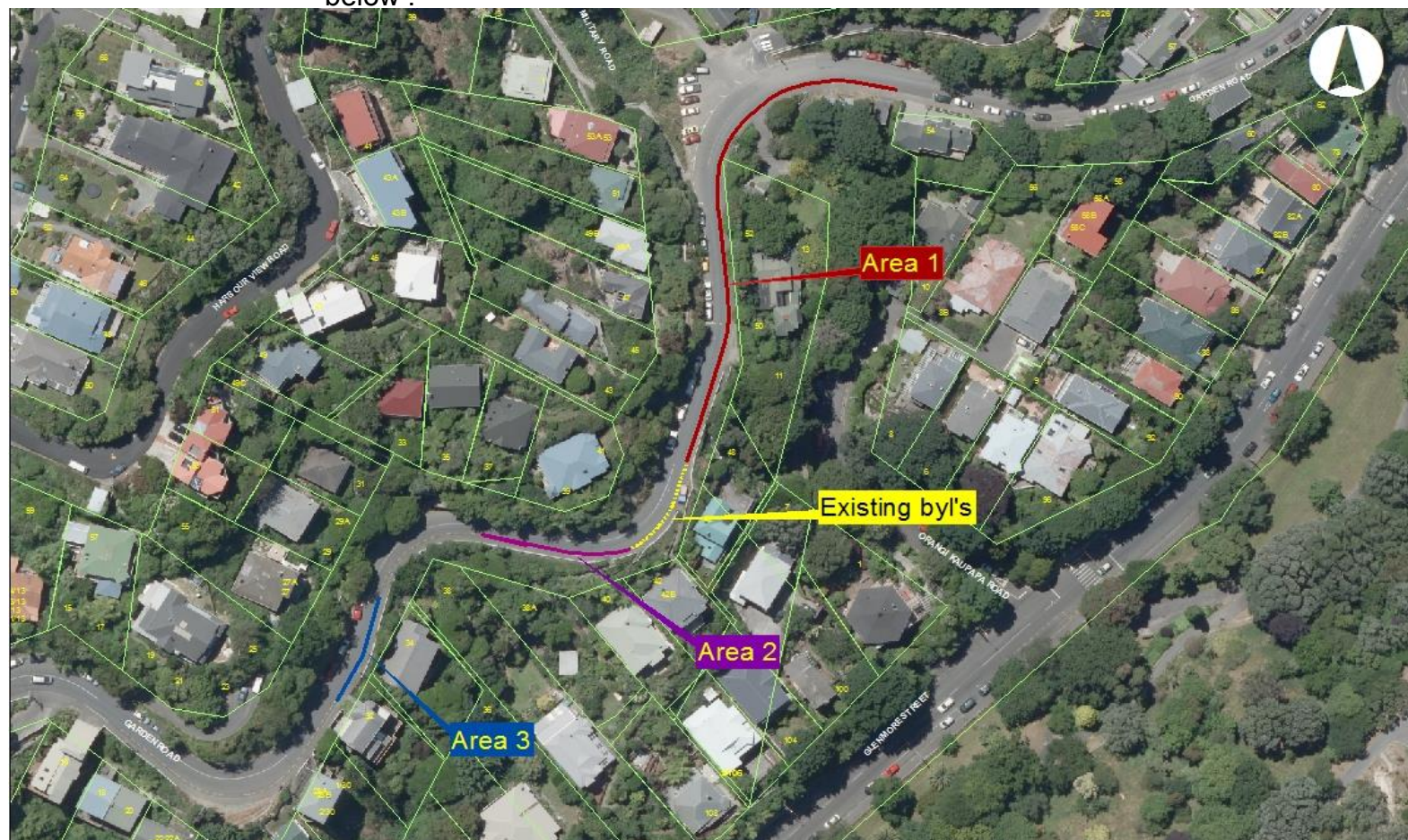


## PROPOSED TRAFFIC RESOLUTION

- Reference:** TR 136 – 17
- Location:** Garden Road - Northland
- Proposal:** No stopping, at all times

**Information:** Garden Road is a hilly, relatively steep, winding and narrow road. It is classified as a collector road linking Glenmore Street (access to the CBD) with Northland. Drivers use Garden Road to avoid the congested intersection of Lower Northland Rd/Upland Rd/Glenmore St intersection. Garden Road does not effectively serve the dual purpose of a collector road and the provision of on-street parking. There is a high demand for on-street parking by the residents due to the little opportunity for off-street parking. Traffic volumes and parking demand have increased over the years. Lengths of 'no stopping', residents parking and 'coupon parking' restrictions have been implemented over the years to address safety and other concerns. Continuing public concerns have led to a review of the current restrictions, resulting in this proposal. Parking by time of day and resident/non-resident parking has been surveyed and is summarised in the table below. Our proposal contains 3 areas of concern as illustrated on the map below :



## Areas Of Concern On Garden Rd

# PROPOSED TRAFFIC RESOLUTION

Table below shows the Number of vehicles parked in a weekday in areas 1, 2, 3

Area	7am			8am			9am			10am			3.30pm			4.30pm			5.30pm			6.30pm			1am		
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3
Resident	-	3	-	-	3	-	-	3	-	-	3	-	-	3	-	-	3	-	-	3	-	-	3	-	-	3	-
Non-resident	3	-	-	3	-	-	3	-	-	3	-	-	3	-	-	3	-	-	3	-	-	2	-	-	-	-	-
Total	3	3	-	3	3	-	3	3	-	3	3	-	3	3	-	3	3	-	3	3	-	2	3	-	-	-	3

## Area 1:

The parked vehicles are commuters who park all day and walk through Lower Orangi Kaupapa to access Glenmore Street and presumably walk or bus to the CBD. They park in a way that compromises safety and forward visibility on this corner. Also there are numerous occasions when two or more vehicles are required to reverse back. This situation is particularly significant during the evening peak.

## Area 2:

There is a very high demand by residents for parking in the vicinity of Area 2. Resident's park their vehicles where they can on either side of the road with most vehicles park all day and switch from side to side at times in order to find space. Parking close to the bend compromises. There is likely to be a lack of available space when the no stopping at all time (NSAAT) restriction is introduced. Therefore, it has been decided to leave 2 parking spaces on the straight section of this area where the sightline is adequate to assist residents parking in this area. Any overflow could be accommodated in the vicinity of Area 3.

## Area 3:

There is less demand by the residents for parking space in the vicinity of Area 3 and there would be spaces available nearby for any vehicles unable to find space in Area 2 following a no stopping restriction being installed. Again the no stopping restriction (NSAAT) should be implemented in consideration of the safety and traffic flow issues on this road.

Net parking loss:

Area 1 – 20 spaces – Generally parking only occurs in this area in very discreet locations. The survey shows on average 3 cars park in this area during the day/night periods.

# PROPOSED TRAFFIC RESOLUTION

Area 2 & 3 – 8 spaces – The survey shows only 3 cars park in these two areas during the day/night periods.

## Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 26 September 2017
- 2) Feedback period closes. 12 October 2017
- 3) If no objections received report sent to Transport & Urban Development Committee for approval. 15 November 2017
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

## Legal Description:

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

<b>Column One</b>	<b>Column Two</b>	<b>Column Three</b>
<i>Garden Road</i>	<i>No stopping, at all times</i>	<i>East side, commencing 98 metres south a point opposite of its intersection with Orangi Kaupapa Road (Grid coordinates <math>x= 1,747,522.7</math> m <math>y= 5,428,414.7</math> m), and extending in a southerly direction following the eastern kerbline for 25 metres.</i>
<i>Garden Road</i>	<i>No stopping, at all times</i>	<i>East side, commencing 618.5 metres south of its intersection with Glenmore Street and extending in a southerly direction following the southern kerbline for 69 metres.</i>



# PROPOSED TRAFFIC RESOLUTION

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

**Column One**

**Column Two**

**Column Three**

*Garden Road*

*No stopping, at all times*

*South side, commencing 370 metres north of its intersection with Glenmore Street (Grid coordinates  $x= 1,747,670.9313$  m  $y= 5,428,402.904$  m), and extending in a westerly direction following the southern kerbline for 177.5 metres.*

*Garden Road*

*No stopping, at all times*

*South side, commencing 557.5 metres north of its intersection with Glenmore Street (Grid coordinates  $x= 1,747,670.9313$  m  $y= 5,428,402.904$  m), and extending in a westerly direction following the southern kerbline for 128 metres.*

Prepared By: Lubna Abdullah

**(Northern Area Traffic Engineer)**

Approved By: Steve Spence

**(Chief Transport Advisor)**

Date: 20/09/17

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**Proposed 126m by 1's**

**Garden Rd - Northland - TR ( 136 - 17)**

**Proposed NSAAT On 3 Sectoins**

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

ORIGINAL MAP SIZE: A3  
DATE: 1/09/2017  
AUTHOR: 200121  
REFERENCE:



**Absolutely**  
**POSITIVELY**  
We want to improve Wellington  
Wellington City Council



# Garden Rd - Northland - TR ( 136 - 17 )

## Proposed NSAAT On 3 Sectoins



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

ORIGINAL MAP SIZE: A3  
DATE: 1/09/2017  
AUTHOR: 30/01/21  
REFERENCE:

**Absolutely**  
**POSITIVELY**  
We're in it together  
Wellington  
Wellington City Council