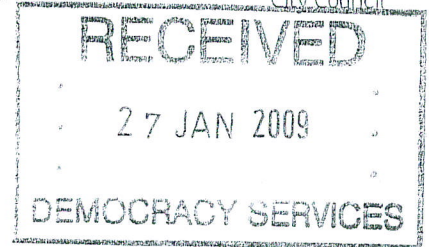


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11:00

Vincent Street, Hobson Ward Bus Lane and Parking Changes

Report to Transport Resolution Sub Committee

From: Zara Ngawaka-Walker, Legal Compliance Coordinator

Date 9 October 2007	Resolution ID:	8564

1 INTRODUCTION

1.1 Terms of reference

The following matter is dealt with under the delegated authority of the Transport Resolutions Sub Committee consisting of the Group Manager Transport - parking, Group Manager Transport – assets and operations and the General Manager – Transport. Authority was delegated at the meeting of Council on 22 March 2007.

1.2 Background

- a) Transport Infrastructure Delivery Group has been planning for the road rehabilitation of Vincent Street for ^{the}past two years. The main problem is inability to undertake robust rehabilitation treatment in the kerbside lanes due to the tree roots, which are to be preserved to retain the heritage value of the trees and the street. This requires heavy traffic (buses) to be restricted from using the kerbside lanes i.e. removal of the bus lane from uphill kerbside lane,
- b) Requests have been received from members of the public requesting reconsideration of the existing clearway on the uphill (outbound) side.

2 NARRATIVE

2.1 Location and site description

This portion of road is classified as a Collector road and is situated between Pitt Street and the Mayoral Drive/Cook Street intersection in the Hobson ward.

2.2 Nature of problem

The existing road pavement is incapable of sustaining long-term traffic loading. The shape of the road is undesirable with the cross fall as high as 10% in kerbside lanes. Full depth rehabilitation of the kerbside lanes is not possible due to the extensive roots of the trees. Therefore, and as noted in the report by Transport Infrastructure Delivery Group:

- Heavy traffic needs to be directed away from the kerbside lanes i.e. removal of bus lane from the uphill (outbound) kerbside lane.
- Buses on uphill side do not use the full kerbside lane due to the tree branches hanging over the lanes. During clearway times, most of the kerbside lane is unused, which has been questioned by members of the public.
- ARTA's bus data shows that bus usage on downhill side (115 buses citybound, AM peak) is much more than bus usage on uphill side (49 buses outbound, PM peak). This suggests that a bus lane on citybound side is more beneficial as compared to outbound side.

2.3 Proposal

It is proposed to:

- Remove the Bus Lane from the uphill side (outbound).
- Remove the clearway from uphill side (outbound). This will create extra pay and display parking.
- The new kerb line will be installed 300 mm inside from its existing position, for both the uphill and the downhill directions. This will reduce the overall road width from 14.6 m to 14.0 m.
- Designate a lane for cyclists on the uphill side (outbound).
- Create a new lane on the downhill side (citybound) and designate it as an AM peak hours bus lane.

The above proposal is detailed on the attached drawing no. 3120414-353-C-K10 Rev: A and 3120414-353-C-K11 Rev: A, dated 15th December 2008.

2.4 Consultation undertaken

Affected residents/property owners	yes / no
Affected businesses	yes / no
Community board	yes / no
Transport - strategy	yes / no
Transport – safety, assets and operation	yes / no
Transport – parking	yes / no
Auckland City Environments – urban design	yes / no
Public transport operators	yes / no
ARC (includes ARTA)	yes / no
Emergency services	yes / no
Business association	yes / no
Police	yes / no

2.5 Outcome of consultation process

The outcome of the consultation is 100% positive. Bus and Coach Association noted their concern that bus lanes on both sides of the road would be ideal. This is not feasible in the existing road carriageway width.

No feedback has been formally received from the Hobson Community Board, up to the time of preparation of this report.

3 RECOMMENDATION

The Transport Resolutions Sub Committee resolves:

- A That pursuant to clause 25.8 of the Auckland City Consolidated Bylaw 1998, Part 25 Traffic 2006 (as amended) and the Land Transport Rule: Traffic Control Devices 2004, **the stopping of any vehicle** on the road or part of road described in this resolution **is prohibited** and will be evidenced by the appropriate **road markings**.

Vincent Street, east side, from the extended line of the southern kerb line of Mayoral Drive and extending south for a distance of 2.5 metres.

Vincent Street, east side, from a point 6.1 metres south of the extended line of the southern kerb line of Mayoral Drive and extending south for a distance of 18.9 metres.

Vincent Street, east side, from a point 88.5 metres south of the extended line of the southern kerb line of Mayoral Drive and extending south for a distance of 30.2 metres.

Vincent Street, east side, from a point 205.5 metres south of the extended line of the southern kerb line of Mayoral Drive and extending south for a distance of 6.0 metres.

Vincent Street, east side, from a point 348.5 metres south of the extended line of the southern kerb line of Mayoral Drive and extending south for a distance of 3.5 metres.

Vincent Street, east side, from a point 368.0 metres south of the extended line of the southern kerb line of Mayoral Drive and extending south for a distance of 9.0 metres.

Vincent Street, west side, from a point 11.5 metres north of the extended line of the northern kerb line of Pitt Street and extending north for a distance of 19.5 metres.

Vincent Street, west side, from a point 144.0 metres north of the extended line of the northern kerb line of Pitt Street and extending north for a distance of 5.0 metres.

Vincent Street, west side, from a point 343.0 metres north of the extended line of the northern kerb line of Pitt Street and extending north for a distance of 25.5 metres.

- B That pursuant to clause 25.10 of the Auckland City Consolidated Bylaw 1998, Part 25 Traffic 2006 (as amended),
- (i) the part of road described in resolution is a stopping place and is reserved as a **bus stop** for the exclusive use of buses **at all times**;
 - (ii) the stopping place will be marked out as a bus stop using the appropriate signs and road markings.

Vincent Street, east side, from a point 352.0 metres south of the southern kerb line of Mayoral Drive and extending south for a distance of 16.0 metres.

Vincent Street, west side, from a point 31.0 metres north of the extended line of the northern kerb line of Pitt Street and extending north for a distance of 42.0 metres.

- C That pursuant to clause 25.13 of the Auckland City Consolidated Bylaw 1998, Part 25 Traffic 2006 (as amended) and the Land Transport Rule 54002: Traffic Control Devices 2004,
- (i) the piece of land, length of road or building described in this resolution is specified to be a parking place;
 - (ii) only **tour buses** are entitled to use the **parking place** described in this resolution **at all times**;
 - (iii) the conditions subject to the parking place will be evidenced by the appropriate signs and markings.

Vincent Street, east side, from a point 43.5 metres south of the extended line of the southern kerb line of Mayoral Drive and extending south for a distance of 45.0 metres.

- D That pursuant to clause 25.17 of the Auckland City Consolidated Bylaw 1998, Part 25 Traffic 2006 (as amended),
- (i) the road or part of road described in this resolution is specified as the location of a **special vehicle lane** between the hours of **6am and 10am, Monday to Friday**;
 - (ii) the use of the special vehicle lane specified in this resolution is restricted to buses, cycles, mopeds and motorcycles (unless one or more are specified in this resolution as excluded);
 - (iii) the special vehicle lanes described in this resolution will be evidenced by the appropriate signs and markings.

Vincent Street, west side, from a point 44.0 metres north of the extended line of the northern kerb line of Pitt Street and extending north for a distance of 243.5 metres.

- E That pursuant to clause 25.17 of the Auckland City Consolidated Bylaw 1998, Part 25 Traffic 2006 (as amended),
- (i) the road or part of road described in this resolution is specified as the location of a **special vehicle lane at all times**;
 - (ii) the use of the special vehicle lane specified in this resolution is restricted to cycles,
 - (iii) the special vehicle lanes described in this resolution will be evidenced by the appropriate signs and markings.

Vincent Street, east side, from a point 6.1 metres south of the extended line of the southern kerb line of Mayoral Drive and extending south for a distance of 359.0 metres.

- F That pursuant to clause 25.9 of the Auckland City Consolidated Bylaw 1998, Part 25 Traffic 2006 (as amended) and the Land Transport rule 54002: Traffic control Devices 2004,
- (i) the part of road described in this resolution is determined to be a **loading zone** between the hours of **8am and 6pm, Monday to Saturday**;
 - (ii) the stopping, standing or parking of **goods service vehicles** in the loading zones determined in this resolution is restricted to a maximum time of **five minutes**;
 - (iii) the loading zone restriction will be evidenced by the appropriate signs and markings.

Vincent Street, west side, from a point 73.0 metres north of the extended line of the northern kerb line of Pitt Street and extending north for a distance of 10.0 metres;

- G That pursuant to clause 25.15 of the Auckland City Consolidated Bylaw 1998, Part 25 Traffic 2006 (as amended),
- (i) the parking place, part or portion of a road described in this resolution is declared to be a **pay and display** area between the hours of **8am and 6pm, Monday to Friday**;
 - (ii) the fees payable for the parking of a vehicle in each such pay and display area at all relevant times are prescribed to be – **two dollars per hour Monday to Friday**;
 - (iii) the maximum time allowed for the parking of a vehicle in such pay and display area on one occasion is declared to be **120 minutes**;
 - (iv) appropriate parking meters will be placed, the location of pay and display areas will be indicated by painted lines and the appropriate signs erected.

Vincent Street, east side, from a point 118.7 metres south of the extended line of the southern kerb line of Mayoral Drive and extending south for a distance of 80.3 metres.

Vincent Street, east side, from a point 217.5 metres south of the extended line of the southern kerb line of Mayoral Drive and extending south for a distance of 89.9 metres.

Vincent Street, west side, from a point 83.0 metres north of the extended line of the northern kerb line of Pitt Street and extending north for a distance of 46.5 metres.

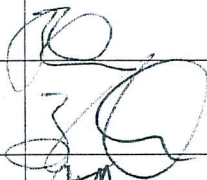
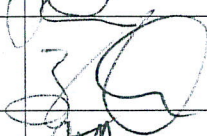

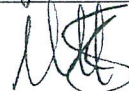




Vincent Street, west side, from a point 155.0 metres north of the extended line of the northern kerb line of Pitt Street and extending north for a distance of 108.9 metres.

H That pursuant to clause 25.8 of the Auckland City Consolidated Bylaw 1998, Part 25 Traffic 2006 (as amended) and the Land Transport Rule 54002: Traffic Control Devices 2004, **the stopping of vehicles** on the road or part of the road described in this resolution **is prohibited except for police vehicles** and will be evidenced by the appropriate **signs**.

Vincent Street, west side, from a point 263.9 metres north of the extended line of the northern kerb line of Pitt Street and extending north for a distance of 67.1 metres.

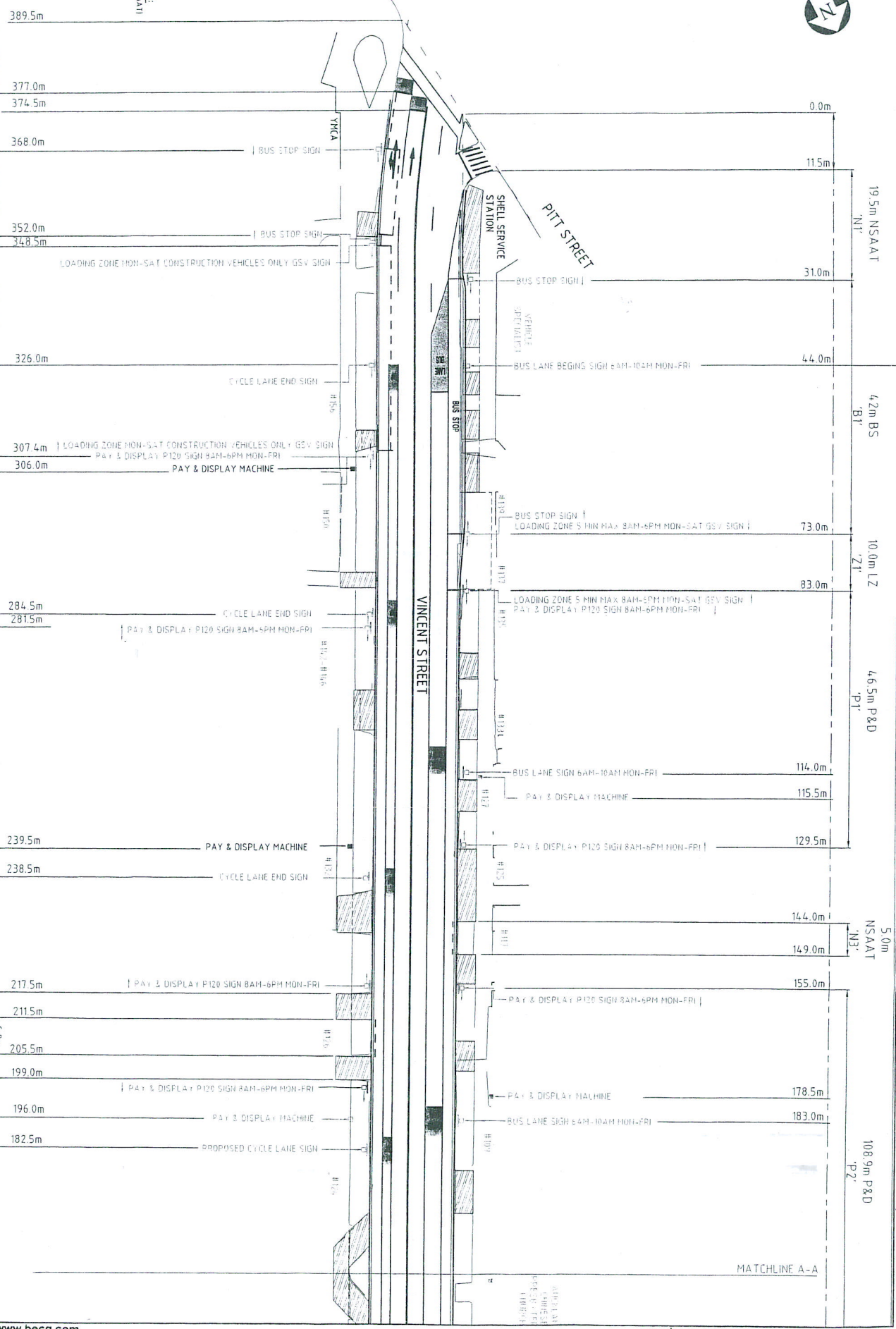
I That all previous resolutions of Auckland City Council pertaining to stopping, loading, or parking of vehicles, special vehicle lanes and cycle paths, made pursuant to clauses 25.8 to 25.18 of the Auckland City Council Bylaw, Part 25 Traffic 2006 (as amended), in the areas described in this resolution are revoked.

J That this resolution will take effect when the traffic control devices that evidence the restrictions described in this resolution are in place.

	Name and title of signatory	Signature	Date
Author	Beca Engineers, Planners, Managers (plan)		
	Zara Ngawaka-Walker Parking officer Transport – parking (report)		14-01-07
Approved by:	Zara Ngawaka-Walker Legal Compliance Coordinator Transport – parking		14-01-07
Verified by:	Alan Meharry Acting Delivery planning manager Transport – parking		27-1-07
Verified by:	Karen Hay Road safety manager Transport – safety assets and operations		23/01/2009
Endorsed by:	Rick Bidgood Parking operations manager Transport – parking		15/1/09
			14-1-07
Resolved by:		Signature	Date Resolved
Transport Resolutions Sub Committee	 Chairperson Transport Resolutions Sub Committee		30/01/09



157



- PAINT MARKING LEGEND:**
- N NO STOPPING AT ALL TIMES (NSAAT)
 - B BUS STOP (BS)
 - Z LOADING ZONE (LZ)
 - P PAY & DISPLAY PARKING (P&D)
 - F BUSLANE
 - C CYCLE LANE
 - D POLICE VEHICLES ONLY
- LEGEND:**
- EXISTING SIGNAGE
 - EXISTING PAINT MARKING
 - PROPOSED PAINT MARKING

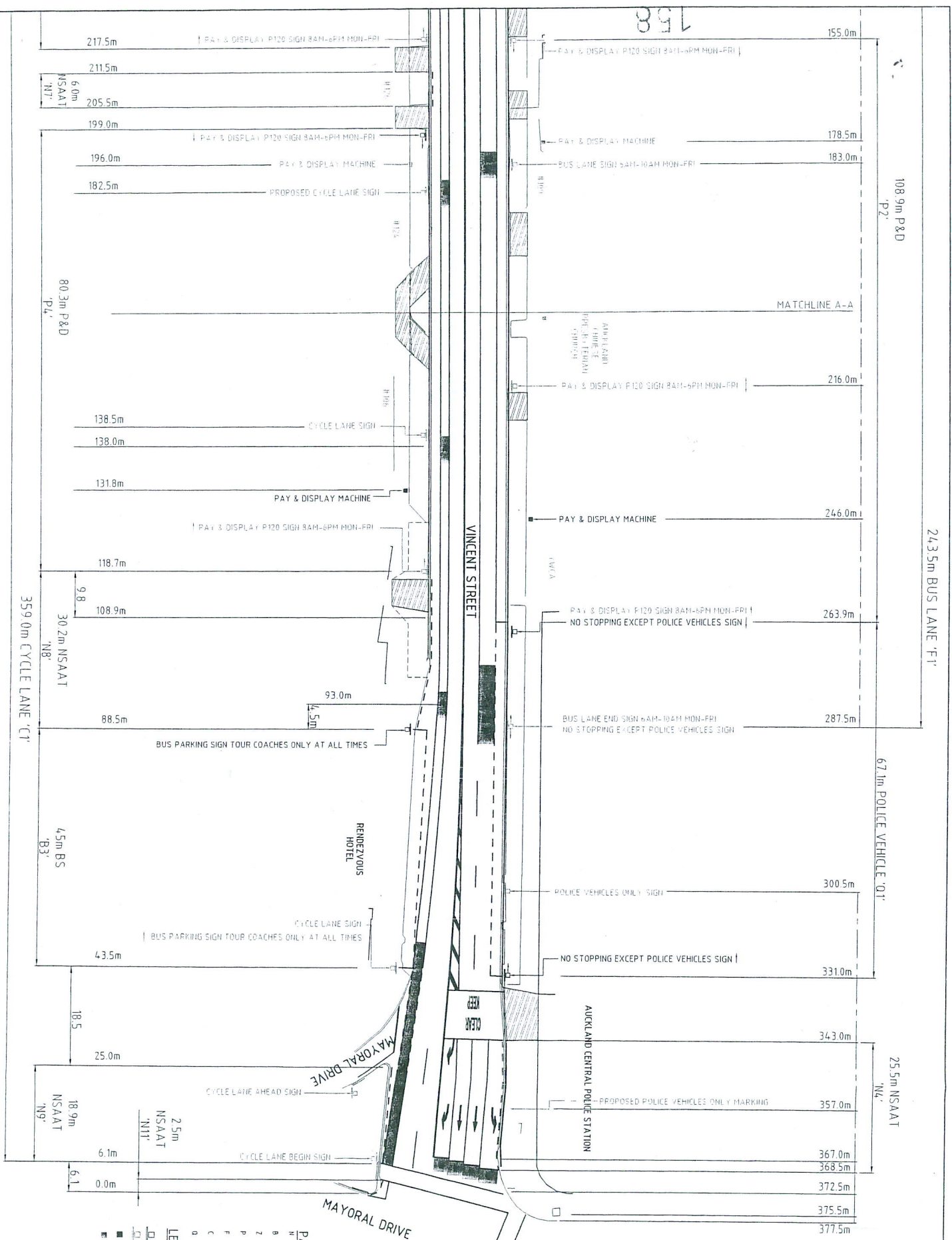
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Project	157
Client	NSAAT
Scale	1:100
Date	13/06/2019
Author	...
Checker	...
Approver	...

259.0m

PAVEMENT SMOOTHING AND AWDPT VINCENT STREET

FOR RESOLUTION CONSTRUCTION RECORD



FOR RESOLUTION
CONSTRUCTION RECORD

- PAINT MARKING LEGEND:**
- N NO STOPPING AT ALL TIMES (NSAAT)
 - B BUS STOP (BS)
 - Z LOADING ZONE (LZ)
 - P PAY & DISPLAY PARKING (P&D)
 - F BUSLANE
 - C CYCLE LANE
 - D POLICE VEHICLES ONLY
- LEGEND:**
- EXISTING SIGNAGE
 - ▣ PROPOSED NEW/REPLACEMENT SIGNAGE
 - EXISTING PAY & DISPLAY MACHINE
 - PROPOSED PAY & DISPLAY MACHINE





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27 Feb. 09

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From: Kevin Lee GHD tel: 09 368 6297
 Email: Kevin.Lee@ghd.co.nz GHD fax: 09 307 7300
 Project: Gillies Ave - Footpath Widening
 Subject: Service Plans for construction - Gillies Ave, Newmarket
 Total no. of pages: 2 Job no.: 51126787/03921

Dear Sir/Madam,

We require a plan copy of the current underground services your organisation maintains within the areas outlined on the accompanying maps. (All streets are in Auckland)

Where possible, please supply a digital copy (i.e. .dxf format) of your plans also. The locations for which plans are required are: Please refer to attached maps also.

Gillies Ave, next to Mortimer Pass, New Market

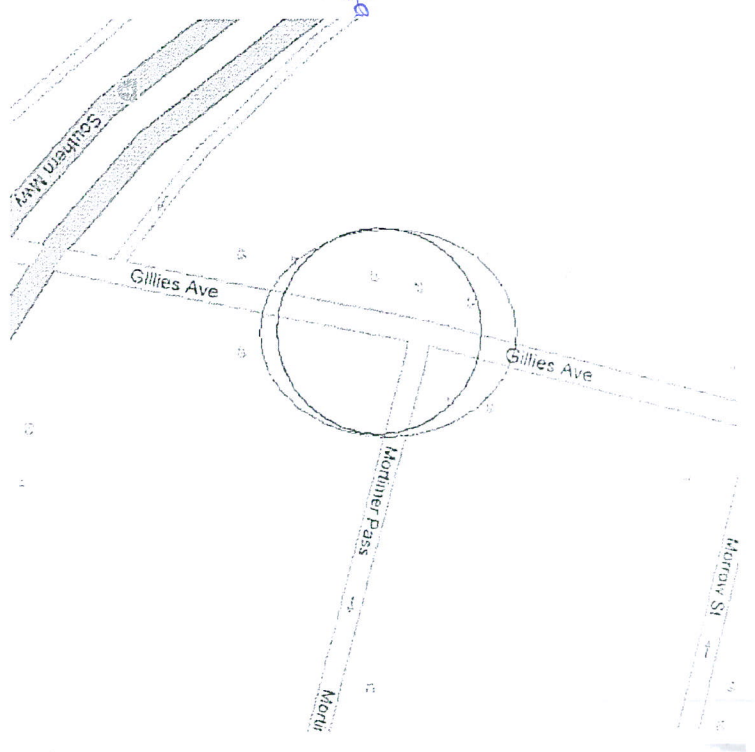
Please forward the requested information to the undersigned, at the address below as soon as possible.

Regards

Kevin Lee

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