
REPORT 6
(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) ***NO STOPPING AT ALL TIMES – JOHNSONVILLE ROAD – JOHNSONVILLE – (3-05)***

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

Column One
Johnsonville Road

Column Two
No Stopping, At All Times

Column Three
West side, commencing 67m south of its intersection with Broderick Road and extending in a southerly direction following the western kerb line for 8m

- b) ***BUS STOP – NEWLANDS ROAD – NEWLANDS – (4-05)***

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

Column One <i>Newlands Road</i>	Column Two <i>Bus Stop, At All Times</i>	Column Three <i>North side, commencing 143m west of its intersection with Bracken Road and extending in a western direction following the northern kerb line for 25m</i>
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Add to Schedule B (Bus Stops) of the Traffic Restrictions Schedule.

Column One <i>Newlands Road</i>	Column Two <i>Bus Stop, At All Times</i>	Column Three <i>South side, commencing 234m west of its intersection with Bracken Road and extending in a western direction following the southern kerb line for 14m</i>
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Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One <i>Newlands Road</i>	Column Two <i>No Stopping, At All Times</i>	Column Three <i>South side commencing 248m west of its intersection with Bracken Road and extending in a western direction following the southern kerb line for 5m</i>
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c) NO STOPPING AT ALL TIMES – BASSETT ROAD – JOHNSONVILLE – (9-05)

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

Column One <i>Bassett Road</i>	Column Two <i>No Stopping At All Times</i>	Column Three <i>West side, commencing at its intersection with Ironside Road and extending in a northerly direction following the kerblines for 53 metres.</i>
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Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One
Bassett Road

Column Two
No Stopping At All Times

Column Three
West side, commencing at its intersection with Ironside Road and extending in a northerly direction following the western kerbline for 67 metres.

d) NO STOPPING AT ALL TIMES – BARNARD STREET – WADESTOWN – (35-05)

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

Column One
Barnard Street

Column Two
No Stopping At All Times

Column Three
South side, commencing 54 metres west of its intersection with Sar Street and extending in a westerly direction following the southern kerbline for 29 metres.

Barnard Street

No Stopping At All Times

North side, commencing 76

e) BUS STOP – NEWLANDS ROAD – NEWLANDS – (38-05)

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

Column One
Newlands Road

Column Two
No Stopping, At All Times

Column Three
South side, commencing 33 metres west of its intersection with Bracken Road and extending in a westerly direction following the southern kerb line for 12 metres.

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

Column One
Newlands Road

Column Two
Bus Stop, At All Times

Column Three
South side, commencing 45 metres west of its intersection with Bracken Road and extending in a westerly direction following the southern kerb line for 28 metres.

f) **GIVE WAY – KENTWOOD DRIVE – WOODRIDGE – (41-05)**

Add to Schedule G (Giveway Restrictions) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Kentwood Drive	Give Way	At its western approach to its intersection with Woodridge Drive.

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

Column One	Column Two	Column Three
Kentwood Drive	No Stopping At All Times	South side, commencing at its intersection with Woodridge Drive and extending in a westerly direction following the southern kerbline for 20 metres.

Column One	Column Two	Column Three
Woodridge Drive	No Stopping At All Times	West side, commencing at its intersection with Kentwood Drive and extending in a northerly direction following the western kerbline for 13 metres.

Woodridge Drive	No Stopping At All Times	West side, commencing at its intersection with Kentwood Drive and extending in a southerly direction following the western kerbline for 13 metres.
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g) **NO STOPPING AT ALL TIMES – ZETLAND STREET – Highbury – (43-05)**

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

Column One	Column Two	Column Three
Zetland Street	<i>No Stopping at all times</i>	<i>East side, commencing 85 metres from its intersection with Harrold Street and extending in a southerly direction following the western kerbline for 67 metres.</i>
Zetland Street	<i>No Stopping at all times</i>	<i>West side, commencing 100 metres from its intersection with Harrold Street and extending in a southerly direction following the western kerbline for 5 metres.</i>
Zetland Street	<i>No Stopping at all times</i>	<i>East side, commencing from its intersection with Harrold Street and extending in a southerly direction following the eastern kerbline for 6 metres.</i>
Harrold Street	<i>No Stopping at all times</i>	<i>South side, commencing from its intersection with Zetland Street and extending in an easterly direction following the southern kerbline for 6 metres.</i>

h) GIVE WAY – AURORA TERRACE – LAMBTON – (44-05)

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

Column One	Column Two	Column Three
Aurora Terrace	<i>Give Way</i>	<i>East-bound traffic, at its intersection with The Terrace.</i>

i) MOBILITY PARKING – MEDWAY STREET – ISLAND BAY – (47-05)

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

Column One	Column Two	Column Three
Medway Street	<i>No Stopping At All Times, except for Vehicles Displaying an Operational Mobility Permit.</i>	<i>South side, commencing 16 metres west of its intersection with Derwent Street and extending in a westerly direction following the southern kerbline for 6 metres.</i>

j) NO STOPPING AT ALL TIMES – HUNGERFORD ROAD – MELROSE – (50-05)

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

Column One	Column Two	Column Three
Hungerford Road	<i>No Stopping At All Times</i>	<i>West side, commencing 64 metres south of its intersection with View Road and extending in a southerly direction following the southern kerbline for 92.5 metres.</i>

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

Column One	Column Two	Column Three
Hungerford Road	<i>No Stopping At All Times</i>	<i>West side, commencing at its intersection with View Road and extending in a southerly direction following the southern kerbline for 156 metres.</i>

k) NO STOPPING AT ALL TIMES – MAIRANGI ROAD – WADESTOWN – (56-05)

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

Column One	Column Two	Column Three
Mairangi Road	<i>No Stopping At All Times</i>	<i>West side, commencing at its intersection with Margaret Street and extending in a southerly direction following the western kerbline for 20 metres.</i>

Column One	Column Two	Column Three
Margaret Street	<i>No Stopping At All Times</i>	<i>South side, commencing at its intersection with Mairangi Road and extending in a westerly direction following the southern kerbline for 6 metres.</i>

l) P120 – MIRO STREET – MIRAMAR – (60-05)

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

Column One
Miro Street

Column Two
P120, 8:00am – 6:00pm,
Monday to Friday

Column Three
East side, commencing 244
metres south of its intersection
with Kedah Street and
extending in a southerly
direction following the eastern
kerbline for 24 metres.

m) MOBILITY PARKING – ROY STREET – NEWTOWN – (62-05)

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

Column One
Roy Street

Column Two
No Stopping At All Times
Except For Vehicles
Displaying an
Operational Mobility
Permit

Column Three
South side, commencing 23.5
metres west of its intersection
with Daniell Street and
extending in a westerly
direction following the
southern kerbline for 6 metres.

n) STOP CONTROL – ORIENTAL PARADE – MOUNT VICTORIA – (63-05)

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

Column One
Oriental Parade

Column Two
Stop

Column Three
West side, at the exit of the
Freyberg Pool carpark.

**o) NO STOPPING AT ALL TIMES – CHARLOTTE AVENUE –
BROOKLYN – (64-05)**

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

Column One
Charlotte Avenue

Column Two
No Stopping At All Times

Column Three
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.

p) NO STOPPING AT ALL TIMES – MOXHAM AVENUE – HATAITAI – (65-05)

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

Column One Moxham Avenue	Column Two <i>No Stopping At All Times</i>	Column Three <i>West side, commencing 262 metres north of its intersection with Goa Street and extending in a northerly direction following the western kerbline for 13 metres.</i>
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Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One Moxham Avenue	Column Two <i>No Stopping At All Times</i>	Column Three <i>West side, commencing 262 metres north of its intersection with Goa Street and extending in a northerly direction following the western kerbline for 34 metres.</i>
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q) GIVE WAY – HUNGERFORD ROAD – MELROSE – (66-05)

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

Column One Hungerford Road	Column Two <i>Give Way</i>	Column Three <i>Eastbound traffic at the intersection with Queens Drive</i>
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r) MOBILITY PARKING – THE PARADE – ISLAND BAY – (67-05)

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

Column One The Parade	Column Two <i>P60, Vehicles Displaying an Operational Mobility Permit Only</i>	Column Three <i>East side, commencing 197 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 3.5 metres</i>
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s) CLEARWAY – ADELAIDE ROAD – NEWTOWN – (68-05)

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

Column One Adelaide Road	Column Two <i>P30 Other Times</i>	Column Three <i>East side, commencing 6.5 metres north of its intersection with Girton Terrace and</i>
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extending in a northerly direction following the eastern kerbline for 39.5 metres.

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

Column One Adelaide Road	Column Two P30 Other Times	Column Three <i>East side, commencing 6.5 metres north of its intersection with Girton Terrace and extending in a northerly direction following the eastern kerbline for 20 metres</i>
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Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule.

Column One Adelaide Road	Column Two P60 Other Times	Column Three <i>East side, commencing 26.5 metres north of its intersection with Girton Terrace and extending in a northerly direction following the eastern kerbline for 20 metres</i>
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t) *BUS STOP – BRANDON STREET – LAMBTON – (69-05)*

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

Column One Brandon Street	Column Two <i>Bus Stop, Monday to Friday, 7am to 9am, 3pm to 6pm</i>	Column Three <i>South side commencing 3 metres west of its intersection with Featherston Street and extending in a westerly direction following the southern kerbline for 20 metres</i>
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Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Brandon Street	<i>Pay-and-Display parking, P120, Monday to Thursday, 9am to 3pm; Friday, 9am to 3pm and 6pm to 8pm; Saturday 8am to 6pm \$3.00/hr applies Monday to Thursday, 9am to 3pm; Friday, 9am to 3pm and 6pm to 8pm.</i>	<i>South side commencing 3 metres west of its intersection with Featherston Street and extending in a westerly direction following the southern kerbline for 20 metres. (3 spaces)</i>
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Add to Schedule B (Bus Stops) of the Traffic Restrictions Schedule.

Column One	Column Two	Column Three
Brandon Street	Bus Stop, Monday to Friday, 7am to 9am, 3pm to 6:15pm	South side commencing 3 metres west of its intersection with Featherston Street and extending in a westerly direction following the southern kerbline for 20 metres

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

Column One	Column Two	Column Three
Brandon Street	Pay-and-Display parking, P120, Monday to Thursday, 9am to 3pm; Friday, 9am to 3pm and 6:15pm to 8pm; Saturday 8am to 6pm \$3.00/hr applies Monday to Thursday, 9am to 3pm; Friday, 9am to 3pm and 6:15pm to 8pm.	South side commencing 3 metres west of its intersection with Featherston Street and extending in a westerly direction following the southern kerbline for 20 metres. (3 spaces)

u) NO STOPPING AT ALL TIMES – AVON STREET – ISLAND BAY– (70-05)

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

Column One	Column Two	Column Three
Avon Street	No Stopping At All Times	East side, commencing 62 metres east of its intersection with Melbourne Road and extending in a easterly direction following the northern kerbline for 5 metres.

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

Column One	Column Two	Column Three
Avon Street	No Stopping At All Times	East side, commencing 59 metres east of its intersection with Melbourne Road and extending in a easterly direction following the southern kerbline for 12 metres.

v) **NO STOPPING AT ALL TIMES – CLIFTON TERRACE – LAMBTON – (71-05)**

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

Column One	Column Two	Column Three
Clifton Terrace	<i>P5 Monday to Friday, 8:00am - 9:00am, 2:30pm - 3:30pm, During School Term</i>	<i>East side, commencing 190 metres south of its intersection with Aurora Terrace and extending in a southerly direction following the eastern kerbline for 30 metres</i>

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

Column One	Column Two	Column Three
Clifton Terrace	<i>P120 Monday to Friday, 9:00am - 2:30pm, 3:30pm - 6:00pm, Saturday 8:00am - 6:00pm</i>	<i>East side, commencing 190 metres south of its intersection with Aurora Terrace and extending in a southerly direction following the eastern kerbline for 30 metres</i>

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

Column One	Column Two	Column Three
Clifton Terrace	<i>P5 Monday to Friday, 8:00am - 9:00am, 2:30pm - 3:30pm, During School Term</i>	<i>East side, commencing 190 metres south of its intersection with Aurora Terrace and extending in a southerly direction following the eastern kerbline for 6 metres</i>

Clifton Terrace	<i>P5 Monday to Friday, 8:00am - 9:00am, 2:30pm - 3:30pm, During School Term</i>	<i>East side, commencing 207 metres south of its intersection with Aurora Terrace and extending in a southerly direction following the eastern kerbline for 13 metres</i>
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Clifton Terrace	<i>P120 Monday to Friday, 9:00am - 2:30pm, 3:30pm - 6:00pm, Saturday 8:00am - 6:00pm</i>	<i>East side, commencing 190 metres south of its intersection with Aurora Terrace and extending in a southerly direction following the eastern kerbline for 6 metres</i>
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Clifton Terrace	<i>P120 Monday to Friday, 9:00am - 2:30pm, 3:30pm - 6:00pm, Saturday 8:00am - 6:00pm</i>	<i>East side, commencing 207 metres south of its intersection with Aurora Terrace and extending in a southerly direction following the eastern kerbline for 13 metres</i>
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Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule.

Column One Clifton Terrace	Column Two <i>No Stopping At All Times</i>	Column Three <i>East side, commencing 196 metres south of its intersection with Aurora Terrace and extending in a southerly direction following the eastern kerbline for 11 metres</i>
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w) GIVE WAY – HUNGERFORD ROAD – MELROSE – (74-05)

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

Column One Hungerford Road	Column Two <i>Give Way</i>	Column Three <i>Westbound traffic at its intersection with Houghton Bay Road.</i>
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x) NO STOPPING AT ALL TIMES – PEARCE STREET – VOGELTOWN (77-05)

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

Column One Pearce Street	Column Two <i>No Stopping At All Times</i>	Column Three <i>East side, commencing 12 metres east of its intersection with Moffit Street and extending in a westerly direction following the southern kerbline for 24 metres.</i>
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y) P120 – EVANS BAY PARADE – KILBIRNIE – (80-05)

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

Column One Evans Bay Parade	Column Two <i>P120 Monday to Sunday, 8:00am - 6:00pm</i>	Column Three <i>East side, commencing 412 metres north of its intersection with Rata Road and extending in a northerly direction following the eastern kerbline for 27.5 metres.</i>
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z) BUS STOPS – BAYLANDS DRIVE, SOMES CRESCENT, KENMORE STREET, GLANMIRE ROAD – NEWLANDS – (82-05)

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

Column One Somes Crescent	Column Two <i>Bus Stop, At All Times</i>	Column Three <i>Bus Stop, North side commencing 62 metres from its southern intersection with Baylands Road and extending in a Easterly direction following the kerb line for 12 metres.</i>
Somes Crescent	<i>Bus Stop, At All Times</i>	<i>North side, commencing 200 metres from its southern intersection with Baylands Road and extending in a Easterly direction following the kerb line for 12 metres.</i>
Kenmore Street	<i>Bus Stop, At All Times</i>	<i>East side, commencing 33 metres south of its intersection with Horokiwi Road West and extending in a southerly direction following the eastern kerb line for 12 metres</i>
Kenmore Street	<i>Bus Stop, At All Times</i>	<i>East side, commencing 84.5 metres south of its intersection with Longcroft Terrace and extending in a southerly direction following the eastern kerb line for 12 metres</i>

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

Column One Baylands Drive	Column Two <i>Bus Stop, At All Times</i>	Column Three <i>East side, commencing 25 metres north of its intersection with Bayswater Place and extending in a northerly direction following the Eastern kerb line for 14 metres.</i>
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<i>Somes Crescent</i>	<i>Bus Stop, At All Times</i>	<i>South side, commencing 41 metres east of its intersection with Dress Circle and extending in a easterly direction following the southern kerb line for 14 metres.</i>
<i>Kenmore Street</i>	<i>Bus Stop, At All Times</i>	<i>South side, commencing 90 metres east of its intersection with Glanmire Road and extending in a easterly direction following the southern kerb line for 14 metres.</i>
<i>Link Road</i>	<i>Bus Stop, At All Times</i>	<i>North side, commencing 47 metres east of its intersection with Glanmire Road and extending in a easterly direction following the northern kerb line for 14 metres.</i>
<i>Link Road</i>	<i>Bus Stop, At All Times</i>	<i>North side, commencing 78 metres west of its intersection with Kenmore Street and extending in a westerly direction following the northern kerb line for 14 metres.</i>
<i>Glanmire Road</i>	<i>Bus Stop, At All Times</i>	<i>South side, commencing 16 metres east of its intersection with Turville Crescent and extending in a easterly direction following the southern kerb line for 14 metres.</i>
<i>Kenmore Street</i>	<i>Bus Stop, At All Times</i>	<i>West side, commencing 35 metres north of its intersection with Link Road and extending in a northerly direction following the western kerb line for 14 metres.</i>
<i>Kenmore Street</i>	<i>Bus Stop, At All Times</i>	<i>East side, commencing 65 metres north of its intersection with Link Road and extending in a northerly direction following the eastern kerb line for 14 metres.</i>

<i>Kenmore Street</i>	<i>Bus Stop, At All Times</i>	<i>West side, commencing 46 metres south of its intersection with Horokiwi Road West and extending in a southerly direction following the western kerb line for 14 metres.</i>
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aa) P60 – WASHINGTON AVENUE – BROOKLYN – (83-05)

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Washington Avenue</i>	<i>P60 At All Times</i>	<i>West side, commencing 287 metres north of its intersection with Cleveland Street and extending in a northerly direction following the western kerblines for 17 metres.</i>

bb) NO STOPPING AT ALL TIMES – HILL STREET – THORNDON – (85-05)

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Hill Street</i>	<i>No Stopping At All Times</i>	<i>North side, commencing 39 metres west of its intersection with Guilford Terrace and extending in a westerly direction following the northern kerblines for 18 metres.</i>
<i>Hill Street</i>	<i>No Stopping At All Times</i>	<i>North side, commencing from its intersection with Guilford Terrace and extending in a westerly direction following the northern kerblines for 14.5 metres.</i>

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

Column One
Hill Street

Column Two
*No Stopping Except for
Authorised Residents
Vehicles, At All Times*

Column Three
*South side, commencing 130.5
metres east of its intersection
with Parliament Street and
extending in an easterly
direction following the
southern kerbline for 113
metres.*

Hill Street

*No Stopping Except for
Authorised Residents
Vehicles, At All Times*

*South side, commencing 161.5
metres east of its intersection
with Parliament Street and
extending in an easterly
direction following the
southern kerbline for 69
metres.*

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

Column One
Hill Street

Column Two
No Stopping At All Times

Column Three
*North side, commencing at its
intersection with Guilford
Terrace and extending in a
westerly direction following
the northern kerbline to its
intersection with Selwyn
Terrace.*

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

Column One
Hill Street

Column Two
*P30, Monday to Sunday,
8am – 6pm*

Column Three
*South side, commencing 213.5
metres east of its intersection
with Parliament Street and
extending in an easterly
direction following the
southern kerbline for 30
metres.*

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

Column One
Hill Street

Column Two
*No Stopping Except for
Authorised Residents
Vehicles, At All Times*

Column Three
*South side, commencing 92
metres east of its intersection
with Parliament Street and
extending in an easterly
direction following the
southern kerbline for 122.5
metres.*

cc) BUS STOP – TAKAPU ROAD – GRENADA NORTH – (88-05)

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

Column One
Takapu Road

Column Two
Bus Stop, At All Times

Column Three
*East side, commencing 24
metres south of its intersection
with Bing Lucas Drive and
extending in a southerly
direction following the Eastern
kerb line for 14 metres.*

3. Discussion

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

a) NO STOPPING AT ALL TIMES – JOHNSONVILLE ROAD – JOHNSONVILLE – (3-05)

Newlands Coach services have raised concerns about the public parking adjacent to a bus stop on Johnsonville Road. The bus stop is located along the western kerb line some 75m to the south of Broderick Road. Newlands Coach services would like a No Stopping restriction put in place to allow buses to safely exit the bus stop. After conducting a site visit, it is proposed to install Broken Yellow Lines (BYL) from the northern end of the bus stop for some 8m to the adjacent vehicle accessway.

b) BUS STOP – NEWLANDS ROAD – NEWLANDS – (4-05)

Newlands Coach services have raised concerns about the public parking in unmarked bus stops along Newlands Road, and would like to see bus stops 3542 and 3608 marked accordingly.

It is proposed to paint two bus stops and associated broken yellow lines.

c) NO STOPPING AT ALL TIMES – BASSETT ROAD – JOHNSONVILLE - (9-05)

The Council has received a request to extend no stopping restrictions around a moderate bend in Bassett Road, Johnsonville. Parking in this vicinity prevents two-way flow. With vehicles parked in this area visibility is reduced and traffic is often forced into the

other lane, increasing the likelihood of a head-on collision. Installing this no stopping restriction will increase safety of all drivers.

d) NO STOPPING AT ALL TIMES – BARNARD STREET – WADESTOWN – (35-05)

The Council has received a request to install no stopping restrictions around a bend in Barnard Street. All affected parties were consulted with no objections received. There are currently two problems in this area. One is cars parked opposite the accessway of #127 and #129 making it difficult to access this driveway. The other issue is parked vehicles causing passing cars to cross the centreline in an area where visibility of on-coming vehicles is minimal. Installing this no stopping restriction will increase safety of all drivers.

e) BUS STOP – NEWLANDS ROAD – NEWLANDS – (38-05)

Newlands Coach services have raised concerns about the public parking in unmarked bus stops along Newlands Road, and would like to see bus stops marked accordingly.

It is proposed to paint a double bus stop and associated broken yellow lines.

f) GIVE WAY – KENTWOOD DRIVE – WOODRIDGE – (41-05)

Recent development has indicated that it is now appropriate to change traffic priorities at the intersection of Kentwood Drive and Woodridge Drive. Currently the intersection is uncontrolled but road markings give priority to the traffic turning to the west from Woodridge Drive into Kentwood Drive and vice-versa. This situation has been appropriate in the past due to the sub-division's expansion westwards along Kentwood Drive. However, the sub-division is now proceeding rapidly northwards at the end of Woodridge Drive. Soon it is intended to become part of a circuitous bus route. It has become a concern that, with the combination of this development and bus route, there is an increased chance of conflict, especially if heavy vehicles are having to cross the "centre line" to "turn" into the Woodridge Drive extension where currently there is no right hand turning bay. Consequently, it has been proposed to introduce formal controls conforming to a standard intersection layout reinforced by signage and road markings. This will return priority to the north-south route (Woodridge Drive), with vehicles approaching along the perpendicular axis (Kentwood Drive) having to give way.

g) NO STOPPING AT ALL TIMES – ZETLAND STREET – Highbury – (43-05)

Wellington City Council received complaints from residents of Zetland Street who had difficulty entering and leaving their driveways due to vehicles parking on both sides of the street. At that time the Council suggested to residents that one option was to prohibit parking along one side of the street. However, feedback was unfavourable and the proposal was temporarily withdrawn. Council has since approved a parking restriction around the turning area in the cul-de-sac where turning and access was made difficult by illegal and inconsiderate parking. This has alleviated congestion around the cul-de-sac but has not resolved the issue for residents along the remainder of the street.

Site visits were again undertaken where both residents and the Council's concerns were considered.

Zetland Street is only some six metres wide along its length. This is too narrow to allow parking along both sides of the street while retaining access for emergency and service vehicles. With vehicles parked along both sides of the street, barely 2.5 metres of carriageway remains, insufficient to provide for reasonable and unimpeded access, particularly for larger vehicles that are typically up to 2.5m wide.

In response to further public consultation on the latest proposal, one objection was received and, working with affected parties, amendments consequently made to address that concern. The result will be a migration of some regular parking from one side of the road to the other but with the assurance of improved accessibility and maintenance of parking for residents.

h) GIVE WAY – AURORA TERRACE – LAMBTON – (44-05)

The intersection of Aurora Terrace and The Terrace is currently under semi-controlled conditions with the ‘right hand rule’ applying. Road-users remain confused at this location as to who has the right of way leading to several accidents and near-misses. In an effort to clarify the situation it is proposed that Give Way restrictions be installed on Aurora Terrace.

i) MOBILITY PARKING – MEDWAY STREET – ISLAND BAY – (47-05)

The resident of 17 Medway Street has requested a Mobility Park be installed outside the property to facilitate better access to and from Medway Street.

j) NO STOPPING AT ALL TIMES – HUNGERFORD ROAD – MELROSE – (50-05)

Hungerford Road is narrow, steep and has a blind crest at the intersection with View Road. Vehicles have started parking on the southern edge of Hungerford Road near the intersection, and are hidden from view to traffic cresting the hill until the last moment. Near misses are common at this site. This report proposes to install No Stopping At All Times restrictions from the intersection with View Road to join the existing restrictions 64m west of the intersection. This will prevent cars from parking in this dangerous location.

k) NO STOPPING AT ALL TIMES – MAIRANGI ROAD – WADESTOWN – (56-05)

A request has been received to install a no stopping restriction at the intersection of Mairangi Road and Margaret Street. Parking too close on the approaches to this intersection often makes manoeuvring around this bend difficult and often pushes traffic into the path of on-coming vehicles. This no stopping restriction will help with this situation.

l) P120 – MIRO STREET – MIRAMAR – (60-05)

Vehicles belonging to airport travellers seeking free parking are often parked on Miro Street. There is a specific parking bay intended and used for this purpose, however the current demand exceeds the supply and vehicles are being left outside residences on Miro Street for observed periods of up to 3 weeks, obstructing access and reducing the amount of parking available to residents in the area. This report proposes that a portion of the southern end of Miro Street be allocated a 120 minute time limit from 8am –

6pm, Monday to Friday, to discourage travellers from leaving their cars for extended periods of time. The application of the time limit over standard hours will mean unlimited parking is available overnight and on the weekends for residents and other users.

m) MOBILITY PARKING – ROY STREET – NEWTOWN – (62-05)

A Mobility Park has been requested by a resident of Roy Street, to facilitate access to and from their property. At times Roy Street has an extremely high parking demand and the resident often has to park a large distance from their property, beyond that which they are able to walk unassisted. This report proposes that a Mobility Park be installed in the street to help ensure the resident access to their property when the street is heavily parked. Proof of the Operational Mobility Permit was provided with the request.

n) STOP CONTROL – ORIENTAL PARADE – MOUNT VICTORIA – (63-05)

Concerns have been voiced about the operation of the Freyberg Pool carpark, in particular that motorists exiting the carpark do not recognise or respect the pedestrian right of way on the footpath. Vehicles have been observed exiting without yielding to pedestrians on several occasions, and therefore steps are to be taken to alleviate the situation. This report proposes that Stop controls be installed at the exit of the Freyberg Pool carpark. A Stop control is recommended in this case because it is easily recognised and unambiguous. The expected effect is that vehicles will stop and check the footpath is clear before proceeding out to the carriageway.

o) NO STOPPING AT ALL TIMES – CHARLOTTE AVENUE – BROOKLYN – (64-05)

Access to off-street parking at the end of Charlotte Avenue can be obstructed by vehicles parking in the turning area. This report proposes installation of No Stopping At All Times restrictions to clearly indicate that the turning area should be kept clear, and that the accessways to off street parking should not be obstructed. The proposed restrictions will also protect a fire hydrant at the end of the street, which must be kept clear at all times, so as to facilitate access during an emergency.

p) NO STOPPING AT ALL TIMES – MOXHAM AVENUE – HATAITAI – (65-05)

The Body Corporate of the Park Mews apartments has requested No Stopping Restrictions be installed across the access to adjacent garages on Moxham Avenue. These garages belong to tenants of Park Mews and are being regularly obstructed by illegally parked vehicles. This report proposes installing No Stopping At All Times restrictions to visually reinforce the legislation that it is illegal to park over or within one metre of a vehicle access.

q) GIVE WAY – HUNGERFORD ROAD – MELROSE – (66-05)

The Hungerford Road / Queens Drive intersection is presently uncontrolled. The council intend to eventually control all intersections. The high flows on Queens Drive elevate the importance of formalising right of way at this intersection. There is very good visibility both directions so a give way is appropriate.

r) MOBILITY PARKING – THE PARADE – ISLAND BAY – (67-05)

The Island Bay Medical Centre has requested installation of a 60 minute, time limited Mobility Park. This will provide better access for mobility disadvantaged people not only to the Medical Centre, but also the Chemist, Library and other amenities in the vicinity. This report proposes installing the P60 Mobility Park adjacent to the vehicle access to the Medical Centre so that people may use the ramp to access the footpath.

s) CLEARWAY – ADELAIDE ROAD – NEWTOWN – (68-05)

The clearway zone outside the Adelaide Road Medical Centre currently applies 4:00pm – 6:00pm Monday to Friday, with a 30 minute time limit applying at other times. Patients visiting the After Hours Medical Centre in Adelaide Road frequently require more than 30 minutes for their consultation and treatment. Many regular patients are disabled and must park as close as possible to the Medical Centre so as to facilitate access unassisted. This report proposes to update the current restrictions for half of the clearway zone (4-5 car lengths) between Alfred Street and Girton Terrace to a time limit of 60 minutes at times when the clearway restriction does not apply.

t) BUS STOP – BRANDON STREET – LAMBTON – (69-05) (No aerial photograph)

The Council has received a request to modify the time restriction of the easternmost bus stop on Brandon Street. The current time restriction of 7:00am to 9:00am and 3:00pm to 6:00pm does not allow the 6:05pm service, which frequently runs late, to utilise the bus stop. The bus must double park in order to pick up large numbers of passengers who use the service at this time. It is therefore proposed to extend the 6:00pm restriction to 6:15pm to accommodate for these factors. Pay-and-display parking is present in this area and the hours of operation must also be corrected.

u) NO STOPPING AT ALL TIMES – AVON STREET – ISLAND BAY – (70-05)

The top end of Avon Street is very narrow and access is often reduced below that considered safe for emergency vehicle access. In addition the footpath leading up the hill, the driveway to 36 and 36a Avon Street, and an adjacent Fire Hydrant are continuously being obstructed by parked vehicles. Residents have requested that No Stopping At All Times restrictions be installed, so that there is better access for emergency vehicles, so that the entrance can be kept clear for accessing their properties, and so that the Fire Hydrant is not obstructed in the event of a fire emergency.

v) NO STOPPING AT ALL TIMES – CLIFTON TERRACE – LAMBTON – (71-05)

A time limited parking zone exists outside the Clifton Terrace Model School carrying the restriction: “P120 Monday to Friday, 9:00am - 2:30pm, 3:30pm - 6:00pm, Saturday 8:00am - 6:00pm” and “P5 Monday to Friday, 8:00am - 9:00am, 2:30pm - 3:30pm, During School Term”. The intention of this restriction is to allow a drop-off and pick-up area for the school. The restriction is being abused with vehicles remaining parked all day in the zone and not leaving during the allocated P5 times. It is hazardous for children to then cross the road to be picked up as they are obscured from view by the parked cars. In the interests of safety this report proposes that No Stopping At All

Times restrictions be installed to improve the intervisibility between motorists and pedestrians crossing at this point.

w) GIVE WAY – HUNGERFORD ROAD – MELROSE – (74-05)

This report proposes installation of formal Give Way controls at the intersection of Hungerford Road and Houghton Bay Road. This will reinforce the need for caution when approaching the intersection, and reduce any ambiguity as to which vehicles maintain the right of way.

x) NO STOPPING AT ALL TIMES – PEARCE STREET – VOGELTOWN – (77-05)

Vehicles exiting from lower Pearce Street into Moffit Street have extremely limited visibility when up to 3 vehicles park around the southern edge of the intersection. This report proposes the installation of No Stopping At All Times restrictions at the intersection to restrict this unsafe parking in order to improve visibility for vehicles completing this manoeuvre and overall safety of the intersection.

y) P120 – EVANS BAY PARADE – KILBIRNIE – (80-05)

Vehicles are parked for extended periods in unrestricted areas of Evans Bay Parade, in particular in the vicinity of The Point Apartments complex. Use of the area by both commercial and recreational users suffers as a result of the lack of convenient on-street parking near public amenities particularly patrons of Café'n'ate within the complex. It is proposed to install a two-hour parking limit for a small, adjacent section of Evans Bay Parade that will create a modest parking turnover to improve access for those using the area for recreation or business purposes. Large areas of unrestricted parking will remain, providing ample room for those who wish to park on the street longer term.

z) BUS STOPS – BAYLANDS DRIVE, SOMES CRESCENT, KENMORE STREET, GLANMIRE ROAD – NEWLANDS – (82-05)

The Greater Wellington Regional Council is upgrading the public transport network in the Newlands area to provide a convenient and comfortable service for the public. A portion of the proposed bus route runs along Baylands Drive, Somes Crescent, Glanmire Road, Link Road and Kenmore Street operating in the opposite direction to the bus service already running in these streets. As part of the proposal a number of bus stops need to be strategically positioned along this route.

aa) P60 – WASHINGTON AVENUE – BROOKLYN – (83-05)

There are currently 3 car-lengths of Coupon Parking Zone outside the Malaysian High Commission on Washington Avenue. A request has been received from the Diplomatic Protection Squad and Ministry of Foreign Affairs and Trade to have this area changed to a P60 time limited zone. Vehicles parked for extended times under the current regime pose a security risk to the Malaysian High Commission, as well as preventing easy access for visitors to the building. This report proposes changing the current regulations at the site to P60 At All Times, and a small realignment of the centreline to improve safety whilst travelling around the corner.

bb) NO STOPPING AT ALL TIMES – HILL STREET – THORNDON – (85-05)

The Council has received a request from the Diplomatic Protection Squad and the Ministry of Foreign Affairs and Trade to remove long term parking outside and opposite the British High Commission in Hill Street, Thorndon. This request has arisen due to security concerns from the High Commission, especially in light of the relevant threat level assessments. To enhance security it is proposed to remove the existing kerbside parking and replace with broken yellow lines on the northern side of Hill Street and time limited parking on the southern side as shown on the attached plan. The Residential parking removed on the southern side will be relocated to the Hill Street overbridge. This proposal considers the international obligations New Zealand has with regard to security of foreign missions established in New Zealand.

cc) BUS STOP – TAKAPU ROAD – GRENADA NORTH – (88-05)

Mana coach services have received requests from the public to provide a bus stop on Takapu Road. Stops along this route are spaced large distances apart, and with increased development in the area there is a demand for further bus stops. It is proposed to erect a bus stop sign and associated markings along Takapu Road some 38 metres to the south of its intersection with Bing Lucas Drive.

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