

TRAFFIC RESOLUTIONS

1. Purpose of report

This report outlines the recommended amendments to the Wellington City Council Traffic Restrictions. These recommendations support the achievement of the Council's Transport Strategy Outcomes of safety, accessibility, efficiency and sustainability. Proposed resolutions A to P were publicly advertised while proposed resolutions Q, R, and S are corrections to previously passed restrictions.

2. Executive summary

The proposed resolutions were advertised on 29 January 2013, giving the public 18 days to give feedback.

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

3. Recommendations

Officers recommend that the Strategy and Policy Committee:

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

- (a) *No stopping, at all times – **Birch Street** – Johnsonville (TR09-13)*

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

Column One
Birch Street

Column Two
No stopping, at all times.

Column Three
West side, commencing 96 metres from its intersection with Woodland Road (Grid coordinates $x= 1,750,771.8$ m $y= 5,435,084.3$ m), and extending in a northerly direction following the western then southern kerbline for 10 metres.

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

Column One
Birch Street

Column Two
No stopping, at all times.

Column Three
West side, commencing 28 metres northwest of its intersection with Woodland Road (Grid coordinates $x=1750771.8$ m, $y=5435084.3$ m), and extending in a north-westerly direction following the western then southern kerbline for 85 metres.

Birch Street

No stopping, at all times.

West side, commencing 123 metres from its intersection with Woodland Road (Grid coordinates $x=1750771.8$ m, $y=5435084.3$ m), and extending in a westerly direction following the southern kerbline for 24 metres.

(b) *No stopping, at all times – **Birdwood Street** – Karori (TR07-13)*

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

Column One
Birdwood Street

Column Two
No stopping, at all times.

Column Three
North side, commencing from its intersection with Chaytor Street and extending in a westerly direction for 133.5 metres.

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

Column One
Birdwood Street

Column Two
No stopping, at all times.

Column Three
East side, commencing 386 metres southeast of its intersection with Braithwaite Street (Grid coordinates $x= 1746589.1$ m, $y= 5428278.8$ m), and extending in a southerly direction following the eastern kerbline to its intersection with Chaytor Street.

- (c) *Ambulance parking only, at all times – **Davis Street** – Thorndon (TR13-13)*

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

Column One
Davis Street

Column Two
Ambulance parking only, at all times.

Column Three
South side, commencing 78 metres west of its intersection with Thorndon Quay (Grid coordinates $x= 1749382.7$ m, $y= 5429233.3$ m), and extending in a westerly direction following the southern kerbline for 23.5 metres.

- (d) *Relocation of existing restrictions (Bus stop, at all times and P10, Monday to Friday, 8:15am – 9:15am and 2:30pm – 3:15pm, during school terms only) – **Everest Street** – Khandallah (TR08-13)*

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

Column One Everest Street	Column Two <i>Bus stop, at all times.</i>	Column Three <i>West side, commencing 10.5 metres west of its intersection with Nicholson Road and extending in a northerly direction following the western kerbline for 17 metres.</i>
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Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule

Column One Everest Street	Column Two <i>No stopping, at all times.</i>	Column Three <i>West side, commencing from its intersection with Nicholson Road and extending in a northerly direction following the western kerbline for 10.5 metres.</i>
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Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

Column One Everest Street	Column Two <i>P10, Monday to Friday, 8:15am - 9:15am, 2:30pm – 3:15pm, during school terms only.</i>	Column Three <i>North side, commencing 35 metres northeast of its intersection with Nicholson Road (Grid coordinates $x=$ 1750101.9 m $y=$ $5,432,017.4$ m), and extending in a north- easterly direction following the northern kerbline for 15 metres.</i>
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Add to Schedule B (Restricted Parking) of the Traffic Restrictions Schedule

Column One Everest Street	Column Two <i>Bus stop, at all times.</i>	Column Three <i>North side, commencing 18.5 metres northeast of its intersection with Nicholson Road (Grid coordinates $x= 1750101.9$ m, $y= 5432017.4$ m), and extending in a north-easterly direction following the northern kerbline for 16.5 metres.</i>
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Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule

Column One Everest Street	Column Two <i>No stopping, at all times.</i>	Column Three <i>North side, commencing from its intersection with Nicholson Road (Grid coordinates $x= 1750101.9$ m, $y= 5432017.4$ m), and extending in a north-easterly direction following the northern kerbline for 18.5 metres.</i>
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- (e) *Delete time limited parking (P5) and replace with restricted parking (Bus Stop) –**Hamilton Road** - Kilbirnie (TR06-13)*

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

Column One Hamilton Road	Column Two <i>P5 - Except 7:00am-9:00am, 4:00pm - 6:00pm, Monday to Friday.</i>	Column Three <i>South side, commencing 261 metres east of its intersection with Moxham Avenue and</i>
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extending in an easterly direction following the southern kerbline for 6.5 metres.

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

Column One	Column Two	Column Three
Hamilton Road	<i>Bus stop, at all times</i>	<i>South side, commencing 247 metres east of its intersection with Moxham Avenue and extending in an easterly direction following the southern kerbline for 14 metres.</i>
Hamilton Road	<i>Bus stop, Monday to Friday, 7:00am - 9:00am, 4:00pm - 6:00pm.</i>	<i>South side, commencing 261 metres east of its intersection with Moxham Avenue and extending in an easterly direction following the southern kerbline for 6.5 metres.</i>

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

Column One	Column Two	Column Three
Hamilton Road	<i>Bus stop, at all times</i>	<i>East side, commencing 9.5 metres north of its intersection with Wellington Road (Grid coordinates x =1750108.9 m, y= 5425055.4m), and extending in a northerly direction following the eastern kerbline for 20.5 metres.</i>

- (f) *Time limited parking (P10, Monday to Sunday, 8:00am - 6:00pm) and Reconfirmation of existing (P10, at all times) – **Humber Street – Island Bay (TR11-13)***

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

Column One	Column Two	Column Three
Humber Street	<i>P10, Monday to Sunday, 8:00am - 6:00pm.</i>	<i>North side, commencing 91 metres east of its intersection with Derwent Street (Grid coordinates $x=1748093.1m$, $y=$ $5421968.1m$), and extending in an easterly direction following the northern kerbline for 11 metres.</i>
Humber Street	<i>P10, at all times.</i>	<i>South side, commencing 7.5 metres west of its intersection with The Parade (Grid coordinates $x=1748173.1$ m, $y=5421923.1$ m), and extending in a westerly direction following the southern kerbline for 11 metres.</i>

- (g) *Class restricted parking (mobility park) – **Kainui Road** - Hataitai (TR15-13)*

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

Column One	Column Two	Column Three
Kainui Road	<i>Mobility parking – displaying an operation mobility permit only, at all times.</i>	<i>West side, commencing 6 metres south of its intersection with Waipapa Road/Te Anau Road (Grid coordinates $x=1750914.7$ m, $y=5426330.7$ m), and extending in a southerly direction following the western kerbline for 5 metres.</i>

- (h) *Time limited parking (P5, Monday to Sunday, 8:00am - 6:00pm)
Class restricted parking (Loading Zone, P15, Monday to Saturday,
8:00am – 6:00pm) and (Bus stop, at all times) – **Kelburn Parade** –
Kelburn (TR 16-13)*

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

Column One	Column Two	Column Three
Kelburn Parade	<i>P5, Monday to Saturday, 8:00am - 6:00pm.</i>	<i>East side commencing 268 metres from its intersection with Salamanca Road and extending in a southerly direction for 22.5 metres.</i>

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

Column One	Column Two	Column Three
Kelburn Parade	<i>Bus Stop, at all times</i>	<i>East side commencing 300 metres from its intersection with Salamanca Road and extending in a southerly direction for 17.5 metres.</i>

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

Column One	Column Two	Column Three
Kelburn Parade	<i>P5, Monday to Sunday, 8:00am - 6:00pm.</i>	<i>East side, commencing 245.5 metres south of its intersection with Salamanca Road (Grid coordinates x= 1748145.0 m y= 5427891.8 m), and extending in a southerly direction following the eastern kerbline for 5 metres.</i>

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

Column One	Column Two	Column Three
Kelburn Parade	<i>Bus Stop, at all times.</i>	<i>East side, commencing 250.5 metres south of its intersection with Salamanca Road (Grid coordinates x= 1748145.0 m y= 5427891.8 m), and extending in a southerly direction following the eastern kerbline for 35 metres.</i>
Kelburn Parade	<i>Loading Zone, P15, Monday to Sunday, 8:00am - 6:00pm.</i>	<i>East side, commencing 285.5 metres south of its intersection with Salamanca Road (Grid coordinates x= 1748145.0 m y= 5427891.8 m), and extending in a southerly direction following the eastern kerbline for 5.5 metres.</i>

(i) *Miramar Town Centre Upgrade – Parking restrictions – **Park Road** – Miramar (TR05-13)*

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

Column One	Column Two	Column Three
Park Road (Lay-By)	<i>P30, at all times.</i>	<i>West side, commencing 13.5 metres north of its intersection with Miramar Avenue (Grid co-ordinates x= 1752013.4 m, y= 5424549.7 m), and extending in a northerly direction following the western kerbline for 12 metres.</i>
Park Road (Lay-By)	<i>P30, Monday to Sunday, 8:00am – 6:00pm.</i>	<i>East side, commencing 10 metres north of its intersection with Miramar Avenue (Grid coordinates, x=</i>

Park Road (Lay-By)

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

*1752024.0 m,
y= 5424543.3 m), and
extending in a
northerly direction
following the eastern
kerbline for 18 metres.
West side,
commencing 35 metres
north of its
intersection with
Miramar Avenue (Grid
co-ordinates, x=
1752013.4 m, y=
5424549.7 m), and
extending in a
northerly direction
following the western
kerbline for 32 metres.*

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

**Column One
Park Road (Lay-By)**

Column Two
*Mobility parking –
displaying an
operation mobility
permit only,
P60,
Monday to Sunday,
8:00am – 6:00pm.*

Column Three
*West side, commencing
25.5 metres north of its
intersection with
Miramar Avenue (Grid
co-ordinates, x=
1752013.4 m, y=
5424549.7 m), and
extending in a
northerly direction
following the western
kerbline for 9.5 metres.*

Park Road (Lay-By)

*Mobility parking –
displaying an
operation mobility
permit only,
at all other times.*

*West side, commencing
25.5 metres north of its
intersection with
Miramar Avenue (Grid
co-ordinates, x=
1752013.4 m, y=
5424549.7 m), and
extending in a
northerly direction
following the western
kerbline for 9.5 metres.*

Park Road

Bus Stop, at all times.

*East side, commencing
17 metres north of its
intersection with
Miramar Avenue and
extending in a
northerly direction*

following the eastern kerbline for 16.5 metres.

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

Column One	Column Two	Column Three
Park Road (Parking precinct)	<i>P60, Monday to Sunday, 8:00am - 4:00pm.</i>	<i>West side, commencing 8.3 metres north of its intersection with Miramar Avenue (Grid co-ordinates x= 1,752,013.3 m, y= 5,424,549.5 m), and extending in a northerly direction following the parking precincts western kerbline for 5.2 metres.</i>
Park Road (Parking precinct)	<i>P60, Monday to Sunday, 8:00am - 4:00pm.</i>	<i>West side, commencing 21.5 metres north of its intersection with Miramar Avenue (Grid co-ordinates x= 1,752,013.3 m, y= 5,424,549.5 m), and extending in a northerly direction following the parking precincts western kerbline for 8 metres.</i>
Park Road (Parking precinct)	<i>P60, Monday to Sunday, 8:00am - 4:00pm.</i>	<i>East side, commencing 8.3 metres north of its intersection with Miramar Avenue (Grid co-ordinates x= 1,752,025.6 m, y= 5,424,542.3 m), and extending in a northerly direction following the parking precincts eastern kerbline for 21 metres.</i>
Park Road	<i>P10, Monday to Sunday, 8:00am - 4:00pm.</i>	<i>West side, commencing 61 metres north of its intersection with Miramar Avenue (Grid co-ordinates x= 1,752,013.3 m, y=</i>

5,424,549.5 m), and extending in a northerly direction following the western kerbline for 6 metres (2 angled parking spaces).

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

Column One	Column Two	Column Three
Park Road (Parking precinct)	Mobility parking – displaying an operation mobility permit only, P60, Monday to Sunday, 8:00am – 4:00pm.	West side, commencing 13.5 metres north of its intersection with Miramar Avenue (Grid co-ordinates x= 1,752,013.3 m, y= 5,424,549.5 m), and extending in a northerly direction following the parking precincts western kerbline for 8 metres.
Park Road (Parking precinct)	Mobility parking – displaying an operation mobility permit only, at all other times.	West side, commencing 13.5 metres north of its intersection with Miramar Avenue (Grid co-ordinates x= 1,752,013.3 m, y= 5,424,549.5 m), and extending in a northerly direction following the parking precincts western kerbline for 8 metres.
Park Road	Bus stop, at all times.	West side, commencing 11.5 metres north of its intersection with Miramar Avenue (Grid co-ordinates x= 1,752,039.6 m, y= 5,424,534.4 m), and extending in a northerly direction following the western kerbline for 21 metres.
Park Road	Taxi stand, at all times.	West side, commencing 40 metres north of its intersection with Miramar Avenue (Grid

Park Road

Loading Zone,
P10,
at all times.

co-ordinates x=
1,752,039.6 m, y=
5,424,534.4 m), and
extending in a
northerly direction
following the western
kerbline for 11.5 metres.
West side, commencing
51.5 metres north of its
intersection with
Miramar Avenue (Grid
co-ordinates x=
1,752,039.6 m, y=
5,424,534.4 m), and
extending in a
northerly direction
following the western
kerbline for 10 metres.

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

**Column One
Park Road**

Column Two
No stopping, at all
times

Column Three
West side, commencing
32.5 metres north of its
intersection with
Miramar Avenue (Grid
co-ordinates x=
1,752,039.6 m, y=
5,424,534.4 m), and
extending in a
northerly direction
following the western
kerbline for 7.5 metres.

- (j) *Class restricted parking (mobility park) – Regent Street -
Newtown (TR01-13)*

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

**Column One
Regent Street**

Column Two
Mobility parking –
displaying an
operation mobility
permit only, at all
times.

Column Three
South side,
commencing 47 metres
west of its intersection
with Owen Street (Grid
coordinates
x=1749415.8 m,
y=5424690.6 m), and
extending in a westerly
direction following the

southern kerbline for 7 metres.

- (k) *Time limited parking (P10, 8:15am – 9:15am and 2:30pm - 3:30pm, during school terms only) – **Strathmore Avenue** – Strathmore (TR03-13)*

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

Column One
Strathmore Avenue

Column Two
P5,
Monday to Saturday,
8:00am - 6:00pm.

Column Three
East side, commencing 20 metres south of its intersection with Kinghorne Street and extending in a southerly direction following the eastern kerbline for 72.5 metres.

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

Column One
Strathmore Avenue

Column Two
P10,
Monday to Friday,
8:15am - 9:15am,
2.30pm - 3.30pm,
during school terms only.

Column Three
East side, commencing 20 metres south of its intersection with Kinghorne Street (Grid coordinates $x=1752357.8m$, $y=5423286.4m$), and extending in a southerly direction following the eastern kerbline for 72.5 metres.

- (l) *Time limited parking (P60, Monday to Saturday, 8:00am – 6:00pm), and no stopping at all times – reconfirmation – **The Parade** - Island Bay (TR04-13)*

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

Column One
The Parade

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

Column Three
West side, commencing 141 metres from its intersection with Medway Street and extending in a

northerly direction following the western kerbline for 15.5 metres.

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

Column One
The Parade

Column Two
No stopping, at all times.

Column Three
West side, commencing 156.5 metres from its intersection with Medway Street and extending in a northerly direction following the western kerbline for 12 metres.

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

Column One
The Parade

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

Column Three
West side, commencing 141 metres north of its intersection with Medway Street (Grid coordinates $x = 1748381.8m$, $y = 5422561.6m$), and extending in a northerly direction following the western kerbline for 17 metres (3 parallel parking spaces).

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

Column One
The Parade

Column Two
No stopping, at all times.

Column Three
West side, commencing 131.5 metres north of its intersection with Medway Street, (Grid coordinates $x = 1748381.8m$, $y = 5422561.6m$), and extending in a northerly direction following the western kerbline for 9.5 metres.

- (m) *Class restricted parking (mobility parking - tour bus stop), metered parking and no stopping, at all times – **Wakefield Street** – Te Aro (TR12-13)*

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

Column One	Column Two	Column Three
Wakefield Street	<i>Tour Operator vehicles only, at all times.</i>	<i>Northeast side, commencing 75.5 metres southeast of its intersection with the eastern kerbline of Victoria Street (Grid coordinates $x=2658749.133907$ m, $y=5989378.874912$ m) and extending in a south-easterly direction following the kerbline for 18.5 metres.</i>

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

Column One	Column Two	Column Three
Wakefield Street	<i>No stopping, at all times.</i>	<i>Northeast side, commencing from its intersection with the eastern kerbline of Victoria Street (Grid coordinates $x=2658749.133907$ m, $y=5989378.874912$ m) and extending in a south-easterly direction following the kerbline for 64.5 metres.</i>

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

Column One	Column Two	Column Three
Wakefield Street	<i>Metered parking, P30 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am -</i>	<i>Northeast side, commencing 111.5 metres southeast of its intersection with the eastern kerbline of Victoria Street (Grid coordinates $x=$</i>

	6:00pm.	1748727.2 m, y=5427666.7 m), and extending in a south-easterly direction following the kerbline for 41 metres (7 parallel parking spaces).
Wakefield Street	<i>Metered mobility parking - displaying an operation mobility permit only, at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>Northeast side, commencing 94 metres southeast of its intersection with the eastern kerbline of Victoria Street (Grid coordinates x=1748727.2 m, y=5427666.7 m), and extending in a south-easterly direction following the kerbline for 17.5 metres (2 parallel parking spaces).</i>

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

Column One	Column Two	Column Three
Wakefield Street	<i>Tour Operator vehicles only, at all times.</i>	<i>Northeast side, commencing 91.5 metres southeast of its intersection with the easterly kerbline of Victoria Street (Grid coordinates x=1748727.3 m, y=5427666.8 m), and extending in a south-easterly direction following the kerbline for 27 metres.</i>
Wakefield Street	<i>Mobility parking - displaying an operation mobility permit only, at all other times.</i>	<i>Northeast side, commencing 75.5 metres southeast of its intersection with the eastern kerbline of Victoria Street (Grid coordinates x=1748727.3 m, y=5427666.8 m), and extending in a south-easterly direction</i>

following the kerbline for 16 metres (2 parking spaces).

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

Column One
Wakefield Street

Column Two
No stopping, at all times.

Column Three
Northeast side, commencing from its intersection with the eastern kerbline of Victoria Street (Grid coordinates x= 1748727.3 m, y= 5427666.8 m), and extending in a south-easterly direction following the kerbline for 64 metres.

Wakefield Street

No stopping, at all times.

Northeast side, commencing 68 metres southeast of its intersection with the eastern kerbline of Victoria Street (Grid coordinates x= 1748727.3 m, y= 5427666.8 m), and extending in a south-easterly direction following the kerbline for 7.5 metres.

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

Column One
Wakefield Street

Column Two
Metered mobility parking - displaying an operation mobility permit only, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.

Column Three
Northeast side, commencing 75.5 metres southeast of its intersection with the eastern kerbline of Victoria Street (Grid coordinates x= 1748727.3 m, y= 5427666.8 m), and extending in a south-easterly direction following the kerbline for 16 metres (2

Wakefield Street	<i>Metered parking, P30 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>parking spaces). Northeast side, commencing 118.5 metres southeast of its intersection with the eastern kerbline of Victoria Street (Grid coordinates x= 1748727.3 m, y= 5427666.8 m), and extending in a south-easterly direction following the kerbline for 34 metres (6 parallel parking spaces).</i>
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- (n) *Class restricted parking (mobility parking), no stopping, at all times, and metered parking (P120, Monday to Thursday, 8:00am - 6:00pm, Friday, 8:00am - 8:00pm, Saturday and Sunday, 8:00am - 6:00pm) –Wigan Street – Te Aro (TR14-13)*

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

Column One	Column Two	Column Three
Wigan Street	<i>No stopping, at all times.</i>	<i>South side, following the kerbline 93.5 metres west of its intersection with Taranaki Street (Grid coordinates, x = 2658757.353276m, y = 5988521.935116m) and extending in a westerly direction for 24 metres.</i>
Wigan Street	<i>No stopping, at all times.</i>	<i>South side, following the kerbline 129.5 metres west of its intersection with Taranaki Street (Grid coordinates x=2658757.353276m, y=5988521.935116m) and extending in a westerly direction and then southerly to its intersection with Abel Smith Street for a total of 56.5 metres.</i>

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

**Column One
Wigan Street**

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

Column Three
*South side, following
the kerbline 117.5
metres west of its
intersection with
Taranaki Street (Grid
coordinates x=
1748735.0 m, y=
5426809.9 m), and
extending in a westerly
direction for 10 metres
(2 parallel parking
spaces).*

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

**Column One
Wigan Street**

Column Two
*Mobility parking -
displaying an
operation mobility
permit only,
P120 Maximum,
Monday to Thursday
8:00am – 6:00 pm,
Friday 8:00am –
8:00pm, Saturday
and Sunday 8:00am
– 6:00pm.*

Column Three
*South side,
commencing 109.5
metres west of its
intersection with
Taranaki Street (Grid
coordinates x=
1748735.0 m, y=
5426809.9 m), and
extending in a westerly
direction following the
southern kerbline for 6
metres (1 parallel
mobility parking
space).*

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

**Column One
Wigan Street**

Column Two
*No stopping, at all
times.*

Column Three
*South side, commencing
93 metres west of its
intersection with
Taranaki Street (Grid
coordinates x= 1748735.0
m, y= 5426809.9 m), and
extending in a westerly
direction following the
southern kerbline for 10.5
metres.*

Wigan Street	<i>No stopping, at all times.</i>	<i>South side, commencing 115.5 metres west of its intersection with Taranaki Street (Grid coordinates x= 1748735.0 m, y= 5426809.9 m), and extending in a westerly direction for 7.5 metres.</i>
Wigan Street	<i>No stopping, at all times.</i>	<i>South side, commencing 133.2 metres west of its intersection with Taranaki Street (Grid coordinates x= 1748735.0 m, y= 5426809.9 m), and extending in a southerly direction following the eastern kerbline to its intersection with Abel Smith Street.</i>

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

Column One	Column Two	Column Three
Wigan Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>South side, commencing 103.5 metres west of its intersection with Taranaki Street (Grid coordinates x= 1748735.0 m, y= 5426809.9 m), and extending in a westerly direction following the southern kerbline for 6 metres (1 parallel parking space).</i>
Wigan Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>South side, commencing 123 metres west of its intersection with Taranaki Street (Grid coordinates x= 1748735.0 m, y= 5426809.9 m), and extending in a westerly direction following the southern kerbline for 10.2 metres (2 parallel parking spaces).</i>

- (o) *Time limited parking (P10, Monday to Friday, 8:00am - 9:30am, 3:30pm - 4:30pm) – **Wilson Street** – Newtown (TR02-13)*

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

Column One
Wilson Street

Column Two
P10,
Monday to Friday
8:00am - 9:30am,
3:30pm - 4:30pm.

Column Three
South side,
commencing 115 metres
west of its intersection
with Owen Street (Grid
coordinates
 $x=1749345.5m$,
 $y=5425032.9m$), and
extending in a westerly
direction following the
southern kerbline for 11
metres.

- (p) *Class restricted mobility parking, P90, at all times (reconfirmation) - **Woodmancote Road** – Khandallah (TR10-13)*

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

Column One
Woodmancote
Road

Column Two
Mobility parking -
displaying an
operation mobility
permit only,
P90, at all times.

Column Three
South side,
commencing 270
metres northwest of its
intersection with Box
Hill (Grid coordinates
 $x= 1750111.9 m$, $y=$
 $5432652.8 m$), and
offset 6 metres from the
kerb edge for 8.5
metres in a westerly
direction
(2 angled parking
spaces).

- (q) *Class restricted motorcycle parking, P120, at all times – **Wakefield Street** – Te Aro (TR19-13)*

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

Column One	Column Two	Column Three
Wakefield Street	<i>Loading zone – goods vehicles and authorised vehicles only, P10, Monday to Saturday 8:00am – 6:00pm.</i>	<i>South side, commencing 22 metres north-west of its intersection with Pringle Avenue (Grid coordinates x= 1748878.1 m, y= 5427487.2 m), and extending in a north-westerly direction following the southern kerbline for 16 metres.</i>

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

Column One	Column Two	Column Three
Wakefield Street	<i>No stopping, at all times.</i>	<i>South side, commencing from its intersection with Pringle Avenue (Grid coordinates x= 1748871.1 m, y= 5427487.2 m), and extending in a north-westerly direction following the southern kerbline for 22 metres.</i>

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

Column One	Column Two	Column Three
Wakefield Street	<i>Motorcycle parking, P120, at all times.</i>	<i>South side, commencing 12 metres northwest of its intersection with Pringle Avenue (Grid coordinates x= 1748878.0 m, y= 5427487.1 m), and extending in a north-westerly direction following the southern kerbline for 3.5 metres.</i>

Wakefield Street	<i>Loading zone – goods vehicles and authorised vehicles only, P10 Maximum, Monday to Saturday 8:00am – 6:00pm.</i>	<i>South side, commencing 22.5 metres northwest of its intersection with Pringle Avenue (Grid coordinates x= 1748878.0 m, y= 5427487.1 m), and extending in a north-westerly direction following the southern kerbline for 16 metres.</i>
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Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Wakefield Street	<i>No stopping, at all times.</i>	<i>South side, commencing from its intersection with Pringle Avenue (Grid coordinates x= 1748878.0 m, y= 5427487.1 m), and extending in a north-westerly direction following the southern kerbline for 12 metres.</i>
Wakefield Street	<i>No stopping, at all times.</i>	<i>South side, commencing 15.5 metres northwest of its intersection with Pringle Avenue (Grid coordinates x= 1748878.0 m, y= 5427487.1 m), and extending in a north-westerly direction following the southern kerbline for 7 metres.</i>

- (r) *Class restricted parking (metered mobility parking), mobility parking – **Market Lane** – Te Aro (TR20-13)*

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

Column One	Column Two	Column Three
Market Lane	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm,</i>	<i>North side, commencing 79 metres west of its intersection with Taranaki Street</i>

Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm. (Grid coordinates x= 1749020.7 m, y= 5427425.1 m), and extending in a westerly direction following the northern kerbline for 23 metres (7 angled parking spaces).

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

**Column One
Market Lane**

Column Two
Mobility parking - displaying an operation mobility permit only, at all other times.

Column Three
North side, commencing 94 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 kerbline for 8 metres (2 angled parking spaces).

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

**Column One
Market Lane**

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

Column Three
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 kerbline for 15 metres (4 angled parking spaces).

Market Lane

Metered mobility parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday

North side, commencing 94 metres northwest of its intersection with Taranaki Street (Grid

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

coordinates x=
 1749020.7 m, y=
 5427425.1 m), and
 extending in a north-
 westerly direction
 following the northern
 kerbline for 8 metres
 (2 angled parking
 spaces).

- (s) *Class restricted parking (Bus stop, at all times and authorised food vendor parking only, Monday to Sunday, 9:00am – 9:00pm) – **Oriental Parade** – Oriental Bay (TR18-13)*

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

Column One	Column Two	Column Three
Oriental Parade	<i>Bus stop, at all times.</i>	<i>North side, following the kerbline 598 metres east of its intersection with Herd Street (Grid coordinates x=2659613.439627 m, y=5989030.810441 m) and extending in an easterly direction for 17 metres.</i>
Oriental Parade	<i>Authorised food vendor parking, Monday to Sunday, 10:00am – 6:00pm.</i>	<i>North side, following the kerbline 615 metres east of its intersection with Herd Street (Grid coordinates x=2659613.439627 m, y=5989030.810441 m) and extending in an easterly direction for 13.5 metres.</i>

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

Column One	Column Two	Column Three
Oriental Parade	<i>Bus stop, at all times.</i>	<i>North side, commencing 582 metres northeast of its intersection with Herd Street (Grid coordinates x=1749591.3 m, y=5427319.1 m), and</i>

Oriental Parade

Authorised food vendor parking only, Monday to Sunday 9:00am – 6:00pm.

extending in an easterly direction following the northern kerbline for 20 metres. North side, commencing 602 metres northeast of its intersection with Herd Street (Grid coordinates x= 1749591.3 m, y= 5427319.1 m), and extending in an easterly direction following the northern kerbline for 10.5 metres.

4. Background

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

- (a) *No stopping, at all times – Birch Street – Johnsonville (TR09-13)*

Net Parking Loss: 10

Council Officers received a petition from a number of Birch Street residents expressing concerns regarding vehicle access and egress from properties.

The carriageway is narrow in sections and results in issues when vehicles are parked opposite one another in a manner that blocks the road causing inconvenience.

Officers are proposing to install a section of ‘no stopping’ restriction along the western side of the street where required in consultation with residents.

Feedback received:

Name	Suburb	Agree Yes/No?
Peter & Mary Silvester	Johnsonville	Yes
Comments		
<i>There is however a problem when people have more vehicles than car parks. (P&M Silvester)</i>		

Name	Suburb	Agree Yes/No?
Peter Reynolds	Johnsonville	Yes
<p>Comments <i>My family and I strongly support the proposal. The parking restriction will bring order to the street's parking activity - in particular that of visitors to our street who consistently park with no consideration for the residents. We have a daughter with a chronic health condition and are continually worried about the ability of emergency vehicles to access our street without obstacles caused by vehicles parking opposite one-another. We proposed this change; surveying all residents and obtaining support from all-but one. The opposing resident, 9 Birch Street, opposed the proposal on the grounds that they wished to reserve the right to park adjacent to their letterbox on the street. We modified our proposal, in agreement with Traffic Engineers, to accommodate this concern. Other residents and ourselves believe the restriction is sensible and reflects local parking practices. This will also reduce the number of vehicles parking in breach of local parking by-laws. We would happily receive and answer any queries.</i> <i>(P Reynolds)</i></p>		

- (b) *No stopping, at all times – **Birdwood Street** – Karori (TR07-13)*

Net Parking Loss: 5

Council Officers have received continued concerns regarding the narrowness of Birdwood Street as the result of parked vehicles and its topography.

These factors compound the issues for motorists particularly when buses have to pass parked vehicles.

Officers propose to install an additional 30 metres of no stopping restriction along a section of the eastern side of Birdwood Street.

This proposal would reduce the conflict currently experienced along this stretch of road.

- (c) *Ambulance parking only, at all times – **Davis Street** – Thorndon (TR13-13)*

Net Parking Loss: 4

Council Officers have received a request from Wellington Free Ambulance (WFA) to consider a change in parking restriction outside its premises in Davis Street, Thorndon. At present the area is designated coupon parking and used almost exclusively by commuters. WFA has requested the area be restricted to emergency vehicles only.

The service has enjoyed rapid growth from 31 vehicles in July 2006 to 64 vehicles in October 2012. The present fleet comprises: 24 - frontline ambulances, 19 -PTS vehicles, 2 - rescue vehicles, 2 - urgent community

care vehicles, 3 - rapid response vehicles, 5 - event vehicles, 6 - HQ vehicles (includes driver training) and 3 – mass-incident vehicles (1 truck 2 equipment trailers). This expansion in equipment and operating stations was not originally foreseen. The Thorndon station is on a confined site where expansion would be difficult and expensive.

This proposal is intended to overcome a shortage of parking for ambulances within its boundaries and will fulfil a need for this vital and valuable service.

Feedback received:

Name	Suburb	Agree Yes/No?
Richard Murcott	Thorndon	Yes
Comments		
<p><i>It also appears to me that the centreline is not quite where it should be on the tight corner between Davis and Hobson Sts. The arc generally on the Hobson St end appears to 'crimp' a bit of the eastern side of the corner. As both a car driver and a cyclist I find this corner very 'tight' (indeed dangerous when cycling from Davis then 'up' into Hobson St - it's uphill and one is moving so much slower than other vehicles. Is there any engineering treatment that could help encourage vehicles turning from Davis St into Hobson St to drive a bit wider (nearer their left hand side) rather than hugging the centreline (as they often do)? Is it also perhaps possible to sacrifice a wee bit of the corner of the footpath to allow drivers turning from Hobson St into Davis an opportunity to keep left just a tiny bit more (further from the centreline)? I'm concerned that if wide / larger vehicles, like ambulances, are to be parked for longer periods in Davis St, near this tight corner, then these other treatments for making the corner safer need to be seriously considered please.</i> (R Murcott)</p>		
Officers response		
<p>INTERSECTION – HOBSON AND DAVIS STREETS</p> <p><i>The centreline outside the Wellington Free Ambulance follows the natural path of vehicles turning through this bend. Many years experience shows that motorists will continue to follow this path irrespective of whatever changes to roadmarkings are applied. Lane width is about 4.0 metres, adequate for all regular vehicles.</i></p> <p><i>Cyclists must clearly establish their positions on the roadway similar to that of a car and remain on that path until the corner has been rounded. There is no space for motorists and cyclists to pass one another here and it would be unsafe to alter roadmarkings to imply or encourage that manoeuvre. It is better that road users have patience and drive safely with consideration to others.</i></p> <p><i>The intention of this centreline is to define the bend and confine and slow traffic rounding the corner. Changes to widen or ease the corner either physically or by different roadmarkings will most likely lead to drivers'</i></p>		

poor decision making and less care being exercised hence the likelihood and severity of any crashes that may occur. Consequently we can not recommend any changes to the existing situation.

INTERSECTION DAVIS STREET & THORNDON QUAY

The higher speed and volume of traffic travelling along Thorndon Quay and the bend south of Davis Street combine to limit visibility of approaching traffic, particularly from the south. When vehicles are queued in two lanes, drivers view from one lane restricts the view of approaching traffic seen by drivers in the adjacent lane. An existing median island constructed in Davis Street at Thorndon Quay precludes the provision of an additional lane because actual lane width is less than 5.0 metres required for low-speed multi-lane approaches to intersections. Separate lanes would encourage drivers to take a chance rather than wait patiently until right-of-way can be clearly determined. The present arrangement is the safest and therefore officers are unable to recommend separate lanes for right and left turning traffic in this instance.

Feedback received:

Name	Suburb	Agree Yes/No?
Matthew Underwood on behalf of the Thorndon Residents' Association	Thorndon	Yes (with amendments)
Comments		
<p><i>21/01/2013</i> <i>I write in support of the proposal and to request one change to the proposal to mitigate the effect of the larger vehicles parked on one side of the street, and one general change.</i> Requested Change to mitigate: <i>Please can the yellow lines on the inside of the corner from Hobson Street to Davis Street be extended by one car park on both Hobson Street and Davis Street.</i> Discussion <i>This is already a tight corner and there is often difficulty with vehicles not able to keep to their side of the road. This effect is made worse by vehicles turning from Moturoa Street and vehicles turning into Moturoa Street. The ambulances are large vehicles and their presence will further crowd the lanes before and after the turn. I expect this will worsen the driven lines of vehicles on this corner.</i> Other suggested Change <i>Please can we see the introduction of two lanes at the Thorndon Quay end of Davis Street. One lane to turn right, and one lane to turn left.</i></p>		
Officers response		
<i>As for previous response to Richard Murcott.</i>		

- (d) *Relocation of existing restrictions (Bus stop, at all times and P10, Monday to Friday, 8:15am – 9:15am and 2:30pm – 3:15pm, during school terms only) – Everest Street – Khandallah (TR08-13)*

Net parking gain: 1

In recent years a number of incremental reviews have been undertaken by Council Officers to improve both the safety for children and the parking capacity around St Benedict's school.

As part of this process the existing bus stop and 10 minute parking restriction on the western side of Everest Street near its intersection with Nicholson Road has been reviewed to see if additional parking spaces could be made available during school peak hours.

After consultation with the affected resident (Number 45), officers propose to realign the bus stop in front of number 45, which will result in an additional section of 10 minute (peak time) parking.

This proposal will assist buses ability to navigate in and out of the realigned stop safely, resulting in a section of the bus not remaining in the carriageway while it is stopped, better improving the safety of children, while also generating additional on-street parking spaces.

- (e) *Delete time limited parking (P5) and replace with restricted parking (Bus Stop) – Hamilton Road - Kilbirnie (TR06-13)*

Net Parking Loss: 1

It has been brought to Council Officer's attention that a small section of time limited parking (5 minute) outside 124 Hamilton Road, Hataitai is no longer required, due to the adjacent business closing down.

Council officers contacted the property owner and confirmed that the business was no longer operating (and not likely to in the foreseeable future).

The property owner has been informed that Council Officers would look to remove the parking restriction which the property owner had no objection to.

Removing the time restriction will allow the parking space to revert to a standard Bus Stop.

- (f) *Time limited parking (P10, Monday to Sunday, 8:00am - 6:00pm) and reconfirmation of existing (P10, at all times) – Humber Street – Island Bay (TR11-13)*

No Parking Change

Council Officers received a request for time limited parking (10 minute) from the owners of Trisha's Pies (corner The Parade and Humber Street). The takeaway pie business relies on the availability of short term kerb-side parking for their customers.

This proposal will also reconfirm the existing time limited P10, at all times outside the dairy on the southern side of Humber Street.

(g) *Class restricted (mobility park) – **Kainui Road** - Hataitai (TR15-13)*

Net Parking Loss: 1

Council Officers propose to install a mobility parking space on Kainui Road, Hataitai, on the recommendation of Councils' Community Resilience Advisor, to assist a resident with a substantial impairment. The resident needs vehicle access as close as possible to a ramp leading to the entrance/exit of their property.

It is proposed to convert one existing unrestricted parking space to a mobility parking space for the resident to access the footpath and nearby ramp.

Feedback received:

Name	Suburb	Agree Yes/No?
Clive Anstey and Jenny Roy	Roseneath	No
Comments		
<p><i>I appreciate that the submission date was last Friday. However, we did give some thought to this matter so will make a submission anyway, accepting that you may choose to ignore it.</i></p> <p><i>We live at 75 Te Anau Road, diagonally opposite to the dwelling for which a mobility parking space is proposed. While we are very sympathetic with the need for access we are not convinced that access is currently so difficult as to require a designated car park that will exclude all other vehicles 24 hours every day. The dwelling has two drive ways into garages, a double garage on Kainui Road and a further garage on Waipapa Road. The ramp referred to is within a few metres of each of these garages. The distance from the end of the present ramp to the level, double driveway on Kainui Road is no more than 10 metres and perhaps 15 metres from the garage on Waipapa Road. There is always space for a vehicle to stop and pick up a passenger.</i></p> <p><i>During the day when people are at work there is virtually always parking available adjoining the dwelling on Kainui Road. In the evenings and on weekends parking can be more difficult but my observation would be that the disabled person usually comes and goes during the day.</i></p> <p><i>As you are no doubt well aware there is often a shortage of parks in this area. Not every dwelling has a garage and there are a number of flats in the area so most dwellings have residents who require parking space on the road. My concern is that a parking space that has only very intermittent use</i></p>		

will be monopolised in an area where parking can be at a premium. Given that it is always possible for a vehicle to safely stop and pick up a passenger in close proximity to the ramp I am not convinced that a dedicated car park is justified. It is possible however that a vehicle dedicated to the disabled person is to be permanently parked at the end of the ramp and that this vehicle can't be accommodated in any of the three garages attached to the dwelling. We are not told this but if it were the case then that should be a condition of allowing the designated park; that it is to be used to park a vehicle specifically designed for and dedicated to a disabled resident who lives in the dwelling. If this were the case I would be supportive of the application.

Thank you for inviting submissions and sorry we missed the Friday deadline!!

(C Anstey & J Roy)

Officers response

Thank you for your late submission. In reply to the points you have made: Applications for residential mobility parking spaces are assessed and recommended to us by the Council's Community Resilience Advisor, with reference to the Council's Mobility Parking Policy which aims to ensure Wellington is a liveable place for people with limited mobility by enhancing their ability to participate in social, cultural and political life and their access to services and resources.

The Advisor interviewed the resident and has assessed that their individual circumstances necessitates a mobility park located close to the ramp leading from the rear of their property (Kainui Road, not on Waipapa Road). The person with impairment has a medical condition that even travelling short distances poses great difficulty and considerable risk of fall - which could be fatal. The person's support person also has a medical condition; is elderly and can not drive. They rely heavily on the ramp from their property and close by access to a parked vehicle at all times.

Mobility parking is dedicated for the use of people with impairments who hold a mobility parking permit. Eligibility needs to be met before a permit is issued to the user - this is managed by CCS Disability Action and recommended by Doctors/GP's.

The Community Resilience Advisors role is to also check that mobility parking is still a requirement in an area. To this end permits issued are checked each year.

We realise that on-street parking in this area is in short supply but on balance we support the application for a mobility park.

Your submission and this reply will be part of the report sent to Council for Councillors to review when considering the Traffic Resolution.

- (h) *Time limited parking (P5, Monday to Sunday, 8:00am - 6:00pm) class restricted parking (Loading Zone, P15, Monday to Saturday, 8:00am – 6:00pm) (Bus stop, at all times) - **Kelburn Parade** – Kelburn (TR 16-13)*

Net Parking Loss: 3

As the result of recent redevelopment at Victoria University, additional retail space has been incorporated into a building next to an existing bus stop. To facilitate better access for deliveries into the retail outlets, it is proposed to alter the existing layout of the bus stop to incorporate a new loading zone and time limited parking spaces.

Council Officers through the university have already consulted with, and gained approval from Greater Wellington Regional Council and NZ Bus.

- (i) *Miramar Town Centre Upgrade – Parking restrictions – **Park Road** – Miramar (TR05-13)*

Net Parking Loss: 3

Following extensive consultation around the redevelopment of the Miramar Town Centre, a number of issues for both pedestrians and motorists were identified. Wellington City Council is progressing with town centre improvements to address these issues.

The purpose of the improvements is to create a community focal point, space for community events, and improve pedestrian amenity and safety at the Miramar Avenue/Park Road junction area.

This resolution seeks to revise the existing parking restrictions as a result of the Miramar Town Centre Upgrade improvement plan and consultation with local businesses.

It is proposed to amend the existing time limited and class restricted parking restriction including bus stop, taxi stands, mobility parking spaces and a new loading zone.

Name	Suburb	Agree Yes/No?
Graham C Atkinson on behalf of NZ Bus	Wellington	Yes
Comments		
<p><i>I confirm that this proposal was reviewed in some depth last year on site and that it is our opinion that, provided the slight alteration to the left turn corner from Miramar Avenue into Park Road agreed at the on-site meeting is incorporated, the continued operation of buses through the centre will not be adversely affected.</i></p> <p><i>We would recommend however the addition of broken yellow “No Parking” lines between the rear of the taxi stand and commencement of the bus stop. Even though it is relatively obvious that this a vehicular exit the broken yellow lines will further discourage taxis from blocking</i></p>		

*the exit from the bus stop bus stop and parking areas.
(G Atkinson on behalf NZ Bus)*

Officers response

*Thank you for your letter dated 11 February 2013 regarding the above Traffic Resolution.
The point you make about the need for Broken Yellow lines (No Stopping) across the vehicle exit in the middle of the Taxi Stand and Bus Stop on Park Road is a very valid one. We will be adding this "No Stopping" restriction to the current Traffic Resolution.
Thank you for bringing this to our attention.*

- (j) *Class restricted parking (mobility park) – **Regent Street** - Newtown (TR01-13)*

Net Parking Loss: 1

Council Officers propose to install a mobility parking space outside 5 Regent Street, on the recommendation of Councils' Community Resilience Advisor. On-street parking in the area is at a premium after the recent upgrade of the Regent Park Apartments in Owen Street.

It is proposed to convert one existing unrestricted parking space to a mobility parking space and include, within the space, a small ramp used by the resident for wheelchair access to the footpath.

- (k) *Time limited parking (P10, 8:15am - 9:15am and 2:30pm - 3:30pm, during school terms only) – **Strathmore Avenue** – Strathmore (TR03-13)*

No Parking Change

Council officers received a request to review and amend the current time limited parking restrictions outside Strathmore Community School on Strathmore Avenue. The current restriction (P5, Monday to Saturday, 8:00am – 6:00pm) does not suit the changing requirements of the school – which in 2013 is to combine with Miramar South School on the Strathmore Avenue site.

The proposal is for P10, 8:15am - 9:15am and 2:30pm - 3:30pm, during school terms only. This will free up parking on week days and at weekends for local residents and other visitors to the school.

- (l) *Time limited parking (P60, Monday to Saturday, 8:00am – 6:00pm), and no stopping, at all times – reconfirmation – **The Parade**- Island Bay (TR04-13)*

No Parking Change

Following the redevelopment of the local service station into a new retail building, the current restrictions along the western side of The Parade (112 - 114 The Parade, Island Bay) are to be altered to cater for the requirements of the building usage and new vehicle crossing points.

- (m) *Class restricted parking (mobility parking - tour bus stop), metered parking and no stopping, at all times – **Wakefield Street** – Te Aro (TR12-13)*

Net Parking Loss: 1

Council Officers have received a number of requests to provide additional tour bus stops on Wakefield Street.

This request is supported by a list of companies using the tour bus stop in Wakefield Street adjacent to the Wellington City Council buildings. The request originated from Adventure Safari Limited, and included submissions from Wellington Movie Tours, Hammonds, Wellington Rover, Flat Earth, Seal Coast Safari, John's Hop On/Hop Off, Zealandia, South Coast Shuttles, Big Redz, also Stray Bus, Adventure Tours, Magic Travellers Network and Kiwi Experience.

The area of particular interest is on the northern side of Wakefield Street outside the Council's Municipal Office Building.

Tour bus parking is inadequate for the number of services available. This is especially an issue considering the number of passenger ships visiting Wellington during the summer tourist season.

Thirty-minute parking was introduced providing short-term stays for visits to the Council buildings, local cafés, the Michael Fowler Centre (MFC) and the Ticketek booking agency.

Mobility parking is currently to minimum standards. With two access ramps for wheelchairs cutting into the footpath creating an uneven footpath leading to stability problems for some pedestrians, especially the elderly and those using mobility scooters and pushing prams.

Four alternative options were suggested to the Manager, City Communities & Grants and the Senior Advisor, Consultation & Engagement. Their preference is for a site on the northern side of Wakefield Street; the others were opposite. Consequently it is proposed to change the order of existing parking to better facilitate and improve safety for mobility parking users.

It is also proposed to alter roadmarkings that will indicate that east-bound motorists on Wakefield Street reduce speed and increase drivers' awareness of the changing character of road use, especially at and beyond the pedestrian crossing, without compromising cyclists.

This treatment also provides better and safer access for wheel chair users moving around their vehicles. Combining two existing ramps set partially into the footpath and eliminating these uneven areas endured by able-

bodied pedestrians, to a single ramp in a wider section of footpath close to the Council offices main doors better serves most persons on foot.

Placing the tour bus stop at the end of these activities by removing one existing parking space to increase its length also better provides for its further extension should the situation demand. Shelter is available under the Porte Cochère fronting the MFC next to our Town Hall.

- (n) *Class restricted parking (mobility parking), no stopping, at all times and metered parking (P120, Monday to Thursday, 8:00am - 6:00pm, Friday, 8:00am - 8:00pm, Saturday and Sunday, 8:00am - 6:00pm) – **Wigan Street** – Te Aro (TR14-13)*

Net Parking Gain: 2

Council Officers have been approached by the Operations Manager, RNZAF Band that operates from rooms in Wigan Street. His concern is for poor vehicular access for the large vehicles used by the band.

Minor changes were put in place, and this report is intended to ratify these restrictions.

- (o) *Time limited parking (P10, Monday to Friday, 8:00am - 9:30am and 3:30pm -4:30pm) – **Wilson Street** – Newtown (TR02-13)*

Net Parking Loss: 1

Council officers received a request from the Pacific Island Presbyterian Church Aoga Amata Management Committee for time limited parking. The committee run the Early Childhood Education Centre situated at 46 Wilson Street, Newtown.

The proposed restriction would allow a ten minute drop off/pick up facility in front of the centre to assist the parents and children attending the centre.

Feedback received:

Name	Suburb	Agree Yes/No?
David Schaaf	Newtown	Yes
Comments		
<i>I am a local. I frequently pass this school. I am supportive of this. This is a fairly tight street. (D Schaaf)</i>		

- (p) *Class restricted mobility parking, P90, at all times (reconfirmation) - **Woodmancote Road** – Khandallah (TR10-13)*

No Parking Change

This report reconfirms the two existing mobility parking spaces at the end of Woodmancote Road adjacent to Khandallah Summer Pool, coffee shop and play area.

- (q) *Class restricted parking (Motorcycle parking, P120, at all times) – Wakefield Street – Te Aro (TR19-13)*

Net Parking Gain: 1

As part of a kerbside audit, and the result of an enquiry from a ground floor retailer, Council Officers trialed a two hour motorcycle park on an underutilised section of kerb.

Since the trial Council Officers have received no complaints from its installation and now wish to formalise this restriction.

- (r) *Class restricted parking (metered mobility parking), mobility parking – Market Lane – Te Aro (TR20-13)*

No Parking Change

As a result of the recent name change to Market Lane, a set of resolutions were passed to allow continual enforcement of the lane. At the time the disability parking spaces did not meet set requirements as no kerb ramps had been installed. This resolution seeks to formalise the mobility parking spaces now that the ramps have been completed.

- (s) *Class restricted parking (Bus stop, at all times and authorised food vendor parking only, Monday to Sunday, 9:00am – 9:00pm) – Oriental Parade – Oriental Bay (TR18-13)*

No Parking Change

As a result of the misaligned bus stop in conjunction with its associated shelter and Metlink timetable, there is a need to extend the current length of the bus stop along Oriental Parade opposite Oriental Terrace. As a result, the adjoining authorised food vendor parking will be shortened and only be able to accommodate a single established trader from here on.

5. Conclusion

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

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SUPPORTING INFORMATION

1) Strategic fit / Strategic outcome

The recommendations support Council's desire to provide a coherent and efficient transport system that aids economic development (see Council's Long Term Outcomes 2.2 More Prosperous).

2) LTP/Annual Plan reference and long term financial impact

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

3) Treaty of Waitangi considerations

Not Applicable

4) Decision-making

This is not a significant decision. The recommendations reflect the views and preferences of those with an interest in this matter

5) Consultation

a) General consultation

Recommendations have been publicly advertised.

b) Consultation with Maori

Not Applicable

6) Legal implications

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

7) Consistency with existing policy

This report is consistent with existing WCC policy.