

REPORT 7
(1215/52/IM)

TRAFFIC RESOLUTIONS

1. Purpose of Report

This report outlines recommended amendments to the Wellington City Council Traffic Restrictions. These recommendations support the achievement of the Council’s Transport Strategy Outcomes of effectiveness, accessibility, efficiency and sustainability. All the proposed traffic restrictions were publicly advertised and there were no unwithdrawn objections.

2. Recommendations

It is recommended that the Committee:

1. *Receive the information.*
2. *Recommend that Council approve the following amendments pursuant to the provisions of the Wellington City Council Consolidated Bylaw 1991 Part 18 (Traffic):*

- a) **RESTRICTED PARKING – TALAVERA STREET – LAMBTON– (187-04)**

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Talavera Terrace</i>	<i>No Stopping, Except For Authorised Residents Vehicles Monday to Friday, 8:00am - 6:00pm</i>	<i>East side, commencing 25 metres north of its intersection with Everton Terrace and extending in a northerly direction following the eastern kerb line for 30 metres.</i>

- b) **NO STOPPING AT ALL TIMES – CLYDE STREET – ISLAND BAY (188-04)**

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

Column One	Column Two	Column Three
Clyde Street	No Stopping At All Times	East side, commencing at its intersection with Thames Street and extending in a northerly direction following the eastern kerb line for 11 metres.

c) MOTORCYCLE / METERED PARKING – COLLEGE STREET – TE ARO – (189-04)

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

Column One	Column Two	Column Three
College Street	No Stopping, Except Motorcycles Monday to Saturday, 8:00am - 6:00pm	North side, commencing 65 metres west of its intersection with Cambridge Terrace and extending in a westerly direction following the northern kerb line for 6 metres.

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

Column One	Column Two	Column Three
College Street	Parking Meters P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 1:00pm	North side, commencing 65 metres west of its intersection with Cambridge Terrace and extending in a westerly direction following the northern kerb line for 6 metres.

d) NO STOPPING AT ALL TIMES – AKAROA DRIVE – MIRAMAR - (191-04)

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

Column One	Column Two	Column Three
Akaroa Drive	No Stopping At All Times	North side, commencing 43 metres east of its intersection with Rangitane Street and extending in an easterly direction following the

northern kerb line for 9 metres.

e) BUS STOP – ERLESTOKE STREET – CHURTON PARK – (193-04)

Delete from Schedule B (Bus Stops) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Erlestoke Crescent	Bus Stop	<i>East Side, commencing 50 metres south of its intersection with Tattenhall Grove and extending in a northerly direction following eastern kerbline for 12 metres.</i>

Add to Schedule B (Bus Stops) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Erlestoke Crescent	Bus Stop	<i>East Side, commencing 30 metres south of its intersection with Tattenhall Grove and extending in a northerly direction following eastern kerbline for 12 metres.</i>

f) NO STOPPING AT ALL TIMES / GIVE WAY – BROUGHAM / MAJORIBANKS STREET – MOUNT VICTORIA – (194-04)

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

Column One	Column Two	Column Three
Majoribanks Street	No Stopping At All Times	<i>South side, commencing from its intersection with Brougham Street and extending in an easterly direction following the southern kerb line for 6.5 metres.</i>

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

Column One	Column Two	Column Three
Majoribanks Street	No Stopping At All Times	<i>South side, commencing from its intersection with Brougham Street and extending in a easterly direction following the southern kerb line for 11 metres.</i>

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

Column One	Column Two	Column Three
Brougham Street	Give Way	West side, at its intersection with Majoribanks Street

g) P15 – KENSINGTON STREET – TE ARO – (196-04)

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

Column One	Column Two	Column Three
Kensington Street	P15 Monday to Saturday, 8:00am - 6:00pm	East side, commencing 75 metres south of its intersection with Abel Smith Street and extending in a southerly direction following the eastern kerb line for 19 metres.

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

Column One	Column Two	Column Three
Kensington Street	P15 Monday to Saturday, 8:00am - 6:00pm	West side, commencing 81 metres south of its intersection with Abel Smith Street and extending in a southerly direction following the eastern kerb line for 28 metres.

h) NO STOPPING AT ALL TIMES – SERVICE LANE OFF VICTORIA STREET – TE ARO – (198-04)

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

Column One	Column Two	Column Three
Service Lane off Victoria Street	No Stopping At All Times	South side, commencing 14 metres west of its intersection with Victoria Street and extending in a westerly direction following the southern kerb line for 10 metres.

i) NO STOPPING AT ALL TIMES – AVON STREET – ISLAND BAY – (202-04)

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

Column One	Column Two	Column Three
Avon Street	<i>No Stopping At All Times</i>	<i>North side, commencing 54 metres east of its intersection with Clyde Street and extending in a easterly direction following the northern kerb line for 50 metres.</i>
Avon Street	<i>No Stopping At All Times</i>	<i>South side, commencing 60 metres east of its intersection with Clyde Street and extending in a easterly direction following the southern kerb line for 45 metres.</i>

j) NO STOPPING AT ALL TIMES – RUSSELL TERRACE – NEWTOWN – (205-04)

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

Column One	Column Two	Column Three
Russell Terrace	<i>No Stopping At All Times</i>	<i>East side from its intersection with Mansfield Street and extending in a Southerly direction for 12.5m</i>

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

Column One	Column Two	Column Three
Russell Terrace	<i>No Stopping At All Times</i>	<i>East side, commencing at its intersection with Mansfield Street and extending in a southerly direction following the eastern kerb line for 17.5 metres.</i>

k) NO STOPPING AT ALL TIMES – RINTOUL STREET – NEWTOWN – (207-04)

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

Column One	Column Two	Column Three
Rintoul Street	<i>No Stopping At All Times</i>	<i>West side, commencing 250 metres north of its intersection with Waripori Street and extending in a northerly direction following the western kerb line for 5 metres.</i>

l) STOP CONTROL – DUFFERIN STREET – MOUNT COOK – (208-04)

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

Column One	Column Two	Column Three
Dufferin Street	<i>STOP</i>	<i>East side, within the St Marks School slip lane, 95 metres south of its intersection with Patterson Street.</i>
Dufferin Street	<i>STOP</i>	<i>East side, at the bottom on the south side of the Access road to Wellington Boys College, 120 metres south of its intersection with Patterson Street.</i>

m) RESTRICTED PARKING – COCKBURN STREET – KILBIRNIE – (211-04)

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

Column One	Column Two	Column Three
Cockburn Street	<i>No Stopping, Except for Authorised Resident Vehicles, At All Times</i>	<i>South side, commencing 74 metres west of its intersection with Onepu Road and extending in a westerly direction following the southern kerb line for 51 metres.</i>

n) STOP CONTROL – AUSTIN TERRACE – MOUNT VICTORIA – (214-04)

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

Column One	Column Two	Column Three
Austin Terrace	STOP	<i>West end, at its intersection with Austin Street.</i>

o) LOADING ZONE – WILLIS STREET – TE ARO – (219-04)

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

Column One	Column Two	Column Three
Willis Street	<i>Loading Zone, P10, Goods Vehicles And Authorised Vehicles Only Monday to Saturday 8:00am - 6:00pm</i>	<i>West side, commencing 172 metres north of its intersection with Boulcott Street and extending in a northerly direction following the western kerb line for 24 metres</i>

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

Column One	Column Two	Column Three
Willis Street	<i>Loading Zone, P10, Goods Vehicles And Authorised Vehicles Only At All Times</i>	<i>West side, commencing 172 metres north of its intersection with Boulcott Street and extending in a northerly direction following the western kerb line for 24 metres</i>

p) NO STOPPING AT ALL TIMES – GRAFTON ROAD – ROSENEATH – (222-04)

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

Column One	Column Two	Column Three
Grafton Road	<i>No Stopping At All Times</i>	<i>East side, commencing 1007 metres east of its intersection with Te Anau Road and extending in a northerly direction following the eastern kerbline for 43 metres.</i>

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

Column One	Column Two	Column Three
Grafton Road	<i>No Stopping At All Times</i>	<i>East side, commencing 1007 metres north of its intersection with Te Anau Road and extending in a northerly direction following the eastern kerb line for 95 metres.</i>

q) RESTRICTED PARKING – DANIELL STREET – NEWTOWN – (223-04)

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

Column One	Column Two	Column Three
Daniell Street	<i>No Stopping, Except For Authorised Residents Vehicles, Monday to Friday, 8:00am - 6:00pm</i>	<i>West side, commencing 33 metres south of its intersection with Mein Street and extending in a southerly direction following the western kerb line for 20 metres.</i>

r) NO STOPPING AT ALL TIMES – RAKAU ROAD – HATAITAI – (224-04)

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

Column One	Column Two	Column Three
Rakau Road	<i>No Stopping At All Times</i>	<i>South side, commencing 240 metres east of its intersection with Marewa Road and extending in a easterly direction following the southern kerb line for 70 metres.</i>

s) **NO STOPPING AT ALL TIMES – HORNSEY ROAD – MELROSE – (225-04)**

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

Column One	Column Two	Column Three
Hornsey Road	<i>No Stopping At All Times</i>	<i>West side, commencing 60 metres south of its intersection with Sunglow Avenue and extending in a southerly direction following the western kerb line for 79 metres.</i>

t) **P30 – BROADWAY – STRATHMORE – (227-04)**

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

Column One	Column Two	Column Three
Broadway	<i>P15, At All Times</i>	<i>North side commencing 44 metres east of its intersection with Ira Street and extending in an easterly direction following the southern kerbline for 40 metres.</i>

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

Column One	Column Two	Column Three
Broadway	<i>P30, 8:00am – 6:00pm, Monday – Saturday</i>	<i>North side commencing 44 metres east of its intersection with Ira Street and extending in an easterly direction following the southern kerbline for 40 metres.</i>

u) **NO STOPPING AT ALL TIMES – VIEW ROAD – MELROSE – (228-04)**

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

Column One	Column Two	Column Three
View Road	<i>No Stopping At All Times</i>	<i>West side, commencing 208.5 metres south of its intersection with Houghton Bay Road and extending in a southerly direction following the western kerb line for 51 metres</i>

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

Column One	Column Two	Column Three
View Road	<i>No Stopping At All Times</i>	<i>West side, commencing 208.5 metres south of its intersection with Houghton Bay Road and extending in a southerly direction following the western kerb line for 68 metres</i>

v) NO STOPPING AT ALL TIMES – HALLEYS LANE – TE ARO – (229-04)

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

Column One	Column Two	Column Three
Halleys Lane	<i>No Stopping At All Times</i>	<i>North side, commencing at its intersection with Taranaki Street and extending in an easterly direction following the northern kerb line for 57 metres.</i>
		<i>South side, commencing at its intersection with Taranaki Street and extending in an easterly direction following the southern kerb line for 57 metres.</i>

w) RESTRICTED PARKING – DRUMMOND STREET – MOUNT COOK – (230-04)

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

Column One	Column Two	Column Three
Drummond Street	<i>No Stopping, Except For Authorised Residents Vehicles At All Times</i>	<p>North side, commencing 4 metres east of its intersection with Tasman Street and extending in an easterly direction following the northern kerb line for 11.5 metres</p> <p>South side, commencing 3 metres east of its intersection with Tasman Street and extending in an easterly direction following the southern kerb line for 10 metres</p>

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

Column One	Column Two	Column Three
Drummond Street	<i>No Stopping, Except For Authorised Residents Vehicles Monday to Friday, 8:00am - 6:00pm</i>	<p>North side, commencing 4 metres east of its intersection with Tasman Street and extending in an easterly direction following the northern kerb line for 11.5 metres</p> <p>South side, commencing 3 metres east of its intersection with Tasman Street and extending in an easterly direction following the southern kerb line for 10 metres</p>

x) *LOADING ZONE – BUNNY STREET – LAMBTON – (232-04)*

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

Column One	Column Two	Column Three
Bunny Street	Parking Meters P30 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 1:00pm	Parking Area 1, commencing 59 metres north-east of its intersection with Featherston Street and extending in a northerly than easterly direction for 42 metres.(Angle Parking – 9 parks)

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

Column One	Column Two	Column Three
Bunny Street	Parking Meters P30 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday 8:00am - 6:00pm	Parking Area 1, commencing 59 metres north-east of its intersection with Featherston Street and extending in a northerly than easterly direction for 24 metres.

Parking Area 1, commencing 89 metres north-east of its intersection with Featherston Street and extending in a northerly than easterly direction for 12 metres.

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

Column One	Column Two	Column Three
Bunny Street	Loading Zone, P10, Goods Vehicles And Authorised Vehicles Only Monday to Saturday 8:00am - 6:00pm	Parking Area 1, commencing 83 metres east of its intersection with Featherston Street and extending in an easterly direction for 6 metres.

y) **P10 – COROMANDEL STREET – NEWTOWN – (233-04)**

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

Column One	Column Two	Column Three
Coromandel Street	<i>P10, Monday – Sunday, 7am-8pm</i>	<i>West side, commencing 6 metres south of its intersection with Picton Avenue and extending in a southerly direction following the western kerb line for 5 metres.</i>

z) NO STOPPING AT ALL TIMES – RANGITANE STREET – MAUPUIA – (234-04)

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

Column One	Column Two	Column Three
Rangitane Street	<i>No Stopping At All Times</i>	<i>East side, commencing 56m metres north of its intersection with Akaroa Drive and extending in a northerly direction following the eastern kerb line for 18 metres.</i>

aa) NO STOPPING AT ALL TIMES – HOUGHTON BAY ROAD – MELROSE – (236-04)

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

Column One	Column Two	Column Three
Houghton Bay Road	<i>No Stopping At All Times</i>	<i>West side, commencing 73 metres north of its intersection with View Road and extending in a northerly direction following the western kerb line for 69 metres.</i>
		<i>East side, commencing 45 metres south of its intersection with Hornsey Road and extending in a southerly direction following the eastern kerb line for 66 metres.</i>

bb) P5 – MANCHESTER STREET – NEWTOWN – (250-04)

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

Column One	Column Two	Column Three
Manchester Street	<i>P10 7:00am - 6:00pm Monday - Sunday</i>	<i>North side, commencing 7 metres east of its intersection with Daniell Street and extending in an easterly direction following the northern kerb line for 11 metres.</i>

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

Column One	Column Two	Column Three
Manchester Street	<i>P5 7:00am - 8:00pm Monday - Sunday</i>	<i>North side, commencing 7 metres east of its intersection with Daniell Street and extending in an easterly direction following the northern kerb line for 11 metres.</i>

cc) NO STOPPING AT ALL TIMES – DERWENT STREET – ISLAND BAY– (251-04)

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

Column One	Column Two	Column Three
Derwent Street	<i>No Stopping At All Times</i>	<i>West side, commencing 67 metres north of its intersection with The Esplanade and extending in a northerly direction following the western kerb line for 30 metres.</i>

dd) NO STOPPING AT ALL TIMES – DORKING ROAD – BROOKLYN – (256-04)

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

Column One	Column Two	Column Three
Dorking Road	<i>No Stopping At All Times</i>	<i>South side, commencing from its intersection with Washington Avenue and extending in an easterly direction following the southern kerb line for 6.5 metres.</i>

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

Column One	Column Two	Column Three
Dorking Road	<i>No Stopping At All Times</i>	<i>South side, commencing from its intersection with Washington Avenue and extending in an easterly direction following the southern kerb line for 14.5 metres.</i>

ee) NO STOPPING AT ALL TIMES – COBHAM DRIVE – MIRAMAR – (258-04)

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

Column One	Column Two	Column Three
Cobham Drive	<i>No Stopping At All Times</i>	<i>East side, commencing at its intersection with Miramar Ave and extending in a southerly direction following the eastern kerb line for 105 metres.</i>

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

Column One	Column Two	Column Three
Cobham Drive	<i>No Stopping At All Times</i>	<i>East side, commencing at its intersection with Miramar Ave and extending in a southerly direction following the eastern kerb line for 250 metres.</i>

ff) NO STOPPING AT ALL TIMES – REVANS STREET – MIRAMAR – (259-04)

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Revans Street</i>	<i>No Stopping At All Times</i>	<i>South side, commencing at its intersection with Park Rd and extending in a westerly direction following the southern kerb line for 16 metres.</i>
<i>Revans Street</i>	<i>No Stopping At All Times</i>	<i>North side, commencing at its intersection with Park Rd and extending in a westerly direction following the northern kerb line for 13 metres.</i>
<i>Revans Street</i>	<i>No Stopping At All Times</i>	<i>South Side, commencing 99 metres west of its intersection with Park Rd and extending around the cul-de-sac following the kerb line for 40 metres.</i>

gg) NO STOPPING AT ALL TIMES – ANGUS AVENUE – BERHAMPORE – (261-04)

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Angus Avenue</i>	<i>No Stopping At All Times</i>	<i>West side, commencing 103 metres west of its intersection with Russell Terrace and extending north along the end of the street for 6 metres.</i>

hh) NO STOPPING AT ALL TIMES – ENDEAVOUR STREET – KILBIRNIE – (262-04)

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Angus Avenue</i>	<i>No Stopping At All Times</i>	<i>West side, commencing 103 metres west of its intersection with Russell Terrace and extending north along the end of the street for 6 metres.</i>

ii) **NO STOPPING AT ALL TIMES – BELFAST STREET – NEWTOWN – (263-04)**

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

Column One	Column Two	Column Three
Belfast Street	No Stopping At All Times	West side, commencing from its intersection with Rugby Street and extending in a southerly direction following the western kerbline for 10 metres.

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

Column One	Column Two	Column Three
Belfast Street	No Stopping At All Times	West side, commencing from its intersection with Rugby Street and extending in a southerly direction following the western kerb line for 13 metres.

jj) **RESTRICTED PARKING – BOLTON STREET – LAMBTON – (264-04)**

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

Column One	Column Two	Column Three
Bolton Street	No Stopping, Except For Authorised Residents Vehicles Monday to Friday, 8:00am - 6:00pm	North side, commencing 6.5 metres east of its intersection with Wesley Road and extending in a easterly direction following the northern kerb line for 18.5 metres.

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

Column One	Column Two	Column Three
Bolton Street	<i>No Stopping, Except For Authorised Residents Vehicles Monday to Friday, 8:00am - 6:00pm</i>	<i>North side, commencing 6.5 metres east of its intersection with Wesley Road and extending in a easterly direction following the northern kerb line for 29 metres.</i>

kk) NO STOPPING AT ALL TIMES – CARLTON GORE ROAD – ROSENEATH – (265-04)

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

Column One	Column Two	Column Three
Carlton Gore Road	<i>No Stopping At All Times</i>	<i>North side, commencing 153 metres east of its intersection with Oriental Parade and extending in an easterly direction following the northern kerb line for 90 metres.</i>

ll) P10 – ROTHERHAM TERRACE – MIRAMAR – (266-04)

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

Column One	Column Two	Column Three
Rotherham Terrace	<i>P10, Mon-Sun, 11am-10pm</i>	<i>South side, commencing 34 metres west of its intersection with Darlington Road and extending in a westerly direction following the southern kerb line for 6 metres.</i>

mm) NO STOPPING AT ALL TIMES – WARIPORI STREET – BERHAMPORE – (267-04)

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

Column One	Column Two	Column Three
Waripori Street	<i>No Stopping At All Times</i>	<i>North side, commencing 66 metres east of its intersection with Rintoul Street and extending in a easterly direction following the northern kerb line for 5.5 metres.</i>

nn) NO STOPPING AT ALL TIMES AND LOADING ZONE – SWAN LANE – TE ARO – (268-04)

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

Column One	Column Two	Column Three
Swan Lane	<i>Loading Zone, P5, Goods Vehicles Only Monday to Saturday, 8:00am - 6:00pm</i>	<i>North side, commencing 40 metres east of its intersection with Cuba Street and extending in an easterly direction for 5.5 metres.</i>

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

Column One	Column Two	Column Three
Swan Lane	<i>No Stopping At All Times</i>	<p><i>West side, commencing 43 metres west of its intersection with Marion Street and extending in a northerly direction for 36 metres.</i></p> <p><i>North side, commencing 3 metres east of its intersection with Cuba Street and extending in an easterly direction for 37 metres.</i></p> <p><i>South side, commencing 3 metres east of its intersection with Cuba Street and extending in an easterly then southerly then westerly direction around the turning head for 69 metres.</i></p>

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Swan Lane</i>	<i>Loading Zone, P10, Goods Vehicles And Authorised Vehicles Only Monday to Saturday 8:00am - 6:00pm</i>	<i>South side, commencing 40 metres east of its intersection with Cuba Street and extending in an easterly direction for 5.5 metres.</i>

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

Column One	Column Two	Column Three
Swan Lane	No Stopping At All Times	<p>West side, commencing 43 metres west of its intersection with Marion Street and extending in a northerly direction for 64.5 metres.</p> <p>South side, commencing 3 metres east of its intersection with Cuba Street and extending in an easterly direction for 37 metres.</p> <p>North side, commencing 3 metres east of its intersection with Cuba Street and extending in an easterly then southerly then westerly direction around the turning head for 55 metres.</p>

oo) NO STOPPING AT ALL TIMES – THURLEIGH GROVE – KARORI – (1-05)

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

Column One	Column Two	Column Three
Thurleigh Grove	No Stopping At All Times	West side, commencing 335 metres north of its intersection with Allington Road and extending in a northerly direction following the western kerbline for 8 metres.

pp) RESTRICTED PARKING – TURNBULL STREET – THORNDON – (5-05)

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

Column One	Column Two	Column Three
Turnbull Street	P120, Except for Authorised Vehicles (Thorndon Parking Scheme)	East side 76.5 metres from its intersection with Murphy Street and extending in a northerly direction for 17.5 metres.

Column One	Column Two	Column Three
Turnbull Street	P30, Mon-Sat, 8:00am-6:00pm.	East side 76.5 m from its intersection with Murphy Street and extending in a northerly direction for 17.5 metres.

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

Column One	Column Two	Column Three
Turnbull Street	P120, Except for Authorised Vehicles (Thorndon Parking Scheme)	South side, commencing 77.5 metres east of its intersection with Murphy Street and extending in an easterly direction following the southern kerbline for 5 metres.

Column One	Column Two	Column Three
Turnbull Street	P120, Except for Authorised Vehicles (Thorndon Parking Scheme)	South side, commencing 87.5 metres east of its intersection with Murphy Street and extending in an easterly direction following the southern kerbline for 6.5 metres.

Remove from Schedule B (Restricted Parking) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Turnbull Street	No Stopping, Except for Vehicles Displaying An Operation Mobility Sticker	North side, commencing 68 metres east of its intersection with Murphy Street and extending in an easterly direction following the northern kerbline for 25 metres.

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

Column One	Column Two	Column Three
Turnbull Street	<i>No Stopping At All Times</i>	<i>South side, commencing 82.5 metres south of its intersection with Murphy Street and extending in an easterly direction following the southern kerbline for 12 metres.</i>

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

Column One	Column Two	Column Three
Turnbull Street	<i>No Stopping At All Times</i>	<i>South side, commencing 82.5 metres east of its intersection with Murphy Street and extending in an easterly direction following the southern kerbline for 5 metres.</i>

Column One	Column Two	Column Three
Turnbull Street	<i>No Stopping At All Times</i>	<i>North side, commencing 65 metres east of its intersection with Murphy Street and extending in an easterly direction following the northern kerbline for 29 metres.</i>

qq) NO STOPPING AT ALL TIMES – NORTHLAND ROAD – NORTHLAND – (6-05)

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

Column One	Column Two	Column Three
Northland Road	<i>No Stopping At All Times</i>	<i>West side, commencing 208 metres west of its intersection with Northland Tunnel Road and extending in a southerly direction following the western kerbline for 39.5 metres.</i>

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

Column One	Column Two	Column Three
Northland Road	No Stopping At All Times	West side, commencing 201 metres west of its intersection with Northland Tunnel Road and extending in a southerly direction following the western kerbline for 46.5 metres.

rr) NO STOPPING AT ALL TIMES – BEDFORD STREET – WILTON – (7-05)

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

Column One	Column Two	Column Three
Bedford Street	No Stopping At All Times	West side, commencing 305 metres west of its intersection with Orangi Kaupapa Road and extending in a northerly direction following the western kerbline for 4.5 metres.

ss) NO STOPPING AT ALL TIMES – KARORI ROAD – KARORI – (8-05)

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

Column One	Column Two	Column Three
Karori Road	No Stopping At All Times	South side, commencing at its intersection with Richmond Avenue and extending in a easterly direction following the southern kerbline for 30 metres.

tt) TIME LIMITED PARKING – ABBOTT STREET – NGAIO – (10-05)

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

Column One	Column Two	Column Three
Abbott Street	P3, 8:15-9:15am, P10 2:45-3:15pm, During School Terms	West side, commencing 7.5 metres south of its intersection with Aplin Terrace and extending in an southerly direction following the western kerbline for 14 metres.

uu) TIME LIMITED PARKING – NICHOLSON ROAD – KHANDALLAH – (11-05)

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

Column One	Column Two	Column Three
Nicholson Road	<i>P3, 8:15-9:15am, P10 2:45-3:15pm, During School Terms</i>	<i>South side, commencing 143 metres west of its intersection with Jubilee Street and extending in a westerly direction following the southern kerblines for 11 metres.</i>

vv) NO STOPPING AT ALL TIMES – OBAN STREET – WADESTOWN – (12-05)

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

Column One	Column Two	Column Three
Oban Street	<i>No Stopping At All Times</i>	<i>West side, commencing 200 metres north of its intersection with Sefton Street and extending in a northerly direction following the eastern kerblines for 6 metres.</i>

ww) NO STOPPING AT ALL TIMES – STELLA GROVE – NEWLANDS – (13-05)

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

Column One	Column Two	Column Three
Stella Grove	<i>No Stopping At All Times</i>	<i>West side, commencing 83 metres south of its intersection with Newlands Road and extending in a southerly direction following the western kerblines for 8 metres.</i>

xx) NO STOPPING AT ALL TIMES – UPLAND ROAD – KELBURN – (15-05)

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

Column One	Column Two	Column Three
Upland Road	<i>No Stopping At All Times</i>	<i>West side, commencing 274.5 metres south of its intersection with Glen Road and extending in a westerly direction following the northern kerbline for 7 metres</i>

yy) **TIME LIMITED PARKING – MOORHOUSE STREET – WADESTOWN – (17-05)**

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

Column One	Column Two	Column Three
Moorhouse Street	<i>P60, Monday to Saturday, 8:00am – 6:00pm</i>	<i>West side, commencing 12 metres west of its intersection with Lennel Road and extending in a southerly direction following the western kerbline for 19 metres.</i>

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

Column One	Column Two	Column Three
Moorhouse Street	<i>P60, Monday to Saturday, 8:00am – 6:00pm</i>	<i>West side, commencing 6 metres south of its intersection with Lennel Road and extending in a southerly direction following the western kerbline for 27 metres.</i>

zzz) **NO STOPPING AT ALL TIMES – PARKLANDS DRIVE – KARORI – (18-05)**

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

Column One	Column Two	Column Three
Parklands Drive	<i>No Stopping At All Times</i>	<i>East side, commencing at its intersection with Lynmouth Avenue and extending in a southerly direction following the eastern kerbline for 12 metres.</i>

Column One	Column Two	Column Three
Parklands Drive	<i>No Stopping At All Times</i>	<i>East side, commencing at its intersection with Lynmouth Avenue and extending in a northerly direction following the eastern kerbline for 12 metres.</i>

aaa) NO STOPPING AT ALL TIMES – PROSPECT TERRACE – JOHNSONVILLE – (19-05)

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

Column One	Column Two	Column Three
Prospect Terrace	<i>No Stopping At All Times</i>	<i>West side, commencing from its intersection with Woodland Road and extending in a northerly direction following the western kerbline for 10.5 metres.</i>

Column One	Column Two	Column Three
Prospect Terrace	<i>No Stopping At All Times</i>	<i>West side, commencing 21.5 metres west of its intersection with Woodland Road and extending in a northerly direction following the western kerbline for 16 metres.</i>

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

Column One	Column Two	Column Three
Prospect Terrace	<i>No Stopping At All Times</i>	<i>West side, commencing from its intersection with Woodland Road and extending in a northerly direction following the western kerbline for 37.5 metres.</i>

bbb) NO STOPPING AT ALL TIMES – BRAITHWAITE STREET – KARORI – (20-05)

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

Column One	Column Two	Column Three
<i>Braithwaite Street</i>	<i>No Stopping At All Times</i>	<i>North side, of private driveway to houses #3-17 Braithwaite Street commencing at its intersection with Messines Road and extending in an easterly direction following the northern kerbline for 86 metres.</i>

Column One	Column Two	Column Three
<i>Braithwaite Street</i>	<i>No Stopping At All Times</i>	<i>South side, of private driveway to houses #3-17 Braithwaite Street commencing at its intersection with Messines Road and extending in an easterly direction following the southern kerbline for 25 metres.</i>

Column One	Column Two	Column Three
<i>Braithwaite Street</i>	<i>No Stopping At All Times</i>	<i>South side, of private driveway to houses #3-17 Braithwaite Street commencing 40 metres east of its intersection with Messines Road and extending in an easterly direction following the southern kerbline for 9 metres.</i>

Column One	Column Two	Column Three
<i>Braithwaite Street</i>	<i>No Stopping At All Times</i>	<i>South side, of private driveway to houses #3-17 Braithwaite Street commencing 72 metres east of its intersection with Messines Road and extending in an easterly direction following the southern kerbline for 6.5 metres.</i>

ccc) NO STOPPING AT ALL TIMES – MARK AVENUE – PAPARANGI – (21-05)

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

Column One	Column Two	Column Three
Mark Avenue	<i>No Stopping At All Times</i>	<i>South side, commencing 138 metres north of its intersection with Cara Crescent and extending in an easterly direction following the southern kerbline for 9 metres.</i>

ddd) NO STOPPING AT ALL TIMES – CRIEFF STREET – KELBURN – (22-05)

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

Column One	Column Two	Column Three
Crieff Street	<i>No Stopping At All Times</i>	<i>West side, commencing 148 metres north of its intersection with Glenmore Road and extending in a northerly direction following the western kerbline for 16.5 metres.</i>

eee) NO STOPPING AT ALL TIMES – HOMEWOOD AVENUE – KARORI – (23-05)

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

Column One	Column Two	Column Three
Homewood Avenue	<i>No Stopping At All Times</i>	<i>North side, commencing at its intersection with Homewood Crescent and extending in an easterly direction following the northern kerbline for 6 metres.</i>

Column One	Column Two	Column Three
Homewood Avenue	<i>No Stopping At All Times</i>	<i>North side, commencing 14 metres south of its intersection with Homewood Crescent and extending in an easterly direction following the northern kerbline for 33 metres.</i>

fff) NO STOPPING AT ALL TIMES – BASSETT STREET – JOHNSONVILLE – (24-05)

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

Column One	Column Two	Column Three
Bassett Road	<i>No Stopping At All Times</i>	<i>West side, commencing 23 metres south of its intersection with Clifford Road and extending in a southerly direction following the western kerbline for 35 metres.</i>

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

Column One	Column Two	Column Three
Bassett Road	<i>No Stopping At All Times</i>	<i>West side, commencing 16 metres south of its intersection with Clifford Road and extending in a southerly direction following the western kerbline for 49 metres.</i>

ggg) NO STOPPING AT ALL TIMES – THORNDON QUAY – THORNDON – (25-05)

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

Column One	Column Two	Column Three
Thorndon Quay	<i>No Stopping At All Times</i>	<i>West side, commencing 296 metres south of its intersection with Tinakori Road and extending in a southerly direction following the western kerbline for 7 metres</i>

hhh) NO STOPPING AT ALL TIMES – COLCHESTER STREET – NEWLANDS – (26-05)

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

Column One	Column Two	Column Three
Charlotte Avenue	<i>No Stopping At All Times</i>	<i>North side, commencing 190 metres north of its intersection with Todman Street and extending in a northerly direction following the eastern kerbline for 19 metres.</i>

iii) NO STOPPING AT ALL TIMES – ARMITAGE STREET – NGAIO – (27-05)

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

Column One	Column Two	Column Three
Armitage Street	<i>No Stopping At All Times</i>	<i>West side, commencing at its intersection with Perth Street and extending in a southerly direction following the western kerbline for 16 metres.</i>

jjj) NO STOPPING AT ALL TIMES – ONSLOW ROAD – KHANDALLAH – (28-05)

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

Column One	Column Two	Column Three
Onslow Road	<i>No Stopping At All Times</i>	<i>South side, commencing 261 metres north-west of its intersection with Lohia Street and extending in a westerly direction following the southern kerbline for 37 metres.</i>

kkk) NO STOPPING AT ALL TIMES – HINDMARSH STREET – JOHNSONVILLE – (29-05)

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

Column One	Column Two	Column Three
Hindmarsh Street	<i>Time Limited Parking, P120, 8:00am – 6pm, Monday - Friday</i>	<i>East side, commencing 100 metres east of its intersection with Bould Street and extending in a southerly direction following the eastern kerbline for 16 metres.</i>

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

Column One	Column Two	Column Three
Hindmarsh Street	<i>Time Limited Parking, P120, 8:00am – 6pm, Monday - Friday</i>	<i>East side, commencing 112 metres east of its intersection with Bould Street and extending in a southerly direction following the eastern kerbline for 10 metres.</i>

lll) NO STOPPING AT ALL TIMES – TED GILBERD PLACE – JOHNSONVILLE – (30-05)

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

Column One	Column Two	Column Three
Ted Gilbert Place	<i>No Stopping At All Times</i>	<i>West side, commencing 43 metres from its intersection with Stewart Drive and extending in a northerly direction following the western kerbline for 30 metres.</i>

Column One	Column Two	Column Three
Ted Gilbert Place	<i>No Stopping At All Times</i>	<i>East side, commencing 40 metres from its intersection with Stewart Drive and extending in a northerly direction following the eastern kerbline for 22 metres.</i>

mmm) NO STOPPING AT ALL TIMES – DRESS CIRCLE – NEWLANDS – (32-05)

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

Column One	Column Two	Column Three
Dress Circle	<i>No Stopping At All Times</i>	<i>East side, commencing 32.5 metres south of its intersection with Somes Crescent and extending in a southerly direction following the eastern kerbline for 6 metres.</i>

Column One	Column Two	Column Three
Dress Circle	<i>No Stopping At All Times</i>	<i>West side, commencing 32.5 metres south of its intersection with Somes Crescent and extending in a southerly direction following the eastern kerbline for 6 metres.</i>

Column One	Column Two	Column Three
Dress Circle	<i>No Stopping At All Times</i>	<i>North side, commencing 92.5 metres south of its intersection with Somes Crescent and extending in an easterly direction following the northern kerbline for 48 metres.</i>

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Dress Circle</i>	<i>No Stopping At All Times</i>	<i>North side, commencing 333.5 metres east of its intersection with Somes Crescent and extending in an easterly direction following the northern kerbline for 41 metres.</i>

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Dress Circle</i>	<i>No Stopping At All Times</i>	<i>South side, commencing at its intersection with Domett Street and extending in a westerly direction following the southern kerbline for 15 metres.</i>

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Dress Circle</i>	<i>No Stopping At All Times</i>	<i>South side, commencing at its intersection with Domett Street and extending in an easterly direction following the southern kerbline for 20 metres.</i>

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Dress Circle</i>	<i>No Stopping At All Times</i>	<i>South side, commencing at its intersection with Forbes Lane and extending in a westerly direction following the southern kerbline for 24 metres.</i>

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Dress Circle</i>	<i>No Stopping At All Times</i>	<i>South side, commencing at its intersection with Forbes Lane and extending in an easterly direction following the southern kerbline for 18 metres.</i>

Column One	Column Two	Column Three
Domett Street	<i>No Stopping At All Times</i>	<i>West side, commencing at its intersection with Dress Circle and extending in a southerly direction following the western kerbline for 19 metres.</i>

Column One	Column Two	Column Three
Domett Street	<i>No Stopping At All Times</i>	<i>East side, commencing at its intersection with Dress Circle and extending in a southerly direction following the eastern kerbline for 22 metres.</i>

nnn) RESTRICTED PARKING – HAWKESTONE STREET – THORNDON – (33-05)

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

Column One	Column Two	Column Three
Hawkestone Street	<i>Shuttle Bus Stop, 8:00am – 6pm, Monday - Friday</i>	<i>North side, commencing 26 metres west of its intersection with Molesworth Street and extending in a westerly direction following the northern kerbline for 10 metres.</i>

ooo) NO STOPPING AT ALL TIMES – CASHMERE AVENUE – KHANDALLAH – (36-05)

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

Column One	Column Two	Column Three
Cashmere Avenue	<i>No Stopping At All Times</i>	<i>East side, commencing from its intersection with Ranui Crescent (northern entry) and extending in a southerly direction following the eastern kerbline to its intersection with Ranui Crescent (southern entry).</i>

3. Discussion

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

a) RESTRICTED PARKING – TALAVERA STREET – LAMBTON– (187-04)

Victoria University generates a lot of traffic that unfairly disadvantages residents. The existing residents parking is used heavily and the Council has received requests for more. A coupon parking area must be maintained for visitors and trades people but reversing the existing 60:40 split of coupon and residents parking will increase the chances of residents finding parking

b) NO STOPPING AT ALL TIMES – CLYDE STREET – ISLAND BAY - (188-04)

Broken yellow lines have been requested to increase the visibility of the pedestrian crossing outside the Island Bay School. To meet the Councils visibility standards an extra 5m of broken yellow line needs to be added to the existing 6m north from the corner of Thames Street. This report also ratifies the existing 6m.

c) MOTORCYCLE / METERED PARKING – COLLEGE STREET – TE ARO – (189-04)

An existing 5.5m space reserved for motor cycles is not used well. Making the space a 120 minute metered park will be consistent with the rest of the street and result in more frequent use.

d) NO STOPPING AT ALL TIMES – AKAROA DRIVE – MIRAMAR – (191-04)

Visibility from Kaikoura Street is limited to between 20 and 25m when vehicles park on street. Almost all the houses have multiple off street car parks so on street parking is not in high demand. This means the loss of one on street space is not too high a price for the increased visibility.

e) BUS STOP – ERLESTOKE STREET – CHURTON PARK – (193-04)

The Council has received a request from a member of the public and Newlands Coach Service to install a bus shelter at stop 3226 on Erlestoke Crescent, Churton Park. After correspondence with the owners of the adjacent properties it has been discovered that the residents are unhappy with the stop location as it is and therefore would not approve a shelter. They have suggested the stop be shifted to a location to suit residents, the bus company and passengers.

The proposal is to shift the bus stop 20 metres down the road to an area where there is room for a bus shelter. The area suggested has been approved by both the bus company and adjacent property owners.

f) NO STOPPING AT ALL TIMES / GIVE WAY – BROUGHAM / MAJORIBANKS STREET – MOUNT VICTORIA – (194-04)

The Council intends to eventually control all intersections. Crossroads, those with high traffic volumes or intersections where some confusion exists, are being given priority. This intersection attracts moderate traffic volumes and we have received comments relating to confusion as to who has right of way. A give way control on vehicles coming from Brougham Street onto Majoribanks Street will ensure priority is given to the major flow and should remove existing confusion.

View of approaching traffic from the intersection is poor. This proposal includes removing one parking space to ensure exiting drivers have adequate visibility of conflicting traffic before moving into the intersection.

g) P15 – KENSINGTON STREET – TE ARO – (196-04)

There is an existing coupon parking area on the west side and a 15 minute parking zone on the east side of the road intended as a school pick up/drop off zone. The school has asked that the parking restrictions be swapped over so the children are picked up from the same side of the road as the school gate.

h) NO STOPPING AT ALL TIMES – SERVICE LANE OFF VICTORIA STREET – TE ARO – (198-04)

There is a service lane next to number 212 Victoria Street. The Council have received complaints about access being restricted in the lane. The parallel strip of land to the north of the lane is privately owned, signed and used accordingly. The lane itself is unmarked and being used by the public for parking. This is restricting access, the specific function of a service lane. Broken yellow lines installed along the southern edge will prohibit parking and ensure the service lane can function properly.

i) NO STOPPING AT ALL TIMES – AVON STREET – ISLAND BAY – (202-04)

The lower section of Avon Street is only 4m wide. It leads to Erskine College and a number of private properties. Any on street parking will compromise access especially for large vehicles like moving vans and emergency vehicles. Broken yellow lines on both sides will make parking illegal and ensure reasonable access is maintained.

j) NO STOPPING AT ALL TIMES – RUSSELL TERRACE – NEWTOWN – (205-04)

Vehicles leaving the round-about at the intersection of Riddiford Street and Russell Terrace are occasionally forced to take evasive action to avoid downhill traffic and parked vehicles. In order to travel up Russell terrace vehicles need to adjust their direction of travel just after leaving the round-about.

This manoeuvre is made more difficult by the parked vehicles. The road is approximately 9m wide and has parking on both sides. This leaves approximately 5m for the traffic lanes. This becomes quite tight when a large vehicle is parked kerbside or travelling along the road.

Removing 5m of parking space will allow vehicles to take a more gentle line around the parked vehicles and more time to safely negotiate the oncoming traffic.

k) NO STOPPING AT ALL TIMES – RINTOUL STREET – NEWTOWN – (207-04)

A new Retirement Village has been constructed on the west side of the street at number 130 Rintoul Street. We have been informed of visibility problems for vehicles leaving the complex and have already heard of one minor collision. The unrestricted kerbside parking on both sides of the driveway limits sight distance to 10-15 metres. Visibility to the south can improve to over 20m with 5m of new broken yellow lines to the south of the driveway.

Although such a measure is unusual for a standard residential driveway, the larger traffic volumes and the vulnerability of elderly passengers means that a slightly higher standard should be applied to this vehicle entrance.

l) STOP CONTROL – DUFFERIN STREET – MOUNT COOK – (208-04)

The Council has received requests for action from Government House, St. Mark's School and Wellington Boys' College. Two changes are proposed:

- 1) Following observations it has been concluded that the existing give way control at the exit from the St Mark's drop off zone could be better located. This proposal enhances visibility of approaching traffic and will better ensure compliance. Replacing the existing control with a Stop sign and moving the limit lines forward will make drivers more cautious and improve visibility.
- 2) The existing stop sign at the bottom of the private access road serving Wellington Boys' College is regularly being ignored. The sign is located some distance from the conflict zone and was intended only to prioritise traffic. Considerable improvements would be achieved by moving the sign into public street adjacent to Government House and incorporating the control into the public roading network. This will ensure the stop sign is effective as a safety tool and increase its compliance.

m) RESTRICTED PARKING – COCKBURN STREET – KILBIRNIE – (211-04)

Cockburn Street is located close to the Kilbirnie shopping area, the Rita Angus Retirement Village, the Harbour City Funeral Home, The Cockburn Chapel and the Stagecoach Service Centre. This puts considerable strain on the presently free and unrestricted parking space. Local residents are being disadvantaged and finding it very difficult to find parking space. I have received a petition from nine residential properties in the street all supporting a new residents parking zone even with the 90 dollar annual charge.

The street has no residents parking at present so a relatively low proportion of the available parking should be set aside and parking behaviour observed before considering a larger zone. The street currently has approximately 30 parking spaces with this proposal reserving 8 of those for the residents. Due to the non-standard opening hours of the Funeral Home, Church and the Retirement Village, the restriction should apply at all times. For this reason the zone must not be too large or legitimate visitors and trades people will be excluded from the street.

n) STOP CONTROL – AUSTIN TERRACE – MOUNT VICTORIA – (214-04)

Near misses have been observed as vehicles have left Austin Terrace without giving way to vehicles on Austin Street. The visibility is very low and easily meets the necessary criteria for a stop sign. A stop sign will clarify exactly who has right of way and force vehicles to take more time to ascertain if the way is clear. Austin Terrace itself is owned by the Wellington East Girls College who have requested the restriction. The stop restriction will actually fall on Council road reserve for Austin Street.

o) LOADING ZONE – WILLIS STREET – TE ARO – (219-04) (No aerial photograph available)

The New World supermarket is taking an increasing number of deliveries during the night. The existing loading zone allows for vehicles to occupy the space all night and force the trucks to unload in the middle of the traffic lane. Extending the loading zone to apply at all times will keep it clear for loading. The displaced vehicles will be able to occupy the many pay and display parking areas on nearby streets that remain free and unrestricted all night.

p) NO STOPPING AT ALL TIMES – GRAFTON ROAD – ROSENEATH – (222-04)

Carlton Gore Road becomes Grafton Road and then The Crescent. The entire length presents vehicles with clear two way access with the exception of one corner on Grafton Road. Vehicles are not always slowing to sufficiently deal with the constriction caused by the legally parked vehicles on the east side of the road. The residents in the area do have their own parking and have complained that those causing the problem live elsewhere and catch the bus into work. Forcing up to five of these bus users to park elsewhere will ensure better traffic flow and safety for all users.

q) RESTRICTED PARKING – DANIELL STREET – NEWTOWN – (223-04)

The Hospital exerts a significant demand on kerb side parking in the Newtown area. The residents of Daniell Street are finding parking spaces increasing difficult to come across and have requested more designated resident's parking spaces. There is an existing zone on the east side of the street near Mein Street. Another larger zone on the west side would service residents on that side of the street. Such a zone would also make a residents parking permit more attractive and encourage the currently sceptical residents to buy a permit.

r) NO STOPPING AT ALL TIMES – RAKAU ROAD – HATAITAI – (224-04)

The road width is just 5.5m along this section of Rakau Road. Vehicles are parking on both sides of the road. This restriction will keep vehicles all to one side and ensure access for private and emergency vehicles.

s) NO STOPPING AT ALL TIMES – HORNSEY ROAD – MELROSE – (225-04)

There is a very narrow access way from Hornsey Road itself that leads to a number of houses. Vehicles are parking along the edge of the street and preventing others from turning and also restricting access for large vehicles.

The aerial photograph is not clear and has not been included. This proposal is for 79m of broken yellow lines that begins at the service box near the bottom of the street, around the turning area and then up the east side to the intersection with Sunglow Avenue.

Note that this restriction would apply to the small access way that begins adjacent to number 47 Hornsey Road.

t) P30 – BROADWAY – STRATHMORE – (227-04)

Sixty-minute parking is designated for the north side of Broadway. A request has been received to reduce the restriction to 30 minutes Monday to Saturday to encourage greater parking turnover. The change may be detrimental to some of the businesses within the Strathmore shopping area so will only be implemented if support is unanimous.

u) NO STOPPING AT ALL TIMES – VIEW ROAD – MELROSE – (228-04)

There is a single vehicle parking space that is causing visibility and manoeuvring problems for the residents of numbers 36 and 38. View Road is on the #23 bus route and the access difficulties for these and other large vehicles have been noted. Removal of this parking space will maintain the practicality of existing off street parking and improve vehicle flows through the street.

This report proposes an extension of the existing broken yellow lines to also cover the driveways of numbers 34 and 36.

**v) NO STOPPING AT ALL TIMES – HALLEYS LANE – TE ARO – (229-04)
(No aerial photograph available)**

This small lane is approximately 4m wide and does not have space for any parking. This report is to ratify existing broken yellow line all the way down both sides.

**w) RESTRICTED PARKING – DRUMMOND STREET – MOUNT COOK –
(230-04)**

The residents of Drummond Street have requested that the residents parking in the street be changed to apply over standard hours rather than the existing restriction that applies at all times. This will allow visitors to use the spaces outside peak times while setting them aside for residents during the busy hours of nearby Massey University.

x) LOADING ZONE – BUNNY STREET – LAMBTON – (232-04)

This report is to ratify the existing loading zone in the parking area outside the railway station.

y) P10 – COROMANDEL STREET – NEWTOWN – (233-04)

Parking space outside and adjacent to a convenience store on Coromandel Street is currently occupied all day. Reserving one space for short visits will promote their business without significantly affecting parking in the area. The non-standard hours reflect the shops hours of business.

z) NO STOPPING AT ALL TIMES – RANGITANE STREET – MAUPUIA – (234-04)

This road is approximately 7m wide and only allows for one parked car when vehicles are occupying both traffic lanes. The street does have a low speed environment but visibility is poor around the one corner on the street. Broken yellow lines around the inside of the bend will remove 4 parking spaces but is necessary to improve the safety of road users.

aa) NO STOPPING AT ALL TIMES – HOUGHTON BAY ROAD – MELROSE – (236-04)

There are two adjacent bends on Houghton Bay Road below Hornsey Road where legal parking on both sides of the street is currently allowed. The road is approximately 8m wide, too narrow for moving traffic and parking. The road has a moderate speed environment and is part of the #23 bus route. Drivers do not expect to be restricted to one lane. Common sense has usually prevented vehicles from parking on the inside of these bends but increasing parking demand is causing drivers to park in these unsafe locations. The report proposes to formally prohibit parking on the inside of these two bends.

bb) P5 – MANCHESTER STREET – NEWTOWN – (250-04) (No aerial photograph available)

This report corrects an error in resolution number 84-04. The report established two parking spaces restricted to ten minutes from 7am to 6pm Monday to Sunday. The intention was to restrict parking to 5 minutes from 7am to 8pm Monday to Sunday.

The corrected signs are already in place.

cc) NO STOPPING AT ALL TIMES – DERWENT STREET – ISLAND BAY – (251-04)

The road has been widened recently following the completion of drainage works in the area. Previously the road was so narrow that vehicle never parked on the west side of the street. The extra width now makes parking possible but it is dangerous at the crest of the hill. The visibility is very low nearing the crest so more space is required to allow for safe and efficient vehicle movement

dd) NO STOPPING AT ALL TIMES – DORKING ROAD – BROOKLYN – (256-04)

The intersection of Washington Avenue and Dorking Road is getting congested during school pick up and drop off times. The existing broken yellow lines prohibit parking within six metres of the intersection after which parked cars restrict the road to one way traffic. Extending the broken yellow lines a further 8m will give more space for the intersection to function properly and give more time for drivers to adjust to the lower speed environment. The displaced vehicles will be likely to park further down Dorking road where spaces are easily found

ee) NO STOPPING AT ALL TIMES – COBHAM STREET – MIRAMAR – (258-04)

This report is to ratify the existing restriction implemented in early 2004 by Transit New Zealand.

ff) NO STOPPING AT ALL TIMES – REVANS STREET – MIRAMAR – (259-04)

Illegally parked vehicles in the cul-de-sac at the northern end of Revans Street are obstructing access to properties in the vicinity. In addition vehicles parked at the corners of upper Revans Street and Park Road are obstructing access.

It is proposed that No Stopping restrictions be installed as follows:

- Around the cul-de-sac at the northern end of Revans Street, to allow adequate access to the surrounding properties and a clear turning facility.
- At the corners of upper Revans Street and Park Road, to improve the flow of traffic through of the intersection.

gg) NO STOPPING AT ALL TIMES – ANGUS AVENUE – BERHAMPORE – (261-04)

Vehicles have been obstructing access to a large number of off-street parks. Installing broken yellow lines over this driveway will reinforce the existing law reminding drivers of their obligations and dissuade further offences. A fire hydrant next to the driveway is also occasionally obstructed so this report proposes extending the lines to keep it clear.

hh) NO STOPPING AT ALL TIMES – ENDEAVOUR STREET – KILBIRNIE – (262-04)

Cars parking close to the intersection of Endeavour St and Onepu Rd are preventing full and safe functionality of the intersection. It is proposed that No Stopping restrictions be extended by 6m on both sides of Endeavour St, to improve visibility and increase the safety and functionality of the intersection.

ii) NO STOPPING AT ALL TIMES – BELFAST STREET – NEWTOWN – (263-04)

The corner of Rugby and Belfast Street demands a very low turning radius. The building on the corner is regularly damaged by the large trucks that use Belfast street. Removing one coupon parking space on the west side will allow a larger turning radius and stop the damage to the corner building.

jj) RESTRICTED PARKING – BOLTON STREET – LAMBTON – (264-04)

Approximately 30% of the on street parking in Bolton Street is allocated to the residents with the remainder available to all as coupon parking. Residents have requested a larger proportion be allocated to them as they are disadvantaged by the close proximity of the CBD and the university. My own visits showed that the zone near Wesley road was heavily used while spaces were normally free in the other two. This report proposes an extension of the Wesley Road zone by another two car spaces.

kk) NO STOPPING AT ALL TIMES – CARLTON GORE ROAD – ROSENEATH – (265-04)

Vehicles are beginning to park along a narrow and bending section of Carlton Gore Road. This report proposes broken yellow lines along the inside of a long corner to insure vehicles have good visibility of other road users and hazards. The loss of parking will not affect residents but recreational users of the bay area.

ll) P10 – ROTHERHAM TERRACE – MIRAMAR – (266-04)

The owner of a takeaway shop is being disadvantaged by the parking demand in Rotherham Terrace. Limiting a single space outside the shop to 10 minutes over the shops business hours will ensure some space is available for his customers without significantly affecting the other road users.

mm) NO STOPPING AT ALL TIMES – WARIPORI STREET – BERHAMPORE – (267-04)

The visibility is currently poor for vehicles exiting the Wellington South Intermediate School. Removing one parking space will improve this significantly and protect the numerous vehicles using this access way.

nn) NO STOPPING AT ALL TIMES AND LOADING ZONE – SWAN LANE – TE ARO – (268-04) (No aerial photograph available)

This report ratifies existing restrictions and corrects the record in the Traffic Resolution Database.

oo) NO STOPPING AT ALL TIMES – THURLEIGH GROVE – KARORI – (1-05)

The Council has received a request to install a no stopping restriction on Thurleigh Grove opposite the carport of #34. Residents have difficulty using this carport when kerbside parking occurs opposite. Parking in this area near a corner often forces vehicles

into the path of oncoming traffic. It is therefore proposed to install a no stopping restriction to address this issue

**pp) RESTRICTED PARKING – TURNBULL STREET – THORNDON – (5-05)
(No aerial photograph available)**

This proposal has been requested to update the Council's Resolution Database. The current resolutions are ambiguous, with some parts of the street seemingly having more than one restriction in place. This report rectifies this situation by deleting the incorrect Resolutions so the database mirrors what is on the street.

qq) NO STOPPING AT ALL TIMES – NORTHLAND ROAD – NORTHLAND – (6-05)

The Council has received a request to install a no stopping restriction on Northland Road opposite the carport of #12. Residents have difficulty using this carport when kerbside parking occurs opposite. This parking narrows the road from approximately 6.0 to 3.7 metres. It is therefore proposed to extend the current no stopping restriction to address this issue.

rr) NO STOPPING AT ALL TIMES – BEDFORD STREET – WILTON – (7-05)

The Council has received a request to install a no stopping restriction in Bedford Street due to vehicles parking between two accessways where there is insufficient room to park. This parking makes it difficult for residents to enter and exit their driveways. It is therefore proposed to install no stopping restrictions to address this issue

ss) NO STOPPING AT ALL TIMES – KARORI ROAD – KARORI – (8-05)

The Council has received requests from residents in Karori to extend a no stopping restriction at the intersection of Karori Road and Richmond Avenue. Currently vehicles, especially tall vans are parking close to this intersection making it difficult to determine the location of oncoming traffic, especially when making a right turn manoeuvre into Karori Road from Richmond Avenue. It is therefore proposed to extend the no stopping restriction to address this issue. As there are few residences in this area, displaced vehicles have plenty of space to move further east up Karori Road.

tt) TIME LIMITED PARKING – ABBOTT STREET – NGAIO – (10-05)

The Council has received a request from Ngaio School to modify the Time Restricted Parking on Abbott Street. The current 10 minute restricted parking on the west side of Abbott Street does not allow for sufficient turn-over of cars, causing the area to be congested at peak times. It is therefore proposed to change this 10 minute parking area into a 3 minute parking area during the peak morning period.

uu) TIME LIMITED PARKING – NICHOLSON ROAD – KHANDALLAH – (11-05)

The Council has received a request from St Benedict's School to install Time Restricted Parking on Nicholson Road. Currently there is no parking restrictions in place and cars are parking all day making the peak morning and afternoon periods fairly congested. It

is therefore proposed to install a 3 minute parking area during the peak morning period and a 10 minute parking area in the afternoon.

vv) NO STOPPING AT ALL TIMES – OBAN STREET – WADESTOWN – (12-05)

The Council has received a request to install a no stopping restriction on Oban Street opposite the garage of #28. Residents have difficulty using their garages when kerbside parking occurs opposite. This parking narrows the road from approximately 5.5 to 3.2 metres. It is therefore proposed to install a no stopping restriction to address this issue.

ww) NO STOPPING AT ALL TIMES – STELLA GROVE – NEWLANDS – (13-05)

The Council has received a request to install a no stopping restriction on Stella Grove opposite the carport of #5. Residents have difficulty using this carport when kerbside parking occurs opposite. This parking narrows the road from approximately 5.0 to 3.0 metres. It is therefore proposed to install a no stopping restriction to address this issue.

xx) NO STOPPING AT ALL TIMES – UPLAND ROAD – KELBURN – (15-05)

The Council has received a request to install a no stopping restriction across the accessway of the residence of number 84 Upland Road. Currently on one side of the accessway there is a time limited parking provision outside the neighbouring shopping area, with Coupon Parking on the other side. The resident is finding that the nearby shoppers are constantly blocking the accessway while they use the shopping area. The installation of the no stopping restriction will reinforce to these inconsiderate drivers that it is illegal to park, stop or stand a vehicle over any accessway.

yy) TIME LIMITED PARKING – MOORHOUSE STREET – WADESTOWN – (17-05)

The Council has received a request from Wadestown Library to extend the Time Restricted Parking on Moorhouse Street. The current 60 minute restricted parking on the west side of Moorhouse Street only provides room for three cars to park. It is therefore proposed to extend this space so more cars can park.

zz) NO STOPPING AT ALL TIMES – PARKLANDS DRIVE – KARORI – (18-05)

The Council has received a request to install a no stopping restriction at the intersection of Lynmouth Avenue and Parklands Drive in Karori. Currently vehicles are parking too close to this intersection making it difficult to manoeuvre. This restriction will reinforce that it is illegal to park within 6 metres of any intersection and also aid in the visibility for turning vehicles. It is therefore proposed to install a no stopping restriction to address this issue.

aaa) NO STOPPING AT ALL TIMES – PROSPECT TERRACE – JOHNSONVILLE – (19-05)

The Council has received requests from residents to install no stopping restrictions near and within the intersection of Prospect Terrace and Woodland Road in Johnsonville. Currently random kerbside parking creates an unsafe situation in an area which has

inadequate visibility. This parking narrows the road from approximately 6.0 to 3.7 metres. In order to reinforce the Traffic Regulations that prohibit parking within 6 metres of intersections, it is proposed to extend the current no stopping restrictions to address this issue.

bbb) NO STOPPING AT ALL TIMES – BRAITHWAITE STREET – KARORI – (20-05)

The Council has received requests from residents, through their local Ward Councillor, to prohibit parking along the entire length of a shared driveway/public pathway on legal road reserve on Braithwaite Street. Despite modest off-street parking being available, vehicles currently park along one side of this driveway. It narrows considerably going east from its widest point adjacent to Messines Road, where it is barely 5.0 metres wide. This creates difficulties for pedestrians and vehicles alike. Due to its narrowness, emergency services have been unable to gain direct access to properties at its eastern end.

ccc) NO STOPPING AT ALL TIMES – MARK AVENUE – PAPANANGI – (21-05)

The Council has received a request to install no stopping restrictions on Mark Avenue over the accessway of number 33. These residents are having difficulty using their driveway as there are a number of people who park their cars too close. L-bars were introduced a few months ago to address this situation, but the problem persists. It is therefore proposed to install a no stopping restriction to address this issue.

ddd) NO STOPPING AT ALL TIMES – CRIEFF STREET – KELBURN – (22-05)

The Council has received a request to install a no stopping restriction on Crieff Street opposite a combined off-street parking area outside #24. Residents have difficulty using this area when kerbside parking occurs opposite. The parking in this off-street area is important as it removes vehicles from a very narrow stretch of road. It is therefore proposed to install a no stopping restriction to address this issue.

eee) NO STOPPING AT ALL TIMES – HOMEWOOD AVENUE – KARORI – (23-05)

The Council has received a request to install a no stopping restriction around a moderate bend in Homewood Avenue. Currently parked vehicles cause passing cars to cross the centreline in an area where visibility of on-coming vehicles is minimal. This is magnified by the presence of an adjacent reverse bend in close proximity. Removing these parking spaces will increase safety of all drivers.

fff) NO STOPPING AT ALL TIMES – BASSETT STREET – JOHNSONVILLE – (24-05)

The Council has received a request to extend no stopping restrictions around a bend in Bassett Road. Despite previous attempts to improve access and safety in this area, there remain two sections in Bassett Road where parking prevents two-way traffic flow. With vehicles parked in this area, especially approaching the junction with Clifford Road, visibility is reduced and traffic is reduced to little more than a single lane, increasing the likelihood of a head-on collision. Installing this no stopping restriction will increase safety of all drivers.

ggg) NO STOPPING AT ALL TIMES – THORNDON QUAY – THORNDON – (25-05)

The Council has received a request to remove a no stopping restriction across the accessway of the business at number 241 Thorndon Quay. The loading dock way has been permanently closed off. Consequently this restriction is no longer needed and the area will be remarked to conform to adjacent areas designated for angle parking.

hhh) NO STOPPING AT ALL TIMES – COLCHESTER STREET – NEWLANDS – (26-05)

The Council has received a request to install a no stopping restriction around a moderate bend in Colchester Crescent. This road is a cul-de-sac within a modern subdivision, is 8.0 metres wide and serves about 80 homes. Currently, vehicles parking on this bend compromise safe access to adjacent homes and for vehicles turning into and from Kingsbridge Place by compelling opposing traffic to move into conflicting paths in an area where visibility is minimal. Removing these parking spaces will increase safety of all drivers.

iii) NO STOPPING AT ALL TIMES – ARMITAGE STREET – NGAIO – (27-05)

The Council has received a request to install a no stopping restriction on Armitage Street opposite the driveway of #1a. Residents have difficulty accessing their driveway when kerbside parking occurs opposite due to the close proximity of the driveway to Perth Street. It is therefore proposed to install a no stopping restriction to address this issue.

jjj) NO STOPPING AT ALL TIMES – ONSLOW ROAD – KHANDALLAH – (28-05)

The Council has received a request to install a no stopping restriction around a moderate bend in Onslow Road. Currently parked vehicles cause passing cars to cross the centreline in an area where visibility of on-coming vehicles is minimal. This is magnified by the construction of the Mandalay Estate, just north of the site in question. Removing these parking spaces will increase safety of all drivers.

kkk) NO STOPPING AT ALL TIMES – HINDMARSH STREET – JOHNSONVILLE – (29-05)

In mid-2003, a request was made to introduce a two-hour restriction to provide some relief from commuters that denied convenient parking for visitors calling into local residences, a problem that had existed for some time. Three short-term car parks were provided by a traffic resolution that was introduced late in 2004.

A year has now passed and the original client has requested that the number of allocated spaces be reduced by one to two car parks. This arrangement would better serve local demands without penalising those who wish to stay for longer periods.

lll) NO STOPPING AT ALL TIMES – TED GILBERD PLACE – JOHNSONVILLE – (30-05)

The Council has received a request to install a no stopping restriction in Ted Gilbert Place. Currently parked vehicles cause passing cars to cross the centreline around a bend in an area where visibility of on-coming vehicles is minimal. Removing this parking will increase safety of all drivers.

mmm) NO STOPPING AT ALL TIMES – DRESS CIRCLE – NEWLANDS – (32-05)

The Council has received several requests in the last two or three years to install no stopping restrictions within two roundabouts on the Dress Circle. Due to the informal set-up of these roundabouts, problems arise when parked vehicles compel through-traffic to drive on the incorrect side of the road, increasing conflict potential and confusion. Removing parking, highlighted on the attached plan as a preamble to formal GIVE WAY controls for which approval will be sought following adoption of new Land Transport Rules later this year, will increase safety of all drivers.

nnn) RESTRICTED PARKING – HAWKESTONE STREET – THORNDON – (33-05)

The Council has received a request to install restricted parking in Hawkestone Street. WINZ is running a regular, direct 20-minute shuttle bus service between their Hawkestone Street and Manners Street offices. This restricted parking is to provide a waiting area for shuttle buses at the end of each run and enable shuttle buses to stop to set down or pick up passengers. Current parking arrangements in this area make it difficult for shuttle buses to move far enough off the road so as not to cause congestion. After considering a number of legal and enforceable options, it was considered that this proposal would best serve the service being offered and fits with normal bus and taxi services available in this area.

**000) NO STOPPING AT ALL TIMES – CASHMERE AVENUE –
KHANDALLAH – (36-05)**

The Council has received a request to install a no stopping restriction along a stretch of road in Cashmere Avenue. Currently parked vehicles cause passing cars to cross the centreline in an area where visibility of on-coming vehicles is minimal. The dangers are heightened when cars are parked on both sides of the road, reducing the width to approximately 2 metres. Removing these parking spaces will increase safety of all drivers.

Report prepared by: *Bruce Tan – Area Traffic Engineer – Transportation, Traffic and
Roading.*

