerbline of Wellington Hospitals main vehicle entrance (Grid coordinates x= 1748864.6 m, y= 5425502.6 m), and extending in a southerly direction following the eastern kerbline for 35.5 metres.  
(6 parking spaces)*

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Riddiford Street</b>	<i>Bus stop, Monday to Friday 7:00 – 9:00 am 4:00 – 6:00 pm.</i>	<i>East side, commencing 13 metres south of its intersection with the southern kerbline of Wellington Hospitals main vehicle entrance (Grid coordinates x= 1748864.6 m, y= 5425502.6 m), and extending in a southerly direction following the eastern kerbline for 35.5 metres.</i>
<b>Riddiford Street</b>	<i>Bus stop, at all times.</i>	<i>East side, commencing 48.5 metres south of its intersection with the southern kerbline of Wellington Hospitals main vehicle entrance (Grid coordinates x= 1748864.6 m, y= 5425502.6 m), and extending in a southerly direction following the eastern kerbline for 36.5 metres.</i>

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Riddiford Street</b>	<i>No stopping, at all times.</i>	<i>East side, commencing from its intersection with the southern kerbline of Wellington Hospitals main vehicle entrance (Grid coordinates x= 1748864.6 m, y= 5425502.6 m), and extending in a southerly direction following the eastern kerbline for 13 metres.</i>

**(s) Resident parking – Stafford Street – Mt Victoria (TR44-11)**

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Stafford Street</b>	<i>Resident parking, at all times.</i>	<i>North side, commencing 37.5 metres east of the prolongation of the eastern kerbline of Port Street (Grid coordinates x= 2659833.8 m, y= 5988665.8 m), and extending in an easterly direction following the northern kerbline for 17 metres.</i>

**(t) Shared Path – Duncan Street & Findlay Street – Tawa (TR45-11)**

*Add to Schedule C (Direction, Placement and Lane Use) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Duncan Street</b>	<i>Shared path, Cyclists must give way to pedestrians.</i>	<i>West side, commencing from the Pedestrian Crossing servicing the Tawa Railway Station Footbridge (Grid coordinates x= 1753428.8 m, y= 5440840.4 m), and extending in a northerly direction following the western kerbline for 390 metres towards Tawa College.</i>
<b>Findlay Street</b>	<i>Shared path, Cyclists must give way to pedestrians.</i>	<i>East side, commencing from its intersection with Gee Street (Grid Coordinates x= 1753786.6 m, y= 5442593.8 m), and following the kerbline south for 403 metres towards Linden Avenue.</i>

**(u) Stop control – The Rigi – Thorndon (TR38-11)**

*Delete from Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule*

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>The Rigi</b>	Give way.	At its northern approach to its intersection with Glenmore Street.

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>The Rigi</b>	Stop.	At its northern approach to its intersection with Glenmore Street.

**(v) Class restricted parking (Motorcycle) – Thorndon Quay – Lambton (TR48-11)**

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Thorndon Quay</b>	Metered parking, P120 Maximum, Monday to Friday 9:00am – 6:00pm, Saturday and Sunday 8:00am – 6:00pm.	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. (14 parallel parking spaces)

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Thorndon Quay</b>	Motorcycle parking, at all other times	East side, following the kerbline 1199 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 4.5 metres.*

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

**Column One**  
**Thorndon Quay**

**Column Two**  
*Metered parking,  
P120 Maximum,  
Monday to Friday  
9:00am – 6:00pm,  
Saturday and Sunday  
8:00am – 6:00pm.*

**Column Three**  
*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  
77.5 metres.  
(13 parallel parking  
spaces)*

**(w) No stopping, at all times – Tonks Grove – Te Aro (TR28-11)**

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

**Column One**  
**Tonks Grove**

**Column Two**  
*No stopping,  
at all times.*

**Column Three**  
*South side,  
commencing 3 metres  
west of its intersection  
with Cuba Street  
(Grid coordinates  
x = 1748493.37 m,  
y = 5426763.58 m),  
and extending in a  
westerly then  
northerly then easterly  
direction following the  
southern then western  
then northern  
boundary line for 100  
metres.*

**(x) Class restricted parking (Mobility) and Clearway – Victory Crescent – Tawa (TR33-11)**

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Victory Crescent</b>	<i>No Stopping, Monday to Friday 8:30am – 9:30am 2:30pm – 3:30pm.</i>	<i>East side, commencing 256 metres north of its intersection with Main Road and extending in a northerly direction following the northern kerbline for 29 metres.</i>

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Victory Crescent</b>	<i>Mobility parking – displaying an operation mobility permit only, Monday to Friday 8:30am – 9:30am 2:30pm – 3:30pm.</i>	<i>West side, commencing 230 metres northwest of its intersection with Hampton Hill Road (Grid coordinates x= 1753126.6 m, y= 5441133.7 m), and extending in a northerly direction following the western kerbline for 4.5 metres.</i>

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<b>Victory Crescent</b>	<i>Clearway, Monday to Friday 8:30am – 9:30am 2:30pm – 3:30pm.</i>	<i>East side, commencing 251metres south of its intersection with Davidson Crescent (Grid coordinates x= 1752988.2 m, y= 5441583.0 m), and extending in a south- easterly direction following the eastern kerbline for 29 metres.</i>

#### **4. Discussion**

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



**(a) Time limited parking (P10) – Albemarle Road– Northland (TR29-11)**

Council has received a request from the management of Bowen Early Childhood Centre to provide P10 time restricted parking during the peak morning and afternoon period.

The child centre is nearby to the Ian Galloway Park where various sports and school activities are held several days during the week. The majority of parking spaces along Albemarle Road especially the afternoon peak are occupied making it difficult to find parking.

The proposal will allow parents and caregivers to drop off and pick up children nearer the centre.

**(b) Time limited parking (P120), Class restricted parking (Bus stop) – Aro Street– Aro Valley (TR42-11)**

Presently this bus stop serves only the route 9 scheduled service between Aro Street and the Railway Station at 20-minute intervals during peak periods and every half-hour off-peak.

Buses are timetabled to start at 6:30 am until 6:35 pm, and no service is offered on weekends or public holidays.

There is a high demand for parking within the shopping centre, and Council Officers have been asked by the local business community to consider using the bus stop for off-peak and weekend car parking.

A trial has been conducted with combination restriction signs within the area restricting buses to its use between 6:00 am and 7:00 pm, unrestricted parking at other times during weekdays, and two-hour parking on Saturdays and Sundays between 8:00 am and 6:00 pm.

No comments from local businesses or residents have been received either in support or opposition but to ensure restrictions can be enforced it is desirable now to ratify this trial.

**(c) Metered parking – Blair Street– Te Aro (TR46-11)**

For many years the police have requested Council to address the issue of vehicles parking too close to the buildings in order to reduce violence and damage issues. For the past year bars have been allowed to "reserve" spaces at night, however this is not sustainable, reduces parking spaces unnecessarily and is difficult when cars parked are left all night.

It must be noted that it did significantly reduce violence and property damage. Council was originally approached with a request to form a clearway at night from 8pm onwards to deal with this issue (as was done on Courtenay Place outside Coyotes). However Councillors did not accept the resolution as written, and reworded it to take effect from 11pm onwards.

At this time of night it is not practically possible to carry out clearway enforcement for safety reasons (presence of large numbers of inebriated pedestrians), so this has not been implemented.

Officers now propose that the Pay & Display angle parking along the first half of Blair Street be converted to parallel parks. The result will be a permanently wider footpath not requiring any enforcement action or active management from the associated bars. These spaces would be created using white parallel

road markings and an associated sign advising that the parking layout has changed.

No changes would be required to existing Pay & Display signage; however the associated traffic resolutions need to be modified as follows;

1. amend the existing Pay & Display resolutions to refer to parallel parking as opposed to angle
2. remove the existing clearway restriction

This will result in an overall reduction in P&D spaces. (42 angle spaces to be replaced with 18 parallel spaces), however the current layout is unsafe due to there being insufficient footpath width, so that loss in parking space is necessary for public safety.

	<i><b>Name</b></i>	<i><b>Suburb</b></i>	<i><b>Agree Y/N?</b></i>
	<i><b>Paramount Cinema</b></i>		<i><b>N</b></i>
	<i><b>Comments</b></i>		
	I just wanted to object to the proposed parking changes on Blair Street. As it is there are far too few parks available in the Courtenay Place area and I constantly have people arriving late to films because they were unable to find a parking space. If you cut the Blair Street parking from 42 to 18, it will exacerbate an already difficult situation, and it will impact on my business as well as that of others in the area.		

During the day there are parking fee and time restrictions in place that would usually prevent or deter moviegoers from parking on the road, when there is a much cheaper and convenient option available, i.e. parking in an off-road facility with no time restriction. During the day, the Council's CBD on-road parking policy promotes higher turnover of spaces in support of retail and business activity. For those that do park on the road during the day, there are usually quite a few vacant spaces in that area that could be used instead, so the impact will be quite minimal.

At night, the parking spaces in the area affected by the proposed resolution are currently not available to park in, as they are being 'blocked off' (at the request of the police) for pedestrians to use instead. Therefore, in effect, the proposed resolution would **increase** the number of available parking spaces for night-time movie goers by 18, though our findings indicate that most of the people that park in Blair Street all night (free and unrestricted) are typically people who live or work in the CBD.

The proposal aims to provide a wider and safer footpath environment for pedestrians to use, with the minimum possible loss of parking spaces. Especially during the upcoming Rugby World Cup period, it is expected that pedestrian numbers in that area will far exceed the footpath width that is currently available (including during the day). The Council is also looking at longer term plans for the wider Courtenay Precinct, to deal with bus priority, taxi management and parking issues - this may see some of the spaces being reinstated through more significant changes to street layouts. This is just a short-term solution to an immediate safety issue - public safety must take priority over private parking needs.

	<i>Name</i>	<i>Suburb</i>	<i>Agree Y/N?</i>
	<b>A Gray</b>	<b>Te Aro</b>	<b>N</b>
	<b>Comments</b>		
	<p>I work in an office In Courtenay Place almost adjacent to Blair St. I am against the permanent loss of 24 car parks so close to businesses in Courtenay Place.</p> <p>I realise that measures need to be taken to make the area safe for pedestrians for the Rugby World Cup.</p> <p>I would be prepared to withdraw my objection if Council committed to making Blair and Allan Streets a one-way pair within 6 months after the World Cup. This would allow the reinstatement of nearly all of the 24 car parks that would be lost with this proposal.</p>		

Officers are submitting a report to Council's Strategy and Policy Subcommittee on 22 September 2011. The report proposes how traffic issues in the Courtenay Precinct could be dealt with in the long term. As the introduction of a one-way system may have significant impacts on other members of the public, it is not legally possible for officers to make any commitment at this time, but the recommendation must be that the Council first publicly consult on such a proposed option.

In relation to the proposal for Blair Street, this is primarily to address public safety concerns, not just in relation to the Rugby World Cup but also during normal weekdays and nights. Public safety is paramount. In Officer's consideration, public safety must outweigh the need for parking private motor vehicles. There are plenty of alternative and under-utilised parking spaces available in the area to compensate for the loss of on-road spaces. Over the years, the increase in pedestrian numbers has resulted in the available footpath width being insufficient at that location, and the proposal addresses this issue. The proposal also enables other improvements to public amenity in that area. Council's policies support that public spaces should cater for a variety of activities, not just parking, and over the years this location has become a focal point for the hospitality sector of the city. Enabling activities other than parking would be consistent with the original design of the streetscape, the Council's Footpath Management Policy and the recommendations made under the Courtenay Precinct Review. Having a vibrant and attractive area that is more accommodating to pedestrians will likely bring more people into the area, which is likely to offset any adverse impacts to businesses from the loss of on-road parking.

***(d) Resident parking – Bolton Street– Kelburn (TR46-11)***

Council officers received a petition from the residents of 71-126 Bolton Street requesting the conversion of some coupon parking spaces into resident parking. Residents living in this area are disadvantaged by all day commuter parking where owners are unable to find available parking during the day. It is proposed to extend the existing resident parking to accommodate an additional 4 resident parking spaces. The location of the proposed parking spaces is within the existing Kelburn Resident Parking Zone and adheres to the policy approved by Council in the recent review.

**(e) Class restricted parking (Loading zone and Tour bus) – Bond Street– Te Aro (TR25-11)**

Council's Principal Planner (Transport) has become aware of an under-utilised stretch of inner city kerb space (8 metres long) between two street crossings servicing the rear of the West Plaza Hotel in Bond Street that could be used as a loading bay to service existing buildings in Bond Street, and a proposed new tower on the corner of Bond and Victoria Streets.

**(f) Metered parking – Brandon Street– Lambton (TR37-11)**

A full-time bus stop has been converted for part-time operations to include a row of off-peak metered carparks. As one of these spaces incorporates a fire hydrant, road markings have been changed.

This report seeks to ratify these parking changes to eliminate that anomaly.

**(g) Time limited parking (P10) and No stopping – Burgess Road– Johnsonville (TR41-11)**

P60 parking spaces were introduced in 2009 in response to requests from a group of small businesses operating in Burgess Road adjacent to the main Johnsonville Road shopping area.

It was considered that an adequate compromise had been attained for access by the Johnsonville Fire Station and Best Western Motel but practically this turned out not to be the case.

Under urgency, the obstructing two parking spaces were removed and substituted by broken yellow lines.

This report seeks to ratify these changes, now the parking arrangement is operating properly.

**(h) Metered parking (Mobility) – Bute Street – Te Aro (TR27-11)**

Bute Street has been identified as an area where there exists a demand for mobility users to park. The proposed resolution will provide easy access to both Cuba and Vivian Streets where a variety of businesses and retail shops are located.

The City Communities team has recommended an additional mobility park in this location during their recent survey for mobility parks.

The mobility parking policy aims to ensure Wellington is a liveable place for people with limited mobility by enhancing their ability to participate in social, cultural and political life and their access to services and resources.

**(i) Time limited parking (P30) and Resident parking – Cleveland Street & Harrison Street– Brooklyn (TR32-11)**

Council Officers have received a signed petition from local residents of Cleveland and Harrison Streets requesting the conversion of the existing Residents parking restriction (P30, Monday to Saturday 8am to 6pm except for authorised resident's vehicles) to (P30, Monday to Saturday 8am to 6pm except for authorised resident's vehicles ) and Resident Parking at all other times.

Residents living in the vicinity are experiencing difficulty finding available parking spaces during the evening period as most are already occupied by visitors to the local cinema and surrounding businesses.

	<b>Name</b>	<b>Suburb</b>	<b>Agree Y/N?</b>
	<b>D Macedo</b>	<b>Brooklyn</b>	<b>N</b>
	<b>Comments</b>		
	Well it certainly means I won't be using the hairdressers in the village again! Or any other shop, cafe etc if there's a risk I'll be more than half an hour. Do they want the village shops to be only for those who live close by? I wonder how any will remain viable on that basis? Seems to me the residents want to have their cake (live next to shops) and eat it (have a car). This runs against the current policy trend which is to restrict car use in central areas.		

The proposed resolutions do not change the current parking restrictions between the hours of 8am and 6pm Mondays to Saturdays. The intention of the resolution is to provide residents with parking spaces outside of these times. Currently the problems being experienced relate to evenings (after 6pm). This resolution proposes to allow the current 30 minute restriction during the day, but then restrict vehicles using these spaces after 6pm to resident permit holders.

Council Officers recommend the proposed resolution proceed unchanged.

**(j) Class restricted parking (Diplomatic Corps) – Cuba Street – Te Aro (TR35-11)**

The High Commission of the Independent State of Papua New Guinea through the Secretary of Foreign Affairs and Trade has requested a single parking space be reserved for diplomatic vehicles outside their new premises in the Goethe Institute Building (148-150 Cuba Street).

**(k) Metered parking – Featherston Street – Lambton (TR39-11)**

The existence of a fire hydrant within a metered parking space has necessitated this review of the parking arrangement and traffic resolutions database which does not result in any loss of parking spaces.

**(l) Resident parking – Hay Street – Oriental Bay (TR30-11)**

Council officers have received a signed petition from local residents of Hay Street requesting conversion of existing Coupon Parking Areas to Resident Parking.

Residents living in this area are disadvantaged by commuter parking for prolonged periods during the day and weekends where many owners don't have off-street parking.

The location of the proposed parking spaces are within the existing Oriental Bay - residents parking zone and adheres to the policy approved by Council in its 2009 review.

**(m) Time limited parking (P30) and Class restricted parking (Taxi stand) – Hill Street – Thorndon (TR34-11)**

The operators of the Hill Street Farmers Market held every Saturday in Hill Street Thorndon have requested the creation of more on-street parking on Saturday mornings for those who drive to the market. The proposal is to allow parking on the existing Taxi Stand as it is not used on Saturday mornings.

	<b>Name</b>	<b>Suburb</b>	<b>Agree Y/N?</b>
	<b>Taxi Federation</b>		<b>N</b>
<b>Comments</b>			
<p>This organisation opposes the proposal to shorten the taxi stand in Hill Street on Saturday mornings that would reduce the capacity of the stand from six to two taxis.</p> <p>The stand is situated in a strategic position for servicing taxi customers in Thorndon and in particular Molesworth Street that otherwise would have to be serviced from the stand in Whitmore Street or the Railway Station which would adversely affect the service to our many business clients in this part of the City.</p> <p>It is our submission that the stand becomes even more important to taxi users on Saturday mornings for the market generates another set of taxi users, people who arrive at the market on foot or by bus and go home, laden with bargains by taxi. The availability of taxis close to the market place is an enhancement of the Saturday market services and reducing the availability of taxis by reducing stand space makes shopping there less attractive to people who do not arrive in their own vehicles.</p> <p>Shortening the stand will also reduce choice of service providers available to taxi users.</p> <p>We submit that rather than reducing the number of taxi stand spaces on Saturday mornings the Council should consider increasing the number.</p>			

Officers have worked closely with the organisers of the current Hill Street Farmers Market that has been operating in Hill Street since its conception 18 months ago, as part of the market operating we have been looking at the usage of the current six Taxi stands in Hill Street and have noted that they is little usage by Taxis during this time.

The traffic resolution is designed to better reflect the demand for parking spaces on a Saturday morning in Hill Street and to assist the businesses and public wishing to use the market.

P30 parking allows for turn over of parking spaces and does allow Taxis to still operate out of theses spaces during the markets operating hours of 8am to 12pm Saturdays.

The proposed traffic resolution will be monitored for usage by all road users to see if the parking spaces are beneficial and are used in accordance with the time restrictions. Enforcement of the resolution will also be carried out.

Council is aware of the pressure for on-street parking spaces in this area of Thorndon and we are looking to increase on street parking spaces in Aitken Street in the near future as more demand for parking is coming from tour bus operators, taxis, churches, markets and businesses all competing for limited space.

Council Officers recommend the proposed resolution proceed unchanged.

***(n) Class restricted parking (Motorcycle) – Martin Square – Te Aro (TR26-11)***

Recent renovations to the building located at 153 Taranaki Street have resulted in the availability of additional kerbside space. The space however is too short for a standard vehicle, so it is proposed to install all day motorcycle parking.

***(o) No stopping – Martin Square – Te Aro (TR36-11)***

A business owner who has long standing access problems created by illegal and inconsiderate parking including parking within 6 metres of a corner and over vehicle access ways where some existing broken yellow lines are painted has requested these markings be extended.

***(p) Time limited parking (P20) – Park Road – Miramar (TR51-11)***

The local business owners have requested a change to the current P20 time restriction from 8am to 6pm Monday to Saturday to At All Times. The local retailers have identified a lack of parking spaces outside their business premises after 6pm due to no parking turnover. Council Officers met with the Cinema and agreed that a P20 time restriction better reflects the current business on the eastern side with many businesses operating after 6pm. It is proposed to convert the existing time restricted parking space to accommodate their businesses needs.

***(q) Time limited parking (P30) – Parkvale Road – Karori (TR43-11)***

Presently Parkvale Road has a P5 parking restriction that has proved adequate in the past but Karori shopping area has seen considerable changes, more recently the installation of traffic signals to improve safety by reducing the likelihood of conflict between pedestrians and vehicles. These changes have increased delays and this 5-minute restriction no longer fulfils its objective. The most appropriate solution would be to increase the length of the P5 to P30 as can be found elsewhere in this village and it is recommended accordingly.

***(r) Time limited parking (P30) and Class restricted parking (Bus stop) – Riddiford Street – Newtown (TR50-11)***

Local retailers have requested Council to reduce the time limit from P60 to P30 for the five parking spaces prior to the bus stop outside Wellington Hospital. Council Officers agree that this time limit reduction will increase the turnover of these parking spaces which will assist the business activities in the area.

	<b>Name</b>	<b>Suburb</b>	<b>Agree Y/N?</b>
	<b>M Athea</b>	<b>Island Bay</b>	<b>N</b>
	<b>Comments</b>		
	Local retailers have requested Council to reduce the time limit from P60 to P30 so that ParkWise can fine cars parking longer than 30 minutes when visiting sick relatives and family at the hospital to increase the turnover of these parking spaces which will allegedly assist the business activities in the area, and of course most importantly generate additional revenue for the WCC. Bloody appalling. Your should be ashamed. I oppose this dreadful suggestion. The request is declined.		

The parking spaces affected by this resolution are **NOT** metered, and are intended to service the surrounding business. The regional hospital provides its own off-street parking facilities for the use of those wishing to visit sick relatives and families.

This proposal has the support of the Newtown Residents Association, surrounding retailers and the Hospital.

Council Officers recommend that this resolution proceed unchanged.

**(s) Resident parking – Stafford Street – Mt Victoria (TR44-11)**

A local resident has campaigned for an extension to resident parking in this street within the existing Mt. Victoria Residents' Parking Zone which does not satisfy the Councils approved policy of 50/50 split between residents parking, presently concentrated at the western end of Stafford Street, and coupon parking. This proposal is intended to address that issue by providing an additional 3 residents parks at the eastern end of Stafford Street within the Coupon Parking Zone.

**(t) Shared Path – Duncan Street & Findlay Street – Tawa (TR45-11)**

The Tawa Shared Path will provide a safer cycling route and encourage more people to get about on foot or by bike. The five-kilometre path from Willowbank Park to Kenepuru Station will link to nearby streets, the shopping centre and other key locations such as railway stations, schools, recreational areas and parks. The path will be 3m wide in all possible areas. The path will eventually link through to Porirua Station.

In developing the city's cycling policy there were a number of suggestions to allow cyclists to use the footpath where it was believed to be safer than cycling on the road. The Tawa Shared Path was one of these identified routes. The 2008 Cycling Policy has a number of objectives that directly relate to this proposal:

**Objective 1** – To improve cycle safety throughout Wellington

**Objective 2** – To improve convenience of cycling in Wellington

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

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



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

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

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

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

Recent amendments to the road user rule have clarified rules and responsibilities when using a shared path, which states that cyclists must give way to pedestrians when it is signed accordingly. This method was approved for Birdwood Street in 2010, and is the recommendation for the Tawa Shared Path.

This report aims to formalise two sections of the shared path.

Section 1: Duncan Street – (Tawa Railway Footbridge to Tawa College)

Section 2: Findlay Street – (Linden Avenue to Gee Street)

These resolutions were endorsed by the Tawa Community Board at its 09 June 2011 meeting.

***(u) Stop control – The Rigi – Thorndon (TR38-11)***

A local resident is concerned about the increasing number of drivers who speed through the existing GIVE WAY on The Rigi, failing to look both ways when entering Glenmore Street, and has witnessed many near misses when pulling out of an off-street carpark located adjacent to this intersection.

It has been suggested that the GIVE WAY be changed to a STOP sign which would require greater care in this particular situation and which may dissuade some drivers from using this route which is a popular but unsuitable bypass to Glenmore Street.

***(v) Class restricted parking (Motorcycle) – Thorndon Quay – Lambton (TR48-11)***

A recent review of parking space markings along Thorndon Quay has identified an undersized parking space adjacent to the lower level exit of the Capital Gateway Complex.

As a result, Council Officers intend to replace this undersize parking space with a Motorcycle Park.

An advantage of this will be that it will improve the visibility for vehicles exiting Capital Gateway.

***(w) No stopping, at all times – Tonks Grove – Te Aro (TR28-11)***

With the completion of the inner city bypass, the responsibility of maintaining Tonks Grove as a public road has been transferred from the New Zealand Transport Agency to Wellington City Council.

Council Officers received a request from a resident to assess the current parking

arrangement as there are no resolute parking restrictions in this street. Tonks Grove is a short (dead end) street with no formal turning facility. The end part of this public street has two underground fire hydrants, and serves as a shared vehicle and pedestrian space. Pedestrians use this access to and from Cuba Street while residents use this as a vehicle manoeuvring area in and out of their private parks.

Sections along this street are utilised as unrestricted parking which at times obstructs resident's vehicles.

It is proposed to install no stopping lines to ensure

- accessibility for pedestrians and emergency services
  - minimise non-residents using the off-street resident parks as turning bays
  - unobstructed access to two fire hydrants
- and
- unhindered access for residents.

***(x) Class restricted parking (Mobility) and Clearway –  
Victory Crescent – Tawa (TR33-11)***

A request has been received from Hampton Hill School, and endorsed by Council's Mobility Co-ordinator for a mobility parking space outside the front gates of the junior school on Victory Crescent.

The existing No Stopping restriction being used as a clearway during morning and afternoon peak times has been ineffective given the required orientation of the signage notifying of the restriction.

It is proposed to implement a clearway restriction in place of the existing 'No Stopping' restriction, as it will allow the signs to be orientated towards oncoming drivers making the restriction more visible.

These resolutions were endorsed by the Tawa Community Board at its 9 June 2011 meeting.

## **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.

*Report prepared by:  
Network Operations*

*Charles Agate – Traffic Engineer – Transport*

## **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.*

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.*