
TRAFFIC RESOLUTIONS

1. Purpose of report

This report outlines the recommended amendments to the Wellington City Council Traffic Restrictions. These recommendations support the achievement of the Council's Transport Strategy Outcomes of safety, accessibility, efficiency and sustainability and the protection of heritage features. All of the proposed traffic restrictions were publicly advertised.

2. Executive summary

Proposed resolutions A-I were advertised on 16 October 2012, proposed resolution J was advertised on 6 November 2012 and proposed resolution I was advertised on 24 July 2012. Market Lane (K) is a reconfirmation of the existing restrictions that is required due to the name change of the street.

A feedback period of 18 days was provided for the public for all proposed resolutions.

3. Recommendations

Officers recommend that the Strategy and Policy Committee:

1. *Receive the information.*
2. *Recommend to Council that it approves the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.*
 - (a) *Removal of time restricted parking - **Austin Street**– Mt Victoria (TR59-12)*

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

Column One
Austin Street

Column Two
***Time Limited
Parking.***

Column Three
***East side, commencing 30
metres north of its
intersection with***

Ellice Street and extending in a northerly direction following the eastern kerbline for 10 metres.

- (b) Time Limited Parking (P10, Monday to Sunday 8:00am – 6:00pm & at all times), Bus Stop and No stopping (at all times). – **Constable Street** – Newtown (TR64-12)

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

Column One
Constable Street

Column Two
P10, Monday to Saturday 8:00am – 6:00pm.

Column Three
North side, commencing 6.5 metres east of its intersection with Owen Street and extending in an easterly direction following the northern kerbline for 16.5 metres.

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

Column One
Constable Street

Column Two
Bus Stop.

Column Three
South side, commencing 16 metres east of its intersection with Owen Street and extending in an easterly direction following the southern kerbline for 20.5 metres.

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

Column One
Constable Street

Column Two
No stopping, at all times.

Column Three
South side, commencing from its intersection with Owen Street and extending in an easterly direction following the southern kerbline for 16 metres.

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

Column One	Column Two	Column Three
Constable Street	<i>P10, Monday to Sunday 8:00am – 6:00pm.</i>	<i>North side, commencing 9.5 metres east of its intersection with Owen Street (Grid coordinates y=1749368.4 m, x=5424970.1m), and extending in an easterly direction following the northern kerbline for 5 metres.</i>
Constable Street	<i>P10, at all times.</i>	<i>South side, commencing 53.5 metres west of its intersection with Hiropi Street (Grid coordinates y=1749439.8m, x=5424975.3m), and extending in a westerly direction following the southern kerbline for 5.5 metres.</i>

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

Column One	Column Two	Column Three
Constable Street	<i>Bus stop, at all times.</i>	<i>South side, commencing 29.5 metres west of its intersection with Hiropi Street (Grid coordinates y=1749439.8m, x=5424975.3m), and extending in a westerly direction following the southern kerbline for 24 metres.</i>

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

Column One	Column Two	Column Three
Constable Street	<i>No stopping, at all times.</i>	<i>North side, commencing from its intersection with Owen Street (Grid coordinates y=1749368.4 m, x=5424970.1m), and</i>

Constable Street

No stopping, at all times.

*extending in an easterly direction following the northern kerbline for 9.5 metres
South side, commencing 59 metres west of its intersection with Hiropi Street (Grid coordinates y=1749439.8m, x=5424975.3m), and extending in a westerly direction following the southern kerbline for 12.5 metres (to its intersection with Owen Street)*

- (c) Time Limited Parking (P5, Monday to Friday 7:00am-9:00am and 4:00pm-6:00pm), **Evans Bay Parade** – Hataitai (TR62-12)

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

**Column One
Evans Bay Parade**

Column Two
P5 - Monday to Friday, 7:00am-9:00am, 11:00am-1:00pm and 4:00pm-6:00pm.

Column Three
West side, commencing 416.5 metres north of its intersection with Rata Road and extending in a northerly direction following the western kerbline for 60 metres.

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

**Column One
Evans Bay Parade**

Column Two
P5, Monday to Friday, 7:00am-9:00am, 4:00pm-6:00pm.

Column Three
West side, commencing 416.5 metres north of its intersection with Rata Road (Grid coordinates x=1750710.3 m, y=5425800.1 m), and extending in a northerly direction following the western kerbline for 60 metres.

- (d) Time limited parking (P10, Monday to Sunday, 8am – 8.30pm) – **Ganges Road** – Khandallah (TR67-12)

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

Column One	Column Two	Column Three
Ganges Road	P10, Monday - Saturday, 8.00am - 6.00pm.	East side, commencing 91.3 metres south of its intersection with Agra Crescent (Grid Coordinates x= 1750049.0 m, y= 5432350.7 m), and extending in a southerly direction following the eastern kerbline for 5.5 metres. (2 angled parking spaces)

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

Column One	Column Two	Column Three
Ganges Road	P10, Monday - Sunday, 8.00am – 8.30pm.	East side, commencing 91.3 metres south of its intersection with Agra Crescent (Grid coordinates x= 1750049.0 m, y= 5432350.7 m), and extending in a southerly direction following the eastern kerbline for 5.5 metres. (2 angled parking spaces)

- (e) Class restricted (taxi stand, at all times), Time limited parking (P60, Monday to Sunday 8.00am-6.00pm) – **Medway Street** – Island Bay (TR65-12)

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

Column One	Column Two	Column Three
Medway Street	Taxi Stand	North side, commencing 9.5 metres west of its intersection with The Parade and extending in a

westerly direction
following the northern
kerbline for 22.5 metres.

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

Column One Medway Street	Column Two Taxi Stand	Column Three North side, commencing 9.5 metres west of its intersection with The Parade (Grid coordinates $x=1748381.4$ m, $y=5422559.7$ m), and extending in a westerly direction following the northern kerbline for 11.5 metres.
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*Add to Schedule A (Time Limited Parking) of the Traffic Restrictions
Schedule*

Column One Medway Street	Column Two P60, Monday to Sunday, 8:00am – 6:00pm.	Column Three North side, commencing 21 metres west of its intersection with The Parade (Grid coordinates $x=1748381.4$ m, $y=5422559.7$ m), and extending in a westerly direction following the northern kerbline for 11 metres.
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- (f) No stopping at all times – **Palliser Road** – Roseneath (TR60-12)

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

Column One Palliser Road	Column Two Authorised Public Utility Vehicles Parking.	Column Three South side, commencing 12 metres east of its intersection with Roseneath Terrace and extending in a easterly direction following the southern kerbline for 8 metres.
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Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Palliser Road	<i>No Stopping, at all times.</i>	<i>South side, commencing from intersection with Roseneath Terrace and extending in an easterly direction following the southern kerbline for 12 metres.</i>
Palliser Road	<i>No Stopping, at all times.</i>	<i>North side, commencing from the boundary line between properties 34 and 36 Palliser Road and extending in an easterly direction following the northern kerbline for a total of 59 metres.</i>

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

Column One	Column Two	Column Three
Palliser Road	<i>No stopping, at all times.</i>	<i>South side, commencing from intersection with Roseneath Terrace (Grid coordinates $x=1750564.1m$, $y=5427132.0m$), and extending in an easterly direction following the southern kerbline for 35 metres.</i>
Palliser Road	<i>No stopping, at all times.</i>	<i>North side, commencing from the boundary line between properties 34 and 36 Palliser Road (Grid coordinates $x=1750528.8m$, $y=5427135.6m$), and extending in an easterly direction following the northern kerbline for a total of 37 metres.</i>

(g) Riddiford Street Parking Review – Changes to Time Limits –
Riddiford Street – Newtown (TR66-12)

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

Column One	Column Two	Column Three
Riddiford Street	<i>P30, Monday to Saturday 8:00am – 6:00pm.</i>	<i>West side, commencing 85 metres north of its intersection with Russell Terrace and extending in a northerly direction following the western kerbline for 14 metres.</i>
Riddiford Street	<i>P30, Monday to Saturday 8:00am – 6:00pm.</i>	<i>West side, commencing 16.5 metres north of its intersection with Gordon Street and extending in a northerly direction following the western kerbline for 22 metres.</i>
Riddiford Street	<i>P30, Monday to Saturday 8:00am – 6:00pm.</i>	<i>West side, commencing 48.5 metres north of its intersection with Gordon Street and extending in a northerly direction following the western kerbline for 10.5 metres.</i>
Riddiford Street	<i>P30, Monday to Saturday 8:00am – 6:00pm.</i>	<i>West side, commencing 67 metres north of its intersection with Gordon Street and extending in a northerly direction following the western kerbline for 51.5 metres.</i>
Riddiford Street	<i>P30, Monday to Saturday 8:00am – 6:00pm.</i>	<i>West side, commencing 124 metres north of its intersection with Gordon Street and extending in a northerly direction following the western kerbline for 5 metres.</i>
Riddiford Street	<i>P30, Monday to Saturday 8:00am – 6:00pm.</i>	<i>West side, commencing 137 metres north of its intersection with Gordon Street and extending in a northerly direction following the western kerbline for 28.5 metres.</i>

Riddiford Street	<i>P30, Monday to Saturday 8:00am – 6:00pm.</i>	<i>West side, commencing 177 metres north of its intersection with Gordon Street and extending in a northerly direction following the western kerbline for 22 metres.</i>
Riddiford Street	<i>P30, Monday to Saturday 8:00am – 6:00pm.</i>	<i>West side, commencing 204.5 metres north of its intersection with Gordon Street and extending in a northerly direction following the western kerbline for 19.5 metres.</i>
Riddiford Street	<i>P30, Monday to Saturday 8:00am – 6:00pm.</i>	<i>West side, commencing 257 metres north of its intersection with Gordon Street and extending in a northerly direction following the western kerbline for 15.5 metres.</i>
Riddiford Street	<i>P30, Monday to Saturday 8:00am – 6:00pm.</i>	<i>West side, commencing 278.5 metres north of its intersection with Gordon Street and extending in a northerly direction following the western kerbline for 48 metres.</i>
Riddiford Street	<i>P30, Monday to Saturday 8:00am – 6:00pm.</i>	<i>West side, commencing 365.5 metres north of its intersection with Gordon Street and extending in a northerly direction following the western kerbline for 40 metres.</i>

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

Column One	Column Two	Column Three
Riddiford Street	<i>P60, Monday to Saturday 8:00am – 6:00pm.</i>	<i>West side, commencing 9 metres north of its intersection with Russell Terrace (Grid coordinates x=1749033.4 m, y=5424551.3 m), and extending in a northerly direction following the western kerbline for 37 metres.</i>

Riddiford Street	<i>P60, Monday to Saturday 8:00am – 6:00pm.</i>	<i>West side, commencing 69.5 metres north of its intersection with Russell Terrace (Grid coordinates $x=1749033.4$ m, $y=5424551.3$ m), and extending in a northerly direction following the western kerbline for 17.5 metres.</i>
Riddiford Street	<i>P60, Monday to Saturday 8:00am – 6:00pm.</i>	<i>West side, commencing 16.5 metres north of its intersection with Gordon Street (Grid coordinates $x= 1749018.8$ m, $y= 5424650.7$ m), and extending in a northerly direction following the western kerbline for 18.5 metres.</i>
Riddiford Street	<i>P60, Monday to Saturday 8:00am – 6:00pm.</i>	<i>West side, commencing 67 metres north of its intersection with Gordon Street (Grid coordinates $x= 1749018.8$ m, $y= 5424650.7$ m), and extending in a northerly direction following the western kerbline for 32.5 metres.</i>
Riddiford Street	<i>P60, Monday to Saturday 8:00am – 6:00pm.</i>	<i>West side, commencing 136 metres north of its intersection with Gordon Street (Grid coordinates $x= 1749018.8$ m, $y= 5424650.7$ m), and extending in a northerly direction following the western kerbline for 26.5 metres.</i>
Riddiford Street	<i>P60, Monday to Saturday 8:00am – 6:00pm.</i>	<i>West side, commencing 175 metres north of its intersection with Gordon Street (Grid coordinates $x= 1749018.8$ m, $y= 5424650.7$ m), and extending in a northerly direction following the western kerbline for 21.5 metres.</i>

Riddiford Street	<i>P60, Monday to Saturday 8:00am – 6:00pm.</i>	<i>metres. West side, commencing 201 metres north of its intersection with Gordon Street (Grid coordinates $x= 1749018.8$ m, $y= 5424650.7$ m), and extending in a northerly direction following the western kerbline for 17.5 metres.</i>
Riddiford Street	<i>P60, Monday to Saturday 8:00am – 6:00pm.</i>	<i>West side, commencing 255 metres north of its intersection with Gordon Street (Grid coordinates $x= 1749018.8$ m, $y= 5424650.7$ m), and extending in a northerly direction following the western kerbline for 13.5 metres.</i>
Riddiford Street	<i>P60, Monday to Saturday 8:00am – 6:00pm.</i>	<i>West side, commencing 274 metres north of its intersection with Gordon Street (Grid coordinates $x= 1749018.8$ m, $y= 5424650.7$ m), and extending in a northerly direction following the western kerbline for 46 metres.</i>
Riddiford Street	<i>P60, Monday to Saturday 8:00am – 6:00pm.</i>	<i>West side, commencing 360 metres north of its intersection with Gordon Street (Grid coordinates $x= 1749018.8$ m, $y= 5424650.7$ m), and extending in a northerly direction following the western kerbline for 40 metres.</i>
Riddiford Street	<i>P30, Monday to Saturday 8:00am – 6:00pm.</i>	<i>West side, commencing 99.5 metres north of its intersection with Gordon Street (Grid coordinates $x= 1749018.8$ m, $y= 5424650.7$ m), and extending in a northerly direction following the</i>

western kerbline for 10.5 metres.

- (h) No stopping at all times – **Tinakori Road** – Thorndon (TR61-12)

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

Column One	Column Two	Column Three
Tinakori Road	<i>P5, at all times.</i>	<i>West side, commencing 22 metres north of its intersection with Harriett Street and extending in a northerly direction following the western kerbline for 11.5 metres.</i>

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

Column One	Column Two	Column Three
Tinakori Road	<i>No stopping at all times.</i>	<i>West side, commencing from its intersection with Harriett Street and extending in a northerly direction following the western kerbline for 22 metres.</i>

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

Column One	Column Two	Column Three
Tinakori Road	<i>No stopping except for authorised residents vehicles, at all times.</i>	<i>West side, commencing 33.5 metres north of its intersection with Harriett Street and extending in a northerly direction following the western kerbline for 37 metres.</i>

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

Column One	Column Two	Column Three
Tinakori Road	<i>No stopping, at all times.</i>	<i>West side, commencing from its intersection with Harriett Street (Grid coordinates x= 1748452.9</i>

m, y= 5429095.9 m) and extending in a northerly direction following the western kerbline for 26 metres.

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

**Column One
Tinakori Road**

Column Two
Resident parking – displaying an authorised residents' vehicle permit only, at all times.

Column Three
West side, commencing 31.5 metres north of its intersection with Harriett Street (Grid coordinates x= 1,748452.9 m, y= 5429095.9 m) and extending in a northerly direction following the western kerbline for 40 metres.

- (i) Remove Time Limited Parking (P10 At All Times) – **Waipapa Road** – Hataitai (TR63-12)

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

**Column One
Waipapa Road**

Column Two
P10 At All Times.

Column Three
East side, commencing 6 metres from its intersection with Kainui Road and extending in a southerly direction following the eastern kerbline for 6 metres.

- (j) Time restricted – (P15 Mon-Sun 8am-5pm, P30 At All Other Times), **Riddiford Street**, Newtown (TR 71-12)

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

**Column One
Riddiford Street**

Column Two
P15 At All Times.

Column Three
East side, commencing 34m south of an extension of the southern kerbline of John Street and extending in a southerly direction following the eastern kerbline for 33 metres.

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

Column One	Column Two	Column Three
Riddiford Street	Loading Zone P10 At All times.	East side, commencing 25m south of an extension of the southern kerbline of John Street and extending in a southerly direction following the eastern kerbline for 9 metres.

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

Column One	Column Two	Column Three
Riddiford Street	No Stopping At All times.	East side, commencing at an extension of the southern kerbline of John Street and extending in a southerly direction following the eastern kerbline for 25 metres.
Riddiford Street	No Stopping At All times.	East side, commencing 67 metres south of an extension of the southern kerbline of John Street and extending in a southerly direction following the eastern kerbline for 43 metres.

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

Column One	Column Two	Column Three
Riddiford Street	P15, Monday to Sunday 8.00am-5.00pm.	East side, commencing 34 metres south of its intersection with John Street and Adelaide Road (Grid coordinates x= 1748841.0 m, y= 5425600.3 m), and extending in a southerly direction following the eastern kerbline for 20.5 metres.
Riddiford Street	P30, at all other times.	East side, commencing 34 metres south of its

		<i>intersection with John Street and Adelaide Road (Grid coordinates x= 1748841.0 m, y= 5425600.3 m), and extending in a southerly direction following the eastern kerbline for 20.5 metres.</i>
<i>Riddiford Street</i>	<i>P15, Monday to Sunday 8.00am-5.00pm.</i>	<i>East side, commencing 61.5 metres south of its intersection with John Street and Adelaide Road (Grid coordinates x= 1748841.0 m, y= 5425600.3 m), and extending in a southerly direction following the eastern kerbline for 10.5 metres.</i>
<i>Riddiford Street</i>	<i>P30, at all other times.</i>	<i>East side, commencing 61.5 metres south of its intersection with John Street and Adelaide Road (Grid coordinates x= 1748841.0 m, y= 5425600.3 m), and extending in a southerly direction following the eastern kerbline for 10.5 metres.</i>

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

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>Riddiford Street</i>	<i>Loading zone, P10, at all times.</i>	<i>East side, commencing 26 metres south of its intersection with John Street and Adelaide Road (Grid coordinates x= 1748841.0 m, y= 5425600.3 m), and extending in a southerly direction following the eastern kerbline for 8 metres.</i>

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

Column One	Column Two	Column Three
Riddiford Street	<i>No stopping, at all times.</i>	<i>East side, commencing from its intersection with John Street and Adelaide Road (Grid coordinates x= 1748841.0 m, y= 5425600.3 m), and extending in a southerly direction following the eastern kerbline for 26 metres.</i>
Riddiford Street	<i>No stopping, at all times.</i>	<i>East side, commencing 54.5 metres south of its intersection with John Street and Adelaide Road (Grid coordinates x= 1748841.0 m, y= 5425600.3 m), and extending in a southerly direction following the eastern kerbline for 7 metres.</i>
Riddiford Street	<i>No stopping, at all times.</i>	<i>East side, commencing 72 metres south of its intersection with John Street and Adelaide Road (Grid coordinates x= 1748841.0 m, y= 5425600.3 m), and extending in a southerly direction following the eastern kerbline for 13.5 metres.</i>

(k) Reconfirmation of Parking Restrictions for Market Lane

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

Column One	Column Two	Column Three
Jervois Quay (Slip Lane)	<i>WCC Drainage Vehicles Parking, at all times.</i>	<i>Northeast side, commencing 11 metres northwest of its intersection with Taranaki Street (Grid Coordinates X=2659042.656099 m,</i>

Y=5989137.266484 m) and extending in a south-easterly direction following the kerbline for 9.5 metres.

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

Jervois Quay (Slip Lane)

Column Two
No stopping, at all times.

Column Three
Northeast side, commencing 109.5 metres northwest of its intersection with Taranaki Street (Grid Coordinates X=2659042.656099 m, Y=5989137.266484 m) and extending in a north-westerly direction then north-easterly following the kerbline to its intersection with Cable Street for 26 metres.

Jervois Quay (Slip Lane)

No stopping, at all times.

Northeast side, commencing 73.5 metres northwest of its intersection with Taranaki Street (Grid Coordinates X=2659042.656099 m, Y=5989137.266484 m) and extending in a north-westerly direction following the kerbline for 8.5 metres.

Jervois Quay (Slip Lane)

No stopping, at all times.

Northeast side, commencing from its intersection with Taranaki Street (Grid Coordinates X=2659042.656099 m, Y=5989137.266484 m) and extending in a north-westerly direction following the kerbline for 15.5 metres.

Jervois Quay (Slip Lane)

No stopping, at all times.

Southwest side, commencing 105.5 metres northwest of its intersection with Taranaki Street (Grid Coordinates

<i>Jervois Quay (Slip Lane)</i>	<i>No stopping, at all times.</i>	<i>X=2659040.299843 m, Y=5989130.692919 m) and extending in a north- westerly direction following the kerbline for 2.5 metres. Southwest side, commencing 117.5 metres northwest of its intersection with Taranaki Street (Grid Coordinates X=2659040.299843 m, Y=5989130.692919 m) and extending in a north- westerly direction then north-easterly following the kerbline to its intersection with Cable Street for 21.5 metres.</i>
<i>Jervois Quay (Slip Lane)</i>	<i>No stopping, at all times.</i>	<i>Southwest side, commencing 16 metres northwest of its intersection with Taranaki Street (Grid Coordinates X=2659040.299843 m, Y=5989130.692919 m) and extending in a south- easterly direction then south-westerly following the kerbline for 21.5 metres.</i>
<i>Jervois Quay (Slip Lane)</i>	<i>No stopping, at all times.</i>	<i>Southwest side, commencing 27 metres northwest of its intersection with Taranaki Street (Grid Coordinates X=2659040.299843 m, Y=5989130.692919 m) and extending in a north- westerly direction following the kerbline for 2 metres.</i>
<i>Jervois Quay (Slip Lane)</i>	<i>No stopping, at all times.</i>	<i>Southwest side, commencing 79.5 metres northwest of its intersection with Taranaki Street (Grid Coordinates X=2659040.299843 m, Y=5989130.692919 m) and</i>

extending in a north-westerly direction following the kerbline for 2.5 metres.

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

**Column One
Jervois Quay
(Slip Lane)**

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

Column Three
*Northeast side,
commencing 21 metres
northwest of its
intersection with Taranaki
(Grid coordinates x=
1749021.5 m, y= 5427426.1
m), and extending in a
north-westerly direction
following the kerbline for
14.5 metres.
(5 angle carparks).*

**Jervois Quay
(Slip Lane)**

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

*Northeast side,
commencing 49 metres
northwest of its
intersection with Taranaki
Street (Grid coordinates x=
1749021.5 m, y= 5427426.1
m), and extending in a
north-westerly direction
following the kerbline for
18.5 metres.
(7 angle carparks).*

**Jervois Quay
(Slip Lane)**

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

*Northeast side,
commencing 70.5 metres
northwest of its
intersection with Taranaki
Street (Grid coordinates x=
1749021.5 m, y= 5427426.1
m), and extending in a
north-westerly direction
following the kerbline for 3
metres.*

**Jervois Quay
(Slip Lane)**

*Metered parking,
P120 Maximum,
Monday to Thursday
8:00am – 6:00pm,
Friday 8:00am –
8:00pm, Saturday
and Sunday 8:00am*

*(1 angle carpark).
Northeast side,
commencing 82 metres
northwest of its
intersection with Taranaki
Street (Grid coordinates x=
1749021.5 m, y= 5427426.1
m), and extending in a*

		– 6:00pm.	north-westerly direction following the kerbline for 2.5 metres. (1 angle carpark).
Jervois Quay (Slip Lane)	Metered parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.		Northeast side, commencing 35.5 metres northwest of its intersection with Taranaki Street (Grid Coordinates $x= 1749021.5$ m, $y=$ 5427426.1 m), and extending in a north- westerly direction following the kerbline for 11.5 metres. (4 angled parking spaces).
Jervois Quay (Slip Lane)	Metered parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.		Southwest side, commencing 108 metres northwest of its intersection with Taranaki Street (Grid coordinates $x=$ 1749018.4 m, $y= 5427418.6$ m), and extending in a north-westerly direction following the kerbline for 9.5 metres. (2 parallel carparks).
Jervois Quay (Slip Lane)	Metered parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.		Southwest side, commencing 29 metres northwest of its intersection with Taranaki Street (Grid coordinates $x=$ 1749018.4 m, $y= 5427418.6$ m), and extending in a north-westerly direction following the kerbline for 50.5 metres. (9 parallel carparks).
Jervois Quay (Slip Lane)	Metered parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.		Southwest side, commencing 82 metres northwest of its intersection with Taranaki Street (Grid coordinates $x=$ 1749018.4 m, $y= 5427418.6$ m), and extending in a north-westerly direction following the kerbline for 23.5 metres. (4 parallel carparks).

**Jervois Quay
(Slip Lane)**

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

*Northeast side,
commencing 87.5 metres
northwest of its
intersection with Taranaki
Street (Grid coordinates x=
1749021.5 m, y= 5427426.1
m), and extending in a
north-westerly direction
following the kerbline for 9
metres.*

**Jervois Quay
(Slip Lane)**

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

*(3 angled parking spaces).
Northeast side,
commencing 96.5 metres
northwest of its
intersection with Taranaki
Street (Grid coordinates x=
1749021.5 m, y= 5427426.1
m), and extending in a
north-westerly direction
following the kerbline for 8
metres.
(2 angled parking spaces).*

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

**Column One
Market Lane**

Column Two
*WCC Drainage
Vehicles Parking, at
all times.*

Column Three
*North side commencing
6m west of its intersection
with Taranaki Street (Grid
coordinates x= 1749020.7
m, y= 5427425.1 m), and
extending in a westerly
direction following the
drainage channel for 13
metres.
(Parking space is located
on the raised island and set
back from the kerbline).*

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

**Column One
Market Lane**

Column Two
*No stopping, at all
times.*

Column Three
*North side, commencing
from its intersection with
Taranaki Street (Grid
coordinates x= 1749020.7*

Market Lane	<i>No stopping, at all times.</i>	<i>m, y= 5427425.1 m), and extending in a westerly direction following the northern kerbline for 19 metres. North side, commencing 33 metres west of its intersection with Taranaki Street (Grid coordinates x= 1749020.7 m, y= 5427425.1 m), and extending in a westerly direction following the northern kerbline for 7 metres.</i>
Market Lane	<i>No stopping, at all times.</i>	<i>North side, commencing 71 metres west of its intersection with Taranaki Street (Grid coordinates x= 1749020.7 m, y= 5427425.1 m), and extending in a westerly direction following the northern kerbline for 8 metres.</i>
Market Lane	<i>No stopping, at all times.</i>	<i>North side, commencing 102 metres west of its intersection with Taranaki Street (Grid coordinates x= 1749020.7 m, y= 5427425.1 m), and extending in a westerly direction following the northern to its intersection with Cable Street.</i>
Market Lane	<i>No stopping, at all times.</i>	<i>South side, commencing from its intersection with Taranaki Street (Grid coordinates x= 1749018.4 m, y= 5427418.6 m), and extending in a westerly direction following the southern kerbline for 13 metres.</i>
Market Lane	<i>No stopping, at all times.</i>	<i>South side, commencing 114 metres west of its intersection with Taranaki Street (Grid coordinates x= 1749018.4 m, y= 5427418.6 m), and extending in a westerly direction</i>

following the southern kerbline to its intersection with Cable Street.

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

**Column One
Market Lane**

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

Column Three
*North side, commencing 19
metres west of its
intersection with Taranaki
Street (Grid coordinates x=
1749020.7 m, y= 5427425.1
m), and extending in a
westerly direction
following the northern
kerbline for 14 metres.
(5 angled parking spaces).*

Market Lane

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

*North side, commencing
40 metres west of its
intersection with Taranaki
Street (Grid coordinates x=
1749020.7 m, y= 5427425.1
m), and extending in a
westerly direction
following the northern
kerbline for 31 metres.
(8 angled parking spaces).*

Market Lane

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

*North side, commencing 79
metres west of its
intersection with Taranaki
Street (Grid coordinates x=
1749020.7 m, y= 5427425.1
m), and extending in a
westerly direction
following the northern
kerbline for 23 metres.
(7 angled parking spaces).*

Market Lane

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

*South side, commencing 13
metres west of its
intersection with Taranaki
Street (Grid coordinates x=
1749018.4 m, y= 5427418.6
m), and extending in a
westerly direction
following the southern
kerbline for 101 metres.
(17 parallel parking
spaces).*

- (l) Restricted Use of the unformed sections of Rifle Range Road and Old Coach Road – **Old Coach Road Rifle Range Road** - Johnsonville Ohariu Valley (TR47-12)

Add to Schedule C (Direction, Placement and Lane Use) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Rifle Range Road	<i>Restricted use of the unformed section of road, at all times, road may be used by vehicles associated with: (a) the farming activities of the neighbouring land owner of Lots 205,206 and 207 DP 80025 (b) access, maintenance, and construction activities for the power lines in the area by Transpower and/or its contractors, including any necessary emergency maintenance work on the road (c) maintenance of the Old Coach Road and Rifle Range Road by the Council and/or its contractors (d) emergency and Civil defence vehicles (e) any other activity, including but not limited to organised events, consistent with the Outer Green Belt Management Plan,</i>	<i>East side, commencing 1020 south of its intersection with Ohariu Valley Road and continuing past the gate, being the unformed sections of both Rifle Range.</i>

that have obtained the prior written approval of the Council.

Old Coach Road

Restricted use of the unformed section of road, at all times, road may be used by vehicles associated with:

(a) the farming activities of the neighbouring land owner of Lots 205, 206 and 207 DP 80025

(b) access, maintenance, and construction activities for the power lines in the area by Transpower and/or its contractors, including any necessary emergency maintenance work on the road

(c) maintenance of the Old Coach Road and Rifle Range Road by the Council and/or its contractors

(d) emergency and Civil defence vehicles

(e) any other activity, including but not limited to organised events, consistent with the Outer Green Belt Management Plan, that have obtained the prior written approval of the Council.

East side, commencing 215 metres north of its intersection with Safari Crescent and continuing past the gate, being the unformed section of Old Coach Road.

4. Background

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

- (a) Removal of time restricted parking - **Austin Street**– Mt Victoria (TR59-12)

It has been brought to Council’s attention that a small section of Time Limited Parking (P10) outside #111 Austin Street, Mt Victoria is no longer required – as the dairy business adjacent had closed down. Council officers wrote to the property owner and the property owner confirmed in writing that the business was no longer operating. The property owner has no objection to the removal of the parking restriction. These spaces will revert to Coupon parking.

- (b) Time Limited Parking (P10, Monday to Sunday 8:00am – 6:00pm & at all times), Bus Stop and No stopping (at all times) – **Constable Street** – Newtown (TR64-12)

After the completion of the Constable Street/Owen Street intersection improvements, the traffic restrictions along the southern and northern side of Constable Street (between Owen and Hiropi streets) are to be reconfirmed to reflect the rearrangement of parking spaces.

The rearrangement also incorporates increased bus stop length, requested by NZ Police, NZTA and NZ Bus Ltd, as the result of a recent crash at this location and reconfirms the (P10) parking requirements for local businesses.

Name	Suburb	Agree Y/N?
Keith Powell	Newtown	N
Comments		
<p>While I agree with the need to lengthen the bus stop, I feel it could be done in a safer manner, and given the issues with traffic flow and the narrow nature of Constable St, I think this needs to be given serious consideration.</p> <p>The existing proposal means that while the bus stop will be longer and therefore easier to negotiate, buses will be both entering and exiting around a single parked vehicle, requiring them to swing much wider, to the other side of the road. This will be an issue at all times, as these parks are very highly used. With the close proximity of the pedestrian crossing, this becomes a further safety issue.</p> <p>I would suggest that in the interest of safety of all other road users, particularly the pedestrians on the crossing and the parked vehicles, that the proposed new length of the bus stop be moved forwards by one car</p>		

park length, so the bus stop finishes closer to the corner. This will provide a clear space of the yellow lines to the pedestrian crossing, and will mean the buses are not having to exit the stop around a parked vehicle in front of them.

This would leave 2 parking spaces behind the bus stop, both outside number 88, and in consideration to the dairy owner, whose customers would then have to walk the length of the bus stop, maybe they should be made as P10, however I can see this being an unpopular move with the owners of number 88.

I do believe that we should be looking to make it easier for the bus to get in and out of the stop, not just by making it longer, but also by removing an obstacle from in front of it, so they do not have to swing across the road in heavy traffic to get out again.

For the record, I am the owner of number 90 Constable Street, and thus have an involvement with the outcome of this.

(K Powell)

Officer's Response

Council Officers have reviewed this proposal, in light of the concerns raised by Mr Powell we recommend that the proposal proceeds in its existing form for the following reasons:

- The position of the bus stop is primarily determined because of its proximity to the catchment area of Owen Street.
- We believe that the entering and exiting of the bus stop will be a minor inconvenience compared to the facilities offered by this position - the recent installation of the electronic bus stop signage, the nearby seating, the shelter afforded by the dairy veranda and the P10 parking – which has been outside the dairy for many years.
- Pedestrian safety is not compromised given the re-phasing of the new traffic signals.
- Council Officers believe that the proposed setup outlined in this resolution is the best and safest use for the variety of parking needs along this section of Constable Street.
- As this was deemed an urgent safety issue officers have actioned this traffic resolution and put the time limited parking, bus stop and no stopping at all times in place. Officers concluded that the need for this overrides any minor inconvenience and there has been no loss of overall parking. This is a key bus stop that serves Owen Street moving away further degrades the catchment.

Council Officers recommend to the Strategy and Policy Committee that they endorse this proposal.

- (c) Time Limited Parking (P5, Monday to Friday 7:00am-9:00am and 4:00pm-6:00pm), **Evans Bay Parade** – Hataitai (TR62-12)

The current Traffic Resolution is for P5, Monday-Friday, 7:00am-9:00am, 11:00am-1:00pm and 4:00pm-6:00pm outside IKids Child Care centre, 310-314 Evans Bay Parade. As the result of a recent parking survey of the area, it was observed that 8 parking spaces outside the child care centre were not being used between 11am and 1pm by clients of the adjacent child care centre. On further investigation, the owners of the child care centre report that they do not have a requirement for the P5 time restriction between 11:00am-1:00pm, but do still require the other time restrictions.

It is therefore proposed to remove the 11:00am-1.00pm Monday-Friday restriction. This will free up parking spaces for general use by local businesses and residents.

Name	Suburb	Agree Y/N?
Hataitai Residents' Association (K Logan)	Hataitai	Y
Comments		
Please pass on to the traffic engineer that, based on experience of past consultations of this nature, I am confident that there would be no objections from the Hataitai Residents' Association committee. Thank you for informing us of the upcoming public notice.		

- (d) Time limited parking (P10, Monday to Sunday, 8am – 8.30pm) – **Ganges Road** – Khandallah (TR67-12)

Council officers were asked to review a section of time limited parking along Ganges Road in relation to the differing operating times of businesses within the suburban centre.

Khandallah Village is a bustling retail centre with a variety of different retail businesses. Most of these operate standard business hours, and in the evenings patrons of the local restaurants, takeaway businesses and the town hall utilise the parking spaces sometimes for extended periods. The local dairy has extended hours seven days a week, and as a result the two P10 parking spaces located in front of the shop need to reflect its operation.

Council Officers propose to extend the existing P10 restriction to 7 days from 8am to 9.00pm to facilitate the regular turnover of short stay spaces in this area.

- (e) Class restricted (taxi stand, at all times), Time limited parking (P60, Monday to Sunday 8.00am-6.00pm) – **Medway Street** – Island Bay (TR65-12)

Following a query from a local business owner, a survey of the use of the Taxi stand in Medway Street, Island Bay was carried out by Council officers. This survey found that the Taxi stand's capacity was larger than that required for all times surveyed.

The Wellington Taxi Federation was contacted, and agreed that the stand was not well used, and suggested 11 metres were deleted.

It is proposed to resolute these two parking spaces as 60 minute (P60) parking – matching the parking restrictions adjacent outside the New World, Island Bay. This will increase the available short term parking in this popular area.

(f) No stopping at all times – **Palliser Road** – *Roseneath (TR60-12)*

It has been brought to the attention of Council Officers that access and visibility issues exist at the intersection of Palliser Road and Roseneath Terrace. These are due mainly to inconsiderately parked vehicles.

It is proposed to remove a section of service vehicle parking on the south side of Palliser Road and replace it with a 'no stopping' restriction.

It is proposed to reconfirm the restriction within the intersection to better reflect the current situation.

(g) Riddiford Street Parking Review – Changes to Time Limits – **Riddiford Street** – *Newtown (TR66-12)*

Council officers have received feedback from Newtown business owners that short-term parking (P30) does not allow people enough time to shop and to make use of the varied uses and amenities within the Riddiford Street area. Feedback received from customers also indicates that 30 minutes does not provide enough time to carry out all of their shopping requirements and that some one hour parking would be preferable.

Council undertook to survey this time limited parking issue. City Communities staff presented a proposal, delivered a survey and received feedback on changing time restricted parking on the western side only of Riddiford Street, from the current 30 minutes (P30), to 60 minutes (P60). The result of the survey showed strong support for the proposal from the Newtown business owners, customers and residents. Survey results are available to view on request. The proposal is along similar lines to that recently approved and installed at the Kilbirnie town centre.

It is therefore proposed to convert existing P30 time restricted parking spaces to P60 on the western side of Riddiford Street, Newtown

(between Hall Street and Russell Tce). Other shorter parking time limits within the area will not change. A small section of parking, outside the United Video store, will remain a P30 restriction – to reflect the high turnover nature of the particular business. The exact details of this proposal are supported and signed off by the Newtown Business Group. The Newtown Parking Consultation document is attached as Appendix One.

- (h) No stopping at all times – **Tinakori Road – Thorndon (TR61-12)**

Council received a request to review the current on street parking in the vicinity of 224 Tinakori Road. As a result, it was identified that a driveway is within a P5 parking restriction which is causing confusion.

After consulting with affected businesses and residents in the vicinity, Council proposes to remove the P5 restriction, extend the existing broken yellow lines and extend the available residents' parking.

- (i) Remove Time Limited Parking (P10 At All Times) – **Waipapa Road – Hataitai (TR63-12)**

Net Parking Gain: 3

A dairy business at number 71 Waipapa Road, Hataitai has closed down. The property owners confirm that the building is to be returned to a residential type property. They also confirm that no business requiring time restricted parking will be operated from the property in the near future.

It is therefore proposed to delete the section of Time Limited Parking (P10) from outside the property and free up parking space for general use.

- (j) Time restricted – (P15 Mon-Sun 8am-5pm, P30 At All Other Times), **Riddiford Street**, Newtown (TR 71-12)

A request has been received from local businesses to extend the P15 time restrictions applying to a small number of parking spaces on the east side of Riddiford Street just south of John Street to 30minutes in the evening and at weekends. While the 15min restriction works well for turnover during the day a longer restriction will better serve businesses open in the evenings and at weekends. The proposal does not affect the loading zone and the ability to assist delivery vehicles. It merely tailors the time restrictions to better suit the businesses in this heritage precinct which have no public off street parking. Council officers have been working closely with businesses in the area and this proposal best reflects the needs of most of the parties.

Following consultation Officers (Appendix Two) have agreed to alter the proposed resolution so that the P15 applies to the weekends until 5pm and that the P30 applies after 5pm every day.

Name	Suburb	Agree Y/N?
Laura Newcombe	Newtown	N
Comments		
<p>I am writing this submission as an individual. I oppose the proposed traffic resolution to increase the car parking to P30 after 5pm and in the weekends on 7-19 Riddiford Street, Newtown. The reasons why I oppose are as follows :</p> <ol style="list-style-type: none"> 1. With the small number of parking spaces on 7-19 Riddiford Street, this will enable hospital visitors to be able to park for 36 minutes and to duck into the hospital, rather than shop at our shopping precinct. 2. With such a small number of car parks made available by council, high turn over of car parks would suit our small businesses better, rather than the proposed P30. 3. With the offer of the 20 car parks on the nearby countdown site, long term car parkers can easily park there and visit cafes. 4. The public will be confused by the car parking signs, and this could put customers off shopping here, as it will be all too hard and they will drive past and shop elsewhere. We want the message out there that we are open for business! 5. Because of the disruption of the major severe roadworks for countdowns traffic flow into their new supermarket, I may have to look at working all day on a Saturday and also consider working on a Sunday, so to have P30 would be detrimental for my customers, as the car parks may be occupied by hospital visitors in the weekends. 6. If the council wanted to do something that was really helpful they would remove the loading zone which benefits only one business, the Four Square on the eastern side of Riddiford Street. I had gathered all the retailers signatures which would support the removal of the loading zone, and convert it to a P15 car park. The traffic team at WCC are aware of this petition. 7. On the bus stop outside the hospital is P30 already, us retailers require a mix so that we can ALL benefit by kerb side car parks. <p>(L Newcombe)</p>		
Officer's Response		
<p>In the light of the objection raised Council Officers have amended the proposed restriction so that the P15 will apply to the weekend until 5pm and that the P30 will only apply after 5pm each day.</p>		

(k) *Reconfirmation of existing restrictions – **Market Lane** – Te Aro*

The recent naming of Market Lane requires that the current traffic resolutions for Jervois Quay Slip Lane be rescinded, and replaced with resolutions specific to Market Lane.

(l) **Restricted Use of the unformed sections of Rifle Range Road and Old Coach Road – Old Coach Road Rifle Range Road - Johnsonville Ohariu Valley (TR47-12)**

The purpose of the traffic resolution is to restrict general vehicle access, but allow it for certain purposes, including farming, power line maintenance, emergencies and reserve maintenance; and other activities (if approved by Council).

This will help Council protect the heritage values of this road which was constructed in the 1850's and has Historic Places Trust Category 1 listing, which means a place of *'special or outstanding historical or cultural heritage significance or value'* (Historic Places Trust website). Old Coach Road is a rare example of early roading in New Zealand that is *"relatively unaltered"* (site report on Register, Historic Places Trust website). A Conservation Plan Council has commissioned states one of the main threats to Old Coach Road is off-road recreational vehicles like four wheel drives and trail bikes. *"These would dramatically increase the rate of wear on the road surface, very much to its detriment. The current integrity of the road surface is one of the key heritage values of the road..."* (page 36)

At the moment, Council has little control over people wanting recreational vehicle access or commercial tours because the road still provides legal access, even though it has not been officially maintained as a road since the 1920's at the latest (Old Coach Road Conservation Plan 2012).

On 10 November 2011 the Strategy and Policy Committee (Appendix Three) were presented with some options to protect the historic values of Old Coach Road. A traffic resolution was one of the protection measures agreed to.

Council approved the traffic resolution to restrict the use of motorised vehicles on the unsealed sections of Rifle Range Road and Old Coach Road with certain exceptions, subject to public consultation, at the 23 November 2011 meeting.

Public notification of the proposed traffic resolution occurred between 24 July and 10 August 2012. Three people (including one organisation) have provided feedback on the proposed traffic resolution for Old Coach Road and Rifle Range Road.

Name	Suburb	Agree Y/N?
Mike Hurley, Transpower	Wellington	Yes. With amendment.
Comments		
<p>Thank you for the opportunity to submit on the proposal to restrict the use of the unformed section of Rifle Range Road and Old Coach Road (the two roads). Transpower appreciates the way that the Council has incorporated its previous comments on the protection options and acknowledged Transpower's requirement to use the roads in the Proposed Traffic Resolution.</p> <p>Background Transpower New Zealand Limited is the State Owned Enterprise that owns, maintains, operates and develops New Zealand's high voltage transmission network, the National Grid. The National Grid comprises a network of high voltage lines and substations that transport electricity from where it is generated to towns and cities across New Zealand. We connect with local distribution companies, like Wellington Electricity Network, who connect to individual homes and businesses. The National Grid has been recognised as being of national significance by Central Government through the National Policy for Electricity Transmission (NPSET) and the National Environment Statement for Electricity Transmission Activities (NESETA) under the Resource Management Act.</p> <p>Significance of the transmission lines, Old Coach Road and Rifle Range Road Old Coach Road provides Transpower with access to parts of the National Grid that are of regional and national importance being the access along the two roads for vehicles, equipment and personnel to service the Oteranga Bay - Haywards A (OTB-HAY A) transmission line and Takapu Road - Wilton A (TKR-WIL A) transmission line.</p> <p>The TKR-WIL A transmission line links the Takapu Road and Wilton Substations and is a regionally important asset; that supplies electricity to much of the Wellington CBD. The OTB-HAY A line is of national importance. The National Grid includes a high voltage direct current (HVDC) inter-island link between the South and North Islands via submarine cables. The submarine cables emerge at Oteranga Bay and it is the OTB-HAY A line that carries the HVDC to Haywards substation where the HVDC is converted to alternating current for distribution throughout the North Island network.</p> <p>Transpower has recently carried out some maintenance of the two roads (with approval from the Council and the New Zealand Historic Places Trust) in order to provide the necessary level of access for the machinery required to replace the conductors (wires) on the OTB-HAY A line. The work recently carried out on the transmission line replaced the original conductors that were installed in the 1960s. The two roads are not</p>		

required to provide this level of access for Transpower's regular maintenance work.

Transpower only maintains the access tracks that it uses to the extent necessary to carry out the work required. Transpower does not expect to undertake any further work on the road in order to gain physical access for many years to come. Transpower's access requirements are normally limited to four wheel drive (4wd) access rather than the recent requirement for heavy machinery. While maintenance work is intermittent, Transpower does require 4wd access along Old Coach Road to carry out six monthly visual inspections of the lines. These visual inspections provide a vital role in maintaining a secure supply of electricity for Central Wellington and the North Island generally. Due to the rugged topography of the area there are no practical alternatives to provide this access other than Rifle Range Road and Old Coach Road.

Transpower's Statutory Rights

Transpower has access rights under s23 of the Electricity Act 1992.

Section 23 states that any person that owns existing works may:

"..enter upon the land for the purpose of gaining access to those works and may perform any act or operation necessary for the purpose of-
(a) Inspecting, maintaining or operating the works

Transpower also has the right under s24 of the Electricity Act 1992 to:

*"....from time to time construct and maintain works in, on, along, over, across, or under any road and for any of these purposes may-
Open or break up any road:*

Maintenance of Transpower's existing rights

Transpower appreciates that the Council is maintaining Transpower's ability to utilise the two roads for the maintenance of the power lines.

Transpower has considered how the proposed wording could be interpreted and seeks that the bylaw is clear that Transpower can continue to inspect, operate and maintain the existing transmission lines. For clarity, Transpower considers the wording of Column Two should better reflect that activities that Transpower can carry out under the Electricity Act and NESETA regulations. This could be achieved by replacing the existing point (b)s in Column Two with the following wording:

(b)access, maintenance, and construction activities for the power lines in the area by Transpower and/or its contractors

The proposed wording would make it is clear that Transpower can use the roads for maintenance activities, to inspect the condition of the lines, and construct new/replacement support structures should they be required. These activities are provided for under the Electricity Act and NESETA regulations. For any of these activities the access requirements are unlikely to exceed the access requirements for the recent reconductoring work that has occurred.

Emergency Maintenance of the Roads

If there is an unplanned outage (i.e. a fault or lightening strike on a line) then Transpower may require urgent access to the transmission lines along the two roads. Transpower would like to see the bylaw reflect the fact that under this scenario Transpower may need to carry out urgent maintenance work on the roads (e.g. restore a slip or washout) in order for vehicles or machinery to access the lines to restore/maintain the electricity supply. Transpower would like to see this reflected in the bylaw and this could be achieved by the inclusion of the following phase in each of the point (b)s in column two “, *including any necessary emergency maintenance work on the road*”.

If Transpower was required to undertake any emergency maintenance work on the two roads, notice would be provided to the Council as soon as possible and usually within 24 hours of the work occurring.

In all other situations Transpower supports that the bylaw only permits Council and/or its contractors to maintain the roads.

Preservation of Historical Values

Transpower recognises the historic significance of the area and the value placed on the area by the local community. Transpower is committed to ensuring that these are maintained throughout any work that it undertakes.

Conclusion

The road is the only viable access to this section of the transmission lines, which is necessary to ensure security of electricity supply to the North Island and Wellington CBD (and for farm access purposes for the neighbouring landowner). Obtaining alternative access is not feasible due to significant technical constraints. Transpower supports and appreciates that the maintenance of the transmission lines are provided for in the proposed wording of the bylaw. However, Transpower seeks that clarity is provided in the wording to ensure that Transpower can continue to utilise the two roads for all of the activities that are required to maintain a secure supply of electricity. This can be achieved by amending the wording of Column Two to:

(b) access, maintenance, and construction activities for the power lines in the area by Transpower and/or its contractors, including any necessary emergency maintenance work on the road

Officer's Response

Officers accept the requested traffic resolution wording change from Transpower which will clarify the activities Transpower undertakes.

Recommended change to traffic resolution wording:

b) access, maintenance, and construction activities for the power lines in the area by Transpower and/or its contractors, including any necessary emergency maintenance work on the road

The rationale behind this wording is to reflect the rights Transpower has under the Electricity Act (1992).

Name	Suburb	Agree Y/N?
Frances Lee	Ngaio	Yes. With amendment.
Comments		
<p>PROPOSAL: Restricted use of the unformed sections of Rifle Range Rd and Old Coach Rd.</p> <p>COMMENT: I understand that WCC officers who prepared the background paper for the SPC meeting of 10 November 2011 prefer to have protective action to restrict any motorised access to these roads by way of by-law, as it is quicker and can provide for farmer/Transpower entry. This obviously has some limitations on its own but if further action is taken as soon as possible to establish reserve status for the roads and examine the extent of Heritage status plus relevant DP provisions, this should give better protection for these unformed sections. Action should not be delayed because of the possible extension of McLintock St across Old Coach Rd.</p> <p>I SUPPORT : those additions to Schedule C (Directive, Placement and Lane Use) of the Traffic Restrictions Schedule, which will restrict the use of the unformed section of the roads, at all times, to vehicles associated with those listed in paragraphs (a), (b), (c) and (d). However I should like to know what restrictions WCC may place on Transpower regarding the size of equipment used for with maintenance as large machines could be most destructive of the roads.</p> <p>I DO NOT SUPPORT : use of the roads as described in paragraph (e) of the Resolution. The wording is far too loose and needs tightening with specific rules and guidelines rather than just “the prior written approval of the Council”.</p> <p>Leaving such simple words in the Resolution could be disastrous and allow for a range of activities, perhaps approved only by Traffic officers with little or no background knowledge relating to the road including past work of organisations and residents to save and preserve this historic route for future generations. Leaving such simple wording could, for example, allow :</p> <ul style="list-style-type: none"> - 4WD and motor cyclists rallies which could do irreparable damage to the surface of the roads, - Other rallies using motor vehicles for entry by specific groups - Single car/motor cycle owners eg. wanting to look at possible housing sites in the Rural and Residential zones, children’s activities, tourists, etc. <p>Once a few such vehicles are allowed on to the unformed roads, others</p>		

would want similar access and it could be difficult to deny such requests. **I would like to see paragraph (e) removed altogether from both lists** as I see the main users of the roads being trampers/walkers , horse riders and cyclists, with no problems of having to give way to motorised vehicles.

However, if this is not agreed by Council, then some tight rules must be established including the need for referral to a wider group of people before any “activities” are permitted under paragraph (e).

I suggest the following should be considered for consultation (possibly depending on the nature of the request):

- wide consultation within WCC including Open Space and Recreation Planning and Heritage sections, and Cllr Helene Ritchie (Natural Environment Portfolio)
- NZ Historic Places Trust
- Johnsonville Resident Assoc and Johnsonville Progressive Assoc
- Makara Community Board
- relevant tramping clubs/Federated Mountain Clubs
- those associated long term with Old Coach Rd- in particular Action for Environment, and various individuals including Michael Kelly(author of the OCR Conservation Plan).
- those involved with horse trekking. cycling and running/orienteering clubs

There is a need to ensure these historic sites are never sealed, (eg. for any future housing developments), which would totally destroy their ambience, uniqueness, historical and archaeological nature.

I WOULD LIKE TO APPEAR BEFORE THE COMMITTEE when this item appears on the agenda.

(F Lee)

Officer's Response

Transpower have access rights to maintain the transmission lines network under the Electricity Act (1992) and have been using Old Coach Road since the installation of power pylons in the 1960's (Conservation Report 2012).

Council recently worked with Transpower who were conducting a major upgrade of components of the power lines. Some road works on Old Coach Road were required to enable machinery to be moved to the pylons. Transpower required archaeological authority from Historic Places Trust to carry out any work on the road (as it is a pre-1900 structure). The archaeological authority was granted and an archaeologist oversaw this work. This same process would be required for future works on the road.

Transpower believe they will not require heavy vehicle access along Old Coach Road for some years (the recent upgrade was of components that

were over 40 years old). Council will continue to monitor Transpower access.

Officers do not recommend part (e) gets removed from the traffic resolution. This traffic resolution gives Council the ability to control and manage recreational vehicle access.

Even though the road is in the Outer Green Belt Management Plan, legal road access takes priority. The traffic resolution will enable us to assess any applications for vehicle access.

Council Officers have considered the wording of the traffic resolution and agree the wording could be strengthened. We are recommending the wording in the traffic resolution part (e) clarifies that any activity will need to be consistent with the Outer Green Belt Management Plan.

Recommended change to traffic resolution wording:

e) any other activity, including but not limited to organised events, consistent with the Outer Green Belt Management Plan, that have obtained the prior written approval of the Council.

Officers believe the existing objectives and policies in the Outer Green Management Plan 2004 - for recreational motorised vehicle access (4.5.2.3 Recreational motorised vehicle activity policy on page 69-70) and Old Coach Road (5.3.3 Management Area Policies on page 99-100) – provide enough guidance to assess applications for vehicle access. These include:

Long-term vision for Area 3.1 – Old Coach Road (page 99)
Old Coach Road is protected and managed in a manner reflecting its importance as a Category One historic place, and as an important point of access to the Outer Green Belt.

Public use and enjoyment - Old Coach Road (page 100)
Access for vehicles on Old Coach Road will be confined to management purposes unless there are exceptional reasons, consistent with the policies of this Plan. Any vehicle access must not damage the road surface.

Officers do not believe extensive public consultation is required for every application made under part e) of the traffic resolution. The recommended change to the wording of the traffic resolution will ensure applications need to be assessed against policies in the Outer Green Belt Management Plan. Council officers will assess applications and talk to relevant organisations eg Historic Places Trust.

For one-off vehicle access applications, officers are delegated to make decisions and will do so using the direction of the management plan. For example policy for the Old Coach Road management area states: *Public*

access for walking and mountain biking will be provided for as the main recreation activities And Access for vehicles on Old Coach Road will be confined to management purposes unless there are exceptional reasons, consistent with the policies of this Plan. Any vehicle access must not damage the road surface (5.3.3 Management Area Policies on page 99-100). One of the Objectives for Sector 3 in the management plans states: To recognise and protect Old Coach Road and manage it according to its status and values (5.3.2.1 Protection of key landscape and heritage features on page 95). So, provided that the one-off access will not damage the road in any way then there would be no need to publicly notify the proposal. If it did affect the physical road then it would be inconsistent with the management plan and not approved by Council Officers.

Any application for vehicle access, that is significant or a long-term use eg that requires a licence, will be publicly notified using processes outlined in the reserve management plan. The Management Plan specifically notes that any licence or permit for commercial motorised vehicle-based recreation or tourism activity, longer than one year in duration, must be approved by Wellington City Council committee (policy 4.5.2.3 Recreational motorised vehicle activity on page 69-70). The Committee would hear submissions from the public.

Both longer term and one-off use of the road can be appropriately and properly assessed and managed using the Management Plan without the need to require specific traffic resolution requirements around public consultation.

Name	Suburb	Agree Y/N?
Peter John Graham	Paparangi	Yes. With amendment.
Comments		
1.	I agree with the proposal for restricted vehicle access to Old Coach Road and Rifle Range Road with the conditions that the road can be used for purposes (a), (b), (c) and (d) as reported in the proposed traffic resolution 47-12.	
2.	However I am concerned about the open-minded nature of condition (e). This must include a provision that any application under (e) will undergo a full consultation process and require full Council approval taking comments from the consultation process into account.	
Officer's Response		
Council Officers have considered the wording of the <u>traffic resolution</u> and agree the wording could be less open-ended. We are recommending the wording in the <u>traffic resolution</u> part (e) clarifies that any activity will need to be consistent with the Outer Green Belt Management Plan.		
<p><i>Recommended change to <u>traffic resolution</u> wording:</i> <i>e) any other activity,-including but not limited to organised</i></p>		

events, consistent with the Outer Green Belt Management Plan, that have obtained the prior written approval of the Council.

Officers believe the existing objectives and policies in the Outer Green Management Plan 2004 - for recreational motorised vehicle access (4.5.2.3 Recreational motorised vehicle activity policy on page 69-70) and Old Coach Road (5.3.3 Management Area Policies on page 99-100) – provide enough guidance to assess applications for vehicle access. These include:

Long-term vision for Area 3.1 – Old Coach Road (page 99)

Old Coach Road is protected and managed in a manner reflecting its importance as a Category One historic place, and as an important point of access to the Outer Green Belt.

Public use and enjoyment - Old Coach Road (page 100)

Access for vehicles on Old Coach Road will be confined to management purposes unless there are exceptional reasons, consistent with the policies of this Plan. Any vehicle access must not damage the road surface.

Officers do not believe full public consultation is required for every application made under part (e) of the traffic resolution. The recommended change to the wording of the traffic resolution will ensure applications need to be assessed against policies in the Outer Green Belt Management Plan. Council officers will assess applications and talk to relevant organisations e.g. Historic Places Trust.

For one-off vehicle access applications, officers are delegated to make decisions and will do so using the direction of the management plan. For example policy for the Old Coach Road management area states: *Public access for walking and mountain biking will be provided for as the main recreation activities And Access for vehicles on Old Coach Road will be confined to management purposes unless there are exceptional reasons, consistent with the policies of this Plan. Any vehicle access must not damage the road surface* (5.3.3 Management Area Policies on page 99-100). One of the Objectives for Sector 3 in the management plans states: *To recognise and protect Old Coach Road and manage it according to its status and values* (5.3.2.1 Protection of key landscape and heritage features on page 95). So, provided that the one-off access will not damage the road in any way then there would be no need to publicly notify the proposal. If it did affect the physical road then it would be inconsistent with the management plan and not approved by Council Officers.

Any application for vehicle access, that is significant or a long-term use eg that requires a licence, will be publicly notified using processes outlined in the reserve management plan. The Management Plan specifically notes that any licence or permit for commercial motorised vehicle-based recreation or tourism activity, longer than one year in duration, must be

approved by Wellington City Council committee (policy 4.5.2.3 Recreational motorised vehicle activity on page 69-70). The Committee would hear submissions from the public.

Both longer term and one-off use of the road can be appropriately and properly assessed and managed using the Management Plan without the need to require specific traffic resolution requirements around public consultation.

5. Conclusion

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

Contact Officer: Charles Agate – Street Activities Coordinator / Traffic Engineer

SUPPORTING INFORMATION

1) Strategic fit / Strategic outcome

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

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

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

3) Treaty of Waitangi considerations

N/A

4) Decision-making

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

5) Consultation

a) General consultation

Recommendations have been publicly advertised.

b) Consultation with Maori

N/A

6) Legal implications

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

7) Consistency with existing policy

This report is consistent with existing WCC policy, including the Outer Green Belt Management Plan.

Appendix One

Traffic Resolutions Aerials

Appendix Two

Newtown Parking Consultation

Appendix Three

Protection Options for Old Coach Road 10 November 2011 SPC Paper