
ORDINARY MEETING

OF

TRANSPORT AND URBAN DEVELOPMENT COMMITTEE

AGENDA

Time: 9.15am
Date: Tuesday, 23 September 2014
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

MEMBERSHIP

Mayor Wade-Brown

Councillor Coughlan
Councillor Foster (Chair)
Councillor Lee
Councillor Lester
Councillor Pannett
Councillor Woolf
Councillor Young

Have your say!

You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 803-8334, emailing public.participation@wcc.govt.nz or writing to Democratic Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number and the issue you would like to talk about.

AREA OF FOCUS

The focus of the Committee is to direct growth to where the benefits are greatest and where adverse effects are minimised, and to deliver a quality compact urban environment.

The Committee will also lead and monitor a safe, efficient and sustainable transport system that supports Wellington's economy and adds to residents' quality of life with a strong focus on improving cycling and public transport and enhancing Wellington's walkability.

Quorum: 4 members

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1 Meeting Conduct

1.1 Apologies

The Chairperson invites notice from members of apologies, including apologies for lateness and early departure from the meeting, where leave of absence has not previously been granted.

1.2 Conflict of Interest Declarations

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

1.3 Confirmation of Minutes

The Minutes of the Meetings held on 26 June 2014, 5 August 2014 and 21 August 2014 for the Transport and Urban Development Committee and the Minutes of the Meeting held on 5 August 2014 for the Central City Safer Speed Limit Hearings Subcommittee will be put to the Transport and Urban Development Committee for confirmation.

1.4 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under Standing Order 3.23.3 a written, oral or electronic application to address the meeting setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the meeting concerned, and subsequently approved by the Chairperson.

1.5 Items not on the Agenda

The Chairperson will give notice of items not on the agenda as follows:

Matters Requiring Urgent Attention as Determined by Resolution of the Transport and Urban Development Committee.

1. The reason why the item is not on the agenda; and
2. The reason why discussion of the item cannot be delayed until a subsequent meeting.

Minor Matters relating to the General Business of the Transport and Urban Development Committee.

No resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the Transport and Urban Development Committee for further discussion.

2. General Business

TRAFFIC RESOLUTIONS

Purpose

1. 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.

Summary

2. The proposed resolutions were advertised on 22 July 2014, giving the public 18 days to provide feedback.
3. All feedback we received during the consultation period has been included in the 'Background and Discussion' of this report and where appropriate, officer's responses have been included.

Recommendation/s

Officers recommend that the Transport and Urban Development Committee:

Receive the information.

Approves the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.

- a) Metered Parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am - 6:00pm. No stopping at all times – **Dixon Street, Te Aro (TR29-14)**

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

Column One	Column Two	Column Three
Dixon Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	North side, commencing 12.8 metres west of its intersection with Victoria Street (Grid coordinates x= 1748639m, y= 5427390m), and extending in a north-westerly direction for 11 metres. (2 parallel car parks)

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

Dixon Street	No stopping, at all times	North side, commencing from its intersection with Victoria Street (x= 1748639m, y= 5427390m) and extending in a north-westerly direction for 12.8 metres.
Dixon Street	No stopping, at all times	North side, following the kerb line 23.8 metres west of its intersection with Victoria Street (x= 1748639m, y= 5427390m) and extending in a north-westerly direction for 6 metres.

- b) Metered Parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am - 6:00pm.– Victoria Street, Te Aro (TR30-14)

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

Column One	Column Two	Column Three
Victoria Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, commencing 12.5 metres south of its intersection with Ghuznee Street (Grid coordinates x= 1748536.9m, y= 5427222.4m), and extending in a southerly direction for 10 metres. (2 parallel car parks)
Victoria Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, commencing 32 metres south of its intersection with Ghuznee Street (Grid coordinates x= 1748536.9 m, y= 5427222.4 m), and extending in a southerly direction following the kerb line for 10 metres. (2 parallel car parks)

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

Column One	Column Two	Column Three
Victoria Street	No stopping, at all times	East side, commencing 5

metres south of its intersection with Ghuznee Street (Grid coordinates x=2658558.8m, y=5988934.5m), and extending in a southerly direction following the kerb for 27 metres.

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

Column One	Column Two	Column Three
Victoria Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, commencing 13.6 metres south of its intersection with Ghuznee Street (Grid coordinates x=1748536.9m, y=5427222.4m), and extending in a south-westerly direction for 28.5 metres. (5 parallel car parks)

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

Column One	Column Two	Column Three
Victoria Street	No stopping, at all times	East side, commencing from its intersection with Ghuznee Street (Grid coordinates x=1748536.9m, y=5427222.4m), and extending in a south-westerly direction for 13.6 metres.

- c) Metered Parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am - 6:00pm. No Stopping At All Times – Abel Smith Street, Te Aro (TR32-14)

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

Column One	Column Two	Column Three
Abel Smith Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and	Southwest side, commencing 22.5 metres west of its intersection with Taranaki Street (Grid coordinates x= 1748710.6

Sunday 8:00am -
6:00pm.

m, y= 5426755.1 m), and
extending in a north-
westerly direction following
the kerb line for 13.5
metres. (2 parallel car
parks)

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

Column One	Column Two	Column Three
Abel Smith Street	No stopping, at all times	Southwest side, commencing from its intersection with Taranaki Street (Grid Coordinates X=2658732.591819 m, Y=5988467.110711 m) and extending in a north- westerly direction following the kerb line for 22.5 metres.

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

Column One	Column Two	Column Three
Abel Smith Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	Southwest side, commencing 17.5 metres west of its intersection with Taranaki Street (Grid coordinates x= 1748710.6 m, y= 5426755.1 m), and extending in a north- westerly direction following the kerb line for 18.5 metres. (3 parallel car parks)

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

Column One	Column Two	Column Three
Abel Smith Street	No stopping at all times	Southwest side, commencing from its intersection with Taranaki Street (Grid coordinates x= 1748710.6 m, y= 5426755.1 m) and extending in a north- westerly direction following the kerb line for 17.5

metres.

- d) No stopping, at all times – **Lyndhurst Road, Tawa (TR35-14)**

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

Column One	Column Two	Column Three
Lyndhurst Road	No stopping, at all times.	East side, commencing 32 metres west of the prolongation of the western kerb line of its intersection with Roy Street (grid coordinates x= 1,752,887.7 m, y= 5,440,613.5 m), and extending in a southerly, then westerly, then northerly, then easterly direction following the eastern kerb line for 130 metres.
Lyndhurst Road	No stopping, at all times.	West side, commencing from a point forming the north-easterly corner of the building (grid coordinates x= 1,752,830.4 m, y= 5,440,593.9 m) and extending in a southerly direction along the eastern side of the building for 37.5 metres as shown on the map.

- e) No stopping, at all times – **Bankot Crescent, Ngaio (TR36-14)**

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

Column One	Column Two	Column Three
Bankot Crescent	No stopping, at all times.	East side, commencing 89.5 metres north of its intersection with Cockayne Road and extending in a northerly direction following the eastern kerb line for 58 metres.

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

Column One	Column Two	Column Three
Bankot Crescent	No stopping, at all times.	West side, commencing 23 metres north of its intersection with Cockayne Road (Grid coordinates x= 1,749,408.1 m y= 5,431,747.3 m), and extending in a northerly direction following the western kerb line for 17 metres.

- f) No stopping, at all times – **Wadestown Road, Wadestown (TR37-14)**

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

Column One	Column Two	Column Three
Wadestown Road	No stopping, at all times.	North side, commencing from its intersection with Leslie Street and extending in a westerly direction following the northern kerb line for 25 metres.

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

Column One	Column Two	Column Three
Wadestown Road	No stopping, at all times.	North side, commencing from its intersection with Leslie Street (Grid coordinates x= 1,748,460.5 m y= 5,430,728.9 m), and extending in a westerly direction following the northern kerb line for 45.5 metres.

- g) Removal of Mobility Parking, At All Times – **Herald Street, Berhampore (TR39-14)**

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

Column One	Column Two	Column Three
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Herald Street	No Stopping except for vehicles displaying an operation mobility card only At All Times	South Side, commencing 54 metres east of its intersection with Adelaide Road and extending in an easterly direction following the southern kerb line for 6.1 metres.
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h) **Diplomatic Parking, Residents Parking, Metered Parking – Bolton Street/Panama Street, Wellington Central (TR40-14)**

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

Column One	Column Two	Column Three
Bolton Street	DC, CC, FC Registered Vehicles Parking, At All Times.	Northwest side, following the kerb line 68.5 metres northeast of its intersection with Easdale Street (Grid Coordinates X=2658522.426508 m, Y=5990334.568742 m) and extending in a north-easterly direction for 23.5 metres.
Bolton Street	DC, CC, FC Registered Vehicles Parking, At All Times.	Southeast side, following the kerb line 89.5 metres west of its intersection with The Terrace (Grid Coordinates X=2658704.856283 m, Y=5990400.970326 m) and extending in a south-westerly direction for 10 metres.
Bolton Street	Resident Parking - Displaying an Authorised Resident Vehicle Parking Permit Only, Monday to Friday 8:00am - 6:00pm.	Northwest side, following the kerb line 92 metres northeast of its intersection with Easdale Street (Grid Coordinates X=2658522.426508 m, Y=5990334.568742 m) and extending in a north-easterly direction for 17.5 metres.
Panama Street	DC, CC, FC Registered Vehicles Parking, Monday to Friday 8:00am - 6:00pm.	Southwest side, following the kerb line 24 metres southeast of its intersection with Lambton Quay (Grid Coordinates x=1748686.3 m, y=5428227.3 m) and

extending in a south-easterly direction for 9 metres. (3 angled parking spaces)

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

Column One	Column Two	Column Three
Panama Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, following the kerb line 32.5 metres southeast of its intersection with Lambton Quay (Grid coordinates x=1748686.3 m, y=5428227.3m) and extending in a south-easterly direction for 12.5 metres. (4 angle car parks)

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

Column One	Column Two	Column Three
Bolton Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Northwest side, following the kerb line 68.5 metres northeast of its intersection with Easdale Street (Grid Coordinates X=2658522.426508 m, Y=5990334.568742 m) and extending in a north-easterly direction for 41 metres. (7 parallel parking spaces)
Bolton Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southeast side, following the kerb line 89.5 metres west of its intersection with The Terrace (Grid Coordinates X=2658704.856283 m, Y=5990400.970326 m) and extending in a south-westerly direction for 28 metres. (5 parallel parking spaces)
Panama Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, following the kerb line 36 metres southeast of its intersection with Lambton Quay (Grid coordinates x=1748686.3 m, y=5428227.3m) and

extending in a south-easterly direction for 9 metres. (3 angle car parks)

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

Column One	Column Two	Column Three
Panama Street	DC, CC, FC Registered Vehicles Parking, Monday to Friday 8:00am - 6:00pm.	Southwest side, following the kerb line 24 metres southeast of its intersection with Lambton Quay (Grid Coordinates x=1748686.3 m, y=5428227.3 m) and extending in a south-easterly direction for 12 metres. (4 angled parking spaces)

- i) No stopping, At all times – **Pearce Street, Vogeltown (TR42-14)**

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

Column One	Column Two	Column Three
Pearce Street	No Stopping, At All Times	Northwest side, following the kerb line 68.5 metres northeast of its intersection with Easdale Street (Grid Coordinates X=2658522.426508 m, Y=5990334.568742 m) and extending in a north-easterly direction for 23.5 metres.
Pearce Street	No Stopping, At All Times	East side, commencing 148 metres east of its intersection with Connaught Terrace (Grid coordinates x= 1748159m, y= 5425247.8m), and extending in a southerly direction for 8.3 metres.
Pearce Street	No Stopping, At All Times	South side, commencing 14 metres southwest of its intersection with Finnimore Terrace (Grid coordinates x= 1748309.7m, y= 5425226.8m), and extending in a south-westerly direction for 4

metres.

- j) Metered Parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am - 6:00pm. No Stopping At All Times – **Market Lane, Wellington Central (TR43-14)**

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

Column One	Column Two	Column Three
Market Lane	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	North side, commencing 19 metres west of its intersection with Taranaki Street (Grid coordinates x= 1749020.7 m, y= 5427425.1 m), and extending in a westerly direction following the northern kerb line for 14 metres. (5 angled parking spaces).
Market Lane	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	North side, commencing 40 metres west of its intersection with Taranaki Street (Grid coordinates x= 1749020.7 m, y= 5427425.1 m), and extending in a westerly direction following the northern kerb line for 31 metres. (8 angled parking spaces).
Market Lane	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	North side, commencing 79 metres northwest of its intersection with Taranaki Street (Grid coordinates x= 1749020.7 m, y= 5427425.1 m), and extending in a north-westerly direction following the northern kerb line for 15 metres. (4 angled parking spaces)

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

Column One	Column Two	Column Three
Market Lane	No stopping, at all times	North side, commencing from its intersection with Taranaki Street (Grid coordinates x= 1749020.7 m, y= 5427425.1 m), and

Market Lane	No stopping, at all times	extending in a westerly direction following the northern kerb line for 19 metres. North side, commencing 33 metres west of its intersection with Taranaki Street (Grid coordinates x= 1749020.7 m, y= 5427425.1 m), and extending in a westerly direction following the northern kerb line for 7 metres.
Market Lane	No stopping, at all times	North side, commencing 71 metres west of its intersection with Taranaki Street (Grid coordinates x= 1749020.7 m, y= 5427425.1 m), and extending in a westerly direction following the northern kerb line for 8 metres.
Market Lane	No stopping, at all times	North side, commencing 102 metres west of its intersection with Taranaki Street (Grid coordinates x= 1749020.7 m, y= 5427425.1 m), and extending in a westerly direction following the northern kerb line to its intersection with Cable Street.

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

Column One	Column Two	Column Three
Market Lane	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	North side, commencing 52 metres west of its intersection with Taranaki Street (Grid coordinates x= 1749020.7 m, y= 5427425.1 m), and extending in a westerly direction following the northern kerb line for 42 metres. (12 angled parking spaces).
Market Lane	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and	North side, commencing 102 metres west of its intersection with Taranaki Street (Grid coordinates x= 1749020.7 m, y= 5427425.1

Sunday 8:00am -
6:00pm.

m), and extending in a
westerly direction following
the northern kerb line for 9
metres. (3 angled parking
spaces).

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

Column One	Column Two	Column Three
Market Lane	No stopping, at all times	North side, commencing from its intersection with Taranaki Street (Grid coordinates x= 1749020.7 m, y= 5427425.1 m), and extending in a westerly direction following the northern kerb line for 58 metres.
Market Lane	No stopping, at all times	North side, commencing 111 metres west of its intersection with Taranaki Street (Grid coordinates x= 1749020.7 m, y= 5427425.1 m), and extending in a westerly direction following the northern kerb line to its intersection with Cable Street.

- k) P180, Monday to Sunday, 9:00am to 4:00pm – **Manchester Street,
Newtown (TR45-14)**

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

Column One	Column Two	Column Three
Manchester Street	P180, Monday to Sunday, 9:00am to 4:00pm	South side, commencing 18 metres from its intersection with Daniell Street (Grid Coordinates X=1,749,334.65m, Y=5,424,252.04m) and extending in an easterly direction following the southern kerb line for 25 metres. (5 parks)
Manchester Street	P180, Monday to Sunday, 9:00am to 4:00pm	South side, commencing 65 metres from its intersection with Daniell Street (Grid Coordinates

X=1,749,334.65m,
Y=5,424,252.04m) and
extending in an easterly
direction following the
southern kerb line for 14.5
metres. (3 parks)

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

Column One	Column Two	Column Three
Manchester Street	Mobility park, at all times	South side, commencing 47.5 metres from its intersection with Daniell Street (Grid Coordinates X=1,749,334.65m, Y=5,424,252.04m) and extending in an easterly direction following the southern kerb line for 12.5 metres. (2 parks)

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

Column One	Column Two	Column Three
Manchester Street	No stopping at all times	South side, commencing from its intersection with Daniell Street (Grid Coordinates X=1,749,334.65m, Y=5,424,252.04m) and extending in an easterly direction following the southern kerb line for 18 metres.
Manchester Street	No stopping, at all times	South side, commencing 43 metres from its intersection with Daniell Street (Grid Coordinates X=1,749,334.65m, Y=5,424,252.04m) and extending in an easterly direction following the southern kerb line for 4.5 metres.
Manchester Street	No stopping, at all times	South side, commencing 60 metres from its intersection with Daniell Street (Grid Coordinates

Manchester Street No stopping, at all times X=1,749,334.65m,
Y=5,424,252.04m) and
extending in an easterly
direction following the
southern kerb line for 5
metres.
South side, commencing
79.5 metres from its
intersection with Daniell
Street (Grid Coordinates
X=1,749,334.65m,
Y=5,424,252.04m) and
extending in an easterly
direction following the
southern kerb line for 8
metres.

l) No stopping, at all times – **Fraser Avenue, Johnsonville (TR46-14)**

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

Column One	Column Two	Column Three
Fraser Avenue	No stopping, at all times	Western side, commencing from a point 97.6 metres from the southern kerb alignment of Haumia Street (Grid coordinates x=1751141.3m, y=5433933.6m) Co following the western kerb line for 32.6 metres.

m) No stopping, at all times – **Anne Street, Wadestown (TR47-14)**

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

Column One	Column Two	Column Three
Anne Street	No stopping, at all times	Northern side, commencing from a point 12.3 metres from the eastern kerb alignment of Upper Watt Street (Grid coordinates x=1749203.2, y=5430539.4m) following the northern kerb line for 12 metres.

- n) No stopping, at all times – **Wadestown Road, Wadestown (TR48-14)**

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

Column One	Column Two	Column Three
Wadestown Road	No stopping, at all times	Northern side, commencing from 70.2 metres west from the line of the projected western kerb alignment of Pitt Street (Grid coordinates x=1748679.8m, y=5430665.1m) for a distance of 6 metres in a easterly direction following the northern kerb line of Wadestown Road.

- o) No stopping, at all times – **Broderick Road, Johnsonville (TR49-14)**

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

Column One	Column Two	Column Three
Broderick Road	No stopping, at all times	Southern side, commencing from the line of the projected western kerb alignment of Bannister Avenue for a distance of 28.4 metres in a westerly direction following the southern kerb line of Broderick Road.

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

Column One	Column Two	Column Three
Broderick Road	No stopping, at all times	Southern side, commencing from the line of the projected western kerb alignment of Bannister Avenue for a distance of 60.0 metres in a westerly direction following the southern kerb

line of Broderick Road.

- p) No stopping, at all times – **Maida Vale Road, Roseneath (TR50-14)**

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

Column One	Column Two	Column Three
Maida Vale Road	No stopping, at all times	West side, commencing 363 metres northwest of its intersection with Evans Bay Parade (Grid coordinates x= 1751008m, y= 5427098m), and extending in a northerly direction following the kerb line for 37 metres.

- q) Class restricted parking (bus stop relocation) and no stopping, at all times – Broadway, Miramar (TR51-14)

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

Column One	Column Two	Column Three
Broadway	Bus Stop, At All Times	South side, commencing 7.5 metres east of its intersection with Monorgan Road, and extending in an easterly direction following the southern kerb line for 13 metres.

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

Column One	Column Two	Column Three
Broadway	No Stopping, At All Times	South side, commencing 23.5 metres east of its intersection with Monorgan Road, and extending in an easterly direction following the southern kerb line for 7 metres.
Broadway	No Stopping, At All Times	South side, commencing from its intersection with Monorgan Road, and

extending in an easterly direction following the southern kerb line for 5.5 metres.

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

Column One	Column Two	Column Three
Broadway	Bus Stop, At All Times	South side, commencing 40 metres east of its intersection with Monorgan Road (Grid coordinates X=1752150.5m, Y=5423548.5m), and extending in an easterly direction following the southern kerb line for 20 metres.

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

Column One	Column Two	Column Three
Broadway	No Stopping, At All Times	South side, commencing 23.5 metres east of its intersection with Monorgan Road (Grid coordinates X=1752149.8m, Y=5423547.6m), and extending in an easterly direction following the southern kerb line for 16.5 metres.
Broadway	No Stopping, At All Times	South side, commencing from its intersection with Monorgan Road (Grid coordinates X=1752150.5m, Y=5423548.5m), and extending in an easterly direction following the southern kerb line for 20 metres.

- r) No stopping, at all times – **Miramar North Road, Miramar (TR52-14)**

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

Schedule

Column One	Column Two	Column Three
Miramar North Road	No stopping, at all times	West side, commencing 209 metres northwest of its intersection with Park Road (Grid coordinates x= 1752422m, y= 5425209m), and extending in a northerly direction following the kerb line for 171 metres.

- s) P120 Mon-Sun 8am to 6pm, P5 Mon-Sun 8am to 6pm and Mobility park at all times– **Kilbirnie Crescent, Kilbirnie (TR53-14)**

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

Column One	Column Two	Column Three
Kilbirnie Crescent	P120, Monday to Sunday, 8:00am to 6:00pm	East side, commencing 246.5 metres from its intersection with Wellington Road (Grid Coordinates X=1,750,127.23m, Y=5,425,035.81m) and extending in a southerly direction following the eastern kerb line for 28 metres. (5 parks)
Kilbirnie Crescent	P120, Monday to Sunday, 8:00am to 6:00pm	East side, commencing 300 metres from its intersection with Wellington Road (Grid Coordinates X=1,750,127.23m, Y=5,425,035.81m) and extending in a southerly direction following the eastern kerb line for 27 metres. (5 parks)
Kilbirnie Crescent	P120, Monday to Sunday, 8:00am to 6:00pm	As shown 'cross hatched' on the attached plan.
Kilbirnie Crescent	P5, Monday to Sunday, 8:00am to 6:00pm	As shown 'cross hatched' on the attached plan.

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

Column One	Column Two	Column Three
Kilbirnie Crescent	No stopping, at all times	East side, commencing 284.5 metres from its intersection with Wellington Road (Grid Coordinates X=1,750,127.23m, Y=5,425,035.81m) and extending in a southerly direction following the eastern kerb line for 15.5 metres.
Kilbirnie Crescent (Wellington Regional Aquatic Centre Car park)	No stopping, at all times	North side, commencing at the northern intersection with Kilbirnie Crescent (Grid Coordinates X=1,750,073.45 m, Y=5,424,755.96 m) and extending in an easterly then northerly direction following the northern kerb line for 17.5 metres.
Kilbirnie Crescent (Wellington Regional Aquatic Centre Car park)	No stopping, at all times	South side, commencing at the southern intersection with Kilbirnie Crescent (Grid Coordinates X=1,750,075.04 m, Y=5,424,747.97m) and extending in an easterly direction following the southern kerb line for 12 metres.

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

Column One	Column Two	Column Three
Kilbirnie Crescent (Wellington Regional Aquatic Centre Car park)	Mobility parking at all times	As shown with the 'mobility logo' on the attached plan.

Background & Discussion

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

a) **Dixon Street, Te Aro**

TR29-14

Metered Parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am - 6:00pm. No stopping at all times.

Net parking gain: 2 parking spaces

In the past few years there have been various modifications to properties and utilities that have resulted in changes to the available on-street parking spaces.

A redundant vehicle crossing has recently been reinstated to footpath, kerb and channel and council officers propose to install 2 additional metered on-street car parks (P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm) to provide more parking spaces in Wellington Central area.

b) **Victoria Street, Te Aro**

TR30-14

Metered Parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am - 6:00pm.

Net parking gain: 3 spaces

In recent years there have been modifications to the properties in this area, which have resulted in a change to the available on-street parking spaces.

Following a detailed assessment by council traffic engineers, officers propose to install 3 additional metered on-street car parks (P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm) to provide more parking spaces in Wellington Central area.

c) **Abel Smith Street, Te Aro**

TR32-14

Metered Parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am - 6:00pm. No Stopping At All Times.

Net parking gain: 1 parking space

In the past few years there have been modifications to properties in the area which has resulted in a change to the available kerbside parking spaces.

Following detailed assessment by council traffic engineers, we propose to install

one additional metered on-street car park (P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm) in order to provide more on-street parking spaces in Wellington Central area.

Feedback received:

Name	On behalf of	Agree Yes/No?
Mike Mellor	Living Streets Aotearoa	No

Comments:

In general we note that few of these proposals acknowledge any road usage other than by vehicle (exceptions for pedestrians are noted below) or consideration of any effects on the urban realm. We suggest that all Traffic Resolutions should be tested for their consistency with Council policy, and for their effects on all road users and on the urban realm.

Specific Resolutions

- TR29-14, Dixon St
- TR30-14, Victoria St
- TR32-14, Abel Smith St

We note that the sole reason given for these resolutions is “to provide more parking spaces in Wellington Central area” or similar wording. We are not aware of it being Council policy to increase such parking, and we suggest that the appropriate reference be made here. If they are not consistent with Council policy we suggest that Council staff time and effort could be more appropriately used in pursuing policies such as the Walking Policy.

- 1.
- 2.

3. Officers Response:

The proposed resolution would provide on-street car parks along a section of kerb line previously used as vehicle crossings that are now redundant, therefore has been reinstated to footpath, vertical kerb and channel. Unless there is a specific Council project which would change the use of the street, it has been the practice to convert any redundant vehicle crossing into short stay casual parking which is always in demand in the central city. This approach is not in conflict with Council policies.

d) **Lyndhurst Road, Tawa**

TR35-14

No stopping, at all times.

Net parking: unchanged.

In this proposal, the Wellington City Council proposes to reconfirm existing “No stopping” restrictions on a section of Lyndhurst Road around the Tawa Rugby Club and adjacent properties.

These were initially installed by the former Tawa Borough and are necessary to maintain vehicle access to local properties during sports events.

Feedback received:

Name	Suburb	Agree Yes/No?
Murray French	Tawa	Yes
Comments:		
Some thought seriously needs to go towards additional parking restrictions further up Lyndhurst Road past the rugby park, plus the beginning of Tanui Terrace on the side without the footpath. During rugby games people park there, severely restricting traffic up Tanui Terrace. And an aside, would it be possible to do something about the amount of rubbish deposited on the side of the road by visitors watching the rugby, who when they depart simply open the car door and throw out their litter..... They obviously don't give a toss as it's not their neighbourhood!!!!		

e) **Bankot Crescent, Ngaio**

TR36-14

No stopping, at all times.

Net parking loss: 3 spaces

We have received a petition from residents on Bankot Crescent to install "No stopping" restriction on sections of the road. Vehicles park on the bends and obstruct the view of oncoming traffic, therefore reducing public safety.

Officers propose broken yellow lines on these bends to improve visibility.

Feedback received:

Name	Suburb	Agree Yes/No?
Chris Wheatley	Ngaio	No
Comments:		
<ul style="list-style-type: none"> While I have never encountered a significant problem with the traffic status quo in Bankot Crescent (it's just a matter of taking the kind of care I would expect all road users to apply as a matter of course) I guess movement around the street could be mildly improved with your proposed changes. However, if that improved movement comes at a cost in other ways, then it will only be counter-productive. My concern is that those who now park in the Western section you propose designating 'No Stopping' will simply park further down the road, making it more than likely that I (and others without off-street parking) will have problems parking anywhere near our own houses. If this proves the result then you can be sure of receiving another petition demanding a change back! For the record, in the twelve years I have been living on the bend opposite the Eastern section you propose re-designating, I have never once seen anyone park 		

a vehicle there. To do so would be obvious lunacy. Any signs you erect in that area would be a patent waste of public money.

Name	Suburb	Agree Yes/No?
Caroline Steele	Ngaio	No

Comments:

Bankot Crescent is a cul-de-sac - therefore there is limited traffic, by car drivers who are familiar with the street, which should be travelling a reasonably slow speed given the topography of the road - there should be time for a driver to proceed cautiously and react to oncoming traffic.

The cars which park on the road belong to householders who will have to park elsewhere on the street so moving any parking issues to further down the road, where there are already a number of vehicles belonging to those householders – a no stopping option is not practical.

By making a no stopping area, drivers will travel faster, putting at risk the children and animals who live on the street – we have a number of families with young children and pets. Drivers are able to see the reflection of oncoming cars in the parked vehicles so are able to react accordingly. Encouraging reduced speed and improving warning signage would be a more practical option.

Name	Suburb	Agree Yes/No?
Susan Pearce	Ngaio	No

Comments:

While I understand that Bankot Crescent is a winding & narrow road, it does not make sense to forbid non-residents to park there. I often have to pick up / drop off young children from playdates on the Crescent, & have never found it difficult either to drive down it, or to find a sensible place to stop for a few minutes. It would be useful to paint yellow lines opposite people's driveways, so as to prevent others from parking opposite the driveways & making it difficult for the residents to enter / exit their driveways. It is unsafe and difficult to park with young children on Cockayne Road, which would be the alternative.

Officers Response:

During the feedback period we received two objections relating to the proposed section of broken yellow lines on the eastern bend of Bankot Crescent, opposite houses 11-17. Officers have considered this feedback, and while broken yellow lines would help improve the lines of visibility on the corner, we agree this stretch of road is not used often. There is no crash record involving parked vehicles and therefore have agreed that we are not going to proceed along this section at the present point in time.

However the proposed section of broken yellow lines on the western bend of

Bankot Crescent, just past the intersection with Cockayne Rd, is important to improve visibility in both directions to improve safety for cars entering and exiting Bankot Crescent.

This proposed section of broken yellow lines is a total of 17 metres. There is still parking available for residents and non-residents on the eastern side of the bend opposite the proposed broken yellow lines, as well as before and after this stretch and as such officers do not feel parking opportunities will be compromised. Therefore Officers recommend proceeding with this proposed section on the western bend.

f) **Wadestown Road, Wadestown**

TR37-14

No stopping, at all times.

Net parking loss: 3 spaces

Council Officers have received continued requests to address a road safety problem in a section of Wadestown Road. This road is narrow, carries significant traffic volume per day and is also a bus route.

Vehicles usually park on the short section between numbers 130 and 134 close to a blind corner. Through traffic is left with 4.5m of available lane for two way traffic. It has been reported that there are many instances where drivers coming around the bend encounter the lane occupied by an oncoming vehicle. Those drivers then take evasive action to avoid crashing. Concerned road users have asked that Council address parking arrangements to make this section of Wadestown safer.

Officers propose to extend existing broken yellow lines an additional 20 metres that would give drivers a safe stopping sight distance to react and reduce conflicts.

Feedback received:

Name	Suburb	Agree Yes/No?
John Elston	Wadestown	Yes
Comments:		
<ul style="list-style-type: none"> Would strongly suggest yellow no stopping lines also be marked on the opposite side (south side) of Wadestown Road. Unbelievable as it may seem to a thinking motorist, parking on this other side occurs often. Meter readers would be the principal offenders but occasionally tradesmen happily park their vans there. When I suggest it's a very stupid idea they quickly point to the fact there are no yellow lines marked. 		

Name	Suburb	Agree Yes/No?
Michael Penlington	Wilton	Yes
Comments:		

If anything, the No Stopping line should perhaps extend even further. Perhaps to the back of the car that is showing in the street photo attached to the Traffic Resolution. There should be ample room given, when traveling up the hill, to get around any parked cars and safely back into the lane, before meeting downhill traffic. This road is quite steep and downwards traffic moves briskly and buses certainly can't brake quickly without unpleasantness for passengers.

Name	Suburb	Agree Yes/No?
Anke & Jeroen Kole	Wadestown	Yes
Comments:		
Thank you for the opportunity to make a submission. We agree with the proposed change. However, we are concerned that this may lead to increased speeds on this section of Wadestown Road. This would increase the risk of crossing Wadestown Road from the houses number 125-129, which can be dangerous already. We ask the Council to consider installing a mirror in the bend at Leslie Street (opposite of 125-129 Wadestown Road). From our point of view, an even better solution would be to reduce the speed limit in this area, including around Wadestown shops (we experience drivers not stopping for the pedestrian crossing near the dairy regularly). Both requests have already been made the last time the Council proposed suggestions to improve road safety. We hope these suggestions get serious consideration again.		

Name	Suburb	Agree Yes/No?
John Moffat	Wadestown	Yes
Comments:		
Thank you for the opportunity to make a submission. We agree with the proposed change. However, we are concerned that this may lead to increased speeds on this section of Wadestown Road. This would increase the risk of crossing Wadestown Road from the houses number 125-129, which can be dangerous already. We ask the Council to consider installing a mirror in the bend at Leslie Street (opposite of 125-129 Wadestown Road). From our point of view, an even better solution would be to reduce the speed limit in this area, including around Wadestown shops (we experience drivers not stopping for the pedestrian crossing near the dairy regularly). Both requests have already been made the last time the Council proposed suggestions to improve road safety. We hope these suggestions get serious consideration again.		

Name	Suburb	Agree Yes/No?
David & Leasa Carlyon	Wadestown	Yes
Comments:		
I live at 133 Wadestown Road which is opposite the proposed area. Our driveway comes out approximately opposite 134 Wadestown Road. The neighbours at 134		

park many large cars outside their home on the road legally. When we exit our driveway we have very limited room to safely cross and be on the left side of the road, as their vehicles only allow 1 meter of space between to the centre line.

Therefore, I propose that the area of No Stopping restriction be extended from your proposal to go as far down (left) on the road as to the start of the driveway of 134 (from addresses 134 – 130) inclusive. This is approximately an additional 3 car lengths. There is a real bottle neck at this part of the road too. As buses and cars have to wait to go around these parked cars and this causes additional hazards. There would be room for the 134 cars to park on the other side of their driveway more directly opposite our house 133, the road here is straighter and has better visibility and is a greater distance from the sharp corner at the address of 128. This corner is a real hazard as cars and busses go very fast (as it is downhill) around this corner and we have at least one accident and near crashes on a regular basis.

Name	Suburb	Agree Yes/No?
Geoff Ward	Wadestown	No

Comments:

I object to the proposal. For 36 years I parked safely in an area prior to the entry of Leslie St. Three years ago the Council painted yellow lines in the area I had been parking in. My approach to Council to get the status quo restored was in my opinion given insufficient attention. There was no traffic hazard or impediment involved.

The proposal to further extend the no stopping will only make parking in the vicinity even more problematic. I have been forced to park further up Wadestown Rd outside the church and Plunket Rooms. This only increases congestion at this area.

Expanding no parking further down Wadestown Rd from Leslie St will only force other residents to add to the congestion of parking further up hill. At the very least parking immediately prior to Leslie St sufficient for two vehicles should be restored.

I note that closer to the city many thousands of dollars have been spent increasing the residents parking around the area of Orchard Rd and Grosvenor Tce, while in the vicinity of Leslie Street parking for residents has been removed.

Officers Response:

Officers received five submissions in support of the proposal and only one against it.

This is a very busy section of Wadestown Road with buses and high traffic volumes, and is already a narrow road. If cars park in the location of the proposed yellow lines, drivers are forced to drive on the wrong side of the road to go around the corner which is very dangerous. Officers have received numerous customer enquiries and safety concerns regarding this spot and remain of the view that implementing the proposed broken yellow lines is the best option to help improve safety.

A total of three parking spaces will be lost, however there are still three on street parking spaces available beyond the end of the proposed extension. Additional on street parking is available continuing down Wadestown Road below the driveway of property number 34.

g) **Herald Street, Berhampore** **TR39-14**

Removal of Mobility Parking, At All Times.

Net parking: unchanged.

It has been brought to the attention of Council Officers that the on-street mobility parking outside of property 75 Herald Street is no longer required. This park was installed specifically for the tenant who used to live in the adjacent property, but has now moved on

Therefore, it is proposed to remove this on-street mobility parking space.

h) **Bolton Street/Panama Street, Wellington Central** **TR40-14**

Diplomatic Parking, Residents Parking, Metered Parking

Net parking gain: 5 spaces.

Council officers propose that the diplomatic parking arrangement in Bolton Street be altered due to the relocation of Chilean Embassy and future development in this area.

Diplomatic parking is provided for overseas diplomats under international protocols with spaces located in the vicinity of consular officers. As consulates move, the diplomatic parking spaces are relocated.

In addition to removing the 6 surplus diplomatic car parks on Bolton Street, we propose to convert the existing 3 Residents parks and 3 Coupon parks to 12 Metered Parking (P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.), which will be consistent with the rest of parking spaces in the lower Bolton Street.

The Ministry of Foreign Affairs and Trade has requested additional diplomatic parks be provided on Panama Street in lieu of the removal of the diplomatic parks on Bolton Street. It is therefore proposed to increase the number of diplomatic car parks to 4 spaces on Panama Street.

Feedback received:

Name	Suburb	Agree Yes/No?
Rachel Brown	Wellington	Yes
Comments:		
I am pleased with the proposal to make the parking in lower Bolton Street all P120. This will match the parking in Aurora Terrace which is also all P120. ...		

...In summary:

- Support for P120 in the lower part of Bolton Street
- Negotiate with MFAT that it promptly writes to let the city council know an embassy no longer requires parking in a particular area
- Ensure that contractors and subcontractors working for Dominion Constructors are not eligible to use the Tradesmen's coupons
- Easdale Street needs P120 parking
- Reassess the parking on The Terrace between Bolton Street and Aurora Terrace
- Great that there is not to be parking on the Bolton Street Bridge and hopefully never will be

i) **Pearce Street, Vogeltown**

TR42-14

No stopping, At all times.

Net parking loss: 1 space.

Council officers have been approached by a local resident on Pearce Street requesting the Council assist the local residents with access to their properties.

Pearce Street is a narrow road with very high parking demands. Vehicles often park too close for residents to be able to exit their driveway, gate and/or garage, particularly the two properties with a sharp-angled driveway situated at an incline at the east end of Pearce Street.

A number of assessments have been conducted by council officers following an on-site meeting with a number of local residents. The proposed parking restriction is suggested to be the most desirable layout for assisting the local residents. 16 Residents from 9 affected households have signed the Request for Action Form supporting the proposed plan.

We therefore propose to install No Stopping Restrictions at the east end of Pearce Street.

Feedback received:

Name	Suburb	Agree Yes/No?
Catherine Wallace and Barry Weeber	Vogeltown	No
Comments:		
<p>This submission is from Barry Weeber and Catherine Wallace, residents of 3 Finimore Terrace, which is a walkway that runs from the east end of Pearce St steeply downhill to Hutchison Road.</p> <ol style="list-style-type: none"> 1. We were approached by a neighbour and asked to sign an agreement to the proposed no parking zones. The neighbour wanted to get our signatures there and then and after expressing some doubts we signed. 2. We now want to retract some aspects of that consent because it seems to 		

us that though we support some part of the proposal, the removal of one parking spot is going to cause more difficulties, especially for those of us who live down Finnimore Terrace and have no option but to park in Pearce Street. As far as we can discern, those who support the removal of the park, aside from ourselves, all have drive-on access and garages so will not be negatively affected by the removal of on-street parking while the rest of us will be.

3. Those of us who live down the walkway often have to carry heavy loads of groceries, bags and other belongings down the walk way, if we have to park further away, that can be quite a challenge, especially in inclement weather. We are not clear whether any of the other Finnimore Terrace residents lower down than us were consulted.
4. To start with what we do agree with, we are agreeable to those no parking zones marking in the plan with cross hatching. We are normally careful to leave adequate access by the gates and driveways and there is a need for a clear turning area....
5. ...To turn to the part of the proposal we oppose and ask to be dropped, that is the No parking dotted yellow lines between the no parking signs on the plan between number 4 and 6 (or is it 8?) Pearce Street. There is one park there and it is in constant use. We and others use it frequently and there is perfectly adequate space for a parked car there. The difficulty only arises when people park too near Michaels entrance (Number 4 Pearce Street) which then restricts the turning space for vehicles turning in the cross hatched area. Our suggestion and recommendation is that the parking space be retained, and that the existing yellow no parking lines at the end of the parking space are reinforced to emphasise the need to stay within the space and to not obtrude onto either driveway.

We note that this would be a workable compromise, albeit not the one that the resident in number 2 favours.

We regret having earlier signed the form that was thrust at us, and which we immediately regretted having agreed to. We retract that agreement...

Officers Response:

Officers have considered your comments and accept the retraction of support. However taking into account the remaining number of supportive parties (14 residents from 8 affected households) for this initial proposal, officers recommend proceeding with this traffic resolution.

j) **Market Lane, Wellington Central**

TR43-14

4. Metered Parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am - 6:00pm. No Stopping At All Times.

Net parking loss: 2 spaces.

One Market Lane is a purpose built development designed to support a mix of residential, commercial and retail uses once completed. Ancillary facilities, such as car-parking, plant, servicing, gym lobby, AV room and storage facilities are also provided. Additionally, ground floor tenancies will be provided within the

completed building, the future uses of these tenancies is currently unknown, but it is likely to be food/beverage and retail businesses.

The proposed parking changes are required to accommodate a new vehicle crossing to manage effective vehicle access to and from the new development parking and servicing areas. Removal of some parking is also required to provide additional trees and a “Public Space” at the south-eastern end of Market Lane to improve pedestrian amenity and generate a range of urban form and heritage benefits. Additional spaces are provided at the northern end and overall there will be a net loss of 2 parking spaces.

Some loss of on street parking is necessary to achieve an improved street environment while acknowledging a new building will generate an increased demand for convenient on street parking in an area of high demand.

Feedback received:

Name	On behalf of	Agree Yes/No?																														
Mike Mellor	Living Streets Aotearoa	No																														
Comments:																																
<p>The explanatory text notes “[T]hese [changes] should also improve the pedestrian amenity in this vicinity....Removal of some parking is also required to provide additional trees and a “Public Space” at the south-eastern end of Market Lane to improve pedestrian amenity and generate a range of urban form and heritage effects”, which we support, but then “the garden areas around the trees and the open space on former car parks are minimised to accommodate Council staff to access a sewer pump station located adjacent to the south-eastern corner of site, and retain as much on street parking as possible including three additional car parks at the north-western end of Market Lane.”</p> <p>We do not follow this reasoning – there appears to be no additional space provided for the pump station, so no minimisation of green space is required; and it seems odd to “improve pedestrian amenity” but then to immediately “minimise” it.</p> <p>In addition, the proposal is self-contradictory about the effect on the number of parking spaces, as the following table shows:</p> <p>P120 metered car parks on NE side of Market Lane (SW side apparently unchanged)</p> <table border="1"> <thead> <tr> <th>As described/shown in:</th> <th>Now</th> <th>Additional</th> <th>Removed</th> <th>New total</th> <th>Change</th> </tr> </thead> <tbody> <tr> <td>Explanatory text</td> <td>Not stated</td> <td>3</td> <td>8</td> <td>Not stated</td> <td>Minus 5</td> </tr> <tr> <td>Legal description</td> <td>5+8+4=17</td> <td>Not stated</td> <td>Not stated</td> <td>11+3=14</td> <td>Minus 3</td> </tr> <tr> <td>Map text</td> <td>17</td> <td>Not stated</td> <td>Not stated</td> <td>Not stated</td> <td>?</td> </tr> <tr> <td>Map body</td> <td>12</td> <td>3</td> <td>None</td> <td>15</td> <td>Plus 3</td> </tr> </tbody> </table>			As described/shown in:	Now	Additional	Removed	New total	Change	Explanatory text	Not stated	3	8	Not stated	Minus 5	Legal description	5+8+4=17	Not stated	Not stated	11+3=14	Minus 3	Map text	17	Not stated	Not stated	Not stated	?	Map body	12	3	None	15	Plus 3
As described/shown in:	Now	Additional	Removed	New total	Change																											
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Map text	17	Not stated	Not stated	Not stated	?																											
Map body	12	3	None	15	Plus 3																											

			shown		
<p>We suggest that this proposal needs to be rethought and rewritten, taking the above points into account.</p>					

5.

Officers Response:

The finalised construction plan was amended a number of times in the last few months. Officers have acknowledged your comments and suggestions and revised the report accordingly.

6.

k) **Manchester Street, Newtown**

TR45-14

7. P180, Monday to Sunday, 9:00am to 4:00pm.

Net parking: unchanged.

Council Officers have received a request from the Wellington Zoo Trust management team to provide suitable parking options for visitors to the zoo. Existing parks available are utilised as all day parking.

Therefore Officers propose to convert the 8 parks situated immediately outside the zoo to time limited parking spaces to a maximum of 3 hours. This will allow for vehicle turnover making it easier for visitors especially families with children to find available parking. In addition, visitors to the adjacent Newtown Park may also benefit from these parks.

This resolution will also include formalising the two existing mobility parks near the zoo entrance.

l) **Fraser Avenue, Johnsonville**

TR46-14

8. No stopping, at all times.

Net parking loss: 5 spaces.

Council Officers have received a number of requests from local residents to address a road safety problem on the inside of a bend on the western side of Fraser Avenue adjacent to no.90 -92. Officers have observed the conflict of vehicles approaching from either direction on a number of occasions. This road carries traffic from Burma Road in the south and to Johnsonville Road in the north, together with local traffic.

Vehicles park on both sides of the road between numbers 90 and 92. This location is close to a corner that is on a grade rising from south to north. The road is deceptively narrow due to the gradient and curvature of the road and with cars parked on both sides is not wide enough for two way traffic. The road geometry is also undesirable in terms of road safety and the drivers view and appreciation of the road ahead. Because of this, drivers stop suddenly to give way to oncoming traffic. Concerned residents who live close to the bend have asked that Council

address parking arrangements to make this section of Fraser Avenue safer.

Officers propose to place 32.6m of broken yellow lines to provide drivers with a safer stopping sight distance in both directions, to reduce vehicle conflicts, and to provide a safer road network.

Feedback received:

Name	Suburb	Agree Yes/No?
Ross Browne	Johnsonville	Yes
Comments:		
<p>1) As Occupier of 99 Fraser Avenue, I agree with Council's assessment of the problem and agree with the proposed restriction.</p> <p>2) The proposed restriction will enhance visibility and provide greater ability to respond to road hazards.</p> <p>3) However, the proposed restriction does not address the other factor in warning times that results in conflict of approaching vehicles - that of excessive speed.</p> <p>4) I propose that Council investigates additional traffic calming measures for Fraser Avenue, such as chicanes or speeds bumps, between the intersections of Fraser Avenue and Haumia St and the new parking area South of Raroa Station.</p> <p>5) I further propose that the area on the Southern side of Fraser Avenue between 99 and 103 also be designated as No Stopping at All Times. This area creates similar issues of low visibility as the area between 90 and 92. Parked cars also create a hazard for vehicles existing driveways in the area because of the obscured visibility and sharp corners.</p>		

Name	Suburb	Agree Yes/No?
Colin Percy	Johnsonville	No
Comments:		
<p>My objection to this proposal is that it seems to be a waste of funds. In my 16 years of living across the road and a little downhill from the proposed work, I can only recall one traffic accident in this area (There have been accidents elsewhere on Fraser Ave during this period). The likelihood of another one occurring in the near future seems statistically low. Otherwise an argument could be made of painting yellow lines around every road bend in the city.</p> <p>In the past 4 months there have been an unusual number of vehicles parking in the proposed area servicing the building of two new houses at 90a & 90b. However there have not been any accidents mainly because drivers have exercised care and courtesy. Sans yellow lines.</p> <p>I have no connection with the new buildings, but I think a parking restriction in front of these new homes will restrict their visitors and Delivery / trades vehicles parking unduly. Maybe even devalue these new buildings.</p> <p>As a corollary to the proposal, and from my experience, there is a far greater need for some parking restrictions on the roadway in front of houses 42-50/45-53. This</p>		

is a narrow strip of roading on the ridge of Fraser Ave near Pollen St. A couple of parked vehicles really pinch the flow here, even if they are parked on the footpath. And visibility is bad approaching from either side of the ridge. I believe the funds could be better spent here, than outside 90/94.

Officers Response:

Officers have reviewed the feedback received. It is agreed that recently there have been trade vehicles parked in this location which has exacerbated road safety concerns, but with the two new units built, the likelihood of parking on the inside of this curve on the incline with very limited forward visibility will continue to be a road safety concern. We also note that there have been no objections raised from the developers/owners of no.90 and 92 Fraser Avenue.

Based on the road safety concerns of local residents and Council officer observations on numerous occasions throughout the day (and night), Officers recommend proceeding with this proposal.

Officers acknowledge the road safety concerns raised regarding access and egress at 42-50/45-53 Fraser Avenue at the crest in the road near Pollen Street and we will further investigate this in the future.

m) **Anne Street, Wadestown**

TR47-14

9. No stopping, at all times.

Net parking loss: 2 spaces.

Council Officers have received a request from a local resident to address a road safety problem on the inside of a bend on the northern side of Anne Street adjacent to no.19 (classified as a local access road). Officers have observed the conflict of vehicles approaching from either direction. The road is narrow and carries traffic from Sefton Street in the west and to Barnard Street in the north, together with local traffic.

Vehicles park close to, and on the corner on both sides of the road, and when this occurs the road is not wide enough for two way traffic. The road itself is on an uphill grade rising from west to east, and is deceptively narrow at this location due to the gradient and curvature of the road which in turn impacts on driver views and appreciation of the road ahead. Because of this, drivers stop suddenly to give way to oncoming traffic.

Officers propose to place 12 metres of broken yellow lines to provide drivers with a safer stopping sight distance in both directions, to reduce vehicle conflicts and to provide a safer road network.

Feedback received:

Name	Suburb	Agree Yes/No?
------	--------	---------------

Gabby Cripps	Wadestown	Yes
Comments:		
<p>I do not object in the strict sense but I think the proposed solution falls short of the aim of making this corner safer. This is because:</p> <ul style="list-style-type: none"> • In the 10+ years we have lived here, we have never encountered a car parked where you propose putting the yellow line • There problem area is the area between the 2 driveways of numbers 19 and 21 Anne Street. Cars often park here, and create a hazard, especially when traffic is coming both ways. <p>You have appreciated that this is a 'blind' corner. Cars parked where I have indicated contribute to making a difficult corner more dangerous. The No Stopping Line you propose will in reality not ameliorate the hazard residents of Anne Street experience.</p>		

Officers Response:
<p>Officers believe the current proposal meets an immediate area of concern on this blind bend on grade.</p> <p>However Officers acknowledge the additional road safety concerns raised regarding the area between the driveways of numbers 19 and 21 and we will further investigate this in the future.</p>

n) **Wadestown Road, Wadestown**

TR48-14

10. No stopping, at all times.

Net parking loss: 1 space

Council Officers have received a request from a local resident to address a road safety problem on the northern side of Wadestown Road on the downstream side of the zebra crossing located approximately 70 metres west of Pitt Street. Officers have observed a vehicle parked immediately adjacent to the crossing which reduces the stopping sight distance to a school aged child and/or adults to between 5 and 10 metres, considerably less than the desirable distance of 30 metres in a 50 km/h area. This road carries traffic from Lennel Road to Blackbridge Road, is a bus route and an important road in the transportation network for all road users including pedestrians.

Concerned residents who frequent this crossing with young children are very concerned and have asked that Council address parking arrangements to make this zebra crossing a safe place to cross.

Officers propose to place 6 metres of No Stopping At All Times on the northern side of Wadestown Road for a distance of 6 metres east of the zebra crossing. A gap of approximately 10 metres will remain to facilitate the parking of 2 vehicles before the start of the existing broken yellow line.

Feedback received:

Name	Suburb	Agree Yes/No?
Karina Kielland	Wadestown	Yes
Comments:		
I have been meaning to raise the issue as I have a child that uses the crossing daily. With the obvious subdivision at No.98 and the three new units, parking was always going to be an issue.		

Name	Suburb	Agree Yes/No?
Peter and Kate Higgins	Wadestown	Yes
Comments:		
As occupants of Wadestown Rd we have received a letter from the council with a proposed traffic resolution (TR48-14) Wadestown Rd - Wadestown. We are concerned that the amount of vehicles involved in the construction happening at 98 Wadestown Rd will compound the problem of safety at the pedestrian crossing. We have already experienced people parking in front of our garage, which is really annoying. We also feel particularly sorry for our neighbours who are having their income affected through customers at their dairy being unable to park easily or at all. I am sending photos of just one of the many times we have been obstructed from entering or exiting our garage.		

Officers Response:
Officers have received no direct objections to this proposal from adjacent landowners, therefore on road safety grounds related to the very restricted visibility to pedestrians waiting to cross at the zebra crossing; officers recommend proceeding with the proposal.
With regards to matters relating to vehicles blocking driveways (and parking on broken yellow lines), and parking in excess of the 15 minute time limit which exists adjacent to no.98, 96 and 94, these concerns will be passed onto the Wellington City Council Parking Enforcement officers.

o) **Broderick Road, Johnsonville**

TR49-14

11. No stopping, at all times.

Net parking loss: 1 space

Council Officers have received a request from a local resident to address a road safety problem on the bend of Broderick Road just to the east of Bannister Avenue. Officers have observed the conflict of vehicles approaching from either direction, especially on a Saturday morning where cars park on both sides of the road whilst their players and supporters are at the nearby Alex Moore Park in Bannister Avenue. This road carries traffic from Moorefield Road in the east and serves principally a large residential catchment together with local traffic in the

west.

Vehicles usually park on both sides of the road between numbers 74 and 80 and on the corner. The road available with cars parked on both sides of the road is marginally wide enough for two way traffic, however it has been observed that a truck was almost jammed in position and after some manoeuvring was able to proceed. Concerned residents who live close to the bend have asked that Council address parking arrangements to make this section of Broderick Road safer.

Officers propose to extend the existing No Stopping At All Times 31.6 m to provide drivers with a safer stopping sight distance in both directions, to reduce vehicle conflicts and to provide a safer road network. This will provide a total 60 metres of broken yellow lines on the southern side of Broderick Road from the intersection with Bannister Avenue.

p) **Maida Vale Road, Roseneath**

TR50-14

12. No stopping, at all times.

Net parking loss: 6 spaces

A number of local residents of Maida Vale Road have requested that No Stopping Restrictions to be installed on its western side.

This section of Maida Vale Road is narrow and winding and requires some care to navigate. The existing road width is inadequate for vehicles to access the parking deck on eastern side of road when vehicles are parked on the opposite side. The sight distance is insufficient for drivers exiting the driveway of property 66, 68, 70, 72, and 74. There is also a concern that emergency vehicles would not be able to access the street when vehicles are parked on both side of road.

The Council traffic engineers therefore propose to extend the existing No Stopping Restrictions for a further 37 metres in a southerly direction in order to improve the safety and accessibility in this vicinity.

Feedback received:

Name	Suburb	Agree Yes/No?
Jay Parag	Roseneath	Yes
Comments:		
For the record, I am happy with WCC's proposed action to extend the road markings.		
The current layout is dangerous and I have personally witnessed many near accidents. If the existing layout remains, it is just a matter of time before someone is hurt, or an accident occurs (car, motorbike, and bicycle).		
I was also interested to learn that the Traffic Council team within WCC had no input or sign-off when the new parking ports were created just across the road from the subject area. I would've thought when this was signed off that more		

consideration would have been given.

WCC should also inspect the Road in the evenings as there are many other areas of the road where cars are parked (legally, due to a lack of markings) that make it extremely difficult to navigate around – particularly if there was an emergency and larger vehicles were needed.

Feedback received:

Name	Suburb	Agree Yes/No?
Gillian Bibby	Roseneath	Yes

Comments:

We are delighted to receive information on the proposed Road Markings Upgrade in Maida Vale Road.

The extension of the yellow lines for another 37 meters in the southerly direction (taking the lines from the corner by No 64 down to about the beginning of the pathway that leads to No's 78 – 86) is very much needed and we applaud this initiative to make the road safer.

We have seen quite a number of near misses on the sharp corner here and often hear screeching brakes as descending traffic negotiating the bend suddenly has to avoid upward-bound traffic which has been forced into the right-hand lane, due to cars which have been thoughtlessly parked just to the south of the corner. In addition, over the years we have lived here there have been a number of bumps and dents at this corner! That it has been minor rather than major damage is possibly just good luck. It is a scary road to drive up and there are in fact very few, if any places where one can safely park on the west side of this road.

Thank you for making this bit of the road safer.

Name	Suburb	Agree Yes/No?
Atul Prema	Roseneath	Yes

Comments:

I am the owner of 73 Maida Vale and agree with the proposed new lines to restrict parking opposite the car deck as it creates difficulties entering and exiting the pad, as well as blocking through traffic.

The reason for my writing is to request you to also put yellow lines on the downward slope at the entrance of the driveway. Often cars are parked so close to the cutting that it prevents getting out. The yellow lines are also likely required on the upwards part (between the deck and drive) however given the shortage of car parks on the road we would prefer to keep the space available (as picture shows a car is parked there).

Appreciate if you could consider the above and get the lines all drawn at the same

time.

Name	Suburb	Agree Yes/No?
John Neas and Jenni Armitage	Roseneath	Yes
Comments:		
<p>We support the extension of yellow lines in Maida Vale Road, as shown on your map. We agree, the road is narrow and winding and cars parked near the bend opposite us make driving hazardous. In addition, turning into our car pad is made more difficult with parked cars, as is backing out.</p> <p>Thank you for your assistance with this change which will be beneficial.</p>		

Name	Suburb	Agree Yes/No?
Luke Chappell	Roseneath	No
Comments:		
<p>I have previously written to the council to suggest they extend yellow lines by a few metres around the bend, around where 64 Maida Vale is. This is because the dangerous part for a car is approaching the bend where cars parked mean it is down to one lane and the car going downhill is forced onto the wrong side of the road on a blind corner. Thankfully most people go slowly and manage to avoid collisions - but it is only a matter of time before a crash occurs - potentially at no fault of the downhill driver in reality, but they will be at fault in law (being on the wrong side of the road).</p> <p>However, the proposed yellow lines opposite the parking deck are completely unnecessary.</p> <p>I have parked there as those cars on the deck also got into their park. It is very possible and any safety risk from other cars is much less than the risk of actually driving around the corner with the existing parking set up.</p> <p>In fact, the road often fills with parks and those opposite the car deck (or usually just ahead of it) are necessary for local residents. Otherwise at times we would need to park outside Maida Vale altogether.</p> <p>It's all very well those with the car deck complaining - and of course they will claim safety grounds - but for us residents that rely on on street parking, these 2 or 3 parks are the overflow when busy that means we (often old people) can find a park within walking distance of our home.</p> <p>By all means extend yellow lines around the actual bend - but leave the 2-3 parking slots opposites the parking deck on the straight.</p> <p>On behalf of 4 resident living at 82 Maida Vale Road, we strongly oppose this proposal.</p>		

Officers Response:

- Officers reviewed the feedback received, of which four out of five were supportive of the proposal. Officers believe the proposed extension of the No Stopping Restrictions in this vicinity is necessary in order to improve the road safety and accessibility and this should have priority over parking convenience. Therefore officers recommend proceeding with this proposed resolution.

q) **Broadway, Miramar**

TR51-14

13. Class restricted parking (bus stop relocation) and no stopping, at all times.

Net parking: unchanged

Pedestrian safety issues surrounding the operation of the bus stop and pedestrian crossing at the intersection of Broadway and Monorgan Road, Miramar, have been identified by members of the public, Wellington City Council and the Greater Wellington Regional Council.

The main issue is how the pedestrian crossing operates when a bus has pulled into the adjacent bus stop. The kerb length of the bus stop is too short and therefore the back of most buses hang too close to the pedestrian crossing when using the stop.

Council traffic engineers have assessed the situation and propose that the existing bus stop and shelter be relocated 30 metres along the road in an easterly direction. This will allow the buses to operate without stopping too close to the pedestrian crossing, consequently improving the safety and visibility of pedestrians crossing Broadway.

Feedback received:

Name	On behalf of	Agree Yes/No?
Glenn Kingston & Stan Andis	Strathmore Park Progressive & Beautifying Association	Yes
Comments:		
Just to advise our Association's full support for the above Resolution report.		
The Broadway Bus stop relocation was first suggested by one of our residents (Ross Petherick) and has been supported by our Association in all subsequent Annual & Long Term plan responses.		

Name	On behalf of	Agree Yes/No?
Mike Mellor	Living Streets Aotearoa	Yes

Comments:
<p>We support increased safety for pedestrians.</p> <p>Incidentally, we note that the bus stop on the other side of Broadway, shown on the map, has no signage of any description indicating what the yellow box on the road means.</p>

r) **Miramar North Road, Miramar**

TR52-14

14. No Stopping, At All Times.

Net parking: unchanged

A number of local residents of Miramar North Road have requested that No Stopping Restrictions to be installed due to the increasing parking demand in this vicinity.

This section of Miramar North Road is designated as a bus route during weekdays. This road is relatively narrow and requires some care to navigate. The existing road width is 7.5 metres, which is not sufficient for vehicles, particularly buses, to access when there are vehicles parked on both sides of road. Additionally, the inter-visibility is not particularly good for vehicles exiting the driveway of Regency Flats complex when vehicles are parked too close to this access way.

At present, vehicles are partially parking on the road reserve along the western side of the road, which has led to destruction of the bank and grass. Vehicles are also parking partially on the footpath on the eastern side of road to give extra road width for vehicles to access this section. This may cause damage of the kerb and channel and footpath, and also compromise the safety of pedestrians.

In order to improve the safety and accessibility in this area, Council traffic engineers therefore propose to install no stopping restrictions for a further 171 metres on western side of Miramar North Road.

Feedback received:

Name	On behalf of	Agree Yes/No?
Mike Mellor	Living Streets Aotearoa	Yes

Comments:
<p>The explanatory text says “Vehicles are also parking partially on the footpath on the eastern side of road to give extra road width for vehicles to access this section. This may cause damage of the kerb and channel and footpath, and also compromise the safety of pedestrians.” For this reason we support this change but we suggest that pedestrian safety and convenience should rank more highly than the condition of the kerb and channel. We also note that parking on the footpath is illegal, enforceable by Council staff irrespective of any markings on the road.</p>

Officers Response:

Officers note Living Streets Aotearoa's support for the proposal.

In regard to comments regarding footpath parking, this has been a city-wide issue for many years and Council has adopted a pragmatic position on the matter. This means that other than in the central city and suburban centres, where there is a zero tolerance approach, enforcement is focussed on situations where motorists unreasonably impede the passage of pedestrians, wheelchairs etc.

s) **Kilbirnie Crescent, Kilbirnie**

TR53-14

15. P120 Mon-Sun 8am to 6pm, P5 Mon-Sun 8am to 6pm and Mobility park at all times.

16.

Net parking: unchanged

Council Officers have received a request from the manager of the Wellington Regional Aquatic Centre (WRAC) to formalise the parking restrictions within the off-street parking area in front of the aquatic centre entrance.

Existing available parks have parking signs and road markings that are currently unenforceable due to lack of an approved traffic resolution. It is proposed to formalise these parking restrictions to ensure compliance especially during the centre peak times.

Due to the significant increase in centre activities, it is also proposed to convert the unrestricted on-street parks directly adjacent to the aquatic centre vehicle entrance to provide more short term parking for the facility users. This will allow better opportunities to find nearby parking especially for the elderly and families with children.

Feedback received:

Name	Suburb	Agree Yes/No?
Grant Jones	Not specified	Yes

Comments:

I support the above proposal restricted parking and enforcement by Park wise for the following reasons.

- Some people use the above location for all day parking when catching the bus to go to the city to work, (which I have witnessed) and also overnight parking, when catching the airport bus to the airport. Two lifeguards at the pool have advised me on the latter issue.
- It is also widely known that the above location and the locations below provide free all day and night parking for people who work in the Kilbirnie shopping centre.

For the above reason the parking restriction should apply for all days of the week, or at least Monday-Saturday inclusive.

Name	On behalf of	Agree Yes/No?
Glenn Kingston & Stan Andis	Strathmore Park Progressive & Beautifying Association	Yes
Comments:		
<p>Just to advise our Association's full support for the above Resolution report.</p> <p>The changes are also fully supported from our viewpoint as Aquatic Centre users. Our view is that long term parking outside the Centre does impact those wishing to use facilities there.</p> <p>At the same time we expect that long term parkers may be doing so as park & ride to access No2x route bus services to the City. If this proves to be so from local responses then perhaps an alternative parking place suggestion should be made with the support of local residents. Such discussions are outside our brief in representing Strathmore Park residents.</p>		

Conclusion

- Officers consider the proposed traffic resolutions will support the achievement of the Council's Transport Strategy Outcomes of safety, accessibility, efficiency and sustainability. The Committee is therefore asked to approve the proposed resolutions

Attachments

- Attachment 1. TR29-14 Dixon Street, Te Aro
- Attachment 2. TR30-14 Victoria St, Te Aro
- Attachment 3. TR32-14 Abel Smith St, Te Aro
- Attachment 4. TR35-14 Lyndhurst Rd, Tawa
- Attachment 5. TR36-14 Bankot Cres, Ngaio
- Attachment 6. TR37-14 Wadestown Rd, Wadestown
- Attachment 7. TR39-14 Herald St, Berhampore
- Attachment 8. TR40-14 Bolton St, Wgtn Central - existing
- Attachment 9. TR40-14 Bolton St, Wgtn Central - proposed
- Attachment 10. TR40-14 Panama St, Wgtn Central - existing
- Attachment 11. TR40-14 Panama St, Wgtn Central - proposed
- Attachment 12. TR42-14 Pearce St, Vogeltown
- Attachment 13. TR43-14 Market Lane, Wgtn Central - existing
- Attachment 14. TR43-14 Market Lane, Wgtn Central - Proposed
- Attachment 15. TR46-14 Fraser Ave, Johnsonville
- Attachment 16. TR47-14 Anne St, Wadestown
- Attachment 17. TR48-14 Wadestown Rd, Wadestown
- Attachment 18. TR49-14 Broderick Rd, Johnsonville
- Attachment 19. TR50-14 Maida Vale Rd, Roseneath
- Attachment 20. TR51-14 Broadway, Miramar
- Attachment 21. TR52-14 Miramar North Rd, Miramar
- Attachment 22. TR53-14 Kilbirnie Cres, Kilbirnie

Author	Kelly Rumens, Project Coordinator
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Authoriser	Anthony Wilson, Chief Asset Officer
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SUPPORTING INFORMATION

Consultation and Engagement

Recommendations have been publically advertised.

Treaty of Waitangi considerations

Not applicable.

Financial implications

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

Policy and legislative implications

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

Risks / legal

Not applicable.

Climate Change impact and considerations

Not applicable.

Communications Plan

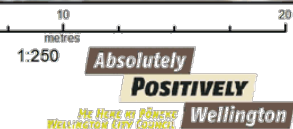
Not required.



DIXON STREET, LAMBTON
PROPOSED TRAFFIC RESOLUTION (TR29-14)

MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
DATE: 9/03/2014
AUTHOR: zhangjt
REFERENCE:





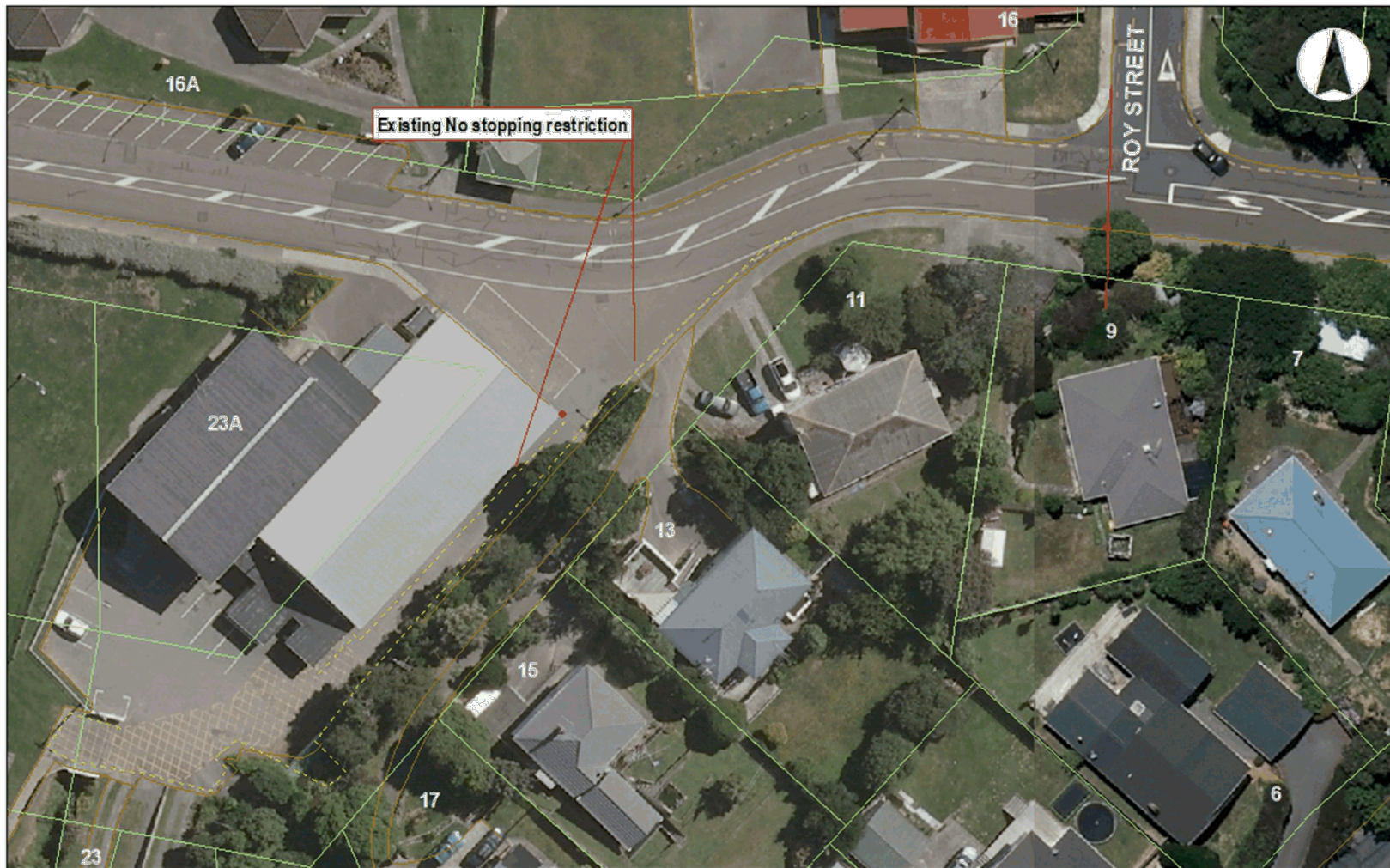
VICTORIA STREET, WELLINGTON CENTRAL
PROPOSED TRAFFIC RESOLUTION (TR30-14)

MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
DATE: 23.04.2014
AUTHOR: 2013/24
REFERENCE:







Lyndhurst Rd - Tawa - TR (35-14)
Confirmation of existing "No stopping" restriction

(MAP PRODUCED BY:
Wellington City Council)
101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
DATE: 3/06/2014
AUTHOR: 3502121
REFERENCE:





Bankot Cres Ngaio TR (36-14)
Proposed "No stopping" restriction

MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
DATE: 05/05/2014
AUTHOR: 050121
REFERENCE:





Wadestown Rd Wadestown TR 37-14
Proposed "No stopping" restriction

MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
DATE: 06/06/2014
AUTHOR: 36002121
REFERENCE:

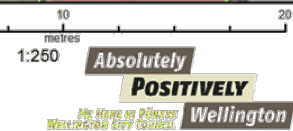


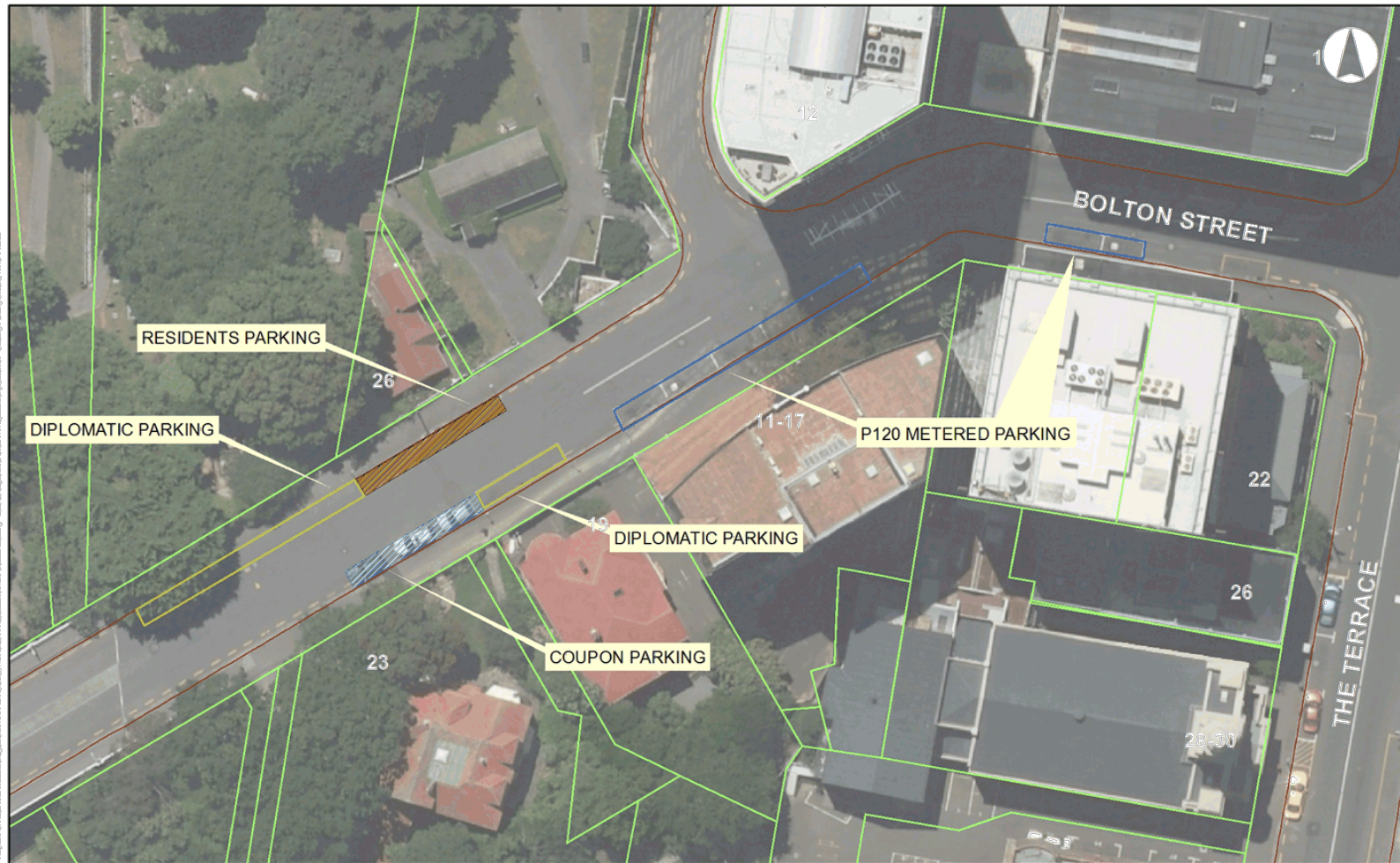


HERALD STREET, BERHAMPORE
PROPOSED TRAFFIC RESOLUTION (TR39-14)

MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
DATE: 3/03/2014
AUTHOR: zhangjt
REFERENCE:



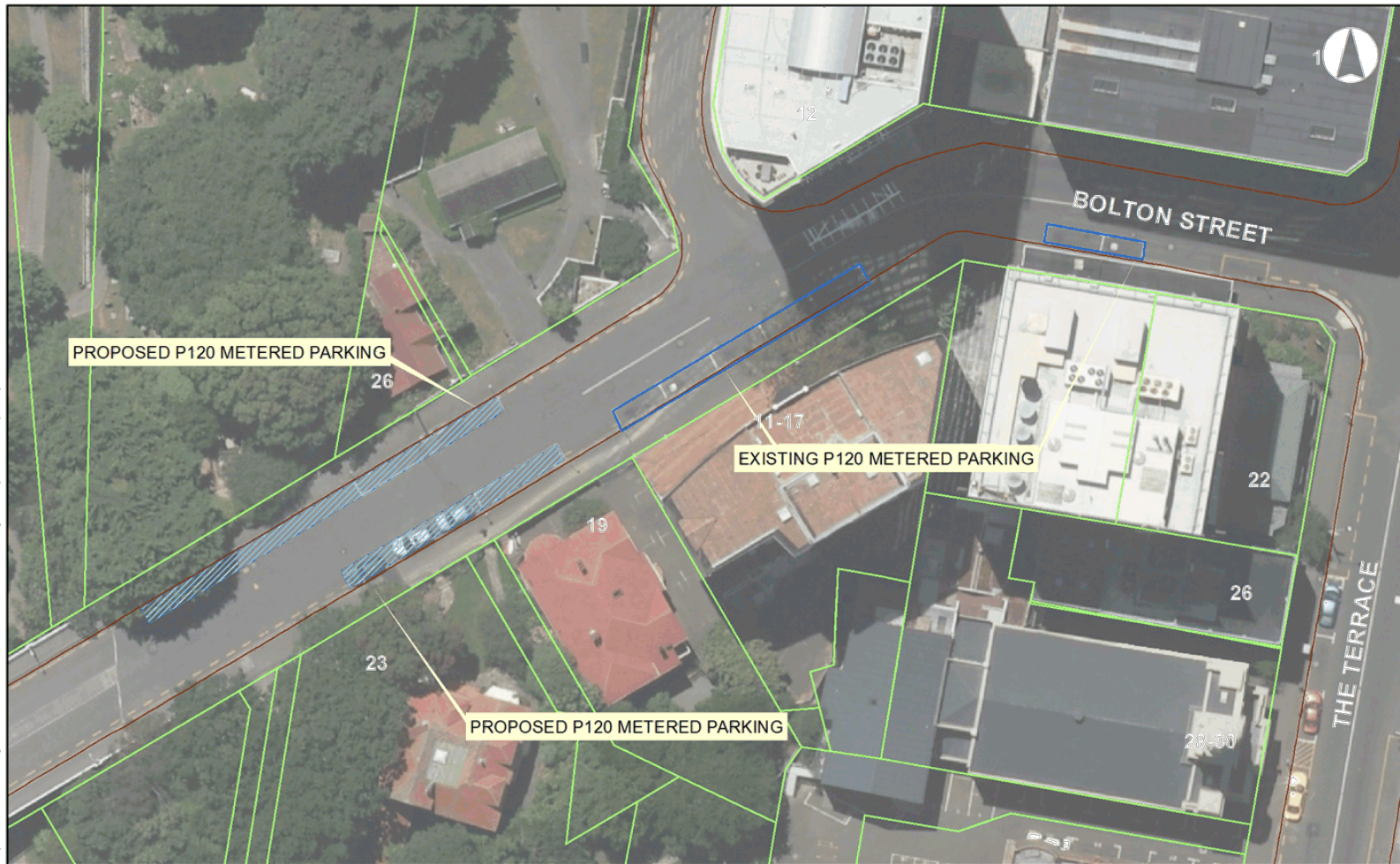


BOLTON STREET - WELLINGTON CENTRAL
EXISTING PARKING ORDERS (TR40-14)

MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
DATE: 4/09/2014
AUTHOR: zhangst
REFERENCE:



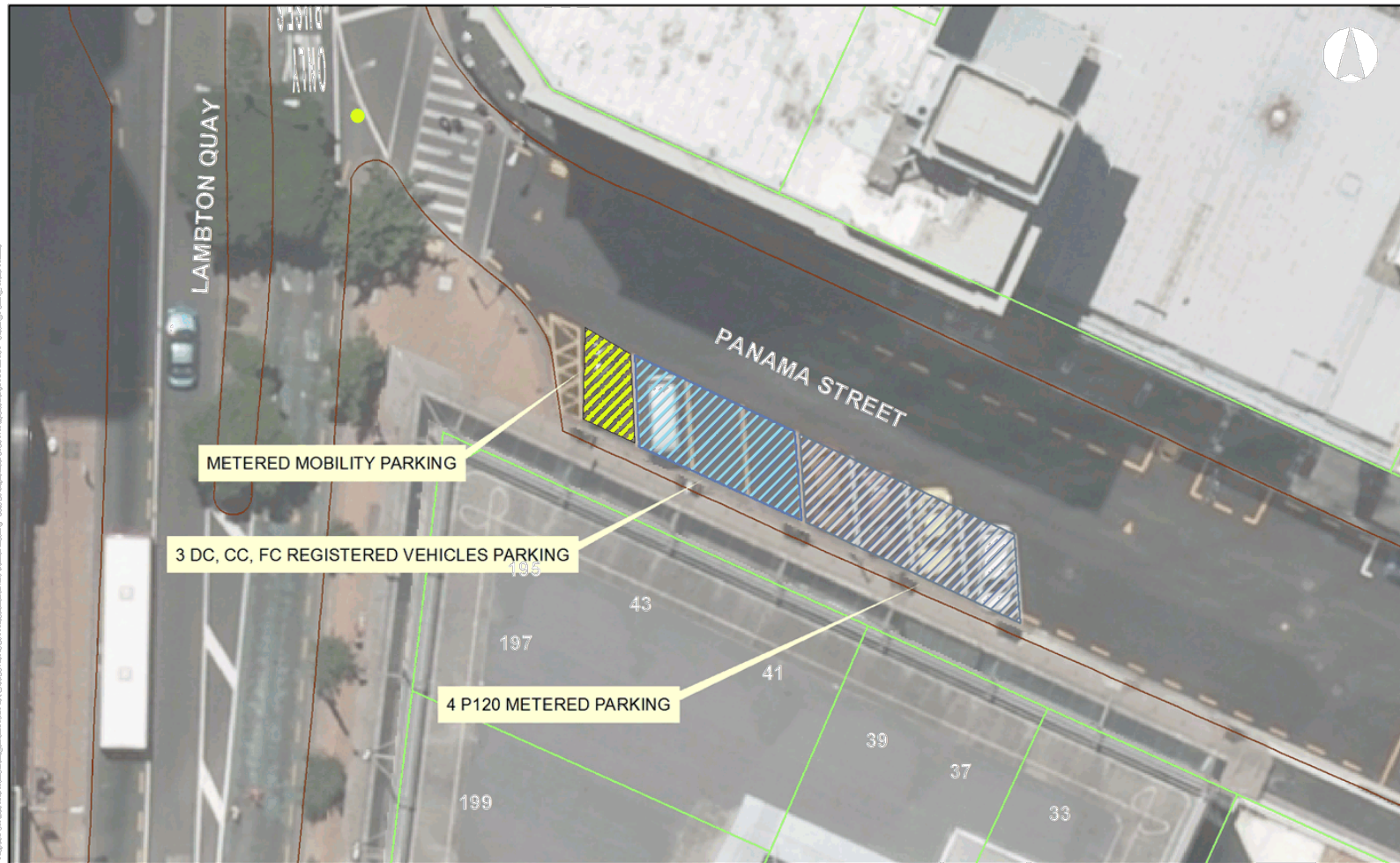


BOLTON STREET - WELLINGTON CENTRAL
PROPOSED TRAFFIC RESOLUTION (TR40-14)

MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
DATE: 4/03/2014
AUTHOR: zhang3t
REFERENCE:

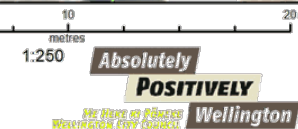


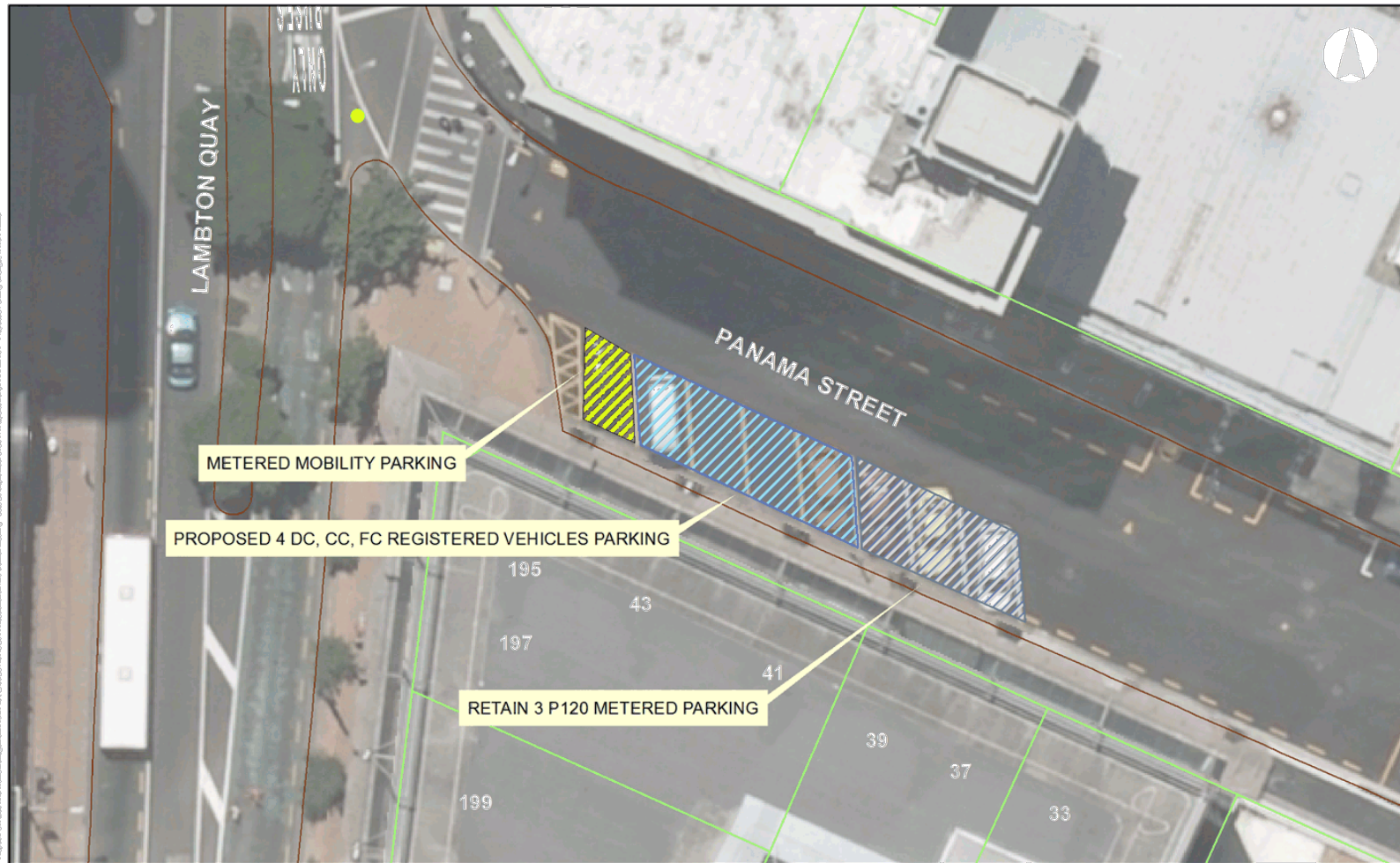


PANAMA STREET, WELLINGTON CENTRAL
EXISTING PARKING (TR40-14)

MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
DATE: 01/03/2014
AUTHOR: zhang31
REFERENCE:

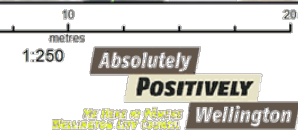


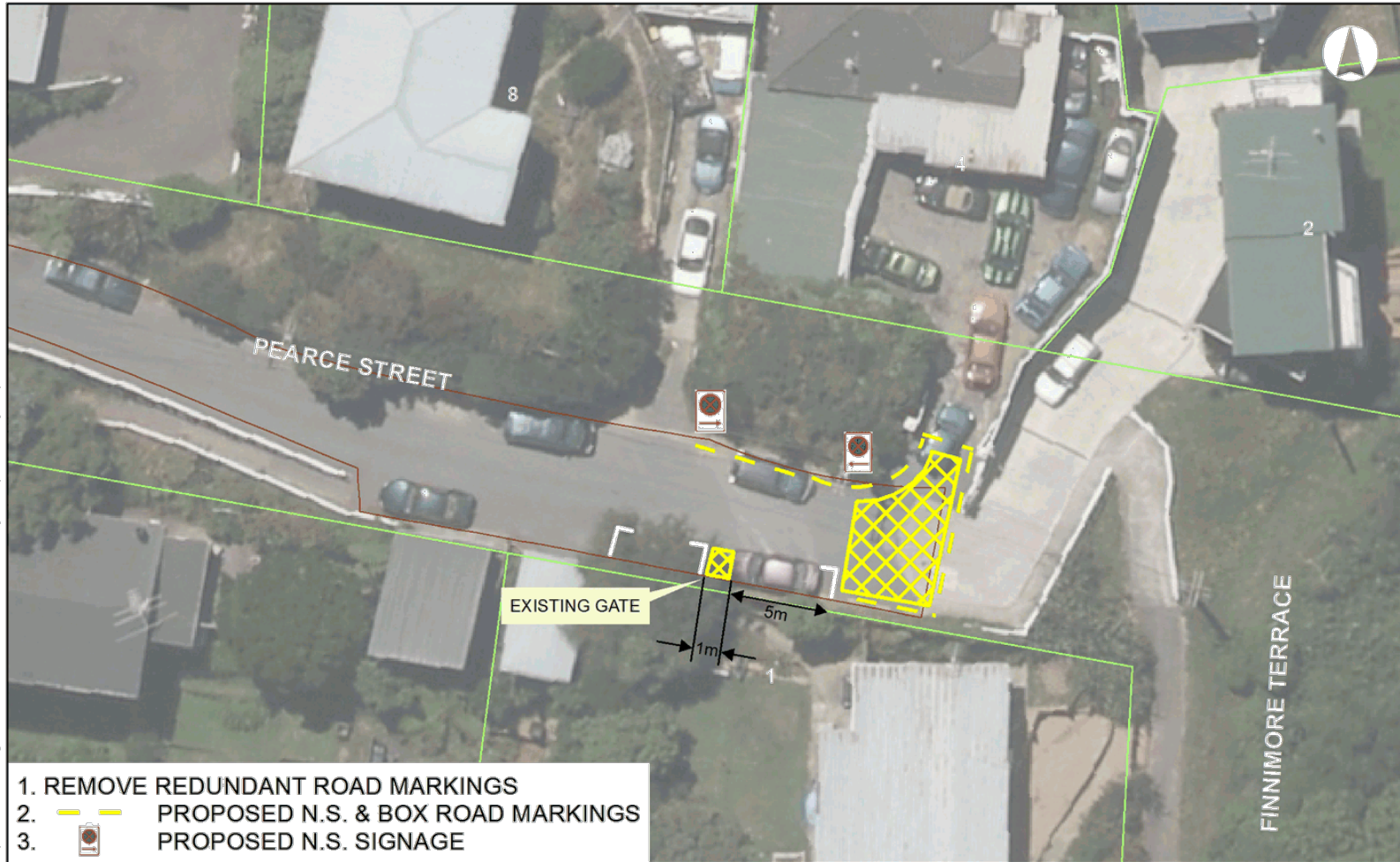


PANAMA STREET, WELLINGTON CENTRAL
PROPOSED TRAFFIC RESOLUTION (TR40-14)

MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
DATE: 01/03/2014
AUTHOR: zhang31
REFERENCE:





- 1. REMOVE REDUNDANT ROAD MARKINGS
- 2. PROPOSED N.S. & BOX ROAD MARKINGS
- 3. PROPOSED N.S. SIGNAGE

PEARCE STREET, VOGELTOWN
PROPOSED TRAFFIC RESOLUTION (TR42-14)

MAP PRODUCED BY:
 Wellington City Council
 101 Wakefield Street
 WELLINGTON, NZ

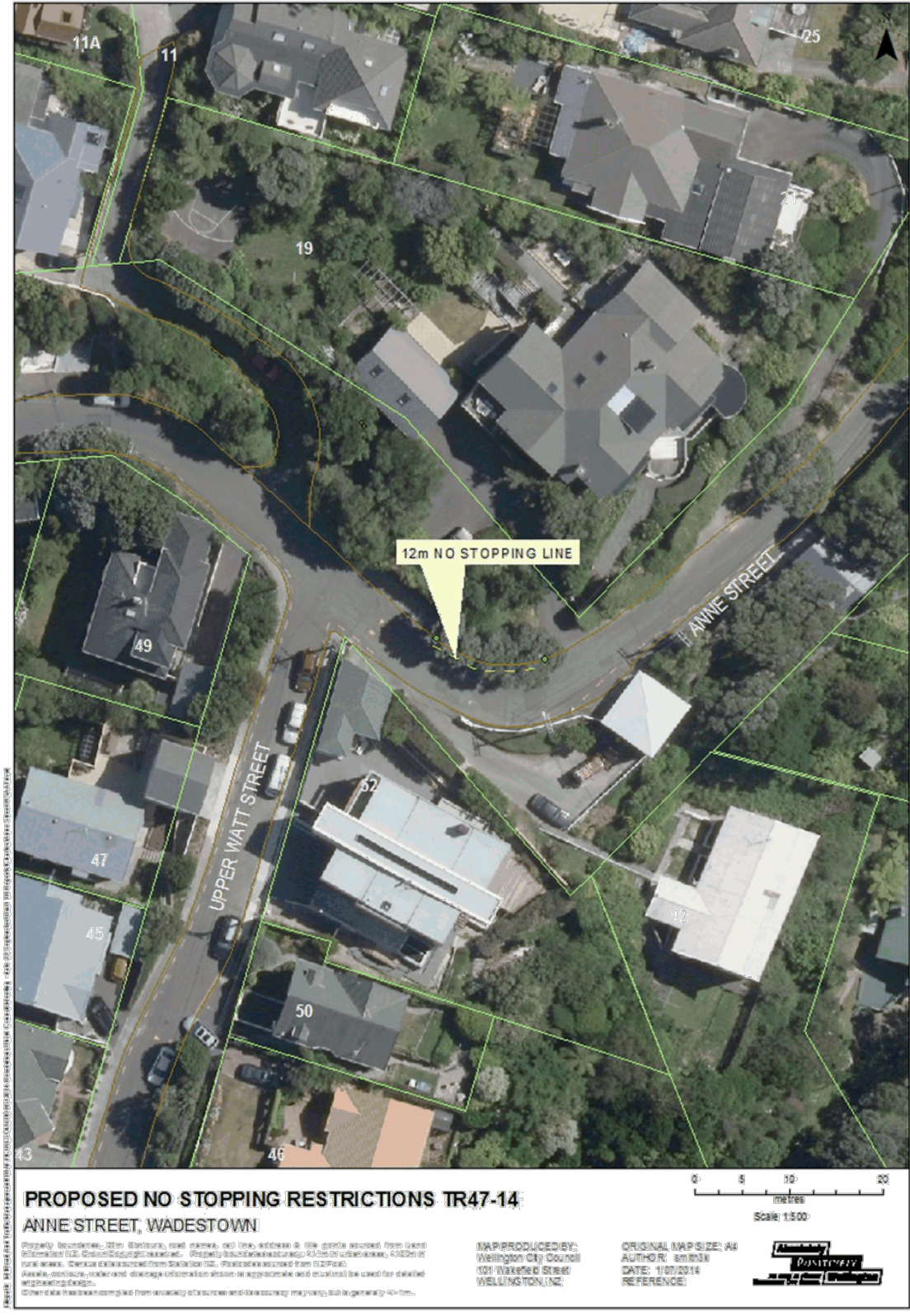
ORIGINAL MAP SIZE: A3
 DATE: 8/08/2014
 AUTHOR: zhang31
 REFERENCE:







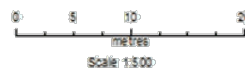








**BRODERICK ROAD AND BANNISTER AVENUE, JOHNSONVILLE
PROPOSED NO STOPPING TRAFFIC RESOLUTION
(TR49-14)**



MAKIA KAI RAHURUHEATH
Property boundaries, lot numbers, and names, and the address & lot grade issued from land information (L.I. Data) copyright New Zealand. Property boundaries issued from L.I. Data are not shown. Census data sourced from Statistics NZ. Published issued from NZPDR. All other content, including drawings, information shown on this graphic is not intended to be used for detailed engineering design. Consult the relevant engineering professionals and the engineering company for general engineering information.

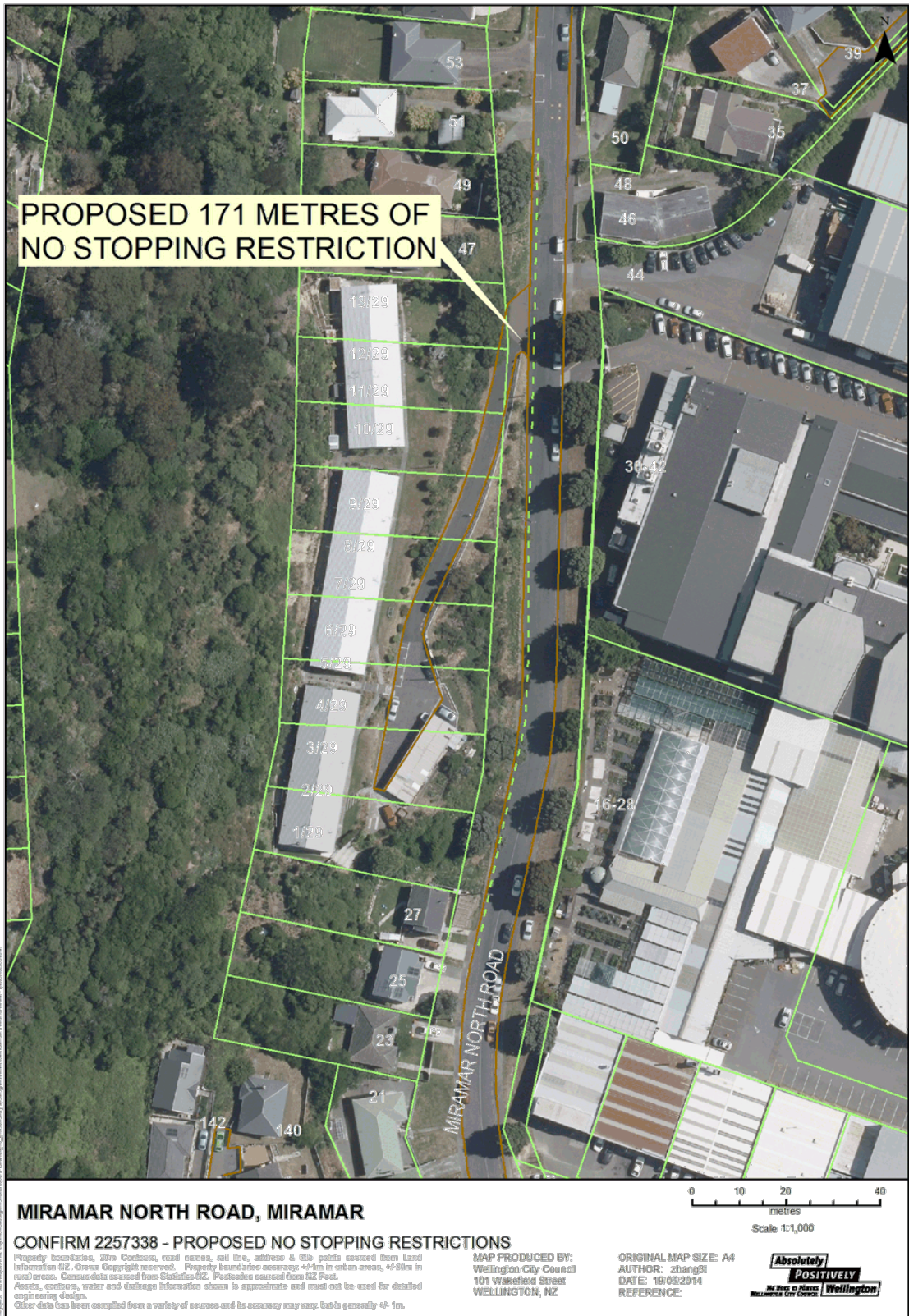
MAP PRODUCED BY:
Wellington City Council
100 Wakefield Street
WELLINGTON, NZ

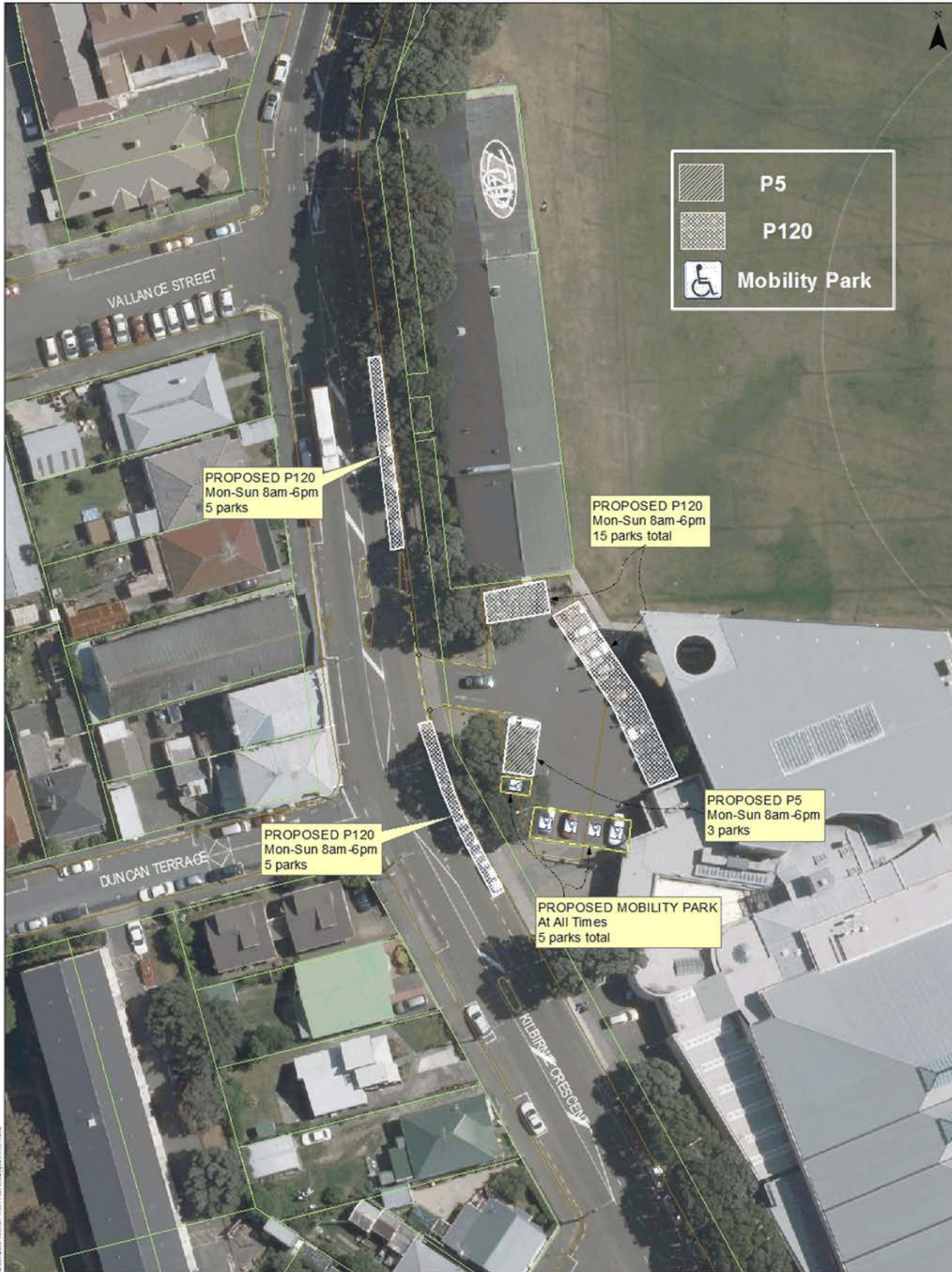
ORIGINAL MAP SIZE: A4
AUTHOR: 01/13/14
DATE: 11/07/2014
REFERENCE:











**PROPOSED P120, P5 AND MOBILITY PARKS TR53-14
KILBIRNIE CRES AND WELLINGTON REGIONAL AQUATIC CENTRE**

Map produced by Wellington City Council, 101 Wakefield Street, Wellington, NZ. Original map size: A3, Date: 24/06/2014, Author: jgves20, Reference: Wellington City Council, Wellington Regional Aquatic Centre. Scale: 1:500.

VESTING LEGAL ROAD IN THE CROWN FOR STATE HIGHWAY PURPOSES

Purpose

1. This report seeks Committee and Council consent, as landowner, to vest four areas of legal road (Road) in the Crown for use in connection with the state highway.
2. These four areas are located in Tawa alongside SH1, between Raroa Terrace and Mexted Terrace, and contained within the State Highway designation area H9 in the District Plan.
3. The aerial photograph at attachment 1 shows the four areas (highlighted blue) within the designation boundary (dotted red).

Summary

4. NZTA is preparing to construct the Transmission Gully Motorway. As part of its latest design review, NZTA has identified four parts of Council owned road land within the designation area.
5. This would not normally be an issue due to NZTAs acquisition powers. However, in order to construct the road under a public private partnership, NZTA is seeking to secure the land prior to construction commencing.
6. Officers recommend that Council consents, as landowner, to vest its land in the Crown (NZTA), for use in connection with State Highway 1.

Recommendation/s

Officers recommend that the Transport and Urban Development Committee:

1. Receives the information.
2. Recommends that the Council, pursuant to section 114 of the Public Works Act 1981:
 - (a) Consents, as landowner, to vesting (in the Crown) the following areas (subject to survey) of local authority road:
 - Tremewan Street 1,708 sqm,
 - Collins Avenue 643 sqm, and
 - Raroa Terrace 304 sqm(shown highlighted blue in attachment 1, and located within the District Plan designation H9 for State Highway Purposes).
 - (b) Authorises the Chief Executive Officer to carry out all necessary actions to achieve the recommendation in point 2(a), including signing any documentation on behalf of the Council.
3. Notes that the NZTA will reimburse reasonable costs incurred by Council, in connection with this transaction.

Background

Transmission Gully Motorway Project

7. Transmission Gully Motorway has been in the planning stage for several decades. The most recent estimated completion date is 2020.
8. Central Government recently identified the Wellington Gateway Partnership (WGP) as the preferred public private partner.
9. A recent review of the project has highlighted areas of unformed legal Council-owned road within the designation area, which need to be vested in the Crown.
10. When NZTA constructs its own State Highway, any local authority road incorporated into the state highway is deemed to become state highway pursuant to section 5 Land Transport Management Act 2003 (LTMA).
11. However, due to the public private partnership structure, NZTA needs to acquire the land in advance of construction, in order to lease the area to WGP.
12. NZTA plans to lease relevant parts of SH1 to WGP from 30 October 2014 until 2045 pursuant to section 63 LTMA.

Road details

13. The Road is shown highlighted blue in attachment 1. It consists of:
 - Tremewan Street 1,708m²
 - Two areas of Collins Avenue being 211m² and 432m², and
 - Raroa Terrace 304m².
14. The Tremewan Street and Raroa Terrace areas are unformed legal road, adjacent to the existing motorway.
15. The Collins Avenue areas are occupied by formed legal road and sit either side of the existing motorway connecting east and west Tawa. These two parcels are on either side of the motorway bridge and would be used to widen the bridge (if required).

Discussion

16. NZTA has been granted resource consent from the Environmental Protection Authority. Additionally, the proposed road corridor is shown in Council's current district plan. Given the extensive public consultation undertaken as part of these processes, no additional consultation is considered necessary for the Road.
17. The Tawa Community Board considered and endorsed this proposal at its meeting held 11 September 2014.
18. The proposal relates to a major road infrastructure project that will benefit the wider Wellington region. The project is consistent with the Regional Land Transport Strategy and Western Corridor Plan, both of which support the Transmission Gully Motorway project. The Kenepuru Interchange is an integral part of the Transmission Gully Motorway project which is a Road of National Significance (RONS).

Conclusion

19. Officers recommend that the Council consents to vest the Road in the Crown.

Attachments

Attachment 1. Aerial

Author	John Vriens, Senior Property Advisor
Authoriser	Anthony Wilson, Chief Asset Officer

SUPPORTING INFORMATION

Consultation and Engagement

The consultation and engagement process has been outlined in the Discussion section.

Treaty of Waitangi considerations

There are no implications.

Financial implications

NZTA will reimburse Council's reasonable costs incurred in relation to the proposed vesting.
There are no Long Term Plan (LTP) implications.

Policy and legislative implications

The Consent recommended by the report is not related to any particular policy.

Risks / legal

Legal advice received to date has been incorporated into this report.

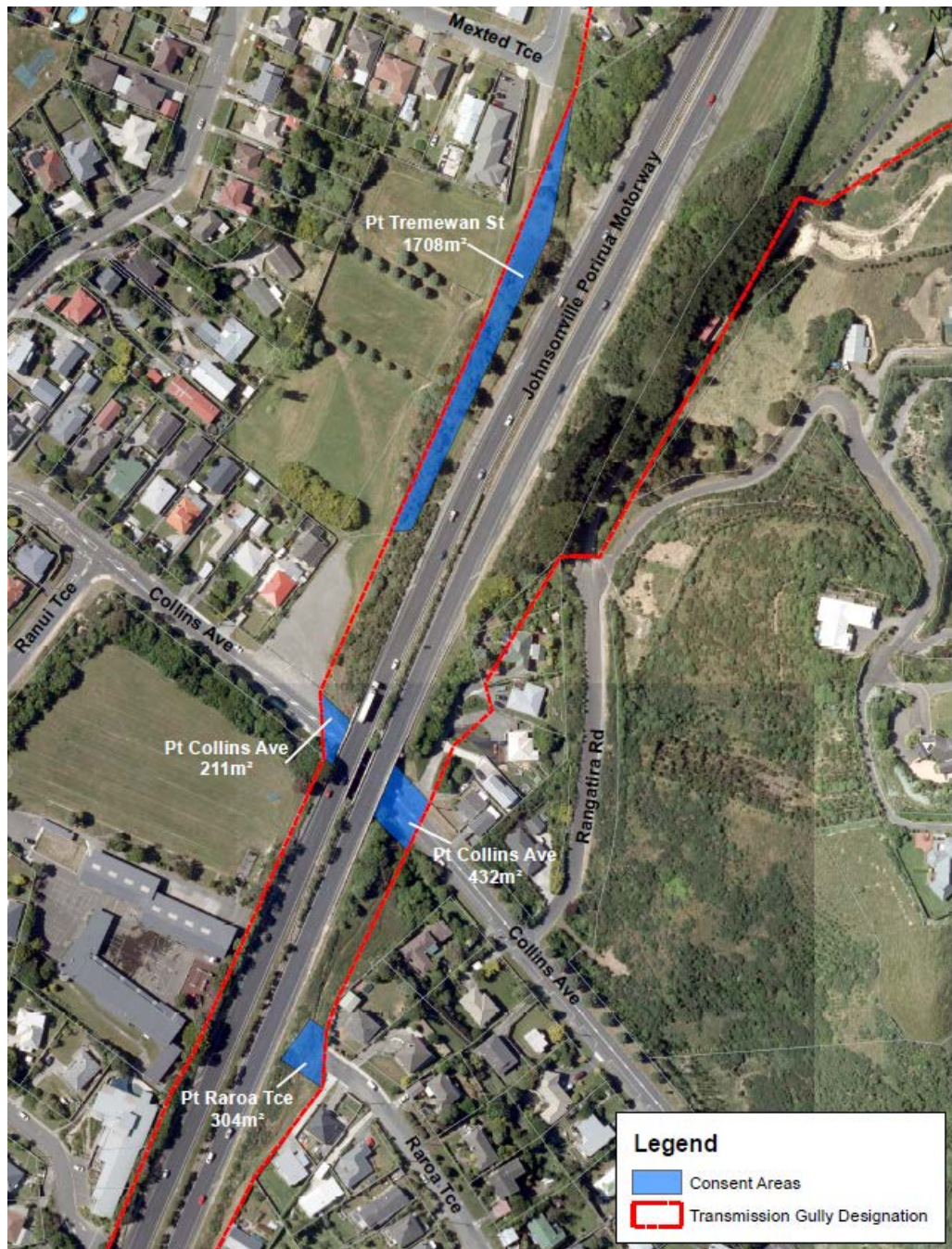
Climate Change impact and considerations

Given the proposed vesting forms a minor part of the project, the proposed transaction is not expected to create any significant climate change impacts.

Communications Plan

None.

Attachment 1 – proposed vesting areas highlighted (in blue) below



Item 2.2 Attachment 1

3. Public Excluded

Resolution to Exclude the Public:

THAT the Transport and Urban Development Committee :

Pursuant to the provisions of the Local Government Official Information and Meetings Act 1987, exclude the public from the following part of the proceedings of this meeting namely:

General subject of the matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
3.1 Resolution of appeals on Plan Change 77 (Curtis Street)	<p>s7(2)(g) The withholding of the information is necessary to maintain legal professional privilege.</p> <p>s7(2)(i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p>	<p>s48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7.</p>