
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.

2. Executive summary

The proposed resolutions (excluding TR33-13) were advertised on 15 October 2013, giving the public 18 days to provide feedback.

TR33-13 has been consulted on previously. There was an incident on Maldive Street, where an ambulance had difficulty entering and manoeuvring within Maldive Street due to parked vehicles on both sides of this narrow street.

Consequently, Council Officers have proposed parking changes and carried out three consultations with residents, each time the plan had minor changes to fit the residents' need for parking without compromising safety.

Officers believe this arrangement is the right balance between resident and visitor parking and the need to maintain access for emergency vehicles (fire engine and ambulance).

There are no objections to the current proposal for Maldive Street.

For the recommended amendments, the feedback we received during the consultation period has been included in section four of this report and where appropriate, officer's responses have been included.

3. Recommendations

Officers recommend that the 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) No stopping, at all times – **Maldive Street** – Khandallah (TR33-13)

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

Column One	Column Two	Column Three
Maldive Street	No stopping, at all times.	East side, commencing 40 metres south of its intersection with Burma Road (Grid coordinates x= 1,750,633.9 m, y= 5,433,203.8 m), and extending in a southerly direction following the eastern kerbline for 6 metres.
Maldive Street	No stopping, at all times.	East side, commencing 96 metres south of its intersection with Burma Road (Grid coordinates x= 1,750,633.9 m, y= 5,433,203.8 m), and extending in a southerly direction following the eastern kerbline for 11 metres.
Maldive Street	No stopping, at all times.	West side, commencing 52.5 metres south of its intersection with Burma Road (Grid coordinates x= 1,750,623.6 m, y= 5,433,190.6 m), and extending in a southerly direction following the western kerbline for 37 metres.

(b) No stopping, at all times – **Apuka Street** – Brooklyn (TR44-13)

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

Column One	Column Two	Column Three
Apuka Street	No stopping, at all times	North side, commencing 5m west of its intersection with Mitchell Street (grid

coordinates
x=1747398.3m,
y=5426193.8m), and
extending in a westerly
direction following the
northern kerbline for 15
metres.

- (c) *Class restricted parking (bus stop, at all times) relocation and reconfirmation of existing bus stops – **Nevay Road** – Miramar (TR45-13)*

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

Column One	Column Two	Column Three
Nevay Road	<i>Bus stop, at all times</i>	<i>West side, commencing 40 metres west of its intersection with Awa Road and extending in a northerly direction following the western kerbline for 12 metres.</i>
Nevay Road	<i>Bus stop, at all times</i>	<i>West side, commencing 355.5 metres north of its intersection with Awa Road and extending in a northerly direction following the western kerbline for 18 metres.</i>
Nevay Road	<i>Bus stop, at all times</i>	<i>West side, commencing from its intersection with Napier Street and extending in a northerly direction following the western kerbline for 12 metres.</i>
Nevay Road	<i>Bus stop, at all times</i>	<i>East side, commencing 6 metres east of its intersection with Awa Road and extending in a northerly direction following the eastern kerbline for 12 metres.</i>
Nevay Road	<i>Bus stop, at all times</i>	<i>East side, commencing 13.5 metres south of its intersection with Taipakupaku Road and extending in a southerly direction following the eastern kerbline for 12 metres.</i>

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

Column One	Column Two	Column Three
<i>Nevay Road</i>	<i>Bus stop, at all times.</i>	<i>West side, commencing 173 metres north of its intersection with Awa Road (grid coordinates $x=1752964.9$ m, $y=5424979.8$ m), and extending in a northerly direction following the western kerbline for 12 metres.</i>
<i>Nevay Road</i>	<i>Bus stop, at all times.</i>	<i>West side, commencing 402 metres north of its intersection with Awa Road (grid coordinates $x=1752964.9$ m, $y=5424979.8$ m), and extending in a northerly direction following the western kerbline for 12 metres.</i>
<i>Nevay Road</i>	<i>Bus stop, at all times.</i>	<i>West side, commencing 701 metres north of its intersection with Awa Road (grid coordinates $x=1752964.9$ m, $y=5424979.8$ m), and extending in a northerly direction following the western kerbline for 12 metres.</i>
<i>Nevay Road</i>	<i>Bus stop, at all times.</i>	<i>East side, commencing 9 metres south of its intersection with Taipakupaku Road (grid coordinates $x=1753155.7$ m, $y=5425637.1$ m), and extending in a southerly direction following the eastern kerbline for 12 metres.</i>
<i>Nevay Road</i>	<i>Bus stop, at all times.</i>	<i>East side, commencing 269 metres south of its intersection with Taipakupaku Road (grid coordinates $x=1753155.7$ m, $y=5425637.1$ m), and</i>

Nevay Road

Bus stop, at all times.

extending in a southerly direction following the eastern kerbline for 12 metres.

East side, commencing 532 metres south of its intersection with Taipakupaku Road (grid coordinates $x=1753155.7$ m, $y=5425637.1$ m), and extending in a southerly direction following the eastern kerbline for 12 metres.

- (d) *Class restricted parking (bus stop – restricted hours) – **Park Road** – Miramar (TR46-13)*

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

Column One
Park Road

Column Two
Bus stop, Monday to Friday, 6:00am - 9:00am.

Column Three
West side, commencing 29 metres north of its intersection with Rotherham Terrace (grid coordinates $x=1752338.6$ m, $y=5425074.1$ m), and extending in a northerly direction following the western kerbline for 12 metres.

- (e) *Time-limited parking (P10, Monday to Friday, 7:30am – 10:00am and 3:00pm – 5:30pm) - reconfirmation – **Salek Street** – Kilbirnie (TR47-13)*

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

Column One
Salek Street

Column Two
P10, Monday to Friday, 7:30am - 5:30pm.

Column Three
East side, commencing 16 metres south of its intersection with Te Whiti Street and extending in a southerly direction following the eastern kerbline for 10 metres.

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

Column One
Salek Street

Column Two
P10, Monday to Friday, 7:30am - 10:00am, 3:00pm - 5:30pm.

Column Three
East side, commencing 18 metres south of its intersection with Rongotai Road (grid coordinates $x=1750804.7m$, $y=5424232.1m$), and extending in a southerly direction following the eastern kerbline for 10 metres.

- (f) *Class restricted parking (bus stop – relocation) and no stopping restrictions – **Rintoul Street** – Newtown (TR48-13)*

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

Column One
Rintoul Street

Column Two
Bus stop, at all times.

Column Three
East side, commencing 346.5 metres south of its intersection with Millward Street and extending in a southerly direction following the eastern kerbline for 12 metres.

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

Column One
Rintoul Street

Column Two
Bus stop, at all times.

Column Three
East side, commencing 290.5 metres south of its intersection with Millward Street (grid coordinates $x=1748868.5m$, $y=5424861.6m$), and extending in a southerly direction following the eastern kerbline for 19 metres.

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

Column One
Rintoul Street

Column Two
No stopping, at all times.

Column Three
East side, commencing 272.5 metres south of its intersection with Millward Street (grid coordinates $x=1748868.5$ m, $y=5424861.6$ m), and extending in a southerly direction following the eastern kerbline for 18 metres.

- (g) Class restricted parking (bus stop – relocation and restricted hours) and no stopping, at all times – **Hawker Street** – Mt Victoria (TR49-13)

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

Column One
Hawker Street

Column Two
Bus stop, at all times.

Column Three
East side, commencing 189 metres north of its intersection with Majoribanks Street and extending in a northerly direction following the eastern kerbline for 21 metres.

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

Column One
Hawker Street

Column Two
Bus stop, Monday to Friday, 7:00am - 7:00pm.

Column Three
East side, commencing 242.5 metres south of its intersection with Moeller Street (grid coordinates $x=1749949.0$ m, $y=5427270.2$ m), and extending in a southerly direction following the eastern kerbline for 20 metres.

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

Column One
Hawker Street

Column Two
No stopping, at all times.

Column Three
East side, commencing 231.5 metres south of its

intersection with Moeller Street (grid coordinates x= 1749949.0 m, y= 5427270.2 m), and extending in a southerly direction following the eastern kerbline for 11 metres.

- (h) *Time-limited parking (P10, Monday to Friday, 8:30am – 9:30am and 1:00pm – 3:00pm), bus stop relocation (restricted hours) and residents' parking, at all times – **Hawker Street** – Mt Victoria (TR50-13)*

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

Column One
Hawker Street

Column Two
Bus stop, at all times.

Column Three
East side, commencing 9 metres north of its intersection with Majoribanks Street and extending in a northerly direction following the eastern kerbline for 13.5 metres.

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

Column One
Hawker Street

Column Two
No stopping, at all times.

Column Three
East side, commencing its intersection with Majoribanks Street and extending in a northerly direction following the eastern kerbline for 9 metres.

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

Column One
Hawker Street

Column Two
P10, Monday to Friday, 8:30am - 9:30am, 1:00pm - 3:00pm.

Column Three
East side, commencing 430 metres south of its intersection with Moeller Street (grid coordinates x= 1749949.0 m, y= 5427270.2 m), and extending in a southerly direction following the

eastern kerbline for 11 metres.

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

Column One
Hawker Street

Column Two
Bus stop, Monday to Friday, 7:00am - 7:00pm.

Column Three
East side, commencing 407 metres south of its intersection with Moeller Street (grid coordinates $x= 1749949.0$ m, $y= 5427270.2$ m), and extending in a southerly direction following the eastern kerbline for 23 metres.

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

Column One
Hawker Street

Column Two
No stopping, at all times.

Column Three
East side, commencing 441 metres south of its intersection with Moeller Street (grid coordinates $x= 1749949.0$ m, $y= 5427270.2$ m), and extending in a southerly direction following the eastern kerbline for 6 metres to its intersection with Majoribanks Street.

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

Column One
Majoribanks Street

Column Two
Residents' parking – displaying an authorised resident vehicle parking permit only, at all times.

Column Three
North side, commencing 22 metres east of its intersection with Hawker Street (grid coordinates $x= 1749653.7$ m, $y= 5426948.1$ m), and extending in an easterly direction following the northern kerbline for 10 metres.

- (i) *No stopping, at all times and bus stop reconfirmation – **Thane Road** – Roseneath (TR51-13)*

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

Column One
Thane Road

Column Two
Bus stop, at all times.

Column Three
East side, commencing 222 metres north of its intersection with Roseneath Terrace and extending in a southerly direction following the northern kerbline for 12 metres.

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

Column One
Thane Road

Column Two
Bus stop, at all times.

Column Three
East side, commencing 222 metres south of its intersection with Roseneath Terrace (grid coordinates $x=1750638.5$ m, $y=5427147.4$ m), and extending in a southerly direction following the eastern kerbline for 12 metres.

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

Column One
Thane Road

Column Two
No stopping, at all times.

Column Three
East side, commencing 203.5 metres south of its intersection with Roseneath Terrace (grid coordinates $x=1750638.5$ m, $y=5427147.4$ m), and extending in a southerly direction following the eastern kerbline for 18.5 metres.

Thane Road

No stopping, at all times.

East side, commencing 234 metres south of its intersection with Roseneath Terrace (grid coordinates $x=1750638.5$ m, $y=5427147.4$ m), and extending in a southerly direction following the

eastern kerbline for 11 metres.

- (j) *Bus stop, during school terms only (reconfirmation of days and time) – **Ellice Street** – Mt Victoria (TR52-13)*

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

Column One	Column Two	Column Three
Ellice Street	<i>Bus stop, during school terms only, Monday to Friday, 3:00pm - 3:30pm</i>	<i>East side commencing 140 metres from its intersection with Brougham Street and extending in an easterly direction for 61.5 metres.</i>
Ellice Street	<i>Bus stop, during school terms only, Monday to Friday, 8:30am - 9:00am, 3:00pm - 5:30pm</i>	<i>South side, commencing 6.5 metres west of its intersection with Austin Street and extending in a westerly direction following the southern kerbline for 61 metres.</i>

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

Column One	Column Two	Column Three
Ellice Street	<i>Bus stop, during school terms only, Monday to Friday, 8:30am - 9:00am, 3:15pm - 3:45pm.</i>	<i>South side, commencing 6.5 metres west of its intersection with Austin Street (grid coordinates x=1749489.8 m, y=5426273.3m), and extending in a westerly direction following the southern kerbline for 61 metres.</i>

- (k) *Time-limited parking (P10, Monday to Sunday, 8:00am – 6:00pm) – **Webb Street** – Mt Cook (TR53-13)*

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

Column One	Column Two	Column Three
Webb Street	<i>P10, Monday to Saturday, 8:00am – 6:00pm.</i>	<i>Northeast side, commencing 68.5 metres southeast of its intersection with Cuba</i>

Webb Street

P10, Monday to Saturday, 8:00am – 6:00pm.

Street (grid coordinates $x=2658491.637209$ m, $y=5988393.061671$ m) and extending in a southeasterly direction following the kerbline for 9 metres.

Northeast side, commencing 92 metres southeast of its intersection with Cuba Street (grid coordinates $x=2658491.637209$ m, $y=5988393.061671$ m) and extending in a southeasterly direction following the kerbline for 5.5 metres.

Webb Street

P10, Monday to Saturday, 8:00am – 6:00pm.

Northeast side, commencing 103 metres southeast of its intersection with Cuba Street (grid coordinates $x=2658491.637209$ m, $y=5988393.061671$ m) and extending in a southeasterly direction following the kerbline for 5 metres.

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

**Column One
Webb Street**

Column Two
No stopping, at all times.

Column Three
Northeast side, commencing from its intersection with Cuba Street (grid coordinates $x=2658491.637209$ m, $y=5988393.061671$ m) and extending in a southeasterly direction following the kerbline for 14.5 metres.

Webb Street

No stopping, at all times.

Northeast side, commencing 18 metres southeast of its intersection with Cuba Street (grid coordinates $x=2658491.637209$ m, $y=5988393.061671$ m)

Webb Street

No stopping, at all times.

and extending in a south-easterly direction following the kerbline for 50.5 metres.

Northeast side, commencing 77.5 metres southeast of its intersection with Cuba Street (grid coordinates $x=2658491.637209$ m, $y=5988393.061671$ m) and extending in a south-easterly direction following the kerbline for 14.5 metres.

Webb Street

No stopping, at all times.

Northeast side, commencing 108 metres southeast of its intersection with Cuba Street (grid coordinates $x=2658491.637209$ m, $y=5988393.061671$ m) and extending in a south-easterly direction following the kerbline for 82 metres.

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

**Column One
Webb Street**

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

Column Three
North-eastern side, commencing 68.5 metres southeast of its intersection with Cuba Street (grid coordinates $x=1748469.7$ m, $y=5426681.0$ m), and extending in a south-easterly direction following the north-eastern kerbline for 9 metres.

Webb Street

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

North-eastern side, commencing 92 metres southeast of its intersection with Cuba Street (Grid coordinates $x=1748469.7$ m, $y=5426681.0$ m), and extending in a south-

Webb Street

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

easterly direction following the north-eastern kerbline for 5.5 metres. North-eastern side, commencing 103 metres southeast of its intersection with Cuba Street (grid coordinates $x= 1748469.7$ m, $y= 5426681.0$ m), and extending in a south-easterly direction following the north-eastern kerbline for 11 metres.

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

**Column One
Webb Street**

Column Two
No stopping, at all times.

Column Three
North-eastern side, commencing at its intersection with Cuba Street (grid coordinates $x= 1748469.7$ m, $y= 5426681.0$ m), and extending in a south-easterly direction following the north-eastern kerbline for 14.5 metres.

Webb Street

No stopping, at all times.

North-eastern side, commencing 18 metres southeast of its intersection with Cuba Street (grid coordinates $x= 1748469.7$ m, $y= 5426681.0$ m), and extending in a south-easterly direction following the north-eastern kerbline for 50.5 metres.

Webb Street

No stopping, at all times.

North-eastern side, commencing 77.5 metres southeast of its intersection with Cuba Street (grid coordinates $x= 1748469.7$ m, $y= 5426681.0$ m), and extending in a south-easterly direction

Webb Street

No stopping, at all times.

*following the north-eastern kerbline for 14 metres.
North-eastern side, commencing 124 metres southeast of its intersection with Cuba Street (grid coordinates x= 1748469.7 m, y= 5426681.0 m), and extending in a south-easterly direction following the north-eastern kerbline for 71 metres.*

- (l) *No stopping, at all times – Macaulay Street – Johnsonville (TR54-13)*

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

Column One

Macaulay Street

Column Two

No stopping, at all times.

Column Three

East side, commencing at its intersection with Burgess Road and extending in a southerly direction following the eastern kerbline for 20 metres.

Macaulay Street

No stopping, at all times.

West side, commencing at its intersection with Burgess Road and extending in a southerly direction following the western kerbline for 20 metres.

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

Column One

Macaulay Street

Column Two

No stopping, at all times.

Column Three

East side, commencing at its intersection with Burgess Road (grid coordinates x=1,751,649.3 m, y= 5,434,984.0 m), and extending in a southerly direction following the eastern kerbline for 86 metres.

Macaulay Street *No stopping, at all times.* *West side, commencing at the prolongation of its intersection with Burgess Road (grid coordinates x= 1,751,644.6 m, y= 5,434,984.7 m), and extending in a southerly direction following the western kerbline for 85 metres.*

(m) *No stopping, at all times – **Legal Road (known as part of McMillan Court)** – Newlands (TR55-13)*

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

Column One Legal Road – McMillan Court	Column Two <i>Loading zone - goods vehicles and authorised vehicles only, P10, at all times.</i>	Column Three <i>South side, commencing 81 metres east of its intersection with Batchelor Street (grid coordinates, x = 1752671.4 m, y= 5434880.9 m), and extending in an easterly direction following the southern retaining wall for 31.7 metres.</i>
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Add to Schedule B (Restricted Parking) Schedule of the Traffic Restrictions Schedule

Column One Legal Road – McMillan Court	Column Two <i>Loading zone - goods vehicles and authorised vehicles only, P10, at all times.</i>	Column Three <i>South side, commencing 82 metres east of its intersection with Batchelor Street (grid coordinates, x = 1752671.4 m, y= 5434880.9 m), and extending in an easterly direction following the southern retaining wall for 22 metres.</i>
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Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule

Column One Legal Road – McMillan Court	Column Two <i>No stopping, at all times.</i>	Column Three <i>South side, commencing 104 metres east of its</i>
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**Legal Road –
McMillan Court**

*No stopping, at all
times.*

*intersection with Batchelor
Street (grid coordinates,
x = 1752671.4 m,
y= 5434880.9 m), and
extending in an easterly
direction following the
southern retaining wall for
11 metres.*

*North side, commencing 87
metres east of its
intersection with Batchelor
Street (grid coordinates,
x = 1,752,676.6m,
y= 5,434,885.9m), and
extending in an easterly
direction following the
northern kerbline for 20
metres.*

**Legal Road –
McMillan Court**

*No stopping, at all
times.*

*Commencing 81 metres
east of its intersection with
Batchelor Street
(grid coordinates,
x = 1752671.4 m,
y= 5434880.9 m), and
extending in a southerly
direction following the
prolongation of the kerb
for 5 metres.*

- (n) *Time-limited parking replacement (P120, Monday to Friday,
9:00am – 3:00pm) – **Rotoiti Street** – Johnsonville (TR57-13)*

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

**Column One
Rotoiti Street**

Column Two
*P30, Monday to
Friday, 9:00am -
3:00pm.*

Column Three
*West side, commencing 56
metres from its
intersection with Ironside
Road and extending in a
southerly direction
following the western
kerbline for 11 metres.*

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

**Column One
Rotoiti Street**

Column Two
*P120, Monday to
Friday, 9:00am -
3:00pm.*

Column Three
*West side, commencing 56
metres from its
intersection with Ironside*

Road and extending in a southerly direction following the western kerbline for 11 metres.

- (o) *No stopping, at all times – **Hollies Crescent** – Johnsonville (TR58-13)*

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

Column One	Column Two	Column Three
Hollies Crescent	<i>No stopping, at all times.</i>	<i>West side, commencing from its intersection with Elliott Street (grid coordinates x= 1,750,400.7 m, y= 5,434,373.9 m), and extending in a southerly direction following the western kerbline for 67 metres.</i>
Hollies Crescent	<i>No stopping, at all times.</i>	<i>East side, commencing from its intersection with Elliott Street (grid coordinates x= 1,750,407.8 m, y= 5,434,370.4 m), and extending in a southerly direction following the eastern kerbline for 10 metres.</i>
Hollies Crescent	<i>No stopping, at all times.</i>	<i>East side, commencing 63 metres south of its intersection with Elliott Street (grid coordinates x= 1,750,407.8 m, y= 5,434,370.4 m), and extending in a southerly direction following the eastern kerbline for 96 metres.</i>

- (p) *No stopping, at all times, metered parking (P120) – **Ghuznee Street Service Lane** – Te Aro (TR63-13)*

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

Column One	Column	Column Three
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<i>Ghuznee Street Service Lane</i>	<i>Two</i> <i>No stopping, at all times.</i>	<i>West side, commencing 3.5 metres south of its Intersection with Ghuznee Street and extending in a southerly direction for 6 metres.</i>
<i>Ghuznee Street Service Lane</i>	<i>No stopping, at all times.</i>	<i>West side, commencing 51 metres south of its intersection with Ghuznee Street and extending in a southerly direction for 15 metres.</i>
<i>Ghuznee Street Service Lane</i>	<i>No stopping, at all times.</i>	<i>West side, commencing 93 metres south of its intersection with Ghuznee Street and extending in a southerly direction for 5.6 metres.</i>
<i>Ghuznee Street Service Lane</i>	<i>No stopping, at all times.</i>	<i>East side, commencing 3 metres south of its intersection with Ghuznee Street and extending in a southerly then south easterly direction following the edge of carriageway for 62 metres.</i>
<i>Ghuznee Street Service Lane</i>	<i>No stopping, at all times.</i>	<i>East side, commencing 85.8 metres south of its intersection with Ghuznee Street and extending in a southerly direction for 13 metres.</i>
<i>Ghuznee Street Service Lane</i>	<i>No stopping, at all times.</i>	<i>South west side, commencing from its intersection with Ghuznee Street Service Lane and extending in a south-easterly direction for 21 metres.</i>

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

<i>Column One</i> <i>Ghuznee Street Service Lane</i>	<i>Column Two</i> <i>P120 maximum, Monday to Thursday, 8:00am - 6:00pm, Friday, 8:00am - 8:00pm,</i>	<i>Column Three</i> <i>West side, commencing 9.5 metres south of its intersection with Ghuznee Street and extending in a southerly direction for</i>
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Ghuznee Street Service Lane	<p>Saturday and Sunday, 8:00am - 6:00pm.</p> <p>P120 maximum, Monday to Thursday, 8:00am - 6:00pm, Friday, 8:00am - 8:00pm, Saturday and Sunday, 8:00am - 6:00pm.</p>	<p>22.5 metres (4 parking spaces).</p> <p>East side, commencing 45 metres south of its intersection with Ghuznee Street and extending in a southerly direction for 40 metres (7 parking spaces).</p>
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Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Ghuznee Street Service Lane	No stopping, at all times.	West side, commencing 3.5 metres south of its intersection with Ghuznee Street and extending in a southerly direction for 6 metres.
Ghuznee Street Service Lane	No stopping, at all times.	West side, commencing 51 metres south of its intersection with Ghuznee Street and extending in a southerly direction for 15 metres.
Ghuznee Street Service Lane	No stopping, at all times.	West side, commencing 93 metres south of its intersection with Ghuznee Street and extending in a southerly direction for 6 metres.
Ghuznee Street Service Lane	No stopping, at all times.	East side, commencing 3 metres south of its intersection with Ghuznee Street and extending in a southerly, then south-easterly direction following the edge of roadway for 62 metres.
Ghuznee Street Service Lane	No stopping, at all times.	East side, commencing 86 metres south of its intersection with Ghuznee Street and extending in a southerly direction following the edge of roadway for 12 metres.

Ghuznee Street Service Lane	<i>No stopping, at all times.</i>	<i>South-west side, commencing from its intersection with Ghuznee Street and extending in a south-easterly direction for 21 metres.</i>
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Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Ghuznee Street Service Lane	<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 9.5 metres south of its intersection with Ghuznee Street and extending in a southerly direction 22.5 metres (4 parking spaces).</i>
Ghuznee Street Service Lane	<i>P120 maximum, Monday to Thursday, 8:00am - 6:00pm, Friday, 8:00am - 8:00pm, Saturday and Sunday, 8:00am - 6:00pm.</i>	<i>East side, commencing 45 metres south of its intersection with Ghuznee Street and extending in a southerly direction 40 metres (7 parking spaces).</i>

(q) *Time-limited parking (P20, at all times) – **Tauhinu Road** – Miramar (TR64-13)*

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

Column One	Column Two	Column Three
Tauhinu Road	<i>P20, at all times.</i>	<i>West side, commencing 154 metres north of its intersection with Miramar Avenue (grid coordinates x=1751781.4 m, y=5424681.2 m), and extending in a northerly direction following the western kerbline for 13 metres.</i>

4. Background

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

(a) *No stopping, at all times – **Maldive Street** – Khandallah (TR33-13)*

Net parking: Unchanged

There was an incident on Maldive Street a few months ago, where emergency services (ambulance) had difficulty entering and manoeuvring within Maldive Street due to parked vehicles on both sides of this narrow street.

Consequently, Council Officers proposed parking changes and completed initial consultation with all of the residents. As a result of the consultation, officers are proposing to formalise the proposal with minor changes to fit the residents' need for parking without compromising safety.

(b) *No stopping, at all times – Apuka Street – Brooklyn (TR44-13)*

Net parking loss: 3

Council has received complaints from members of the public, and information from the Go Wellington Bus Company, surrounding the difficulties that buses have safely negotiating the intersection of Mitchell Street and Apuka Street. When cars are parked in a certain area, the left turn from Mitchell Street into Apuka Street sometimes sees the buses having to reverse in to traffic to negotiate the corner.

In past years buses didn't use this part of Mitchell Street. Later changes to the number 8 Kowhai Park bus route have seen this intersection become part of the bus route.

It is therefore proposed to install 20 metres of broken yellow lines to assist with bus route safety. The Greater Wellington Regional Council and Go Wellington Bus Company support this proposal.

Feedback received:

<i>Name</i>	<i>Suburb</i>	<i>Agree Yes/No?</i>
<i>Murray Douglas & Brenda Morrison</i>	<i>Brooklyn</i>	<i>No</i>
<i>Comments</i>		
<i>Thank you for asking us for feedback regarding the proposed parking restrictions for Apuka St. Your proposal: ... "to install 20 metres of broken yellow lines to assist with bus route safety. "We wish to suggest a small change to the scope of your proposal: ...to install 15 metres of broken yellow lines... allowing one extra car park (~5m) on the eastern (right-hand) end.</i>		
<i>We have observed the movements of the buses through this intersection and the area we are speaking of (eastern end) does not affect the normal turning behaviour of the buses. This is because the length of the buses (~10 - 12m long) requires them all to cross over the centre-line on the Mitchell Street intersection when passing from NW to south through this intersection. Similarly, south to NW bus movements are unaffected by our proposed amendment.</i>		
<i>Your letter states "in past years buses didn't use this part of Mitchell Street. "We</i>		

have lived at 44 Apuka St since 1990 and understand that the Kowhai Park No 8 buses have been using the Mitchell - Apuka intersection for 22 years, since 1991. In that time we have never observed buses needing to reverse to negotiate the corner.

The issues you raise have only been evident since:

- 1. Go Wellington Bus Co introduced longer buses at peak times.*
- 2. The road being further narrowed (width 7.1m) by the construction of a wider footpath on the NW corner of Mitchell Street.*
- 3. The placement of a bus stop at the footpath where the road is narrowest.*

Your illustration is out of date and does not show the further restriction on parking by the garage at No 46 Apuka built in 2012.

We believe your proposal can be slightly modified, as described above, and still fulfil your goal to relieve this intersection of any congestion.

Officers response

Officers originally recommended that a 20 metre no stopping restriction be installed at this intersection to facilitate bus movements. The original proposal did take into consideration the extra restriction on parking because of the new garage at number 46 Apuka Street.

Officers now propose the installation of 15 metres of no stopping restrictions, on a trial basis, to assist with the requirements of the residents at number 46 Apuka Street. If the shorter length of no stopping restrictions does not achieve safer movement of buses - then Officers may propose an extension at a later date.

- (c) *Class restricted parking (bus stop, at all times) relocation and reconfirmation of existing bus stops – **Nevay Road** – Miramar (TR45-13)*

Net parking gain: 2 parking spaces

To accommodate the recent construction of a five car parking bay, it is proposed to relocate the current bus stop (Metlink ID #7268, outside #55 Nevay Road, Miramar) to allow for passengers to safely enter and exit buses from the kerb.

It is therefore proposed to relocate the bus stop 20 metres south of its present location. The Greater Wellington Regional Council and Go Wellington Bus Company support this proposal.

This report also seeks to reconfirm the existing bus stops on the section of Nevay Road between Awa Road and Taipakupaku Road.

- (d) *Class restricted parking (bus stop – restricted hours) – **Park Road** – Miramar (TR46-13)*

Net parking gain: 2 parking spaces

To enable the parking restrictions to fit actual timetabled usage, it is proposed to shorten the time restrictions of a bus stop situated at 99 Park Road. The bus stop is only required for a short period in the Monday to Friday morning peak for the Miramar North express bus service.

This proposal will allow other vehicles to park when the bus stop is not required for the route it serves. Greater Wellington Regional Council and Go Wellington Bus Company support this proposal.

- (e) *Time-limited parking (P10, Monday to Friday, 7:30am – 10:00am and 3:00pm – 5.30pm) reconfirmation – **Salek Street – Kilbirnie (TR47-13)***

Net parking: Unchanged

On the request of local residents, the parking restrictions assisting the local Early Years Education and Care Centre at 178 Rongotai Road have been reviewed. After consultation with the centre manager, new time restrictions are proposed to better reflect the parking requirements of the centre for the morning drop off and afternoon pick up. The proposal will now allow for local residents to park in the parking spaces during the day when they are not required by the centre.

Feedback received:

Name	Suburb	Agree Yes/No?
<i>Caroline Nobis</i>	<i>Kilbirnie</i>	<i>No</i>
<i>Comments</i>		
<i>I want the sign changed to no sign.</i>		
<i>I live opposite the Early Years day care centre and have done for just over two years, the whole time I have lived in the street there has been a problem with too many cars in the street (being staff from the day care).</i>		
<i>I do have a garage but being a very old house my car will not fit in it.</i>		
<i>I find it very rude that during the day (Mon to Fri) I cannot get a park outside my own house as the day care centre across the road seem to think that it is there staff parking.</i>		
<i>I would like to see the sign outside the day care completely removed then maybe the staff could park outside their own building. I pay rates on my house and I don't want to have to pay for parking too, so I do not want it to be made resident's only which I have been told could happen.</i>		
<i>There is parks just around the corner from the day care centre witch would be a better place to put the 10 min parking for drop offs or pickups .</i>		
<i>The only problem we have in the street is the day care staff parking in our street all day, this is a residential area not commercial.</i>		

Officers response

The Early Years Child Care Centre has a Resource Consent to operate from the site on the corner of Rongotai Road and Salek Street. In 2002, to enable the centre to provide a safe pick-up and drop-off area for parents and children attending the centre, a P10, Mon-Fri 7.30am-5.30pm time restriction was installed for two parking spaces outside the centre on Salek Street.

Caroline Nobis would like this restricted parking removed completely. Officers believe that some time restricted parking is still required for the centre's safe operation - but recommend the reduction of the hours to more appropriately suit the drop-off/pick-up requirements.

Feedback received:

Name	Suburb	Agree Yes/No?
Alison McBride	Rongotai	No

Comments

I live next to the Child Care Centre on Salek Street.

Parking at the northern end of Salek Street is used by both Salek Street and Rongotai residents, the Child Care Centre clients who not only drop off but also park for the day, persons who go away for usually up to a week from the airport and do not want to pay the airport parking charges, users of the ASB Stadium during events, and soon a new business on the western corner of Salek/Rongotai Rd. It is a busy area where parking can be at a premium during non working hours.

The current parking restriction is for the hours of 7:30am-5:00pm outside the Childcare Centre which has the same opening hours.

I welcome freeing up this restriction for during the nonpeak hours during the day time.

I will be directly affected and do object to extending the hours to begin at 7am and end at 6pm. My objection is based on:

- The 7:00–7:30am and 5:30-6pm times are outside the hours the centre is open*
- There is no evidence of a current demand for a parking restriction during 7-7:30am and 5:50-6pm.*
- If residents and visitors do park in the restricted zone for the night, 7am is very early to rise to shift a vehicle especially when the centre's staff who arrive earlier than the opening time have taken other available parks.*

I request that the time restriction remains beginning at 7:30am and end at 5:30pm with no restriction from 10am to 3pm.

Officers response

In discussion with the Early Years Child Care Centre regarding this issue, there was some thought to make sure parking outside the centre was free before it opens in the morning and for a time after it closes – to keep the restricted area

clear for centre users.

Officers, because of the feedback from the affected resident Alison McBride, now recommend no change to the starting and finishing hours of the time restricted parking. Officers still propose the time restriction reduction during the non drop-off/pick-up times.

- (f) *Class restricted parking (bus stop – relocation) and no stopping restrictions – **Rintoul Street** – Newtown (TR48-13)*

Net parking loss: 1 parking space

Council officers have received communication regarding the safe operation of the bus stop at 99 Rintoul Street. Passengers have reported that buses frequently don't pull in to the kerb to enable them to alight easily and safely.

After an investigation by Council officers and the local bus company, it was found that the problem has been brought about by the replacement of utility poles being of large concrete construction - resulting in a lack of room for buses to pull in close to the kerblines.

It is therefore proposed to relocate the bus stop approximately 19 metres north of its present location. The proposed new location makes use of a utility pole as the head of the bus stop - with no other structures impeding buses pulling in close to the kerb. The present bus stop area will revert to normal kerbside parking spaces. Wakefield Hospital, Village on the Park retirement village, Greater Wellington Regional Council and Go Wellington Bus Company support this proposal.

The resolution also seeks to extend the sight line visibility at the entrance to Wakefield Hospital by formalising the present restrictions and installing a small extra area of no stopping restrictions.

- (g) *Class restricted parking (bus stop relocation and restricted hours) and no stopping, at all times – **Hawker Street** – Mt Victoria (TR49-13)*

Net parking gain: 2 parking spaces

The Council is in the process of enhancing the ability of residents to use public transport and proposes to install new bus shelters at various locations, as part of a current city-wide initiative. Council has been granted resource consent approval for the construction of a bus shelter on legal road on Hawker Street at Vogel Street, Mt Victoria.

At the same time it is proposed that the existing bus stop in front of a residential property at 38 Hawker Street be relocated downhill approximately 30 metres so that the bus will be able to stop over

existing driveways adjacent to the new shelter. This proposal will also allow for two on-street coupon car parks to be reinstated. In consultation with residents, the bus stop is proposed to be resoluted to match the operating times of the current bus service provided to the area.

The Greater Wellington Regional Council and Go Wellington Bus Company support this initiative.

Feedback received:

Name	Suburb	Agree Yes/No?
Ellen Blake	Mt Victoria	Yes
Comments		
<i>The bus stop is already erected so not sure what the consultation is intended to achieve.</i>		
Officers response		
<i>The proposed bus stop signs and road markings have <u>not</u> been installed. The <u>bus shelter</u> has been erected at the proposed site.</i>		

- (h) *Time-limited parking (P10, Monday to Friday, 8:30am – 9:30am and 1:00pm – 3:00pm), bus stop relocation (restricted hours) and residents' parking, at all times – **Hawker Street and Majoribanks Street** – Mt Victoria (TR50-13)*

Net parking gain: 2 parking spaces

Council officers have received a request for time-limited parking from the Crossways Crèche Committee. The committee have resource consent to open a small crèche situated at 61 Majoribanks Street occupying the corner site with Hawker Street.

The time-limited parking proposal would allow a P10 drop off/pick up facility close to the centre to assist the parents and children attending the centre. The two proposed car parks will revert to the standard coupon parking hours when not required for the facility.

At the same time it is proposed that the existing bus stop situated just before the Hawker Street/Majoribanks Street intersection (outside the side entrance to number 61 Majoribanks Street) will be relocated uphill approximately 11 metres so that buses will be able to stop over existing driveways and adjacent to the new shelter. This part of the proposal will also allow for the creation of the two on-street car parks for the proposed short-term parking above. The bus stop is proposed to be resoluted for the duration of the current bus service provided to the area.

Greater Wellington Regional Council and Go Wellington Bus Company support this initiative.

To assist nearby residents potentially affected by the parking demands of the new facility, it is also proposed to convert two coupon parks on Majoribanks Street to residents' parks. The location of the proposed residents' parking spaces is within the existing Mt Victoria residents' parking zone and adheres to the policy approved by Council in the 2009 review.

Feedback received:

Name	Suburb	Agree Yes/No?
Joan	Mt Victoria	Yes
Comments		
<p><i>I see the shelter is to the right (south) of the crèche driveway - good. Reiterating when I was speaking to staff yesterday, I think the new site for this bus stop is much better for all. There is more chance of the bus actually pulling into the kerb rather than stopping 1/2 a metre out. Cars should be able to pass the stopped bus more safely. Brilliant having a shelter, one sure gets pretty wet waiting there.</i></p>		

Feedback received:

Name	Suburb	Agree Yes/No?
Ellen Blake	Mt Victoria	No
Comments		
<p><i>There is no need to move the bus stop. This area is usually free of traffic so allows easier sight of approaching vehicles to this busy intersection and therefore safer pedestrian crossing. The crèche can park behind the bus stop and in front of their vehicle access way as in the present arrangement.</i></p> <p><i>There is no need for more resident parking on Majoribanks St - there is plenty already. There is not enough parking for casual users including my visitors and service people.</i></p>		
Officers response		
<p><i>The changes to parking in Hawker Street are to allow for the safe operation of both the new Crossways crèche and the bus stop. The proposal is a good use of the available kerb space - without compromising safety of pedestrians crossing at the intersection of Hawker Street and Majoribanks Street. The bus stop is re-sited to the kerb space in front of garages and a vehicle crossing and the time restricted parking is close to the main entrance of the crèche. Officers therefore disagree that there is no need to change the existing parking arrangements.</i></p> <p><i>The proposed two resident parking spaces on Majoribanks Street are as a result of feedback and concerns received in earlier consultation with nearby residents. The proposed resident parking is within the</i></p>		

existing zone and adheres to the limitations of the policy approved by Council in the 2009 review. Officers therefore disagree that there is no need for the extra residents' parking spaces.

Feedback received:

Name	Suburb	Agree Yes/No?
Anna Duncan	Mt Victoria	Yes (with amendments)

Comments

Yes we support the bus stop relocation and two new residents' parks as per the proposed resolution, to enhance public transport and better assist residents to park near their houses, respectively. Given the crèche's need to use parking close to 61, placing the residents' parks at the east end of the block is sensible.

We also support the time limited parking for 1.00 - 3.00pm Mon to Fri (other times coupon parking), but do NOT support time limited parking for 7.30am to 9.30am. The crèche will open at 8.45am, and its resource consent application states that "children generally arrive between 8.40am - 9.30am". Accordingly, our firm view is that time limited parking is only required from 8.30am - 9.30am (other times coupon parking).

Further, this would allow residents to use these parks until 8.30am e.g. before driving to work; a 7.30am start time to limited parking will effectively mean that residents cannot use these parks overnight, as many people do not leave for work by 7.30am. This is easily monitored by Parkwise.

Parking in Mt Victoria is at a real premium, and any WCC traffic resolution should do what it can to improve the parking situation. On this point, we would really like to see double (i.e. 2 car) residents parks with a white line across the park to delineate 2 parking spaces. A surprising number of residents do NOT park at either end of the residents parks to allow two cars to fit in a double space. Painting a white line to demarcate 2 spaces would greatly assist with this we believe.

Officers response

Officers agree that a later a.m. starting time restriction for the P10 parking is more in keeping with the pressure on residential parking in the area and better reflects the opening hours of the crèche. The proposed time restrictions have been amended to begin at 8:30am.

Officers do not support the demarcation of individual parking spaces in suburban areas or in residential parking facilities. Demarcation lines do not allow for the flexibility to park larger/or smaller vehicles and costs the Council to maintain the road markings.

- (i) *No stopping, at all times and bus stop reconfirmation – **Thane Road** – Roseneath (TR51-13)*

Net parking loss: 3 parking spaces

The Council has received complaints from members of the public regarding the safe operation and visibility provided at the intersection of Thane Road and Robieson Street.

After an assessment by Council officers and consultation with residents; it is proposed to install two lengths of no stopping restrictions to assist general traffic safety and visibility at the intersection.

This resolution also proposes to reconfirm and road mark a previously unmarked (but resolved) bus stop.

Feedback received:

<i>Name</i>	<i>Suburb</i>	<i>Agree Yes/No?</i>
<i>Don Bagnall</i>	<i>Mt Victoria</i>	<i>Yes</i>
<i>Comments</i>		
<i>I live in 15 Thane Road and agree with the proposed parking restrictions proposed adjacent to my property.</i>		

- (j) *Bus stop, during school terms only (reconfirmation of days and time) – **Ellice Street** – Mt Victoria (TR52-13)*

Net parking: Unchanged

Council officers have been made aware of signage issues relating to the Wellington East School bus stop parking designations on Ellice Street.

As a result, there is a need to reconfirm the existing restrictions and improve the signage.

- (k) *Time-limited parking (P10, Monday to Sunday, 8:00am – 6:00pm) – **Webb Street** – Mt Cook (TR53-13)*

Net parking gain: 1 parking space

As part of the recent redevelopment of #24 Webb Street a section of kerb crossing has been reinstated as kerb and channel.

As part of the original consent it was noted that:

“The existing street crossing astride the frontage of the site that would become redundant must be reinstated to kerb and channel, at the applicants’ expense and prior to residential occupation of the refurbished building, following which Council will investigate providing an additional kerb-side public parking space in its place”.

Council officers agree that an on-road parking space would provide additional amenity in the area and propose to match the existing 10 minute time restriction on nearby spaces.

At the same time, Council officers propose to reconfirm the north-eastern section of Webb Street between Cuba and Taranaki streets and extend the existing time restrictions to include Sundays.

(l) *No stopping, at all times – **Macaulay Street** – Johnsonville (TR54-13)*

Net parking loss: 7 parking spaces

Johnsonville Fire Service has asked Council to consider extending the existing broken yellow lines on the eastern side of Macaulay Street. At present, there is a “no parking” restriction on the western side, and free parking on the eastern side of the road. Due to the new development being constructed and the existing nearby walking path to the Johnsonville shopping mall, the number and the time period of parked vehicles has noticeably increased. The fire officers have driven their fire engine down Macaulay Street as a trial and could not get through due to the parked vehicles.

Emergency services need to be able to move through this street to respond to emergencies and currently they can not do so if cars are parked on both sides of the street here. Council officers propose to replace the parking spaces on the eastern side of Macaulay Street with a section of broken yellow lines.

Feedback received:

Name	Suburb	Agree Yes/No?
Tricia DuBurn	Johnsonville	No
Comments		
<p><i>My concerns are:</i></p> <ul style="list-style-type: none"> <i>Council has approved the housing development at 2 MacAulay Street which increased the existing housing by 32x two-bedroom units. Parking on that site is restricted to those residents. Potentially this could increase the number of vehicles needing to find parks as there is only 1 park per unit. And any visitors would have to find parking on the street.</i> <i>MacAulay Street is a cul-de-sac and the housing development did not have additional vehicle exit developed. Therefore all vehicle</i> 		

traffic has to use MacAulay Street.

- *Since I moved into 3 MacAulay Street in November 2012 there has never been any vehicles parked on the western kerbside even when there are no broken yellow lines. Due to the housing development there were cars and trucks constantly parked on the eastern kerbside during the day belonging to the construction workers. Then when they finished working for the day the Eastern kerbside was clear with no vehicles parked.*
- *During the weekends there can be a few cars parked on the eastern kerbside but these are generally people visiting residents of MacAulay Street. This of course could increase due to the housing development.*
- *I have never seen a vehicle parked on the western side of MacAulay Street therefore there has been no cars parked on both sides of the street at the same time.*

Solutions:

- *Wait and see what the vehicle impact of the housing development will be when construction is completed and all 32 units are occupied.*
- *Widen the road on the western side by using some of the bush area as there is no pedestrian pavement on that side. A fence could be built to stop any problems with incursion onto the motorway below. This could also have a secondary benefit of cutting down the noise of this motorway. Note: There is a wooden fence on the western side which extends in line with the start of 3 MacAulay Street.*
- *Increase available parking in the area for people using the walking path by changing the existing parking spaces from parallel to angled on one side of Arthur Carmen Street. This is a relatively wide road which could accommodate the additional incursion into the road required.*

Officers response

Macaulay Street is a narrow road and most properties are located at the end of this road as opposed to astride the road.

We have discussed the above concerns about the housing development at 2 Macaulay Street. The restricted parking for residents and their visitors on that site was the rationale behind our proposal.

The Fire Service usually has contingency plans but unfortunately they could not apply it on this road due to its alignment and the layout of the road.

Therefore we will be recommending the current proposal as we believe

that the safety of all residents must have priority over parking needs.

- (m) *No stopping, at all times – **Legal Road (known as part of McMillan Court)** – Newlands (TR55-13)*

Net parking loss: 2 parking spaces

Commuter/passenger cars are parking in the passageway and in front of the loading zone on legal road known as part of McMillan Court. These cars are preventing large trucks from using the loading zone and preventing customer's vehicles from accessing this piece of road. This passageway is designated two-way road where customers drive through from the front park to the rear park and vice versa.

Officers propose sections of broken yellow lines at this access way to facilitate the passageway and the loading zone.

- (n) *Time-limited parking replacement (P120, Monday to Friday, 9:00am – 3:00pm) – **Rotoiti Street** – Johnsonville (TR57-13)*

Net parking: Unchanged

Rotoiti Street is a narrow road in the proximity of the Johnsonville town centre with parking availability issues related to all day commuters parking.

Johnsonville Plunket which has been operating from Rotoiti Street for the last 20 years has relocated across the road to 19 Rotoiti Street, and has 10 parks on site for customers.

The amount of services being supplied from the new site has increased with additional services including car seat rental services and parenting education courses now also running from the centre.

Whilst the existing P30 parking fits particularly well with their well child check appointments it would be fair to suggest that they may better serve Plunket families and the community if they were of a longer time allowance.

To increase the time restriction to P120 during peak business hours (9am-3pm) would be of far greater use to Plunket families as they will often have an extended stay of 10-20 minutes on either side of their appointment to allow time to change/feed their baby. In the occasion where the Plunket car park is temporarily full, families will not utilise the 30 minute parks in fear of being ticketed, but instead will have to park further afield on Ironside Road or Morgan Street, where parking is often also hard to come by. P120 would also better serve residents and allow parking for their visitors without losing the spaces to commuters/workers parking.

This proposed longer stay parking P120 would greatly benefit families accessing Plunket services as well as residents of Rotoiti Street, therefore providing a positive improvement for the whole community.

- (o) *No stopping, at all times – **Hollies Crescent** – Johnsonville (TR58-13)*

Net parking: Unchanged

Hollies Crescent is a cul-de-sac street, slightly narrow with infill housing.

The present on-street parking arrangement on Hollies Crescent is disorganised. Some vehicles park on the footpath obstructing pedestrians posing a safety hazard. At times cars park on both sides of the road limiting access for residents and preventing the passage of larger vehicles such as emergency, delivery or refuse/recycling vehicles. As the street is a cul-de-sac there is no alternative access.

Staggered broken yellow lines are proposed on sections of the road to provide parking on one side of Hollies Crescent.

The number of on-street car parks has been optimised by taking existing vehicle accesses into consideration.

Feedback received:

Name	Suburb	Agree Yes/No?
David Brown	Johnsonville	Yes
Comments		
<p><i>The changes were first proposed by the WCC in 2007 but did not proceed. No record of objections or action for that proposal is held by WCC.</i></p> <p><i>The issue of parking in Hollies Crescent that existed in 2007 remains. It has been exacerbated by:</i></p> <ul style="list-style-type: none"> • <i>Infill housing which has been built in the road at 4A and 4B, and at 8A and 8B;</i> • <i>The establishment of an accountancy practice at 9 Hollies Crescent;</i> • <i>The change in use of 25 Hollies Crescent from a mental health support facility into rental accommodation.</i> <p><i>Most properties in Hollies Crescent have off street parking for only one vehicle but many residents have two vehicles. At times vehicles parked on both sides of the road, restrict traffic flow. Vehicles are often also parked on the footpath blocking pedestrian access. The most recent</i></p>		

restriction occurred on 17 June 2013 and was the subject of a complaint to the Wellington City Council call centre. On that occasion residents beyond 13 Hollies Crescent were unable to drive vehicles up the road and residents above that address were unable to leave because of parking on both sides of the road.

A survey of residents using the 2007 proposal was held in August 2013. Of the 32 people surveyed only 2 did not agree with the proposal to control parking by establishing no stopping zones in the street.

There is overwhelming support by Hollies Crescent residents for the WCC to take action to resolve the parking issues in the street.

Feedback received:

Name	Suburb	Agree Yes/No?
Dylan Hall	Johnsonville	Yes
Comments		
<p><i>Thank you for the proposed "No stopping restriction" for Hollies Cres.</i></p> <p><i>I have lived on Hollies Cres over 10 years and regularly have issues squeezing the car down the road due to cars parked on both sides of the road.</i></p> <p><i>I fully support your proposed changes.</i></p>		

- (p) *No stopping, at all times and metered parking (P120) – **Ghuznee Street Service Lane** – Te Aro (TR63-13)*

Net parking: Unchanged

The Council's Property Unit has advised that sections of Ghuznee Street Service Lane, originally designated for encroachment licences that have now been cancelled on request, are available for parking alternatives. The opportunity to renew licences was given to holders but no applications were received. These parking spaces were being used on a 'free-for-all' basis and consequently it was suggested that this department investigate Pay and Display parking for the area that fits well within the parking strategy used within the central city.

- (q) *Time-limited parking (P20, at all times) – **Tauhinu Road** – Miramar (TR64-13)*

Net parking: Unchanged

Council has received a request from the store manager to consider the introduction of some time limited parking to assist the Miramar Subway takeaway business on Tauhinu Road. On the road directly outside the business there is no short-term parking and the demand

for this type of facility has increased in recent times because of the popularity of the Subway business and the nearby pizza takeaway.

Developing this facility will also create parking turnover and help to discourage vehicles from parking for short periods of time on broken yellow lines close by.

The Subway business is open for long hours and operates seven days a week. It is therefore proposed to install a time limited P20, at all times parking restriction to assist with the demand for short term parking.

5. Conclusion

Council Officers propose that the Committee recommend to Council to proceed with the proposed traffic resolutions.

Report prepared by: *Kelly Smith, Project Coordinator, City Networks*
Contact officer: *Paul Barker, Safe & Sustainable Transport Manager, City Networks*

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) LTP/Annual Plan reference and long term financial impact

The work required is contained in a range of Operating Project budgets.

3) Treaty of Waitangi considerations

Not Applicable

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

Recommendations have been publicly advertised.

b) Consultation with Maori

Not Applicable

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.