
ORDINARY MEETING

OF

TRANSPORT AND URBAN DEVELOPMENT COMMITTEE

AGENDA

Time: 9.15am
Date: Wednesday, 3 December 2014
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

MEMBERSHIP

Mayor Wade-Brown

Councillor Coughlan
Councillor Foster (Chair)
Councillor Lee
Councillor Lester
Councillor Pannett
Councillor Woolf
Councillor Young

Have your say!

You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 803-8334, emailing public.participation@wcc.govt.nz or writing to Democratic Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number and the issue you would like to talk about.

AREA OF FOCUS

The focus of the Committee is to direct growth to where the benefits are greatest and where adverse effects are minimised, and to deliver a quality compact urban environment.

The Committee will also lead and monitor a safe, efficient and sustainable transport system that supports Wellington's economy and adds to residents' quality of life with a strong focus on improving cycling and public transport and enhancing Wellington's walkability.

Quorum: 4 members

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1 Meeting Conduct

1.1 Apologies

The Chairperson invites notice from members of apologies, including apologies for lateness and early departure from the meeting, where leave of absence has not previously been granted.

1.2 Conflict of Interest Declarations

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

1.3 Confirmation of Minutes

The minutes of the meeting held on 13 November 2014 will be put to the Transport and Urban Development Committee for confirmation.

1.4 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under Standing Order 3.23.3 a written, oral or electronic application to address the meeting setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the meeting concerned, and subsequently approved by the Chairperson.

1.5 Items not on the Agenda

The Chairperson will give notice of items not on the agenda as follows:

Matters Requiring Urgent Attention as Determined by Resolution of the Transport and Urban Development Committee.

1. The reason why the item is not on the agenda; and
2. The reason why discussion of the item cannot be delayed until a subsequent meeting.

Minor Matters relating to the General Business of the Transport and Urban Development Committee.

No resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the Transport and Urban Development Committee for further discussion.

2. General Business

TRAFFIC RESOLUTIONS

Purpose

1. 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.

Summary

2. The proposed resolutions were advertised on 7 October 2014, giving the public 18 days to provide feedback.
3. All feedback received during the Consultation period has been included in the 'Background and Discussion' of this report and, where appropriate, officers' responses have been included.

Recommendations

That the Transport and Urban Development Committee:

1. Receive the information.
2. Approves the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.
 - a) Metered Parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am - 6:00pm. No Stopping At All Times.– **Taranaki Street, Wellington Central / Te Aro (TR31-14)**

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

Column One	Column Two	Column Three
Taranaki Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, commencing 23 metres south of its intersection with York Street (Grid coordinates x= 1748911.1 m, y= 5427155.6 m), and extending in a southerly direction following the kerb line for 16 metres. (3 parallel car parks)

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

Taranaki Street	No stopping, at all times	East side, commencing 39 metres south of its intersection with York Street (Grid Coordinates X=2658933.007191 m, Y=5988867.66566 m) and
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extending in a southerly direction following the kerb line for 165 metres.

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

Taranaki Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, commencing 23 metres south of its intersection with York Street (Grid coordinates x= 1748911.1 m, y= 5427155.6 m), and extending in a southerly direction following the kerb line for 22 metres. (4 parallel car parks)
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Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule

Taranaki Street	No stopping at all times	East side, commencing 45 metres south of its intersection with York Street (Grid Coordinates X=2658933m, Y=5988867.7m) and extending in a southerly direction following the kerb line for 159 metres.
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- b) Class restricted parking and Time limited parking – Cleveland Street and Jefferson Street, Brooklyn (TR41-14)

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

Column One	Column Two	Column Three
Cleveland Street	P30 – Except for Authorised Resident Vehicles, Monday to Saturday 8:00am-6:00pm.	North side, commencing 106 metres east of its intersection with Ohio Road (Grid Coordinates: X=1747619.2m, Y=5425851.2m), and extending in an easterly direction following the northern kerb line for 39 metres.
Jefferson Street	P30, Monday to Saturday 8:00am-6:00pm.	East side, commencing 12.5 metres north of its intersection with Cleveland Street and extending in a northerly direction following the eastern kerb line for 5.5 metres.
Jefferson Street	P30, Monday to Saturday 8:00am-6:00pm.	East side, commencing 34 metres north of its intersection with Cleveland Street and extending in a northerly direction following the eastern kerb line for 12 metres.

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

Column One	Column Two	Column Three
Cleveland Street	Bus stop, at all times.	North side, commencing 163 metres east of its intersection with Ohio Road and extending in an easterly direction following the northern kerb line for 13 metres to its intersection with Jefferson Street.
Jefferson Street	Taxi Stand, at all times	East side, commencing 6.5 metres north of its intersection with Cleveland Street and extending in a northerly direction following the eastern kerb line for 6 metres.

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

Column One	Column Two	Column Three
Cleveland Street	P30 – Except for Authorised Resident Vehicles, Monday to Saturday 8:00am-6:00pm.	North side, commencing 106 metres east of its intersection with Ohio Road (Grid Coordinates: X=1747619.2m, Y=5425851.2m), and extending in an easterly direction following the northern kerb line for 13 metres.
Jefferson Street	P30 – Except for Authorised Resident Vehicles, Monday to Saturday 8:00am-6:00pm.	West side, commencing 4.5 metres north of its intersection with Cleveland Street (Grid Coordinates: X=1,747,792.2m, Y= 5,425,887.7 m) and extending in a northerly direction following the eastern kerb line for 10.5 metres.
Cleveland Street	P10, at all times.	North side, commencing 163 metres east of its intersection with Ohio Road (Grid Coordinates: X=1747619.2m, Y=5425851.2m), and extending in an easterly direction following the northern kerb line for 11 m.
Jefferson Street	P30, Monday to Saturday 8:00am-6:00pm.	East side, commencing 6.5 metres north of its intersection with Cleveland Street (Grid Coordinates: X=1,747,792.2m, Y= 5,425,887.7 m) and extending in a northerly direction following the eastern kerb line for 11.5 metres.

Jefferson Street	P30, Monday to Saturday 8:00am-6:00pm.	East side, commencing 21.8 metres north of its intersection with Cleveland Street (Grid Coordinates: X=1,747,792.2m, Y= 5,425,887.7 m) and extending in a northerly direction following the eastern kerb line for 5.5 metres.
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Add to Schedule B (Restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Cleveland Street	Bus stop, at all times.	North side, commencing 119 metres east of its intersection with Ohio Road (Grid Coordinates: X=1747619.2m, Y=5425851.2m), and extending in an easterly direction following the northern kerb line for 26 metres.
Cleveland Street	Taxi Stand, at all times	North side of bus lay-by, commencing 4 metres east of its intersection with Harrison Street (Grid Coordinates: X=1,747,783 m, Y= 5,425,873.4 m) and extending in an easterly direction following the northern kerb line for 6 metres.

- c) Class restricted parking (Loading zone - goods vehicles and authorised vehicles only, P10, Monday to Saturday 8:00am - 6:00pm.) – Kent Terrace, Mt Victoria (TR54-14)

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

Column One	Column Two	Column Three
Kent Terrace	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 4:00pm, Friday 8:00am - 4:00pm, 6:00pm - 8:00pm, Saturday and Sunday 8:00am - 6:00pm	East side, following the kerb line 31.5 metres southwest of its intersection with Oriental Parade (Grid coordinates x= 1749428.5 m, y= 5427148.2 m), and extending in a southerly direction for 28.5 metres.

Add to Schedule B (Loading Zone) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Kent Terrace	Loading zone - goods vehicles and authorised vehicles only, P10, Monday to Saturday	East side, following the kerb line 31.5 metres southwest of its intersection with Oriental Parade (Grid coordinates x= 1749428.5

8:00am - 6:00pm

m, y= 5427148.2 m), and extending in a southerly direction for 5.5 metres.

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

Column One	Column Two	Column Three
Kent Terrace	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 4:00pm, Friday 8:00am - 4:00pm, 6:00pm - 8:00pm, Saturday and Sunday 8:00am - 6:00pm	East side, following the kerb line 37 metres southwest of its intersection with Oriental Parade (Grid coordinates x= 1749428.5 m, y= 5427148.2 m), and extending in a southerly direction for 23 metres.

- d) Time limited (P30, At All Times) – **Tasman Street, Mt Cook (TR55-14)**

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

Column One	Column Two	Column Three
Tasman Street	P30, At All Times	East side, commencing 120 metres south of its intersection with Buckle Street (Grid Coordinates X= 1,748,883.4m, Y= 5,426,546.1m), and extending in a southerly direction following the eastern kerb line for 11.5 metres.

- e) Class restricted parking (bus stop relocation) and no stopping, at all times.– **Moxham Avenue, Hataitai (TR56-14)**

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

Column One	Column Two	Column Three
Moxham Avenue	Bus stop, at all times.	West side, commencing 6.5 metres north of its intersection with Goa Street and extending in a northerly direction following the western kerb line for 16 metres.

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

Column One	Column Two	Column Three
Moxham Avenue	No stopping, at all times.	West side, commencing from its intersection with Goa Street and extending in a northerly direction following the western kerb line

for 6.5 metres.

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

Column One	Column Two	Column Three
Moxham Avenue	Bus stop, at all times.	West side, commencing 9.5 metres north of its intersection with Goa Street (Grid Coordinates X= 1,750,043.8 m, Y=5,425,410.3 m) and extending in a northerly direction following the western kerb line for 16 metres.

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

Column One	Column Two	Column Three
Moxham Avenue	No stopping, at all times.	West side, commencing from its intersection with Goa Street (Grid Coordinates X= 1,750,043.8 m, Y=5,425,410.3 m) and extending in a northerly direction following the western kerb line for 9.5 metres.

f) Bus stop removal – **Brooklyn Road, Brooklyn (TR59-14)**

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

Column One	Column Two	Column Three
Brooklyn Road	Bus Stop, at all times	North side, commencing from its intersection with Brooklyn Road extending in an easterly direction following the northern kerb line for 14 metres
Brooklyn Road	Bus Stop, at all times	North side, commencing 14 metres east of its intersection with Ohiro Road, extending in an easterly direction following the northern kerb line for 12 metres.

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

Column One	Column Two	Column Three
Brooklyn Road	No Stopping, At All Times	South side, commencing from its intersection with Brooklyn Terrace (Grid coordinates x=

1747710.3m, y= 5426122.6m),
extending in an easterly
direction following the southern
kerb line for 33 metres

Brooklyn Road	No Stopping, At All Times	North side, commencing from its intersection with Ohiro Road (Grid coordinates x=1747704.9m, y=5426145.1m), and extending in an easterly direction following the northern kerb line for 30 metres.
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- g) **Class restricted parking - Loading zone and Bus stop (Reconfirmation) –
Lambton Quay, Wellington Central (TR60-14)**

Delete from Schedule B (Bus stop) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Lambton Quay	Bus stop, at all times	West side, following the kerb line 703 metres north of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a northerly direction for 14 metres.
Lambton Quay	Bus stop, Monday to Friday 4:00pm - 6:00pm,	West side, following the kerb line 717 metres north of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a northerly direction for 12 metres.
Lambton Quay	Bus stop, At all times	Northwest side, following the kerb line 729 metres northeast of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a north-easterly direction for 43.5 metres.

Delete from Schedule B (Loading Zone) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Lambton Quay	Loading zone - goods vehicles and authorised vehicles only, P10, At Other Times.	West side, following the kerb line 717 metres north of its intersection with Willis Street (Grid Coordinates

X=2658757.584719 m,
Y=5989640.588428 m) and
extending in a northerly direction
for 12 metres.

Add to Schedule B (Bus stop) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Lambton Quay	Bus stop, At all times	Northwest side, following the kerb line 717 metres northeast of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a north-easterly direction for 55.5 metres.

Add to Schedule B (Loading Zone) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Lambton Quay	Loading zone - goods vehicles and authorised vehicles only, P10, Monday to Sunday 8:00 am - 6:00pm.	West side, following the kerb line 703 metres north of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a northerly direction for 14 metres.

h) No stopping, at all times – Park Avenue, Tawa (TR65-14)

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

Column One	Column Two	Column Three
Park Avenue	No stopping, at all times	North side, commencing 98 metres north of its intersection with The Drive (Grid coordinates x= 1,752,673.6 m, y= 5,440,342.0 m), and extending in an easterly direction following the northern kerb line for 6 metres.
Park Avenue	No stopping, at all times	West side, commencing 76 metres north of its intersection with The Drive (Grid coordinates x= 1,752,673.6 m, y= 5,440,342.0 m), and extending in a northerly direction following

the western kerb line for 9 metres.

- i) No stopping, at all times – **Atkinson Street, Newlands (TR66-14)**

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

Column One	Column Two	Column Three
Atkinson Street	No stopping, at all times	East side, commencing from its intersection with Batchelor Street (Grid coordinates x= 1,752,625.3m, y= 5,434,837.6 m), and extending in a southerly direction following the eastern kerb line for 10 metres.
Atkinson Street	No stopping, at all times	East side, commencing 36 metres south of its intersection with Batchelor Street (Grid coordinates x= 1,752,625.3m, y= 5,434,837.6 m), and extending in a southerly direction following the eastern kerb line for 10 metres.
Atkinson Street	No stopping, at all times	West side, commencing from its intersection Batchelor Street (Grid coordinates x= 1,752,618.1 m, y= 5,434,830.7 m), and extending in a southerly direction following the western kerb line for 10 metres.

- j) No stopping, at all times – **Batchelor Street, Newlands (TR67-14)**

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

Column One	Column Two	Column Three
Batchelor Street	No stopping, at all times	East side, commencing from its intersection with Atkinson Street (Grid coordinates x= 1,752,625.3 m, y= 5,434,837.6 m), and extending in a northerly direction following the eastern kerb line for 10 metres.
Batchelor Street	No stopping, at all times	East side, commencing 34 metres north of its intersection with Atkinson Street (Grid

		coordinates x= 1,752,625.3 m, y= 5,434,837.6 m), and extending in a northerly direction following the eastern kerb line for 12 metres.
Batchelor Street	No stopping, at all times	East side, commencing from its intersection with Atkinson Street (Grid coordinates x= 1,752,618.1 m, y= 5,434,830.7 m), and extending in a southerly direction following the eastern kerb line for 10 metres.
Batchelor Street	No stopping, at all times	West side, commencing 15 metres north of its intersection with Gahagan Way (Grid coordinates x= 1,752,634.5 m, y= 5,434,856.7 m), and extending in a northerly direction following the western kerb line for 12 metres.

k) No stopping, at all times – **Kaiwharawhara Road, Kaiwharawhara (TR68-14)**

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

Column One	Column Two	Column Three
Kaiwharawhara Road	No stopping, at all times	West side, commencing 149.5 metres north of its intersection with Hutt Road (Grid coordinates x= 1,749,913.1m, y= 5,430,822.8 m), and extending in a northerly direction following the western kerb line for 8.5 metres.

l) No stopping, at all times – **Homewood Avenue, Karori (TR69-14)**

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

Column One	Column Two	Column Three
Homewood Avenue	No stopping, at all times	West side, commencing 20 metres south of the prolongation of its intersection with Homewood Crescent (Grid coordinates x= 1,746,213.6 m, y= 5,428,702.3 m), and extending

in a southerly direction following the western kerb line for 5 metres.

- m) No stopping, at all times – **Sunrise Boulevard, Tawa (TR70-14)**

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

Column One	Column Two	Column Three
Sunrise Boulevard	No stopping, at all times	North side, commencing 233 metres east of its intersection with Bede Grove (Grid coordinates x= 1,752,702.7 m, y= 5,439,185.5 m), and extending in an easterly direction following the northern kerb line for 16 metres.
Sunrise Boulevard	No stopping, at all times	South side, commencing 46.5 metres east of the prolongation of its intersection with Bede Grove (Grid coordinates x= 1,752,702.0 m, y= 5,439,177.5 m), and extending in an easterly direction following the southern kerb line for 23.5 metres.

- n) New Bus stops (Class restricted), No stopping at all times – **Burma Road, Johnsonville (TR71-14)**

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

Column One	Column Two	Column Three
Burma Road	Bus Stop, at all times.	East side, commencing 46.5 metres south of its intersection with Haumia Street (Grid coordinates x= 1,750,887.0 m y= 5,434,201.5 m), and extending in a southerly direction following the eastern kerb line for 13.5 metres.
Burma Road	Bus Stop, at all times.	West side, commencing 31 metres south of its intersection with Haumia Street (Grid coordinates x= 1,750,880.1 m y= 5,434,209.2 m), and extending in a southerly direction following the western kerb line for 13.5 metres.

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

Column One	Column Two	Column Three
Burma Road	No stopping at all times.	East side, commencing at its intersection with Haumia Street (Grid coordinates x= 1,750,887.0 m y= 5,434,201.5 m), and extending in a southerly direction following the eastern kerb line for 27 metres.
Burma Road	No stopping at all times.	East side, commencing 38.5 metres south of its intersection with Haumia Street (Grid coordinates x= 1,750,887.0 m y= 5,434,201.5 m), and extending in a southerly direction following the eastern kerb line for 8 metres.
Burma Road	No stopping at all times.	East side, commencing 60 metres south of its intersection with Haumia Street (Grid coordinates x= 1,750,887.0 m y= 5,434,201.5 m), and extending in a southerly direction following the eastern kerb line for 5 metres.
Burma Road	No stopping at all times.	West side, commencing at its intersection with Haumia Street (Grid coordinates x= 1,750,880.1 m y= 5,434,209.2 m), and extending in a southerly direction following the western kerb line for 31 metres.

- o) Time Limited Parking (P5, Monday to Sunday, 8:00am-8:30pm) – Rintoul Street, Newtown (TR73-14)

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

Column One	Column Two	Column Three
Rintoul Street	P15, Monday to Sunday, 8:00am-8:30pm	East side, commencing 97.5 metres south of its intersection with Waripori Street (Grid coordinates x=2658833.9m, y=5986032.0), and extending in an southerly direction following the eastern kerb line for 8 metres

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

Column One	Column Two	Column Three
Rintoul Street	P5, Monday to Sunday, 8:00am-8:30pm	East side, commencing 97.5 metres south of its intersection with Waripori Street (Grid coordinates x=2658833.9m, y=5986032.0), and extending in an southerly direction following the eastern kerb line for 8 metres

- p) No stopping, at all times – **Sunshine Avenue, Karori (TR74-14)**

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

Column One	Column Two	Column Three
Sunshine Avenue	No stopping, at all times.	Eastern side, commencing from a point 33 metres west of its intersection with Wavell street (Grid coordinates: x=1,744,595.2m; y=5,428,252.7m) and extending in a northerly direction following the eastern kerb line for 20 metres.
Sunshine Avenue	No stopping, at all times.	Western side, commencing from a point 63 metres west of its intersection with Wavell street (Grid coordinates: x=1,744,511.3m; y=5,428,239.9m) and extending in a northerly direction following the western kerb line for 16 metres.

- q) No stopping, at all times – **Hornsey Road/Auckland Terrace, Melrose (TR76-14)**

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

Column One	Column Two	Column Three
Hornsey Road – Auckland Terrace	No stopping, at all times.	Western side, commencing from a point 9.0 metres south of the projected northern kerb alignment of Hornsey Road at the intersection of Auckland

Terrace (Grid coordinates x=1749561.8 m, y= 5423524.6 m), and then following the western kerb line of Hornsey Road leading into Auckland Terrace for 26 metres.

- r) Pick Up / Drop off Zones, Parking P10 and No Stopping At All Times – **Monorgan Road, Miramar (TR78-14)**

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

Column One	Column Two	Column Three
Monorgan Road	No stopping, at all times	Western side, commencing from a point 30 metres south of the southern kerb alignment of Raukawa Street (Grid Coordinates X=1752149.8m, Y=5423189.3m), following the western kerb line for 23 metres in a southerly direction.
Monorgan Road	No stopping, at all times	Eastern side, commencing from the projected southern kerb alignment of Raukawa Street (Grid Coordinates X=1752155.9m, Y=5423189.3m), following the eastern kerb line for 16 metres in a northerly direction
Monorgan Road	No stopping, at all times	Eastern side, commencing from a point 53 metres south of the southern kerb alignment of Raukawa Street (Grid Coordinates X=1752155.9m, Y=5423189.3m), following the eastern kerb line for 22 metres in a southerly direction.

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

Column One	Column Two	Column Three
Monorgan Road	Pick Up / Drop off Zone between the hours of 8.00am – 9.00 am and 3.00 pm – 4.00 pm Monday to Friday During School Terms only.	Eastern side (and within the Pick Up / Drop off Zone) commencing approximately from the projected northern kerb alignment of Raukawa Street (Grid Coordinates X=1752156.3m, Y=5423205.4m), following the existing off road layby (eastern side) for approximately 65

Monorgan Road

Parking P10 minutes, between the hours of 8.00am – 9.00 am and 3.00 pm – 4.00 pm Monday to Friday During School Terms only.

metres in a southerly direction. Eastern side, commencing approximately from the projected southern kerb alignment of Raukawa Street (Grid Coordinates X=1752155.9m, Y=5423189.3m), following the existing eastern kerb line for approximately 53 metres in a southerly direction

s) **Reconfirmation of bus stop extension and signage – Adelaide Road, Newtown (TR80-14)**

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

Column One

Column Two

Column Three

Adelaide Road

Bus stop, at all times

West side, commencing north of its intersection with Hall Street and extending in a northerly direction following the western kerb line for 12 metres.

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

Adelaide Road

Bus stop, Monday to Friday, 6:30 am-9am

West side, commencing 8 metres north of its intersection with Hall Street, (Grid coordinates, x = 1748738.6, y= 5425258.1m), and extending in a northerly direction following the western kerb line for 22.5 metres.

Background & Discussion

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

a) **Taranaki Street, Wellington Central / Te Aro**

TR31-14

Metered Parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am - 6:00pm. No Stopping, At All Times.

Net parking gain: 1 space

The redundant vehicle crossing outside Wellington Methodist Parish Church has been reinstated to vertical kerb and channel. This has resulted in a change to the available kerbside parking spaces.

Following a detailed assessment by council traffic engineers, we proposed to install

one additional metered on-street car park (P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm) in order to provide more on-street parking spaces in Wellington Central area.

b) **Cleveland Street and Jefferson Street, Brooklyn** **TR41-14**

Class restricted parking and time limited parking

Net parking loss: 1 space

Pedestrian safety issues have been identified by members of the public, local schools and Wellington City Council regarding the operation of the bus stop and pedestrian crossing at the intersection of Cleveland and Jefferson Streets, Brooklyn.

The bus stop kerb length is too short and the backs of most buses hang close to the pedestrian crossing while the buses are using the stop. From time to time buses also roll back on take-off. This causes a safety issue for pedestrian crossing users.

Therefore Council officers propose to relocate the bus stop 12 metres prior the pedestrian crossing so buses are able to pull alongside the kerb, keep clear of traffic lane and improve the inter-visibility of both motorists and pedestrians crossing the road.

As a result, there will be a number of changes to kerbside parking as follows:

Parking loss:

- 4 x P30 (Except for Authorised Residents) parking spaces on the northern side of Cleveland Street
- 1 x P30 parking space on the eastern side of Jefferson Street

Parking gain:

- 2 x P10 parking spaces outside the shop
- 2 x unrestricted parking spaces on the eastern side of Jefferson Street

The existing Taxi Stand will be relocated to Cleveland Street Lay-by.

This proposal has been developed in consultation with Brooklyn Residents Association.

Feedback received:

Name	Suburb	Agree Yes/No?
Sophie Jolliffe	Brooklyn	Yes
Comments:		
I live in Jefferson St Brooklyn and I support the proposed relocation of the bus stop backwards in Cleveland St and I also support the proposed parking designation changes in Jefferson St and the relocation of taxi stand.		

Name	Suburb	Agree Yes/No?
Kay Miller	Brooklyn	Yes
Comments:		
This is a much better solution for both bus and taxi access, and also the bus pulling into the side of the road instead of blocking visibility, Jefferson Street access, and the crossing. Thank you thank you for listening to the residents.		

Name	Suburb	Agree Yes/No?
Carl Savage	Brooklyn	Yes
Comments:		
While a member of the Brooklyn Residents Association (I am the secretary) I am writing to you as an individual. After two public meetings and a number of private meetings this proposal is the most sensible outcome. I have two children going to Brooklyn School and we regularly use this bus stop. These changes are sensible, good and overdue.		

Name	Suburb	Agree Yes/No?
Katie Underwood	Not specified	Yes
Comments:		
I support the Cleveland St/Jefferson St changes to taxi stand etc.		

Name	On behalf of	Agree Yes/No?
Gail Reeve	Greater Wellington Regional Council	No
Comments:		
GWRC support the reconfiguration of the bus stop on Cleveland Street because of the safety concerns regarding the bus stop and the pedestrian crossing.		
GWRC have some real concerns though with the proposed siting of the taxi stand and don't support this part of the traffic resolution - "The existing Taxi Stand will be relocated to Cleveland Street Lay-by" .		
The proposed position of the taxi stand is inside the bus turnaround/lay-by area. Whilst there may be physically enough room for a vehicle to park and for some bus movements through the area; we believe that there is a real risk for pedestrians trying to access a taxi vehicle parked in this area. Pedestrians will not be protected by a proper footpath while getting into or out of a taxi and they may walk out into the bus turning area to access or alight from a taxi – often on the side of the taxi most exposed to bus movements.		
For safety reasons we believe that the taxi stand should be sited away from the bus turnaround area.		
Please also note that our GWRC Service Design team have also given feedback regarding the Brooklyn lay-by area. They report that in the GWRC PT Plan, due to		

come in 2017, this lay-by area is planned to become a Bus Hub for Brooklyn/Kowhai Park local services – therefore there is likely to be more bus movements in and around the area.

We appreciate the difficulties of being able to fit in all parking types and their wishes into the small area – but we believe that the Taxi stand is in a potentially dangerous location for taxi users & buses.

Name	On behalf of	Agree Yes/No?
Zachery Widener	Café Caribe	No

Comments:

I agree that the bus stop needs to be moved. However with the removal of residents parking spots on Cleveland St itself (for proposed bus stop) will put unnecessary pressure on the P30/residents spots located in front of my business Cafe Caribe. There is no reason to have residents parking in front of 52 -54 Cleveland St. I propose to replace the P30/residents zone in front of 52-54 Cleveland St to a P 30 at all times. This is the heart of the suburban Business District in Brooklyn and we have no residents currently parking in the spots or living anywhere near to the shops listed. If you decide to remove resident's spots from the proposed bus stop area then they will occupy all 3 car parks (with no time restrictions for residents) in front of my business. This will impact the Brooklyn Food Market, Brooklyn Fish and Cafe Caribe in an adverse way. Get rid of residents / P30 and more people will be encouraged to use the bus or cycle, which is what I thought all of this was about. This is not fair for those named above.

Name	Suburb	Agree Yes/No?
Deborah English	Brooklyn	No

Comments:

I am against the proposed changes as it means the residents here will have even more difficulty finding convenient car parks. We pay a yearly fee for the privilege of dedicated residents car parking spaces, however because these parks are also marked P30 for all others, it is often impossible to find a car park space near home. As well, the 30 minute parking restriction is often ignored perhaps because of a lack of parking infringement presence and thus perceived risk of getting a ticket. This has always been a problem at various times of the day, particularly 3 - 3.30pm, then again between 5 - 6.30 just when most residents are arriving home from work and then again between approx. 7 - 10.00pm during peak-time movie sessions at the Penthouse.

Please don't put the bus-stop in the proposed position as it will make life much more difficult for central Cleveland Street residents.

I agree that the bus-stop is not in the best position and propose that it is put further up the street where it will not interfere with the busiest traffic and pedestrian area of Cleveland Street but is still literally only a few seconds walk to the facilities.

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Name	Suburb	Agree Yes/No?
Donald Maclean	Brooklyn	No
Comments:		
<p>While I am in agreement with any changes that make the pedestrian crossing safer, I am totally opposed to any decrease in the number of residents parks available in Cleveland Street.</p> <p>We already have difficulty getting parks in the existing ones, as they are shared 30 min/residents parking. This means we are driving around and adding more congestion while trying to find a suitable park. These parks are mostly always fully used by the residents in Cleveland St. overnight as long as they can get them. They are often taken up for long periods by people going to the movies etc.</p> <p>It seems the issue is with the pedestrian crossing, not the bus stop itself. I suggest a better solution would be to move the pedestrian crossing either to the other side (East) of the Jefferson St. intersection, or move it back down Cleveland Street slightly to clear the existing bus stop. Alternatively move the bus stop past the Jefferson St. intersection towards Washington Ave. This would have less impact on the parking situation, and be further away from the pedestrian crossing.</p> <p>If any existing residents parking is lost, can you make some of the angle parks across the road (in front the fire station) residents parking so there is no loss or an increase to the number of residents parks available.</p> <p>I do not see why as a rate payer and fee paying parking permit holder, I or other residents in Cleveland Street should be disadvantaged by the loss of residents parking as a result of these proposed changes.</p> <p>As this is the first I have heard of this proposal, it seems that the Brooklyn Residents association does not represent all residents in Brooklyn, especially the Cleveland Street ones.</p>		

Name	Suburb	Agree Yes/No?
Kelda Hains	Brooklyn	No
Comments:		
<p>There is currently a huge shortage of residents parking in Cleveland street -in fact the number of cars which have been granted permits far exceeds the parking spaces available. While I understand the safety aspects of relocating the bus stop, I think you need to designate more residents' parking spaces. Or stop deriving revenue from residents parking permits. There are 8 flats in the body corporate to which I belong. I think the people living in Cleveland street deserve a bit of consideration in this matter.</p>		

Name	Suburb	Agree Yes/No?
Wendy Penharrow	Brooklyn	No
Comments:		
<p>While I am in agreement that the existing arrangement is unsafe, I am totally</p>		

opposed to any decrease in the number of residents parks available in Cleveland Street.

We already have difficulty getting parks in the existing ones, as they are shared 30 min/residents parking. This means we are driving around and adding more congestion while trying to find a suitable park 7 days a week.

These parks are mostly always fully used by the residents in Cleveland St. overnight as long as they can get them. They are often taken up for long periods by people going to the movies etc.

I believe there are other possible solutions which have been proposed and include leaving the bus stop where it is and shifting the crossing further up the road so there is good visibility for pedestrians and bus drivers.

Another option would be to keep the crossing and remove the stop all together.

I have used the bus service for 6 years from the city, getting off at the top of Brooklyn Road. It is no problem to walk down Cleveland Street, in fact about 5 minutes' walk to the bus stop under discussion.

It had occurred to me that having a stop so near just added extra time to the journey.

I have also noticed that many of the children getting this bus from this stop have walked from Brooklyn Road to get there.

As the owner of no 38 (2) Cleveland Street I am concerned that no consideration has been given to the impact on our apartment complex and the approx. 14 people living in this building.

This potentially also will have an impact on resale and ability to get tenants who always ask what the parking is like.

I do not see why as a rate payer and with tenants who pay for a parking permit, I and other residents in Cleveland Street should be disadvantaged by the loss of residents parking as a result of these proposed changes.

As this is the first I have heard of this proposal, it seems that the Brooklyn Residents association does not represent all residents in Brooklyn, especially the Cleveland Street ones.

I trust you will take my concerns in to consideration.

Name	Suburb	Agree Yes/No?
Paul Giles	Brooklyn	No

Comments:

I oppose the plan to relocate the Cleveland street bus stop for the following reasons:

- It reduces residential car parks significantly. The current residential car parking allocation is already insufficient for the amount of residents that use them, especially taking into consideration that they are used by temporary travellers (and more often for long than 30 minutes as people attend movies and dinner at local businesses.)
- The distance between the suggested two replacement residential cars parks is inconvenient for residents to cart items to households
- The suggested two replacement residential car parks increase security risk to the vehicles as they are out of line of sight of the residents and located on a quiet side street environment that increase car burglary opportunity.
- The proposed bus stop location places it directly outside more than one dwelling, increasing the level of noise (as buses stop and start) to those households, as opposed to being located outside of a business, as is current.
- The safety issues of the pedestrian crossing will continue to be a problem as moving cars parks around the corner increases the amount of traffic making a right turn into the pedestrian crossing where the driver must take into account the t-

section road layout.

- It forces competition for residential cars parks situated further down Cleveland street which increases congestion and vehicles doing U-turns in the busy traffic light area closer to business. In addition, it means local business (including the popular café) lose the convenience for customers to quickly park and purchase as the likelihood of residential vehicles parking directly in front of their store front for longer periods is increased, having a negative impact on the business customer and profitability.
- It would appear the Brooklyn Residents Association is influenced by residents of Jefferson street who would like the entry to Jefferson street increased for their own purposes rather than the whole Brooklyn community (which appears to have had much less early consultation on this change). Please advise what requests the Brooklyn Residential Association have made in relation to this change.
- A change to the pedestrian crossing location, coupled with the 30 km/h speed limit in the area would also reduce the safety risk of this area without the major disruption to residential parking.

I trust you will take these points into consideration and look forward to more information about your decision.

Name	On behalf of	Agree Yes/No?
Andy Corrigan	Body Corporate 57016	No
Comments:		
<p>1. The proposed change represents an unnecessary loss of residential parking for 38 Cleveland St and adjoining properties in what is already an area acutely short of residential parking.</p> <p>2. The new bus stop would be placed much closer to a kindergarten on the opposite side of the street, and would therefore present risks for parents & children using parks in that vicinity daily.</p> <p>3. There are better alternatives-it would be much safer to move the bus stop east of the Jefferson St intersection, or alternatively move the zebra crossing to that area and leave the bus stop where it is.</p> <p>4. The proposed location for the bus stop would introduce more noise for the most densely populated part of the street, especially considering that no. 38 fronts the street, and would be a matter of mere feet from the stop.</p> <p>5. More effort should go into the proposal to find appropriate alternative residential parking. For instance, any loss of spaces in front of no.38 could be directly replaced by spaces in the angle parks in front of the Fire Station.</p>		

Name	Suburb	Agree Yes/No?
Siobhain Hoskins	Brooklyn	No
Comments:		
<p>INTRODUCTION</p> <p>We acknowledge that some people have concerns about the proximity of the bus stop to the crossing, but to simply remove 5 resident parking spaces and insert a new bus stop in their place is swapping one problem for a number of new ones. Your reference to the loss of 4 parks is inaccurate, the area between 32 and 40 Cleveland St comfortably accommodates 7 resident parks not 6 as you suggest – therefore the number of resident parks lost is 5 not 4.</p>		

PROBLEMS WITH COUNCIL'S PROPOSAL

The proposal makes no sense as it places the bus stop in front of the crossing which creates significantly more risk than the current situation; in particular:

- buses will obscure pedestrians from oncoming cars as they embark on their walk across the crossing;
- buses leaving the stop outside the library already swing across the centre line as they enter Cleveland St causing difficulty for cars coming the other way, if another bus is parked where proposed, these could well clash and/or block the street;
- residents at 30 and 30A both have garages opening onto Cleveland St, under the proposal their view of oncoming traffic will be completely obscured by buses at the bus stop as they attempt to back into Cleveland St.

The current number of resident parks is already inadequate making the area overly busy and dangerous – the main contributors to the problem being cars double-parked and residents circling the area looking for a park.

The proposal removes 5 resident parks and does not replace a single one (the 2 unrestricted parks proposed will be snapped up by shoppers, visitors and patrons of the village); this will clearly compound the existing issues and undermines the amenity of nearby residents who have paid to park in the area.

ALTERNATIVE SOLUTIONS

There are two alternate solutions that are more appropriate than that proposed, both of them achieve the Council's objective of moving the bus stop:

1. Move the bus stop to the current P60 parks outside number 22 Cleveland St –this means that all Residents parks are retained and all of the issues raised above are avoided.
2. Develop the Council's proposed bus stop (and retain all the risks and issues raised above) and change the 2 new spaces that become available outside Khana Khazana to Resident parks and also change the proposed new P30 parks in Jefferson St to Resident parks.

BROOKLYN RESIDENTS ASSOCIATION

Your letter makes comment that the proposal was developed in consultation with the Brooklyn Residents Association – it is very important to note that the Brooklyn Residents Association does not represent all residents in the area. In fact the Association has quite a different perspective on this issue to those of us that are directly affected.

Name	Suburb	Agree Yes/No?
Nicky McIndoe	Brooklyn	No

Comments:

I oppose the proposed changes because:

1. I have lived in Cleveland Street for 8 years and have never seen (or heard about) an incident at this bus stop;
2. We have two residents parking permits and rely on these for parking as we have no off street parking. The proposal is to remove 4 or 5 residents parks and not provide any new residents parks. There is already a shortage of residents' parks in the village, and this will make the situation unbearable. The residents' parks to be removed are also used by people using the shops, and these people will also be affected by removal of the parks, as the new parks proposed will not be as convenient.

3. The existing bus stop has a bus shelter, and there is a shop verandah which also provides shelter to bus passengers. Neither of these are available in the proposed location.
4. The proposed bus stop will be more dangerous for passengers. I understand that best traffic engineering practise is to position pedestrian crossings behind bus stops as is already the case. Positioning them in front is dangerous because buses obscure the view of oncoming vehicles, which will no longer be able to see people about to cross.
5. While this option may be favoured by the residents association, the association did not speak to us, and the only notice we received from them had the wrong dates, so that when we turned up to the meeting it advertised no one was there.

Officers Response:

The report on the proposed parking changes in Jefferson and Cleveland St has been out to residents and business owners in the surrounding area for submissions. This proposal was based on feedback received from discussions with the Brooklyn Residents association. While the proposal was generally accepted the loss of resident parking was not. The loss of 4 resident parks on Cleveland St was a major concern for residents particularly those at 38 Cleveland St. To alleviate these concerns officers propose that two resident/P30 spaces be installed at the entry to Jefferson St on the west side in an area that is currently unrestricted. Otherwise the proposal remains as advertised.

c) **Kent Terrace, Mt Victoria**

TR54-14

Class restricted parking (Loading zone - goods vehicles and authorised vehicles only, P10, Monday to Saturday 8:00am - 6:00pm.)

Net parking loss: 1 parking space

Council officers received a request from the BATS Theatre for a loading zone to be provided outside the theatre at 1 Kent Terrace, Mt Victoria.

The theatre has been earthquake strengthened and renovated. According to the theatre manager, there will be a keg system onsite and a high volume of deliveries, including keg delivery, gas delivery, keg servicing, food delivery, and couriers. Additionally, the only access to the theatre is from the front entrance on Kent Terrace.

Council officers therefore propose to convert one metered parking space (P120 Maximum, Monday to Thursday 8:00am - 4:00pm, Friday 8:00am - 4:00pm, 6:00pm - 8:00pm, Saturday and Sunday 8:00am - 6:00pm) into a Loading zone (goods vehicles and authorised vehicles only, P10, Monday to Saturday 8:00am - 6:00pm).

The proposed loading zone at this location would benefit a number of businesses in this vicinity and be available for parking outside its hours of operation.

d) **Tasman Street, Mt Cook**

TR55-14

Time limited (P30, At All Times).

Net parking: unchanged.

Council officers received a request from Tasman Street Vet Centre for two time limited P30 on-street car parks. The coupon parking spaces currently in place operate 8am to 6pm Mondays to Fridays with the first 2 hours free. Because of the predominant use of this part of Tasman Street for commuter parking, these spaces are likely to be well used during weekday business hours.

The proposed car parks would provide more short term car parks to assist the visitors attending the adjacent facilities such as the Vet Centre and Seventh-Day Adventist Church.

Feedback received:

Name	On behalf of	Agree Yes/No?
David Lloyd	Tasman St Vet Centre	Yes

Comments:

When Tasman and Tory St are reconnected NZTA estimates that traffic on Tasman St will be around 3,500 cars per day.

Before work started on Arras Tunnel, the northern end of Tasman St was very popular as a commuter car park, benefiting people from outside Mt Cook, to the detriment of local residents and businesses. We expect it to be a very popular commuter parking area once again, at the conclusion of Memorial park earthworks.

Our business relies on accessibility to the clinic. Many clients are aged and all have pets, sometime sick or injured and needing carrying. Having the local area full of commuter cars has previously (i.e. before tunnel construction) made it difficult for our clients and local residents to go about their business. The addition of 2 P30 parks, in addition to the two P15 parks in North Tasman St would be a great benefit both to our clients and to local residents (some of which are not allowed even residents parking privileges).

A further 27 pieces of feedback from Vet customers were received in support of the proposed traffic resolution.

e) **Moxham Avenue, Hataitai**

TR56-14

Class restricted parking (bus stop relocation) and no stopping, at all times.

Net parking loss: 1 parking space

The Go Wellington Bus company has approached the Council requesting the relocation of the Bus Stop outside numbers 116 and 118 Moxham Avenue, Hataitai.

There have been a number of instances where the veranda support of property 118 has been clipped by the tail of a departing bus. To prevent the potential for injury to occupants and road users, the City Council is therefore proposing that the existing bus stop be relocated 3 metres in a northerly direction, so that the bus will be able to stop further away from the veranda of property 118.

As a result of this proposal, the number of on-street car parks on this section of

Moxham Avenue will reduce by one. However, according to the information Go Wellington provided, there are usually spaces vacant along this section of Moxham Avenue, with the exception of immediately prior to, and at the conclusion of the school day.

Greater Wellington Regional Council (GWRC) and Go Wellington Bus company support this initiative.

Feedback received:

Name	Suburb	Agree Yes/No?
P McKirdy	Not specified	No

Comments:

Your documents state that “according to the information Go Wellington provided, there are usually spaces vacant along this section of Moxham Avenue, with the exception of immediately prior to, and at the conclusion of the school day.”

Could you please tell me on what basis Go Wellington made that statement? On what times of day and days of the week did they visit? I note that the photo included with your documents, taken early in the morning, shows only one free space, and that your proposal will eliminate one space.

Another question is regarding shelter for people waiting for the bus. Currently we can shelter under the verandah at 118. If the bus stop is moved, will the bus still stop for people sheltering under the verandah, or do we have to wait further along where there is no shelter? Given there is sometimes a long wait for a bus, it is good to have shelter.

And, is it not possible to train the bus drivers so that they don't clip the verandah pole? They manage not to hit parked cars, so why do they hit the pole?

Officers Response:

To verify the parking usage information provided by Go Wellington, officers conducted an on-site investigation 7:00 am Wednesday 29 October 2014. During the visit There was only 1 car parked on the kerb side adjacent to the bus stop, and 6 kerbside parking spaces were available on western side of Moxham Avenue between the bus stop and pedestrian crossing outside property 100 Moxham Ave (within 42 metres).

The proposed bus stop relocation is only 3 metres north from the existing location; passengers should still be able to use the veranda as a shelter.

Overall, the inconvenience caused by this proposal will be very minor therefore officers recommend proceeding with the proposal.

f) **Brooklyn Road, Brooklyn**

TR59-14

Bus stop removal.

Net parking: unchanged.

Officers have received a proposal from Greater Wellington Regional Council (GWRC) to delete two bus stops on Brooklyn Road.

NZ Bus, the bus service operator in the Brooklyn area, has highlighted safety concerns surrounding the operation of the outward bus stop “Brooklyn Road at Brooklyn Terrace”, stop #6717. Wellington City Council Officers also assessed the bus stop and agree there are significant safety concerns, namely:

- Passengers having to step out into the road space to access the bus stop (no continuous footpath leading to or from the stop)
- Poor sightlines for passengers crossing the road to or from the stop due to the bend in the road and;
- When buses are dropping off passengers at the stop, general traffic has a tendency to overtake the bus and move into the flush median on the bend.

It is also proposed to remove the “paired” stop - the inward bus stop: Brooklyn Road at Ohiro Road”, stop #7717.

Both stops are situated very close to adjacent bus stops. Stop #6717 has adjacent stops 150m uphill and 130m downhill, while Stop #7717 has adjacent stops 160m uphill and 150m downhill. Both stops are also not particularly well used, with an average of 20 passengers boarding/alighting per day (2013 figures). The deletion of these two “paired” stops will make the bus service more efficient with a more even spacing between stops.

Feedback received:

Name	Suburb	Agree Yes/No?
Francis Lepper	Brooklyn	Yes
Comments:		
I have received an email from Carl Savage re the removal of a number of bus stops on the Brooklyn hill/Ohiro Road near Brooklyn.		
I strongly support the removal of these bus stops as they not only obstruct passing traffic, but are unnecessary. This area and citizens are already well served by bus stops.		

Name	Suburb	Agree Yes/No?
Carl Savage	Brooklyn	Yes
Comments:		
I agree with the removal of bus stops # 6717 and #7717. While acknowledging that there are dozens of people who get on and off these two particular bus stops and their removal will mean walking further to get to their home, there are other bus stops close by. Their existence is dangerous for pedestrians and cars due to their current location. I have lived in the suburb for 15 years and see this all the time.		

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Name	Suburb	Agree Yes/No?
Nick Mouat	Brooklyn	No
Comments:		
<p>1. I agree with removing the outward bus stop #6717 on the corner of Brooklyn Road and Brooklyn Tce as it is a dangerous place to cross the road vs the earlier stop down Brooklyn Road. So while this will increase the walk up the hill for those heading to houses down Ohiro Road and Tanera it makes sense.</p> <p>2. I do NOT agree with removing the inward bus stop #7717 as this stop is very convenient for people walking down to catch the bus from further up via Helen Street and those walking up from Ohiro Road and Tanera Cres. I do not think this bus stop is a safety concern for pedestrians or traffic as the one across the road is. I personally use this stop several times a week.</p> <p>3. Discussion on these bus stops raises the bigger issue of pedestrian safety at the intersection of Brooklyn and Ohiro Roads. As the major route to walk to & from the CBD this is, from our daily observations, a difficult and dangerous spot on what is otherwise a relatively safe and enjoyable route to work, school, university and shopping for a lot of the Brooklyn population. It is of most concern as a major barrier to more children accessing Central Park and then the CBD beyond without having to be taken by parents. Since the Karo Drive 'bypass' opened the traffic through this intersection as, from our observations, increased from all directions. I realise it would not be an easy or simple fix with the gradient and heavy landfill traffic adding to the problem but it is worth putting some thought into.</p> <p>For safety to avoid potential and likely future accidents but equally to make the suburb and city more accessible to all.</p>		

Name	Suburb	Agree Yes/No?
Mike Zandvliet	Brooklyn	No
Comments:		
<p>Thank you Frank Fan & colleagues for your interest in making the intersection of Brooklyn Road, Ohiro Road and Brooklyn Terrace safer. It is certainly a dangerous intersection - we see an accident there every few weeks it seems, and it is quite hairy for us to leave Brooklyn Terrace in our car.</p> <p>However my wife & I do not believe that removing the bus stops will make for a safer intersection. Because our house overlooks both stops, we are in a perfect position to see the usage of the intersection and the bus stops. It is clear to us that when buses are stopped at either bus stop, the vehicle traffic calms down substantially - a temporary calming measure if you like. We believe that removing the stops will actually cause traffic to flow faster around this dangerous corner - which is the opposite of what is needed.</p> <p>I also doubt that it will do much to decrease the number of people crossing the road at this location. I've observed many pedestrians crossing here at all times of the day - and only a very small portion of them are bus users.</p> <p>I would also disagree with the comment made in the proposal that only around 20 people use these stops each day.</p> <p>We can both see and hear the buses from the front of our house, and in the evenings it seems that almost every single bus going south (out of the city) stops at this location. We would estimate the number to be more like 40 or 50 per day at each of the two stops.</p>		

We hope that you can reconsider the removal of these stops.

Name	Suburb	Agree Yes/No?
Katie Underwood	Not specified	No

Comments:

First, I am not aware of any consultation with the Brooklyn Residents Association being carried out. As a member of said organisation I would have thought we would have been advised and consulted on rather than being presented with a fait accompli.

Extensive consultation has been done over the changes to Cleveland St and the taxi stand and the bus stop. Not sure why the same courtesy hasn't been extended in this instance.

Furthermore I was involved in the Living Streets Aotearoa some years ago (2007/8?) where we discussed various options for this area and further down Ohiro Road towards Aro Valley. Has it really taken 7 years for something to happen? There also seems to be a 'remove the bus stop' rather than make it safer for people to cross the road.

I have no problem for the uphill bus stop to be removed, #6717. People can get off at the earlier stop and walk up or get off at the bus stop on Ohiro Road outside Bretby Crescent and cross at the 'island' which provides some protection. I see and agree there are safety issues with this stop.

I am not in favour of the inward bus stop #7717 being removed. This is a good bus stop for people coming down the walkway from Helen St and up the hill from Tanera Cres. I see no reason why this should be removed because it's 'pair' has been removed. It is not a safety hazard and provides a service. Not to have it would mean that people may have to walk down from the Helen St/Ohiro Road stop where there is no footpath if they are going to the park.

The argument for removing these stops on the basis of numbers does not stack up in my view. An average of 20 passengers means at times there are many more and sometimes many less passengers. On any one day, 20 passengers potentially use these bus stops. I would have thought that was quite a large number of passengers. I have waited at stops which are way less used but are not on the 'remove' list. If there is no one there, then the bus doesn't stop. What's the harm in keeping it?

To me, it seems to be a way to 'speed' up the service without thinking about the convenience of the users – the passengers.

Officers Response:

Officers note two of the three pieces of feedback received against the traffic resolution actually support the removal of stop #6717, however not stop # 7717 (the "paired" stop on the other side of the road). Officers have then liaised with Greater Wellington Regional Council (GWRC) to respond to their concerns.

The removal of stop #7717 **does not** require potential bus passengers to walk where there is no footpath. It requires them to walk (on the same footpath that accesses the current stop #7717) an extra **150m downhill** to the next stop – Brooklyn Road at Washington Ave (opposite) Stop #7716. Passengers will still (at a reasonable downhill walk) be able to access a bus stop from the Helen St walkway or Tanera Crescent.

GWRC continue to believe that the removal of the paired stops will result in the bus service being more efficient with a more even spacing between stops and with no adverse safety issues to users. Therefore officers recommend proceeding with this proposal.

Officers also confirm the Brooklyn Residents Association were sent copies of the proposed traffic resolutions on 26/9/14 and invited to provide feedback during the consultation period 7/10/14 – 24/10/14 however no feedback was received.

g) **Lambton Quay, Wellington Central** **TR60-14**

Class restricted parking - Loading zone and Bus stop (Reconfirmation)

Net parking: unchanged

This report reconfirms the current parking restrictions as at September 2014.

h) **Park Avenue, Tawa** **TR65-14**

No stopping, at all times

Net parking: unchanged

Currently there are issues with parking at the end of Park Avenue mainly stemming from use of the adjacent rugby club training ground. With increased use of the rugby club and the introduction of the artificial turf, the existing hatching yellow lines are ignored by the club visitors during the weekends and the parking wardens cannot do anything as the hatching lines are not legally enforceable.

Residents have raised concerns with the parking situation being both a major inconvenience and hazardous for pedestrians and children.

Officers therefore propose to replace the hatching yellow lines with enforceable broken yellow lines and also install a section of no stopping lines across #5 and #7 driveways to make sure that vehicles don't encroach on these driveways.

i) **Atkinson Street, Newlands** **TR66-14**

No stopping, at all times

Net parking: unchanged.

Officers have received complaints from some of the local business owners in Atkinson Street, Newlands regarding difficulties accessing the Service Lane off this street.

This service lane is regularly used by trucks, vans and forklifts to deliver supplies to

the various businesses.

Following the opening of the New World Supermarket and completion of the McMillan Court upgrade, businesses have found commuters have begun parking all day on both sides of Atkinson Street. These cars park right up to the corners of both the Atkinson Street/Batchelor Street intersection and the Service Lane, make turning in and out of the road difficult or at times, impossible without collecting the parked vehicles.

Officers propose sections of broken yellow lines to reinforce basic traffic law.

j) Batchelor Street, Newlands TR67-14

No stopping, at all times.

Net parking loss: 2 parking spaces.

Officers have received complaints from some of the local businesses to address the delivery truck access problems in Batchelor Street, Newlands.

Following the opening of the New World Supermarket and completion of the McMillan Court upgrade, commuters have begun parking all day on both sides of Batchelor Street and Atkinson Street. Observations of the turning area whereby large trucks are required to access the business loading dock located next to the Community Centre on Batchelor Street, suggests that there is insufficient room for the trucks to turn in or out in one movement, resulting in the need to make a number of 'point' turns to do so. This manoeuvre decreases the level of public safety in the area and, on occasions, trucks trying to manoeuvre have scratched parked vehicles. There have also been times where the trucks were unable to turn into the loading dock and the delivery had to be postponed.

Therefore officers propose broken yellow lines across the vehicle access and extending 2.5m on either side of the loading dock, as well as on the kerb on the opposite side to give trucks enough room to turn in/out safely without the increased risk of coming into conflict with either pedestrians or vehicles driving nearby.

Feedback received:

Name	Suburb	Agree Yes/No?
Warren Geard	Newlands	No
Comments:		
<p>We already have parking restrictions 'No parking 7am-10:30am' to allow trucks to turn more easily into the services lane running up to the New World supermarket. Now I live on Batchelor Streets west side opposite that service lane and am in a perfect position to observe said trucks making their turning manoeuvre and, even after 10:30am these trucks appear to have little difficulty so why a permanent 'No parking' proposal on the east of Batchelor Street outside the Community Centre? Parking for cars using the Medical Centre, the Tavern, the Community Centre, the Kindergarten and the Batchelor St Flats is at a premium as it is without your proposal. Prior to the New World being built I crossed swords with one Mr Stone at your office and we came up with the present parking arrangement. Are you now reacting to the bleats of a couple of bad truck drivers with your proposal?</p>		

Officers Response:

Officers note that this proposal is not related to trucks accessing the New World via the service lane, rather it has been put forward to relieve an access problem for the timber business next to the New World. This business has been at its location for a number of years and access for the large timber trucks was adversely affected when the New World was established on the site next door. Officers have been onsite and confirmed the issues entering and exiting the yard if vehicles are parked on the road opposite. Therefore, officers recommend proceeding with the proposal to put broken yellow lines opposite the yard entrance.

k) Kaiwharawhara Road, Kaiwharawhara

TR68-14

No stopping, at all times.

Net parking: unchanged

Kaiwharawhara Road is a principal route connecting the western suburbs to both the Hutt Road and Wellington city centre. Surrounding land use is mostly commercial and on-street parking in the area is not restricted, meaning it is very well used throughout the day by both customers and commuters.

The business at number 27 Kaiwharawhara Road has an encroachment license for a small car park area to park their vehicles. Other motorists occasionally block access to this area because the vehicle crossing is small and not well defined and they park across it.

Officers recommend that broken yellow lines be placed across the vehicle entrance to clearly show that parking is prohibited and eliminate the ongoing hassles.

l) Homewood Avenue, Karori

TR69-14

No stopping, at all times.

Net parking: unchanged

Officers have received a letter from the resident at number 43 Homewood Avenue, Karori requesting the Council install broken yellow lines between the vehicle accesses of numbers 43 and 39.

Officers have previously installed "L" bars on both sides of the driveway of number 43 to give drivers an indication of the boundary of the vehicle access. This treatment has not resolved the difficulty the resident at number 43 has when trying to enter and exit the garage. The garage itself is very small and narrow, limiting driver manoeuvre capability. If a vehicle has to reverse straight out, there isn't enough room to turn before hitting the trees across the road. If there is a parked car on either side of the garage or if the front of a car overhangs the white "L" bar that again would block the resident's car from getting out of the garage.

Officers therefore propose to install 5m of broken yellow lines on the short side of the driveway between 43 and 39.

m) **Sunrise Boulevard, Tawa**

TR70-14

No stopping, at all times.

Net parking loss: 6 parking spaces

For a number of years commuters using the Takapu Road Railway Station have parked on both sides of Sunrise Boulevard during weekdays causing annoyance and inconvenience for the residents. Officers have had addressed residents' complaints, taking into consideration the parking demand and convenience, however, there are still ongoing complaints.

In their last meeting with Sunrise Boulevard residents the Tawa Community Board has identified the main issues and requested the Council address them. Officers have, in turn, investigated the issues and propose broken yellow lines on both sides of the crest due to poor visibility and a BYL's on the curve between 8 and 10 to ease everyday through traffic issues.

Feedback received:

Name	Suburb	Agree Yes/No?
Sunrise Blvd Residents Group	Tawa	No
Comments:		
A copy of the full detailed submission can be found at attachment 1.		

Name	Suburb	Agree Yes/No?
Jo Mason	Tawa	No
Comments:		
<p>I do not agree with the proposed changes and comment below. I appreciate your letter thank you and agree with the idea of no parking zones – this street needs to be safer however the proposal suggested is not correct and does not mitigate the issues we are facing. I am a resident and also use the KinderCare early childcare centre which corners the very busy Tawa main road.</p> <p>1. Unless I have completely misunderstood the proposal, THE biggest ISSUE for our street at Sunrise Boulevard is the unacceptable parking at the bottom of the road by train commuters outside the KinderCare Children's centre which is absolutely not welcome. (see attachment above) This entire area must be zoned 10min parking only. It is about 15 car parks on either side of the road immediately after the turn into Sunrise Boulevard. We have our KinderCare Day-care centre directly on the corner straight off this busy main road and the drive space and turning out visuals from KinderCare are dreadful. Train commuters are not welcome on our street. This area must be marked as 10min pick up only for KinderCare parents if they need to use it. We need to completely remove the heavy parking out issue, improve driver safety, and replace cheeky free parking train commuters with legitimate under 5 children pick up's which is warranted only in peak time. Safety is paramount and train commuters are not to be</p>		

parking in our street. The proposed resolution only blocks out Number 8-10 and completely misses the biggest issue in the street parking wise from non-resident unwanted Train commuters who are saving money by parking in our street for free 2 blocks down and parking out our Baby Childcare Centre. It is just not on, they need to be removed. I have enclosed a Google map for your consideration Lubna and I am sure you will take heed of this dangerous and unnecessary bottleneck that needs to be removed from our street.

2. I live at No 28 Sunrise Boulevard where there is a proposed no parking zone right across the front of my house on the upper rise just before Bede Grove. I have only 1 parking space on the driveway and often have many visitors to the house with 2 – 3 cars at a time. Most of them are elderly who always park under the tree, the proposed no parking zone. They park under the tree as they are unable to use the stairs from the driveway to front door and can instead walk straight across the flat lawn to the house door. My elderly mother will be moving in soon so this parking allocation will become even more vital. Thus I strongly request 2 parking spots to be marked as such for my older family members – past the tree thus safer visually for drivers. Please do note this as a high priority for me as a tax payer wishing to help the street be safer yet also wish for my elderly family to be able to park their cars.

Name	Suburb	Agree Yes/No?
Gavin Rodley	Tawa	No
Comments:		
<p>I am very disappointed in the proposal as it does not fully address the traffic issues which have been the subject of a number of consultations and meetings between residents of Sunrise Boulevard and the Tawa Community Board over the last couple of years.</p> <p>The residents of Sunrise Boulevard have discussed a number of options with the Tawa Community Board and more recently presented a proposal involving time parking restrictions. Your report makes no reference to this proposal which has widespread support amongst residents.</p> <p>Your report fails to outline the specific concerns of residents and the efforts they have made to develop solutions. It contains no reference to the proposal involving the introduction of time parking restrictions, which was supported by residents, and provides no reasons why the Wellington City Council does not support it.</p> <p>I wish to object to the proposal presented and ask that the proposal involving the introduction of time parking restrictions, as developed and agreed to by residents, be considered by the Council as a matter of urgency. I wish to be heard in support of this objection.</p>		

Name	Suburb	Agree Yes/No?
Bruce White	Tawa	No
Comments:		

I refer to your letter dated 3 October, and the letter subsequently signed by a number of Sunrise Blvd residents concerning the proposal therein.

Some confusion appears to have arisen regarding the main problem on the street - lack of visibility at specific spots from about half way up (at the bend and the crest still further up), or all-day commuter parking which has turned much of the bottom half into a one-way street. The latter is forcing traffic across the centre line over an extended distance, impeding traffic movement, and making egress from driveways unsafe.

The proposals outlined in your letter (and similar proposals that I understand have been communicated to you via the Tawa Community Board) principally address the first of the above issues, whereas the main concern of most residents appears to be the latter problem.

In these circumstances, I suggest that you put the submission to the Transport and Urban Development Committee on hold, and we will revert once the position has been confirmed with the residents of the street (in the New Year).

Officers Response:

In response to local residents' safety concerns, officers proposed the installation of broken yellow lines on both sides at the location of the crest in the road. However, after reviewing the feedback received, the proposal has been amended to remove the broken yellow lines from outside no. 28. No objections were received regarding the broken yellow lines on the southern side of the road, therefore officers recommend proceeding with these to improve visibility and stop vehicles having to cross the centre line over the crest.

Officers have also amended the proposal for broken yellow lines outside no. 10 and no. 8 to allow room for 1 parking space in front of number 8 as requested.

Further requests from The Sunrise Boulevard Residents Group included time limited parking put in place at the bottom of Sunrise Boulevard outside the KinderCare childcare centre, and broken yellow lines be placed outside the front of the centre along the Main Road.

Officers do not agree with implementing time limited parking in residential areas where there is not a proven need, nor feel it is warranted for the childcare centre, which has its own off street parking. While officers acknowledge there are a small number of commuter vehicles who overflow the Takapu Station park and ride car park and park at the bottom of Sunrise Boulevard, removing their ability to park here would simply move these vehicles further up the street.

Officers do note the recent development where Outlet City, along the Main Road, have agreed to open their car park to allow for commuter parking from Takapu Station, and this may relieve some of the use of Sunrise Boulevard for this purpose.

There are already broken yellow lines at the intersection of Sunrise Boulevard and the Main Road and officers, on recent visits, do not see any reason to further place broken yellow lines along the Main Road.

Officers have been in close contact with the Tawa Community Board who are

supportive of the current amended traffic resolution and therefore officers recommend proceeding with the amended proposal.

n) **Burma Road, Johnsonville**

TR71-14

New Bus stops (Class restricted), No stopping at all times

Net parking loss: 6 spaces

Greater Wellington Regional Council (GWRC) has requested the introduction of a pair of new bus stops on Burma Road.

A large section of Burma Road (between John Sims Drive and Johnsonville Station in the northern direction and between Johnsonville Station and the Malvina Major Retirement Village on the southern route) does not have any formal bus stop for passengers to get on/off the above services. There are a number of residences and facilities close to and leading from this section of Burma Road.

Historically and anecdotally buses have stopped “in traffic” at informal stops or where passengers wanted to get off. This proposal would improve passengers’ safety as well as provide community access to bus services, local shops etc. and will provide suitable infrastructure future proofed for any changes that may be developed out of the Wellington City Bus Review.

GWRC advises that the new bus stops will initially operate week days. In future operations may occur every day.

Therefore officers propose to install 2 new Bus Stops and sections of broken yellow lines to accommodate these new facilities.

Feedback received:

Name	On behalf of	Agree Yes/No?
Peter Leggat	Onslow College	No

Comments:

The proposed bus stops are not required in this area and the removal of the parking bay along the school boundary will restrict parents parking for dropping off and picking up students. It is our belief that they are also too close to the very busy roundabout and will create further congestion and potential danger to students. The proposed bus stops will not actually provide a service to very many people as they have school fields on either side. Students from both schools catch buses from already established sites.

Officers Response:

Officers have liaised with Great Wellington Regional Council to respond to Mr Leggat’s concerns. The proposed new bus stops are not being proposed to provide for bus stopping places for Onslow College. They have been requested by members of the public whom catch normal service buses on bus routes that run on Burma Road.

The proposed stops are placed well away from the entrance to Onslow College at the other end of the playing field or down and across the road from the college entrance. There is no removal of the parking bay close to the field. WCC Traffic Engineers have assessed proposed positions as safe and with little effect on school parking. There are parking options available, in the school grounds and close by, for parents wanting to pick up or drop off the college pupils.

GWRC has had requests for new stops and assessed that extra bus stops are needed in this area. The current closest service bus stops are at Johnsonville Railway Station and John Sims Drive/Malvina Major Retirement Village. There are large gaps in the bus stop infrastructure that need to be filled.

We have modified the length of the approach island to the roundabout to provide more space and buses will only be stopped for 10-15 seconds, therefore we do not expect there to be any additional congestion or road safety concerns.

The design proposal also includes a new crossing point on Burma Road near the roundabout, which will provide a safe opportunity for students and bus passengers to safely cross the road.

Name	Suburb	Agree Yes/No?
Tony Randle	Johnsonville	No

Comments:

I would submit the following points and issues that need to be addressed:

1. There are already nearby bus stops on Haumia Street outside Raroa Intermediate. No mention or consideration of using these bus stops is included into this traffic report. The relationship between these two bus stops should be part of the planning for the proposed new bus stops. For example, should the new bus stops replace the bus stops outside Raroa Intermediate?
2. If the objective is to improve residential access to the bus service for services travelling along Moorefield Road then the obviously location for the bus stops would be to the north of the current proposed bus stops on the end of Moorefield Road. Not only would this be closer to a number of residents but travellers will have access to the pedestrian crossing on Moorefield Road. However, any bus stops here would also have still need to be off-line stops (see next point).
3. Most importantly, Burma Road already experiences high peak time traffic flows in both directions and the Jville Triangle Roading Improvements currently being implemented will likely increase this traffic flow along. Traffic in this area is converging from three streets and will be focused on crossing the busy roundabout where there are frequently tail-backs of cars trying to get through the round-about. Finally the nearby presence of a large Intermediate school and a large high school means that a significant number of student pedestrians are crossing all these roads on their way to/from school.
4. The proposed bus stops are on the traffic lanes in both directions. This means that stopping buses will hold up traffic forcing following cars & trucks to use the median strip to get past the halted bus. Buses stopping at both stops will likely

largely halt traffic in both directions. However, as traffic is busy in both directions, a conflict situation will regularly arise.

5. This is made worse as bus travellers will also be crossing Burma Road close to the bus stops. But the visibility of the crossing pedestrians by north-bound traffic will likely be at least partially blocked by a stopped south-bound bus and the traffic passing it. Visibility by north-bound traffic trying to pass a stopped north-bound bus will also block their visibility of crossing pedestrians (it goes without saying that commuters rushing across the road to "catch the bus" are especially vulnerable to make a road crossing mistake).
6. Even more important is that the must design also cater for the significant numbers of older children will also likely be making use of the proposed informal road crossing to cross the road (there is currently a traffic island at the end of Burma Road beside the round-about but it makes no allowance for pedestrians unlike the proposed new road design). The lack of visibility of traffic trying to get around a stopped bus next to a road crossing point that is not a formal pedestrian crossing is an unsafe combination especially given the high levels of both traffic and pedestrians.
7. The WCC has chosen not to add a pedestrian crossing at this location to ensure the safety of bus travellers trying to access the bus stops (see point 2 above).
8. I believe it is important to have any bus stops on this busy road located so the buses can pull over and stop without holding up following traffic. This will mitigate the above issues, especially in relation to traffic visibility of crossing pedestrians (that will include significant numbers of children) and also reduce the need for cars to be held up on a regular basis by stopped buses.
9. While I understand and appreciate the need for bus stops in this area, I OPPOSE the proposed plan to simply remark Burma Road with two bus stops as outlined under TR71 - 14. In the interests of safety and to reduce the adverse impact on Burma Road traffic. I recommend the WCC redesign these bus stops as off-line (i.e. buses pulling off and stopping outside the traffic lane) rather than on-line (i.e. buses stopping in the traffic lane) as proposed or choose another location that is safer.

Officers Response:

Officers have liaised with Great Wellington Regional Council to respond to Mr Randle's concerns.

1. The bus stops on Haumia Street are for other bus routes that do not go directly to Johnsonville along Burma & Moorefield Road's. Haumia Street is not part (and will not be part) of the service bus routes that use Burma Road and Moorefield Road to Johnsonville Station.

2. The location of the bus stops has been chosen to afford the benefit to bus passengers of stops whilst not taking away any residential parking. Sighting the bus stops north of the roundabout on Moorefield Road would have necessitated the removal of a large number of residential parking spaces to provide for the bus stops and the corresponding entry and exit provisions. Traditionally, the removal of residential parking is very unpopular with residents.

4. The bus timetable is of a low frequency nature, and it is therefore very unlikely that two buses will be picking up from each stop on both sides of the road at the same time.

5, 6, 7. 8. Buses will only be stopped for 10-15 seconds and will therefore not cause additional congestion or road safety concerns. Cars generally wait for the bus to move, or are able to cross the central hatching to overtake the bus. The forward sight distance is considered adequate for the passing vehicles to undertake this manoeuvre in a safe manner. We have modified the length of the approach island to the roundabout to provide more space. The design proposal has also included no stopping restriction at all times, together with a proposed new crossing point on Burma Road near the roundabout. This provision should facilitate good opportunities for pedestrians and bus passengers to cross in a safe manner with good sight lines for drivers approaching the crossing point. It is also noted that it is the pedestrians' responsibility to cross with due care and caution.

The proposed arrangement for the bus stops is similar to many Wellington roads that currently operate. It is paramount that the width of the footpaths is not comprised due to pedestrians' usage in the area and it is, therefore recommended that recessed laybys are not included in the scope of these works. Relocating the footpath behind a recessed kerb (bus lay-by) is not considered a benefit in this case due to the infrequent use of the proposed bus stops and the high cost of the construction.

o) Rintoul Street, Newtown TR73-14

Time Limited Parking (P5, Monday to Sunday, 8:00am-8:30pm)

Net parking: unchanged

Officers have received a proposal from the owners of the dairy shop at 201 Rintoul Street requesting the P15 parking space outside the dairy be converted to P5.

The dairy relies on the availability of short term kerb-side parking; therefore proceeding with this conversion would assist the dairy.

p) Sunshine Avenue, Karori TR74-14

No Stopping, At All Times.

Net parking loss: 7 parking spaces

Council officers took a more extensive no stopping restriction proposal to consultation in April/May 2014, which raised five objections. This latest proposal has addressed the key concerns of residents regarding the loss of on-street parking outside no. 3-7, but still provides a measure of improvement to road safety.

Prior to April 2014, Council Officers received a number of requests from local residents to address a road safety problem on the eastern and western side of Sunshine Avenue adjacent to no.6-8 and no.7-9 respectively.

Sunshine Ave carries approximately 2000 vehicles per day and vehicles traverse a 35 km/h signed bend adjacent to no.12-14. Properties adjacent to the 35 km/h

signed bend are a children’s kindergarten, a scout hall (soon to be remodelled and used again) and adjacent land owners. Officers and residents have observed the conflict of vehicles on the southern exit from the bend, including buses, on a number of occasions.

Following the receipt of the objections in the earlier consultation, the bend warning sign has been moved from adjacent to no.14 to outside no.18, to provide a greater distance before the corner for drivers to react and slow down.

The residents and officers concerns regarding speed on Sunshine Avenue have also been brought to the attention of the bus operators.

Traffic calming measures, as suggested by the residents, are currently under investigation and are being prioritised within the annual minor safety works programme.

At the present time, Officers propose to place 20m and 16m of broken yellow lines on the eastern and western side of Sunshine Avenue respectively, to provide drivers with a safer stopping sight distance in both directions and to reduce vehicle conflicts.

Feedback received:

Name	On behalf of	Agree Yes/No?
Mark Frampton	Karori	No
Comments:		
<p>I objected to the previous plans also based on the concern I have of the speed of road users in the area. This is a very minor bus route and a majority residential area. I understand drivers have to be careful coming around the corner but in my view this is a good thing. They have to be careful. The 35km signage actually does not stop drivers coming around the corner at speed. I will object again as I’m not sure the proposed measure takes into account the main issue: the speed of drivers on this corner and the negative impact this has on the safety of residents.</p> <p>Objection 1 is based on the fact that safety of residents and their requirements comes first. The corner is a blind corner for us. We cross the road for taking our very young children to the kindergarten across the road, and, in the future, school. We have to be very careful when crossing the road due to the speed of drivers in this area. Giving them extra room to drive will not decrease their speed and will make it more hazardous to cross the road.</p> <p>Objection 2. It is primarily a residential area and issues of our safety need to come first. Traffic calming measures are required to ensure this and then you would see less conflict between drivers.</p> <p>Objection 3. Speed slows down reaction times. Make it slower and conflict will be less likely. To reiterate allowing drivers more time to react would help ease conflict.</p> <p>Objection 5. It is very unclear where the lines will extend to 15 metres actually extends quite far down the road. We could not consent to the measures without knowing exactly where they stop as issues of residential parking spaces, or the reduction of them will remain an issue.</p>		

No thanks please introduce traffic calming measure before making this corner more hazardous for our family.

Officers Response:

Parking restrictions have been kept to a minimum to develop a minor road safety proposal to address the very tight curve, limited visibility to approaching vehicles and in particular buses that do have to swing wide around the curve and as such, recommend this proposal proceed.

Officers acknowledge the issue of vehicles speeding in this area and are in the process of assessing a traffic calming scheme. In the meantime, officers recommend proceeding with this proposal.

q) **Hornsey Road/Auckland Terrace, Melrose** **TR76-14**

No stopping, at all times

Net parking loss: 4 parking spaces

Officers have observed a road safety problem on the northern side of Hornsey Road at its intersection with Auckland Terrace where vehicles have a road width of 5.0m - 5.5m to enter and exit the intersection through a 180 degree turn.

The road is deceptively narrow due to the gradient and entry to and from Hornsey Road to Auckland Terrace and is not wide enough for two way traffic. The road geometry at this intersection limits the drivers' view and appreciation of the road ahead and the proposed no stopping at all times will improve both safety and drivers turning ability at this intersection, minimising any vehicle conflicts.

r) **Monorgan Road, Miramar** **TR78-14**

Pick Up / Drop off Zones, Parking P10 and No Stopping At All Times

Net parking loss: 4 parking spaces

Officers have observed parking and manoeuvring concerns on and off Council Park land on the southern corner of Monorgan Road and Raukawa Street and have also received complaints from local residents. This is especially the case around the afternoon school pick up time when on one occasion, 12 vehicles were seen parking on the park land. This parking is damaging the grass over a large area and occurs on a regular basis at the end of each school day. Manoeuvring of vehicles to the park reserve was observed to be via the pedestrian ramp at the intersection with Raukawa Street, and over the kerbs on the western side of Raukawa Street adjacent to the park reserve and is therefore also damaging the roading infrastructure.

To facilitate a Pick up and Drop off zone that will alleviate the current damage to the roading and park infrastructure, and to provide a greatly improved child pedestrian safety by negating the need to cross Monorgan Road, Council officers have been in consultation with Scots College and have agreed to the following:

- Formulate a Drop off / Pick Up Zone adjacent to the school and off the road on an already formed layby, 5.0m wide and approximately 65 metres long (which includes 6 car bays along its length). There is readily available access for the school students to the vehicles that will be stopping in the layby;
- A proposed P10 parking restriction on Monorgan Road to facilitate a short term waiting zone for those parents/carers that need to wait a few minutes for their school children to arrive; and
- Proposed No stopping at all times parking restrictions on Monorgan Road to facilitate safe entry and exit manoeuvres to and from the Pick Up /Drop Off layby zone. The existing Greater Wellington Regional Council bus stop will remain in its current location.

The attached plan shows the full extent of the proposed parking restrictions.

Feedback received:

Name	Suburb	Agree Yes/No?
Lotofoa Fiu	Strathmore Park	Yes
Comments:		
<p>The proposal is welcomed wholeheartedly. It is about time action was taken to prevent a tragedy waiting to happen.</p> <p>Unfortunately, I hope the very people who actually breach road safety rules are the parents of the children who attend Scots College's Preparatory School. Following are familiar scenes five-day a week and during the times when the school holds functions either during the day or in the evenings.</p> <ul style="list-style-type: none"> - from 8.00am - 9.00am and 2.45pm - 3.30pm the whole area is jam-packed with cars making it very difficult for people to cross the road when they get off the bus. - Some parents are so inconsiderate they even park in - front of the drive way that block cars into our drive way. The grass area is also cluttered with cars. - Sometimes, the school holds events and the same scene is seen during those times even on Saturdays when sports events are held. <p>This on-going saga is not safe for pedestrians and cars that come from the top and like-wise for Strathmore people going up to the top.</p> <p>I hope these parents will be informed of the pending project.</p> <p>It is sad though that when our families want to visit us the restrictions will affect their rights to park on our side of the road.</p>		

s) **Adelaide Road, Newtown**

TR80-14

Reconfirmation of bus stop extension and signage

Net parking: unchanged

Officers have received a proposal from Greater Wellington Regional Council (GWRC) to reconfigure the bus stop (#7417) near number 256 Adelaide Road.

The issues concern the overall length and position of the bus stop relative to the intersection. The bus stop kerb length is too short for most buses to pull in and load from the stop resulting in the rear of the bus over-hanging or blocking the intersection. There is also an issue of vehicles illegally parking on the bus stop, forcing buses to stop and load from the carriageway. This in turn blocks through traffic and can lead some motorists overtaking on the busy, narrow road.

It is therefore proposed that the current bus stop be extended north of its current location on Adelaide Road. The current resolute length of the bus stop is 12m-measured north from the intersection of Adelaide Road and Hall Street. It is proposed that the bus stop configuration to consist of an 8m entry taper; a 13.5m bus box (to cater for the larger 12.6m buses) and a 5m exit taper.

The bus stop is only used on Monday to Friday by services departing the stop between 6:30am and 9am. There are no future plans to expand these am peak weekday services.

Name	On behalf of	Agree Yes/No?
Mike Mellor	Living Streets Aotearoa	Yes

Comments:

We support this proposal, but we have one area of concern. At many Wellington bus stops the major elements, such as the WCC sign the GWRC sign, the bus stop box, the bus shelter, the RTI screen, do not align, which at best causes confusion about where the bus will stop, at worst can cause people - particularly the less able - to miss the bus because they are not able to get from their waiting position to the bus in time.

The drawing for this proposal shows the new bus stop sign as being several metres short of the front end of the box, and we submit that that WCC should follow NZTA's *Guidelines for public transport infrastructure and facilities: Interim consultation draft, April 2014*, <http://nzta.govt.nz/consultation/guidelines-for-public-transport-infrastructure/docs/guidelines-pt-infrastructure-draft.pdf>, which say:

This guidance recommends that the bus stop sign should be placed at the head of each bus box. This allows for a consistent and predictable environment to be created at the bus stop. Bus drivers will know to always align the front door of the bus with the bus stop sign and pole, which is where key bus stop facilities are provided, i.e. hard stand area, raised kerbs and use of tactile ground surface indicators [page 12].

We submit that these guidelines should be followed for this and other bus stops.

Officers Response:

Officers noted the comments above and have amended the plans and legal description accordingly.

Conclusion

4. Officers consider the proposed traffic resolutions will support the achievement of the Council's Transport Strategy Outcomes of safety, accessibility, efficiency and sustainability. The Committee is therefore asked to approve the proposed resolutions.

Attachments

Attachment 1.	TR 70-14 Sunrise Blvd - Submission from Sunrise Blvd Residents Group	Page 49
Attachment 2.	TR 31-14 Taranaki St - Map	Page 53
Attachment 3.	TR 41-14 Cleveland St - Map, amended	Page 59
Attachment 4.	TR 54-14 Kent Tce - Map	Page 61
Attachment 5.	TR 55-14 Tasman St - Map	Page 65
Attachment 6.	TR 56-14 Moxham Ave - Map	Page 69
Attachment 7.	TR 59-14 Brooklyn Rd - Map	Page 75
Attachment 8.	TR 60-14 Lambton Qy - Map	Page 79
Attachment 9.	TR 65-14 Park Ave - Map	Page 84
Attachment 10.	TR 66-14 Atkinson St - Map	Page 88
Attachment 11.	TR 67-14 Batchelor St - Map	Page 92
Attachment 12.	TR 68-14 Kaiwharawhara Rd - Map	Page 96
Attachment 13.	TR 69-14 Homewood Ave - Map	Page 100
Attachment 14.	TR 70-14 Sunrise Blvd - Map, amended	Page 104
Attachment 15.	TR 71-14 Burma Rd - Map, amended	Page 105
Attachment 16.	TR 73-14 Rintoul St - Map	Page 106
Attachment 17.	TR 74-14 Sunshine Ave - Map	Page 110
Attachment 18.	TR 76-14, Hornsey Rd - Map	Page 114
Attachment 19.	TR 78-14, Monorgan Rd - Map	Page 118
Attachment 20.	TR 80-14, Adelaide Rd - Map, amended	Page 123

Author	Kelly Rumens, Project Coordinator
Authoriser	Anthony Wilson, Chief Asset Officer

4 October 2013

Sunrise Boulevard Residents' Group
13 Sunrise Blvd
Tawa
Wellington 5028

Ms Lubna Abdullah
Northern Area Traffic Engineer, City Networks
Wellington City Council
PO Box 2199
Wellington 6014

Dear Ms Abdullah,

Sunrise Boulevard parking restrictions.

We refer to your letter dated 3 October 2014.

We see that you propose to send your report to the Transport & Urban Development Committee, for approval. We object to the report, as drafted, being submitted to the Committee because we consider it to be incomplete and quite misleading.

The following corrections and additional information need to be incorporated into the report:

1. The problem of commuters using Takapu Station parking on both sides of Sunrise Blvd has been a relatively recent development. There was no problem before the Kindercare Childcare Centre opened in 2011.
2. The sentence "Officers have had (sic) residents complaints, taking into consideration the parking demand and convenience, however there are still ongoing complaints.... " should be followed by the following:

'Hockey stick' parking spaces have been marked on both sides of the lower end of the street. These have lessened the problem that was occurring of commuters' cars part-blocking residents' driveways. But they have done nothing to solve the problem of parking causing useable roadway width being reduced to one lane. Residents are concerned about the risk of accidents, and because, if there is an accident, they will be held by their insurers to be in the wrong because they will have crossed the marked centre line.

The solution favoured by the under-signed residents (who reside in the most affected area) is to make parking on one side of the street subject to a 2 hour limit between 8am to 5pm, Monday to Friday. This approach is preferred to the alternative of broken yellow lines because it does not remove the ability of

residents to park kerbside during evenings and weekends, nor their visitors, eg, tradesmen, during working hours. It addresses the problem arising from all day parking by commuters, without the 'unintended consequences' for residents.

Residents are aware that, for the Council, enforcement of a time-limited parking restriction is not nearly as straightforward as is enforcement of broken yellow line restrictions. However, that benefit, for the Council, needs to be balanced against the cost to the residents, ie, total loss of kerbside parking, as above. The residents accept that time-limited parking can not strictly be enforced by Council. But they consider time-limited signage will be sufficient to deter most commuters most of the time. Some residents (who are home during the working week, including working from home) have indicated that in the cases of persistent offenders they would place a note under their windscreens.

This proposal was distributed to residents for the most recent meeting they convened with Tawa Community Board representatives (see attached). But it was not supported by the Board representatives, apparently because they believed it would not be supported by Council Officers.

This left only the placing of double yellow lines on the crest of the hill, and on the curve in street, to be taken forward by the Board representatives. These parking restrictions were agreed by residents as necessary to address concerns about how parking at those points forces traffic onto the wrong side of the road where there is also restricted visibility. However, they do nothing to address the more general problem of parking congestion on the street. It is this problem that is the subject of ongoing complaints, and which the undersigned most want to have addressed.

Accordingly, the under-signed residents continue to seek a time-limited parking restriction for one side of the street (in addition to the proposed placement of double yellow lines at the crest of the hill and on the curve in the street). They consider that this provides a balanced response to the general problem of parking congestion on Sunrise Blvd, in that it:

- recognises the need for commuter parking (one side of the street remains available for that);
- addresses the need for parking restrictions during weekday working hours, with preservation of kerbside parking for residents during evenings and weekends (when parking congestion is not a problem)
- recognises that time limited parking could not be strictly enforced by Council Officers, but also that time limited signage would provide sufficient of a deterrent for most commuters most of the time.

Sunrise Boulevard: Parking/traffic congestion follow-up meeting

Last year a street meeting was held (in the former scout den) to discuss Parking/Traffic congestion issues with Graeme Hansen, Deputy Chair, Tawa Community Board.

Based on Graeme's discussions/experience with Wellington City Council there is one possible proposal that WCC may consider to alleviate the parking/traffic problems provided there is broad consensus amongst Sunrise Boulevard residents.

The Proposal:

- Establish time-limited parking zone on the south side of the street (2 hour max, 8am-5pm, Mon-Fri) from the corner of Main Road to the Longview driveway/Oriel Place. (could be extended should there be a future need for it).
- Extend the no parking zone on the main road from corner of Sunrise Boulevard along the entire main road frontage of the Kindercare Learning Centre.
- Establish a no parking zone on the inside bend of Sunrise Boulevard between the driveways of numbers 8 and 10 (allowing one parking spot in front of number 8)

A follow-up street meeting is to be held to discuss and establish whether there is consensus for this proposal. In addition there will be opportunity to discuss any issues with the Z site redevelopment.

Time: Tuesday 6 May, commencing 7.30 pm

Place: The former scout den, by the Z station, Willowbank Park
Facilitator: Graeme Hansen, Deputy Chair Tawa Community Board
Contact: Jos van Herk (234 7486 or 0274 392130)

Item 2.1 Attachment 1

We ask that your report for the Committee be amended to accurately reflect residents' concerns and the engagement that has occurred. As stated at the outset, we consider the report as it currently stands to be incomplete and, as a result, quite misleading.

Yours sincerely

JLB Jos van Herk #11
Sueet Ciereken Woudt #11
Alan Kelly #9
Bruce White #13
Terina Drummond #19
Alan Drummond N°19
Peter Gooch #8
Peter Gooch #8
Gavin Rookley #4
Karen Rookley #4
Steph Knight #37
Dawn Knight #37

PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 31 - 14

Location: Taranaki St - Wellington Central / Te Aro

Proposal: Metered Parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am - 6:00pm. No Stopping At All Times.

Information: The redundant vehicle crossing outside Wellington Methodist Parish Church has been reinstated to vertical kerb and channel. This has resulted in a change to the available kerbside parking spaces.

Following a detailed assessment by council traffic engineers, we proposed to install one additional metered on-street car park (P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm) in order to provide more on-street parking spaces in Wellington Central area.

- | | |
|---|-----------------|
| 1) Advertisement in the Dominion Post Newspaper | 7 October 2014 |
| 2) Feedback period closes. | 24 October 2014 |
| 3) Report sent to Transport & Urban Development Committee for approval. | 3 December 2014 |
| 4) Feedback may result in further consultation or amendment as appropriate. | |

PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 31 - 14

Location: Taranaki St - Wellington Central / Te Aro

Proposal: Metered Parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am - 6:00pm. No Stopping At All Times.

Legal Description:

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

Column One	Column Two	Column Three
Taranaki Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, commencing 23 metres south of its intersection with York Street (Grid coordinates x= 1748911.1 m, y= 5427155.6 m), and extending in a southerly direction following the kerb line for 16 metres. (3 parallel car parks)

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

Column One	Column Two	Column Three
Taranaki Street	No stopping, at all times	East side, commencing 39 metres south of its intersection with York Street (Grid Coordinates X=2658933.007191 m, Y=5988867.66566 m) and extending in a southerly direction following the kerb line for 165 metres.

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

Column One	Column Two	Column Three
Taranaki Street	Metered Parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, commencing 23 metres south of its intersection with York Street (Grid coordinates x= 1748911.1 m, y= 5427155.6 m), and extending in a southerly direction following

PROPOSED TRAFFIC RESOLUTION



the kerb line for 22 metres. (4 parallel car parks)

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

Column One

Column Two

Column Three

Taranaki Street

No stopping at all times

East side, commencing 45 metres south of its intersection with York Street (Grid Coordinates X=2658933m, Y=5988867.7m) and extending in a southerly direction following the kerb line for 159 metres.

PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 31 - 14

Location: Taranaki St - Wellington Central / Te Aro

Proposal: Metered Parking, P120 Maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am - 6:00pm. No Stoppings, At All Times.

Prepared By : **Tony Zhang** (Traffic Engineer)

Approved By : **Steve Spence** (Chief Transport Planner)

Date:

Comments:



TARANAKI STREET, WELLINGTON CENTRAL
PROPOSED TRAFFIC RESOLUTION (TR31-14)

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

ORIGINAL MAP SIZE: A3
DATE: 30/04/2014
AUTHOR: zhangjg
REFERENCE:





INTERSECTION OF CLEVELAND AND JEFFERSON STREET, BROOKLYN
PROPOSED TRAFFIC RESOLUTION (TR41-14)
PROPOSED PARKING



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

ORIGINAL MAP SIZE: A3
DATE: 25/11/2014
AUTHOR: zhangji
REFERENCE:



PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 54 - 14

Location: Kent Terrace - Mt Victoria

Proposal: Class restricted parking (Loading zone - goods vehicles and authorised vehicles only, P10, Monday to Saturday 8:00am - 6:00pm.)

Information: Council officers received a request from the BATS Theatre for a loading zone to be provided outside the theatre at 1 Kent Terrace, Mt Victoria.

The theatre has been earthquake strengthened and renovated. According to the theatre manager, there will be a keg system onsite and a high volume of deliveries, including keg delivery, gas delivery, keg servicing, food delivery, and couriers. Additionally, the only access to the theatre is from the front entrance on Kent Terrace.

The Council officers therefore propose to convert one metered parking space (P120 Maximum, Monday to Thursday 8:00am - 4:00pm, Friday 8:00am - 4:00pm, 6:00pm - 8:00pm, Saturday and Sunday 8:00am - 6:00pm) into a Loading zone (goods vehicles and authorised vehicles only, P10, Monday to Saturday 8:00am - 6:00pm).

The proposed loading zone at this location would benefit a number of businesses in this vicinity.

Net parking loss: 1 Metered Parking space.

- | | | |
|----|--|-----------------|
| 1) | Advertisement in the Dominion Post Newspaper | 7 October 2014 |
| 2) | Feedback period closes. | 24 October 2014 |
| 3) | Report sent to Transport & Urban Development Committee for approval. | 3 December 2014 |
| 4) | Feedback may result in further consultation or amendment as appropriate. | |

PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 54 - 14

Location: Kent Terrace - Mt Victoria

Proposal: Class restricted parking (Loading zone - goods vehicles and authorised vehicles only, P10, Monday to Saturday 8:00am - 6:00pm.)

Legal Description:

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

Column One	Column Two	Column Three
Kent Terrace	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 4:00pm, Friday 8:00am - 4:00pm, 6:00pm - 8:00pm, Saturday and Sunday 8:00am - 6:00pm	East side, following the kerb line 31.5 metres southwest of its intersection with Oriental Parade (Grid coordinates x= 1749428.5 m, y= 5427148.2 m), and extending in a southerly direction for 28.5 metres.

Add to Schedule B (Loading Zone) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Kent Terrace	Loading zone - goods vehicles and authorised vehicles only, P10, Monday to Saturday 8:00am - 6:00pm	East side, following the kerb line 31.5 metres southwest of its intersection with Oriental Parade (Grid coordinates x= 1749428.5 m, y= 5427148.2 m), and extending in a southerly direction for 5.5 metres.

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

Column One	Column Two	Column Three
Kent Terrace	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 4:00pm, Friday 8:00am - 4:00pm, 6:00pm - 8:00pm, Saturday and Sunday 8:00am - 6:00pm	East side, following the kerb line 37 metres southwest of its intersection with Oriental Parade (Grid coordinates x= 1749428.5 m, y= 5427148.2 m), and extending in a southerly direction for 23 metres.

PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 54 - 14

Location: Kent Terrace - Mt Victoria

Proposal: Class restricted parking (Loading zone - goods vehicles and authorised vehicles only, P10, Monday to Saturday 8:00am - 6:00pm.)

Prepared By : **Tony Zhang** (Traffic Engineer)

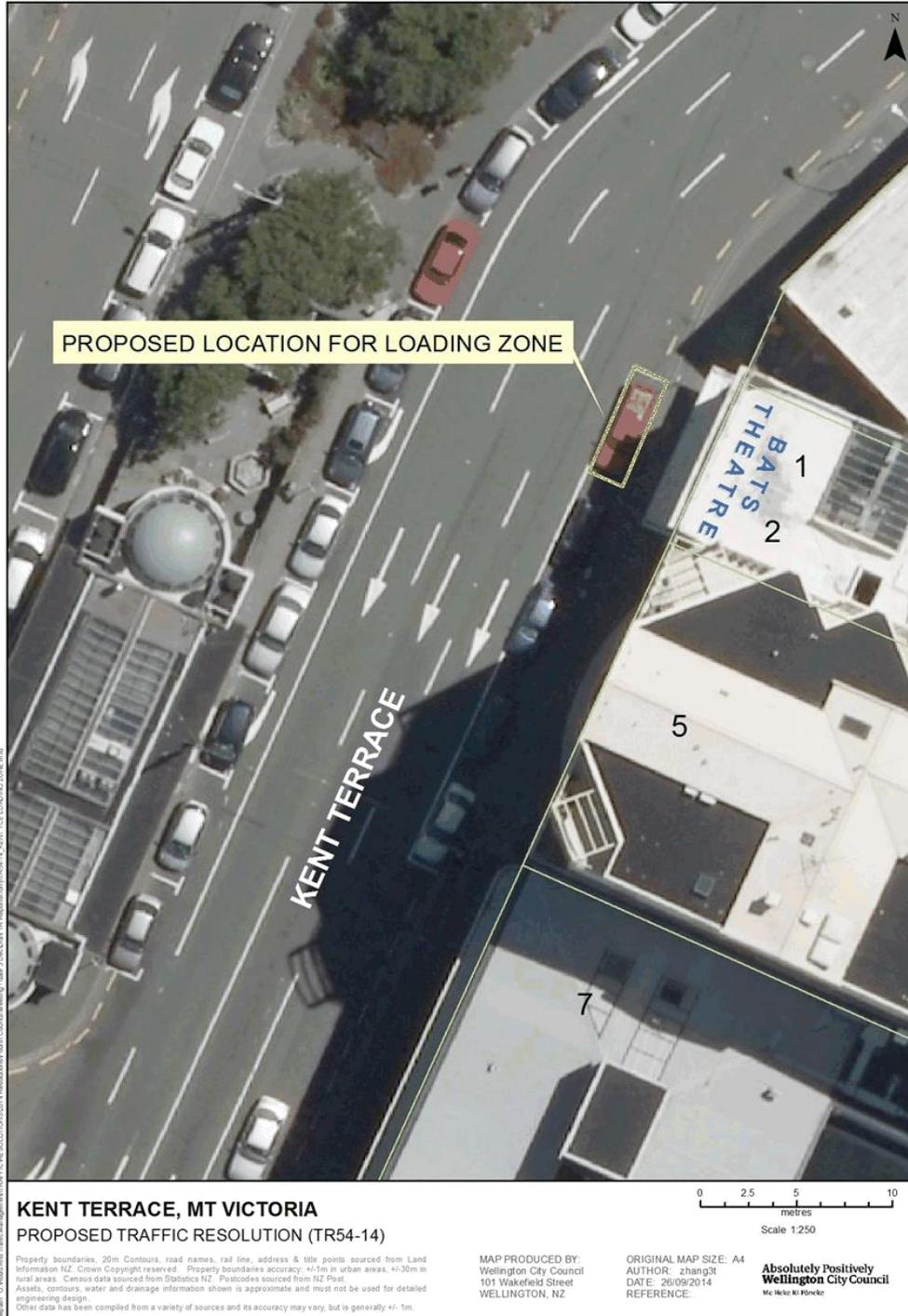
Approved By : **Steve Spence** (Chief Transport Planner)

Date:

Comments:

WCC Contact:

Tony Zhang
Area Traffic Engineer
Transport Network Team
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone: +64 4 803 8242
Email: tony.zhang@wcc.govt.nz



PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 55 - 14

Location: Tasman Street - Mt Cook

Proposal: Time limited (P30, At All Times).

Information: Council officers received a request from Tasman Street Vet Centre for two time limited P30 on-street car parks. The coupon parking spaces currently in place operate 8am to 6pm Mondays to Fridays with the first 2 hours free. Because of the predominant use of this part of Tasman Street for commuter parking, these spaces are likely to be well used during weekday business hours.

The proposed car parks would provide more short term car parks to assist the visitors attending the adjacent facilities such as the Vet Centre and Seventh-Day Adventist Church.

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|----|--|-----------------|
| 1) | Advertisement in the Dominion Post Newspaper | 7 October 2014 |
| 2) | Feedback period closes. | 24 October 2014 |
| 3) | Report sent to Transport & Urban Development Committee for approval. | 3 December 2014 |
| 4) | Feedback may result in further consultation or amendment as appropriate. | |

PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 55 - 14

Location: Tasman Street - Mt Cook

Proposal: Time limited (P30, At All Times).

Legal Description:

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

Column One	Column Two	Column Three
Tasman Street	P30, At All Times	<i>East side, commencing 120 metres south of its intersection with Buckle Street (Grid Coordinates X= 1,748,883.4m, Y= 5,426,546.1m), and extending in a southerly direction following the eastern kerb line for 11.5 metres.</i>

PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 55 - 14

Location: Tasman Street - Mt Cook

Proposal: Time limited (P30, At All Times).

Prepared By : **Tony Zhang** (Traffic Engineer)

Approved By : **Steve Spence** (Chief Transport Planner)

Date:

Comments:

WCC Contact:

Tony Zhang
Area Traffic Engineer
Transport Network Team
Wellington City Council
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PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 56 - 14

Location: Moxham Avenue - Hataitai

Proposal: Class restricted parking (bus stop relocation) and no stopping, at all times.

Information: The Go Wellington Bus company has approached the Council requesting the relocation of the Bus Stop outside numbers 116 and 118 Moxham Avenue, Hataitai.

There have been a number of instances where the veranda support of property 118 has been clipped by the tail of a departing bus. To prevent the potential for injury to occupants and road users, the City Council is therefore proposing that the existing bus stop be relocated 3 metres in a northerly direction, so that the bus will be able to stop further away from the veranda of property 118.

As a result of this proposal, the number of on-street car parks on this section of Moxham Avenue will reduce by one. However, according to the information Go Wellington provided, there are usually spaces vacant along this section of Moxham Avenue, with the exception of immediately prior to, and at the conclusion of the school day.

Greater Wellington Regional Council (GWRC) and Go Wellington Bus company support this initiative.

Net parking loss: 1 unrestricted parking space.

- | | | |
|----|--|-----------------|
| 1) | Advertisement in the Dominion Post Newspaper | 7 October 2014 |
| 2) | Feedback period closes. | 24 October 2014 |
| 3) | Report sent to Transport & Urban Development Committee for approval. | 3 December 2014 |
| 4) | Feedback may result in further consultation or amendment as appropriate. | |

PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 56 - 14

Location: Moxham Avenue - Hataitai

Proposal: Class restricted parking (bus stop relocation) and no stopping, at all times.

Legal Description:

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

Column One	Column Two	Column Three
Moxham Avenue	Bus stop, at all times.	West side, commencing 6.5 metres north of its intersection with Goa Street and extending in a northerly direction following the western kerb line for 16 metres.

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

Column One	Column Two	Column Three
Moxham Avenue	No stopping, at all times.	West side, commencing from its intersection with Goa Street and extending in a northerly direction following the western kerb line for 6.5 metres.

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

Column One	Column Two	Column Three
Moxham Avenue	Bus stop, at all times.	West side, commencing 10.5 metres north of its intersection with Goa Street (Grid Coordinates X= 1,750,043.8 m, Y=5,425,410.3 m) and extending in a northerly direction following the western kerb line for 16 metres.

PROPOSED TRAFFIC RESOLUTION



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

Column One

Column Two

Column Three

Moxham Avenue

No stopping, at all times.

West side, commencing from its intersection with Goa Street (Grid Coordinates X= 1,750,043.8 m, Y=5,425,410.3 m) and extending in a northerly direction following the western kerb line for 9.5 metres.

PROPOSED TRAFFIC RESOLUTION



File Ref: 8/30/173

Reference Number: TR 56 - 14

Location: Moxham Avenue - Hataitai

Proposal: Class restricted parking (bus stop relocation) and no stopping, at all times.

Prepared By: **Tony Zhang** (Traffic Engineer)

Approved By: **Steve Spence** (Chief Transport Planner)

Date:

Comments:

WCC Contact:

Tony Zhang
Area Traffic Engineer
Transport Group – City Networks
Wellington City Council
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Fax: +64 4 801 3009
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PROPOSED TRAFFIC RESOLUTION



Item 2.1 Attachment 6



**MOXHAM AVENUE, HATAITAI
EXISTING BUS STOP
PROPOSED TRAFFIC RESOLUTION (TR56-14)**

Property boundaries, 20m Contours, road names, rail line, address & title points sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas. Census data sourced from Statistics NZ. Postcodes sourced from NZ Post. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its accuracy may vary, but is generally +/- 1m.

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

ORIGINAL MAP SIZE: A4
AUTHOR: zhang3t
DATE: 8/09/2014
REFERENCE:

Scale 1:250
metres
0 2.5 5 10

**Absolutely Positively
Wellington City Council**
Me Heke Ki Pōneke

PROPOSED TRAFFIC RESOLUTION



**MOXHAM AVENUE, HATAITAI
PROPOSED BUS STOP
PROPOSED TRAFFIC RESOLUTION (TR56-14)**

Property boundaries, 20m Contours, road names, rail line, address & title points sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas. Census data sourced from Statistics NZ. Postcodes sourced from NZ Post. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its accuracy may vary, but is generally +/- 1m.

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

ORIGINAL MAP SIZE: A4
AUTHOR: zhang3r
DATE: 8/09/2014
REFERENCE:

**Absolutely Positively
Wellington City Council**
Me Heke Ki Pōneke

0 2.5 5 10
metres
Scale 1:250

PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 59 - 14

Location: Brooklyn Road – Brooklyn

Proposal: Bus stop removal

Information: Officers have received a proposal from Greater Wellington Regional Council (GWRC) to delete two bus stops on Brooklyn Road.

NZ Bus, the bus service operator in the Brooklyn area, has highlighted safety concerns surrounding the operation of the outward bus stop “Brooklyn Road at Brooklyn Terrace”, stop #6717. Wellington City Council Officers also assessed the bus stop and agree there are significant safety concerns, namely:

- Passengers having to step out into the road space to access the bus stop (no continuous footpath leading to or from the stop)
- Poor sightlines for passengers crossing the road to or from the stop due to the bend in the road and;
- When buses are dropping off passengers at the stop, general traffic has a tendency to overtake the bus and move into the flush median on the bend.

It is also proposed to remove the “paired” stop - the inward bus stop: Brooklyn Road at Ohiro Road”, stop #7717.

Both stops are situated very close to adjacent bus stops. Stop #6717 has adjacent stops 150m uphill and 130m downhill, while Stop #7717 has adjacent stops 160m uphill and 150m downhill. Both stops are also not particularly well used, with an average of 20 passengers boarding/alighting per day (2013 figures). The deletion of these two “paired” stops will make the bus service more efficient with a more even spacing between stops.

- | | | |
|----|--|-----------------|
| 1) | Advertisement in the Dominion Post Newspaper | 7 October 2014 |
| 2) | Feedback period closes. | 24 October 2014 |
| 3) | Report sent to Transport & Urban Development Committee for approval. | 3 December 2014 |
| 4) | Feedback may result in further consultation or amendment as appropriate. | |

PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 59 - 14

Location: Brooklyn Road – Brooklyn

Proposal: Bus stop removal

Legal Description:

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

Column One	Column Two	Column Three
Brooklyn Terrace	Bus Stop, at all times	North side, commencing from its intersection with Brooklyn Road extending in an easterly direction following the northern kerb line for 14 metres
Brooklyn Road	Bus Stop, at all times	North side, commencing 14 metres east of its intersection with Ohiro Road, extending in an easterly direction following the northern kerb line for 12 metres.

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

Column One	Column Two	Column Three
Brooklyn Road	No Stopping, At All Times	South side, commencing from its intersection with Brooklyn Terrace (Grid coordinates x= 1747710.3m, y= 5426122.6m), extending in an easterly direction following the southern kerb line for 33 metres
Brooklyn Road	No Stopping, At All Times	North side, commencing from its intersection with Ohiro Road (Grid coordinates x=1747704.9m, y=5426145.1m), and extending in an easterly direction following the northern kerb line for 30 metres.

PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 59 - 14

Location: Brooklyn Road – Brooklyn

Proposal: Bus stop removal

Prepared By : **Frank Fan** (Traffic Engineer)

Approved By : **Steve Spence** (Chief Transport Planner)

Date:

Comments:

PROPOSED TRAFFIC RESOLUTION



Brooklyn Road, Brooklyn
Proposed Traffic Resolution (TR59-14)

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

ORIGINAL MAP SIZE: A3
DATE: 7/10/2014
AUTHOR: IacZ
REFERENCE:



PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 60 - 14

Location: Lambton Quay - Wellington Central

Proposal: Class restricted parking - Loading zone and Bus stop (Reconfirmation)

Information: This report reconfirms the current parking restrictions as at September 2014.

- | | | |
|----|--|-----------------|
| 1) | Advertisement in the Dominion Post Newspaper | 7 October 2014 |
| 2) | Feedback period closes. | 24 October 2014 |
| 3) | Report sent to Transport & Urban Development Committee for approval. | 3 December 2014 |
| 4) | Feedback may result in further consultation or amendment as appropriate. | |

PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 60 - 14

Location: Lambton Quay - Wellington Central

Proposal: Class restricted parking - Loading zone and Bus stop (Reconfirmation)

Legal Description:

Delete from Schedule B (Bus stop) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Lambton Quay	Bus stop, at all times	West side, following the kerb line 703 metres north of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a northerly direction for 14 metres.

Delete from Schedule B (Bus stop) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Lambton Quay	Bus stop, Monday to Friday 4:00pm - 6:00pm,	West side, following the kerb line 717 metres north of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a northerly direction for 12 metres.

Delete from Schedule B (Loading Zone) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Lambton Quay	Loading zone - goods vehicles and authorised vehicles only, P10, At Other Times.	West side, following the kerb line 717 metres north of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a northerly direction for 12 metres.

PROPOSED TRAFFIC RESOLUTION



Delete from Schedule B (Bus stop) of the Traffic Restrictions Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
Lambton Quay	Bus stop, At all times	Northwest side, following the kerb line 729 metres northeast of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a north-easterly direction for 43.5 metres.

Add to Schedule B (Loading Zone) of the Traffic Restrictions Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
Lambton Quay	Loading zone - goods vehicles and authorised vehicles only, P10, Monday to Sunday 8:00 am - 6:00pm.	West side, following the kerb line 703 metres north of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a northerly direction for 14 metres.

Add to Schedule B (Bus stop) of the Traffic Restrictions Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
Lambton Quay	Bus stop, At all times	Northwest side, following the kerb line 717 metres northeast of its intersection with Willis Street (Grid Coordinates X=2658757.584719 m, Y=5989640.588428 m) and extending in a north-easterly direction for 55.5 metres.

PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 60 - 14

Location: Lambton Quay - Wellington Central

Proposal: Class restricted parking - Loading zone and Bus stop (Reconfirmation)

Prepared By : **Tony Zhang** (Traffic Engineer)

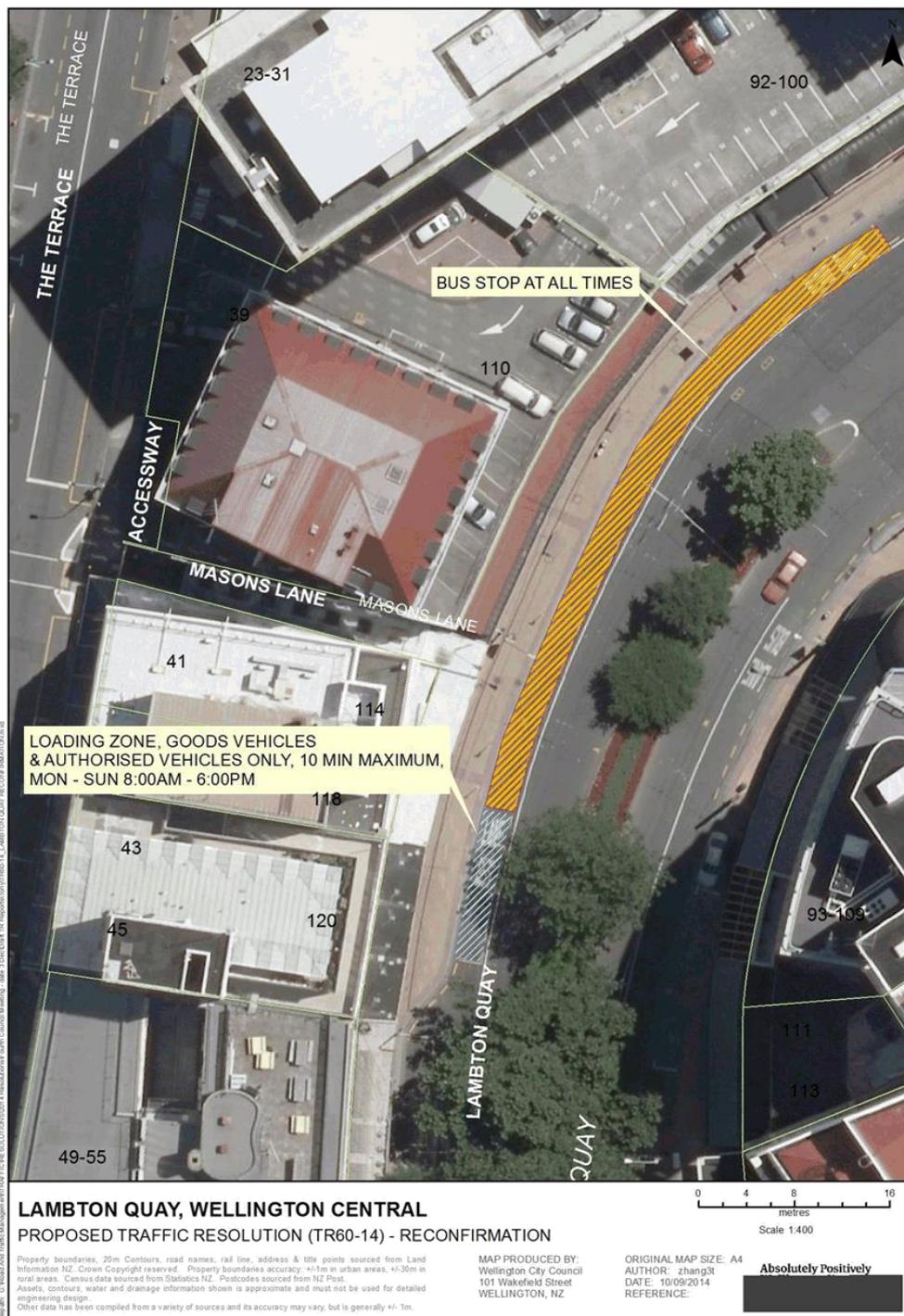
Approved By : **Steve Spence** (Chief Transport Planner)

Date:

Comments:

WCC Contact:

Tony Zhang
Area Traffic Engineer
Transport Network Team
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone: +64 4 803 8242
Email: tony.zhang@wcc.govt.nz



PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 65 – 14

Location: Park Avenue - Tawa

Proposal: No stopping, at all times

Information: Currently there are issues with parking at the end of Park Avenue mainly stemming from use of the adjacent rugby club training ground. With increased use of the rugby club and the introduction of the artificial turf, the existing hatching yellow lines are ignored by the club visitors during the weekends and the parking wardens cannot do anything as the hatching lines are not legally enforceable.

Residents have raised concerns with the parking situation being both a major inconvenience and hazardous for pedestrians and children.

Officers therefore propose to replace the hatching yellow lines with enforceable broken yellow lines and also install a section of no stopping lines across #5 and #7 driveways to make sure that vehicles don't encroach on these driveways.

- | | | |
|----|--|-----------------|
| 1) | Advertisement in the Dominion Post Newspaper | 7 October 2014 |
| 2) | Objection period closes. | 24 October 2014 |
| 3) | If no objections received report sent to Transport & Urban Development Committee for approval. | 3 December 2014 |
| 4) | If objections are received, further consultation or amendment as appropriate. | |

PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 65 – 14

Location: Park Avenue - Tawa

Proposal: No stopping, at all times

Legal Description:

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

Column One	Column Two	Column Three
Park Avenue	No stopping, at all times	North side, commencing 98 metres north of its intersection with The Drive (Grid coordinates $x= 1,752,673.6\text{ m}$, $y= 5,440,342.0\text{ m}$), and extending in an easterly direction following the northern kerb line for 6 metres.
Park Avenue	No stopping, at all times	West side, commencing 76 metres north of its intersection with The Drive (Grid coordinates $x= 1,752,673.6\text{ m}$, $y= 5,440,342.0\text{ m}$), and extending in a northerly direction following the western kerb line for 9 metres.

PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 65 – 14

Location: Park Avenue - Tawa

Proposal: No stopping, at all times

Prepared By : **Lubna Abdullah**

(Northern Area Traffic Engineer)

Approved By : **Steve Spence**

(Chief Transport Planner)

Date:

Comments:

WCC Contact:

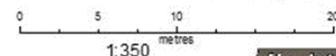
Lubna Abdullah
Northern Area Traffic Engineer
Transport Group – City Networks
Wellington City Council
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Email: lubna.abdullahwcc.govt.nz



Park Ave Tawa TR (65-14)
Proposed No stopping at all the times

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

ORIGINAL MAP SIZE: A3
DATE: 11/09/2014
AUTHOR: 20/01/12
REFERENCE:



PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 66 – 14

Location: Atkinson Street - Newlands

Proposal: No stopping, at all times

Information: Officers have received complaints from some of the local business owners in Atkinson Street, Newlands regarding difficulties accessing the Service Lane off this street.

This service lane is regularly used by trucks, vans and forklifts to deliver supplies to the various businesses.

Following the opening of the New World Supermarket and completion of the McMillan Court upgrade, businesses have found commuters have begun parking all day on both sides of Atkinson Street. These cars park right up to the corners of both the Atkinson Street/Bachelor Street intersection and the Service Lane, make turning in and out of the road difficult or at times, impossible without collecting the parked vehicles.

Officers propose sections of broken yellow lines to reinforce basic traffic law.

- | | | |
|----|--|-----------------|
| 1) | Advertisement in the Dominion Post Newspaper | 7 October 2014 |
| 2) | Objection period closes. | 24 October 2014 |
| 3) | If no objections received report sent to Transport and Urban Development Committee for approval. | 3 December 2014 |
| 4) | If objections are received, further consultation or amendment as appropriate. | |

PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 66 – 14

Location: Atkinson Street - Newlands

Proposal: No stopping, at all times

Legal Description:

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

Column One	Column Two	Column Three
<i>Atkinson Street</i>	<i>No stopping, at all times</i>	<i>East side, commencing from its intersection with Batchelor Street (Grid coordinates x= 1,752,625.3m, y= 5,434,837.6 m), and extending in a southerly direction following the eastern kerb line for 10 metres.</i>
<i>Atkinson Street</i>	<i>No stopping, at all times</i>	<i>East side, commencing 36 metres south of its intersection with Batchelor Street (Grid coordinates x= 1,752,625.3m, y= 5,434,837.6 m), and extending in a southerly direction following the eastern kerb line for 10 metres.</i>
<i>Atkinson Street</i>	<i>No stopping, at all times</i>	<i>West side, commencing from its intersection Batchelor Street (Grid coordinates x= 1,752,618.1 m, y= 5,434,830.7 m), and extending in a southerly direction following the western kerb line for 10 metres.</i>

PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 66 – 14

Location: Atkinson Street - Newlands

Proposal: No stopping, at all times

Prepared By : **Lubna Abdullah**

(Northern Area Traffic Engineer)

Approved By : **Steve Spence**

(Chief Transport Planner)

Date:

Comments:

WCC Contact:

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Atkinson St Newlands TR (66-14)
No stopping at all times

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

ORIGINAL MAP SIZE: A3
DATE: 8/09/2014
AUTHOR: 30/04/11
REFERENCE:



PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 67 – 14

Location: Batchelor Street - Newlands

Proposal: No stopping, at all times

Information: Officers have received complaints from some of the local businesses to address the delivery truck access problems in Batchelor Street, Newlands.

Following the opening of the New World Supermarket and completion of the McMillan Court upgrade, commuters have begun parking all day on both sides of Batchelor Street and Atkinson Street. Observations of the turning area whereby large trucks are required to access the business loading dock located next to the Community Centre on Batchelor Street, suggests that there is insufficient room for the trucks to turn in or out in one movement, resulting in the need to make a number of 'point' turns to do so. This manoeuvre decreases the level of public safety in the area and, on occasions, trucks trying to manoeuvre have scratched parked vehicles. There have also been times where the trucks were unable to turn into the loading dock and the delivery had to be postponed.

Therefore officers propose broken yellow lines across the vehicle access and extending 2.5m on either side of the loading dock, as well as on the kerb on the opposite side to give trucks enough room to turn in/out safely without the increased risk of coming into conflict with either pedestrians or vehicles driving nearby.

- | | | |
|----|--|-----------------|
| 1) | Advertisement in the Dominion Post Newspaper | 7 October 2014 |
| 2) | Objection period closes. | 24 October 2014 |
| 3) | If no objections received report sent to Transport & Urban Development Committee for approval. | 3 December 2014 |
| 4) | If objections are received, further consultation or amendment as appropriate. | |

PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 67 – 14

Location: Batchelor Street - Newlands

Proposal: No stopping, at all times

Legal Description:

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

Column One	Column Two	Column Three
<i>Batchelor Street</i>	<i>No stopping, at all times</i>	<i>East side, commencing from its intersection with Atkinson Street (Grid coordinates x= 1,752,625.3 m, y= 5,434,837.6 m), and extending in a northerly direction following the eastern kerb line for 10 metres.</i>
<i>Batchelor Street</i>	<i>No stopping, at all times</i>	<i>East side, commencing 34 metres north of its intersection with Atkinson Street (Grid coordinates x= 1,752,625.3 m, y= 5,434,837.6 m), and extending in a northerly direction following the eastern kerb line for 12 metres.</i>
<i>Batchelor Street</i>	<i>No stopping, at all times</i>	<i>East side, commencing from its intersection with Atkinson Street (Grid coordinates x= 1,752,618.1 m, y= 5,434,830.7 m), and extending in a southerly direction following the eastern kerb line for 10 metres.</i>
<i>Batchelor Street</i>	<i>No stopping, at all times</i>	<i>West side, commencing 15 metres north of its intersection with Gahagan Way (Grid coordinates x= 1,752,634.5 m, y= 5,434,856.7 m), and extending in a northerly direction following the western kerb line for 12 metres.</i>

PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 67 – 14

Location: Batchelor Street - Newlands

Proposal: No stopping, at all times

Prepared By : **Lubna Abdullah**

(Northern Area Traffic Engineer)

Approved By : **Steve Spence**

(Chief Transport Planner)

Date:

Comments:

WCC Contact:

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Batchelor St Newlands TR (67-14)
Proposed No stopping at all times

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

ORIGINAL MAP SIZE: A3
DATE: 8/09/2014
AUTHOR: 3001121
REFERENCE:



PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 68 – 14

Location: Kaiwharawhara Road - Kaiwharawhara

Proposal: No stopping, at all times

Information: Kaiwharawhara Road is a principal route connecting the western suburbs to both the Hutt Road and Wellington city centre. Surrounding land use is mostly commercial and on-street parking in the area is not restricted, meaning it is very well used throughout the day by both customers and commuters.

The business at number 27 Kaiwharawhara Road has an encroachment license for a small carpark area to park their vehicles. Other motorists occasionally block access to this area because the vehicle crossing is small and not well defined and they park across it.

Officers recommend that broken yellow lines be placed across the vehicle entrance to clearly show that parking is prohibited and eliminate the ongoing hassles.

- | | | |
|----|--|-----------------|
| 1) | Advertisement in the Dominion Post Newspaper | 7 October 2014 |
| 2) | Objection period closes. | 24 October 2014 |
| 3) | If no objections received report sent to Transport & Urban Development Committee for approval. | 3 December 2014 |
| 4) | If objections are received, further consultation or amendment as appropriate. | |

PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 68 – 14

Location: Kaiwharawhara Road - Kaiwharawhara

Proposal: No stopping, at all times

Legal Description:

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

Column One	Column Two	Column Three
<i>Kaiwharawhara Road</i>	<i>No stopping, at all times</i>	<i>West side, commencing 149.5 metres north of its intersection with Hutt Road (Grid coordinates $x= 1,749,913.1m, y= 5,430,822.8 m$), and extending in a northerly direction following the western kerb line for 8.5 metres.</i>

PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 68 – 14

Location: Kaiwharawhara Road - Kaiwharawhara

Proposal: No stopping, at all times

Prepared By : **Lubna Abdullah**

(Northern Area Traffic Engineer)

Approved By : **Steve Spence**

(Chief Transport Planner)

Date:

Comments:

WCC Contact:

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Kaiwharawhara Road Kaiwharawhara TR (68-14)
Proposed No stopping at all times

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

0 5 10 20
1:350 metres

ORIGINAL MAP SIZE: A3
DATE: 10/09/2014
AUTHOR: 300421
REFERENCE:



PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 69 – 14

Location: Homewood Avenue - Karori

Proposal: No stopping, at all times

Information: Officers have received a letter from the resident at number 43 Homewood Avenue, Karori requesting the Council install broken yellow lines between the vehicle accesses of numbers 43 and 39.

Officers have previously installed "L" bars on both sides of the driveway of number 43 to give drivers an indication of the boundary of the vehicle access. This treatment has not resolved the difficulty the resident at number 43 has when trying to enter and exit the garage. The garage itself is very small and narrow, limiting driver manoeuvre capability. If a vehicle has to reverse straight out, there isn't enough room to turn before hitting the trees across the road. If there is a parked car on either side of the garage or if the front of a car overhangs the white "L" bar that again would block the resident's car from getting out of the garage.

Officers therefore propose to install 5m of broken yellow lines on the short side of the driveway between 43 and 39.

- | | | |
|----|--|-----------------|
| 1) | Advertisement in the Dominion Post Newspaper | 7 October 2014 |
| 2) | Objection period closes. | 24 October 2014 |
| 3) | If no objections received report sent to Transport & Urban Development Committee for approval. | 3 December 2014 |
| 4) | If objections are received, further consultation or amendment as appropriate. | |

PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 69 – 14

Location: Homewood Avenue - Karori

Proposal: No stopping, at all times

Legal Description:

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

Column One	Column Two	Column Three
<i>Homewood Avenue</i>	<i>No stopping, at all times</i>	<i>West side, commencing 20 metres south of the prolongation of its intersection with Homewood Crescent (Grid coordinates $x= 1,746,213.6\text{ m}$, $y= 5,428,702.3\text{ m}$), and extending in a southerly direction following the western kerb line for 5 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Reference Number: TR 69 – 14

Location: Homewood Avenue - Karori

Proposal: No stopping, at all times



Prepared By : **Lubna Abdullah**

(Northern Area Traffic Engineer)

Approved By : **Steve Spence**

(Chief Transport Planner)

Date:

Comments:

WCC Contact:

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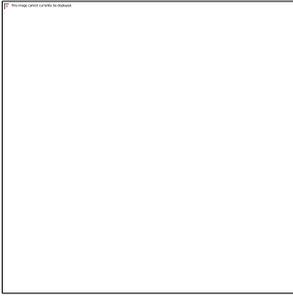
Homewood Ave Karori TR(69-14)
Proposed No stopping at all time

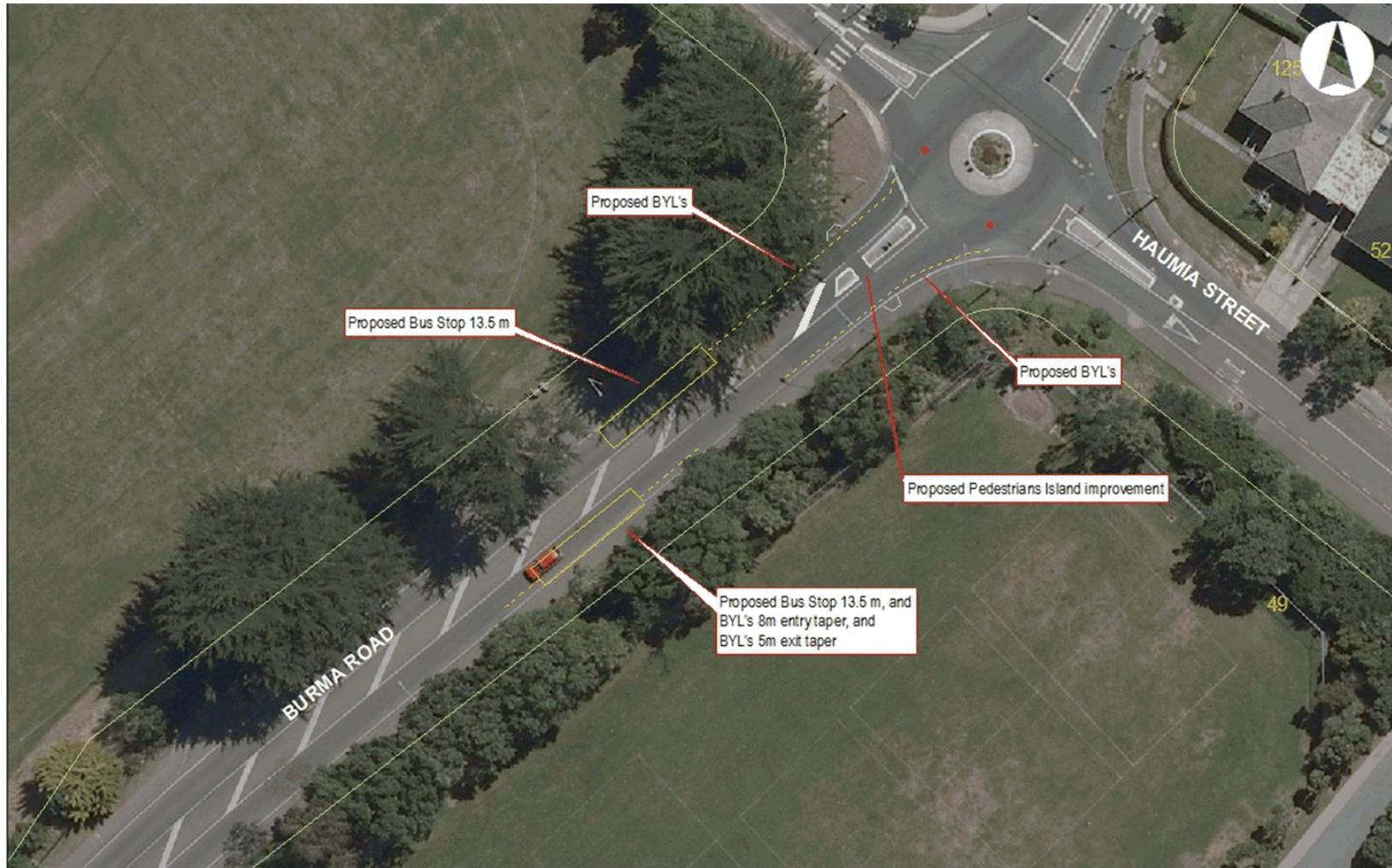
MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
DATE: 8/09/2014
AUTHOR: 30/01/11
REFERENCE:



Item 2.1 Attachment 14





Burma Rd Johnsonville TR (71-14)
Proposed modified 2 Bus Stops & No stopping at all times

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

0 10 20 40
metres
1:500

ORIGINAL MAP SIZE: A3
DATE: 18/11/2014
AUTHOR: 300121
REFERENCE:



PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 73 - 14

Location: Rintoul Street – Newtown

Proposal: Time Limited Parking (P5, Monday to Sunday, 8:00am-8:30pm)

Information: Officers have received a proposal from the owners of the dairy shop at 201 Rintoul Street requesting the P15 parking space outside the dairy be converted to P5.

The dairy shop relies on the availability of short term kerb-side parking, therefore proceeding with this conversion would assist the dairy business.

- | | | |
|----|--|-----------------|
| 1) | Advertisement in the Dominion Post Newspaper | 7 October 2014 |
| 2) | Feedback period closes. | 24 October 2014 |
| 3) | Report sent to Transport & Urban Development Committee for approval. | 3 December 2014 |
| 4) | Feedback may result in further consultation or amendment as appropriate. | |

PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 73 - 14

Location: Rintoul Street – Newtown

Proposal: Time Limited Parking (P5, Monday to Sunday, 8:00am-8:30pm)

Legal Description:

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

Column One	Column Two	Column Three
<i>Rintoul Street</i>	<i>P15, Monday to Sunday, 8:00am-8:30pm</i>	<i>East side, commencing 97.5 metres south of its intersection with Waripori Street (Grid coordinates x=2658833.9m, y=5986032.0), and extending in a southerly direction following the eastern kerb line for 8 metres</i>

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

Column One	Column Two	Column Three
<i>Rintoul Street</i>	<i>P5, Monday to Sunday, 8:00am-8:30pm</i>	<i>East side, commencing 97.5 metres south of its intersection with Waripori Street (Grid coordinates x=2658833.9m, y=5986032.0), and extending in a southerly direction following the eastern kerb line for 8 metres</i>

PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 73 - 14

Location: Rintoul Street – Newtown

Proposal: Time Limited Parking (P5, Monday to Sunday, 8:00am-8:30pm)

Prepared By : **Frank Fan** (Traffic Engineer)

Approved By : **Steve Spence** (Chief Transport Planner)

Date:

Comments:



RINTOUL STREET- NEWTOWN
PROPOSED TRAFFIC RESOLUTION (TR73-14)

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

0 5 10 20
metres
1:359

ORIGINAL MAP SIZE: A3
DATE: 12/09/2014
AUTHOR: IanZi
REFERENCE:

Absolutely
POSITIVELY
Me Heke Ki Pōneke
WELLINGTON CITY COUNCIL Wellington

PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 74 – 14

Location: Sunshine Avenue - Karori

Proposal: No stopping, at all times

Information: Council officers took a more extensive no stopping restriction proposal to consultation in April/May 2014, which raised five objections. This latest proposal has addressed the key concerns of residents regarding the loss of on-street parking outside no. 3-7, but still provides a measure of improvement to road safety.

Prior to April 2014, Council Officers received a number of requests from local residents to address a road safety problem on the eastern and western side of Sunshine Avenue adjacent to no.6-8 and no.7-9 respectively.

Sunshine Ave carries approximately 2000 vehicles per day and vehicles traverse a 35 km/h signed bend adjacent to no.12-14. Properties adjacent to the 35 km/h signed bend are a children's kindergarten, a scout hall (soon to be remodelled and used again) and adjacent land owners. Officers and residents have observed the conflict of vehicles on the southern exit from the bend, including buses, on a number of occasions.

Following the receipt of the objections in the earlier consultation, the bend warning sign has been moved from adjacent to no.14 to outside no.18, to provide a greater distance before the corner for drivers to react and slow down.

The residents and officers concerns regarding speed on Sunshine Avenue have also been brought to the attention of the bus operators.

Traffic calming measures, as suggested by the residents, are currently under investigation and are being prioritised within the annual minor safety works programme.

At the present time, Officers propose to place 20m and 16m of broken yellow lines on the eastern and western side of Sunshine Avenue respectively, to provide drivers with a safer stopping sight distance in both directions and to reduce vehicle conflicts.

- | | | |
|----|--|-----------------|
| 1) | Advertisement in the Dominion Post Newspaper | 7 October 2014 |
| 2) | Objection period closes. | 24 October 2014 |
| 3) | If no objections received report sent to Transport & Urban Development Committee for approval. | 3 December 2014 |
| 4) | If objections are received, further consultation or amendment as appropriate. | |

PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 74 – 14

Location: Sunshine Avenue - Karori

Proposal: No stopping, at all times

Legal Description:

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

Column One	Column Two	Column Three
Sunshine Avenue	<i>No stopping, at all times.</i>	<i>Eastern side, commencing from a point 33 metres west of its intersection with Wavell street (Grid coordinates: x=1,744,595.2m; y=5,428,252.7m) and extending in a northerly direction following the eastern kerb line for 20 metres.</i>
Sunshine Avenue	<i>No stopping, at all times.</i>	<i>Western side, commencing from a point 63 metres west of its intersection with Wavell street (Grid coordinates: x=1,744,511.3m; y=5,428,239.9m) and extending in a northerly direction following the western kerb line for 16 metres.</i>

PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 74 – 14

Location: Sunshine Avenue - Karori

Proposal: No stopping, at all times

Prepared By : **Charles Kingsford** (Principal Traffic Engineer –Team Leader)

Approved By : **Steve Spence** (Chief Transport Planner)

Date:

Comments:

WCC Contact:

Charles Kingsford
Principal Traffic Engineer (Team Leader)
Transport Group – City Networks
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Fax: +64 4 801 3009
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PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 76 – 14

Location: Hornsey Road - Melrose

Proposal: No stopping, at all times

Information: Officers have observed a road safety problem on the northern side of Hornsey Road at its intersection with Auckland Terrace where vehicles have a road width of 5.0m - 5.5m to enter and exit the intersection through a 180 degree turn.

The road is deceptively narrow due to the gradient and entry to and from Hornsey Road to Auckland Terrace and is not wide enough for two way traffic. The road geometry at this intersection limits the drivers' view and appreciation of the road ahead and the proposed no stopping at all times will improve both safety and drivers turning ability at this intersection, minimising any vehicle conflicts.

- | | | |
|----|--|-----------------|
| 1) | Advertisement in the Dominion Post Newspaper | 7 October 2014 |
| 2) | Objection period closes. | 24 October 2014 |
| 3) | If no objections received report sent to Transport & Urban Development Committee for approval. | 3 December 2014 |
| 4) | If objections are received, further consultation or amendment as appropriate. | |

PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 76 – 14

Location: Hornsey Road - Melrose

Proposal: No stopping, at all times

Legal Description:

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

Column One

Column Two

Column Three

***Hornsey Road –
Auckland Terrace***

No stopping, at all times.

Western side, commencing from a point 9.0 metres south of the projected northern kerb alignment of Hornsey Road at the intersection of Auckland Terrace (Grid coordinates x=1749561.8 m, y= 5423524.6 m), and then following the western kerb line of Hornsey Road leading into Auckland Terrace for 26 metres.

PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 76 – 14

Location: Hornsey Road - Melrose

Proposal: No stopping, at all times

Prepared By : **Charles Kingsford**

(Principal Traffic Engineer –Team
Leader)

Approved By : **Steve Spence**

(Chief Transport Planner)

Date:

Comments:

WCC Contact:

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Email: charles.kingsford@wcc.govt.nz



PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 78 – 14

Location: Monorgan Road - Miramar

Proposal: Pick Up / Drop off Zones, Parking P10 and No Stopping At All Times

Information: Officers have observed parking and manoeuvring concerns on and off Council Park land on the southern corner of Monorgan Road and Raukawa Street and have also received complaints from local residents. This is especially the case around the afternoon school pick up time when on one occasion, 12 vehicles were seen parking on the park land. This parking is damaging the grass over a large area and occurs on a regular basis at the end of each school day. Manoeuvring of vehicles to the park reserve was observed to be via the pedestrian ramp at the intersection with Raukawa Street, and over the kerbs on the western side of Raukawa Street adjacent to the park reserve and is therefore also damaging the roading infrastructure.

To facilitate a Pick up and Drop off zone that will alleviate the current damage to the roading and park infrastructure, and to provide a greatly improved child pedestrian safety by negating the need to cross Monorgan Road, Council officers have been in consultation with Scots College and have agreed to the following:

- Formulate a Drop off / Pick Up Zone adjacent to the school and off the road on an already formed layby, 5.0m wide and approximately 65 metres long (which includes 6 car bays along its length). There is readily available access for the school students to the vehicles that will be stopping in the layby;
- A proposed P10 parking restriction on Monorgan Road to facilitate a short term waiting zone for those parents/carers that need to wait a few minutes for their school children to arrive; and
- Proposed No stopping at all times parking restrictions on Monorgan Road to facilitate safe entry and exit manoeuvres to and from the Pick Up /Drop Off layby zone. The existing Greater Wellington Regional Council bus stop will remain in its current location.

The attached plan shows the full extent of the proposed parking restrictions.

- | | | |
|----|--|-----------------|
| 1) | Advertisement in the Dominion Post Newspaper | 7 October 2014 |
| 2) | Objection period closes. | 24 October 2014 |
| 3) | If no objections received report sent to Transport & Urban Development Committee for approval. | 3 December 2014 |
| 4) | If objections are received, further consultation or amendment as appropriate. | |

PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 78 – 14

Location: Monorgan Road - Miramar

Proposal: Pick Up / Drop off Zones, Parking P10 and No Stopping At All Times

Legal Description:

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

Column One	Column Two	Column Three
Monorgan Road	<i>No stopping, at all times</i>	<i>Western side, commencing from a point 30 metres south of the southern kerb alignment of Raukawa Street (Grid Coordinates X=1752149.8m, Y=5423189.3m), following the western kerb line for 23 metres in a southerly direction.</i>
Monorgan Road	<i>No stopping, at all times</i>	<i>Eastern side, commencing from the projected southern kerb alignment of Raukawa Street (Grid Coordinates X=1752155.9m, Y=5423189.3m), following the eastern kerb line for 16 metres in a northerly direction</i>
Monorgan Road	<i>No stopping, at all times</i>	<i>Eastern side, commencing from a point 53 metres south of the southern kerb alignment of Raukawa Street (Grid Coordinates X=1752155.9m, Y=5423189.3m), following the eastern kerb line for 22 metres in a southerly direction.</i>

PROPOSED TRAFFIC RESOLUTION



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

Monorgan Road	<i>Pick Up / Drop off Zone between the hours of 8.00am – 9.00 am and 3.00 pm – 4.00 pm Monday to Friday During School Terms only.</i>	<i>Eastern side (and within the Pick Up / Drop off Zone) commencing approximately from the projected northern kerb alignment of Raukawa Street (Grid Coordinates X=1752156.3m, Y=5423205.4m), following the existing off road layby (eastern side) for approximately 65 metres in a southerly direction.</i>
Monorgan Road	<i>Parking P10 minutes, between the hours of 8.00am – 9.00 am and 3.00 pm – 4.00 pm Monday to Friday During School Terms only.</i>	<i>Eastern side, commencing approximately from the projected southern kerb alignment of Raukawa Street (Grid Coordinates X=1752155.9m, Y=5423189.3m), following the existing eastern kerb line for approximately 53 metres in a southerly direction</i>

PROPOSED TRAFFIC RESOLUTION



Reference Number: TR 78 – 14

Location: Monorgan Road - Miramar

Proposal: Pick Up / Drop off Zones, Parking P10 and No Stopping At All Times

Prepared By : **Charles Kingsford**

(Principal Traffic Engineer –Team
Leader)

Approved By : **Steve Spence**

(Chief Transport Planner)

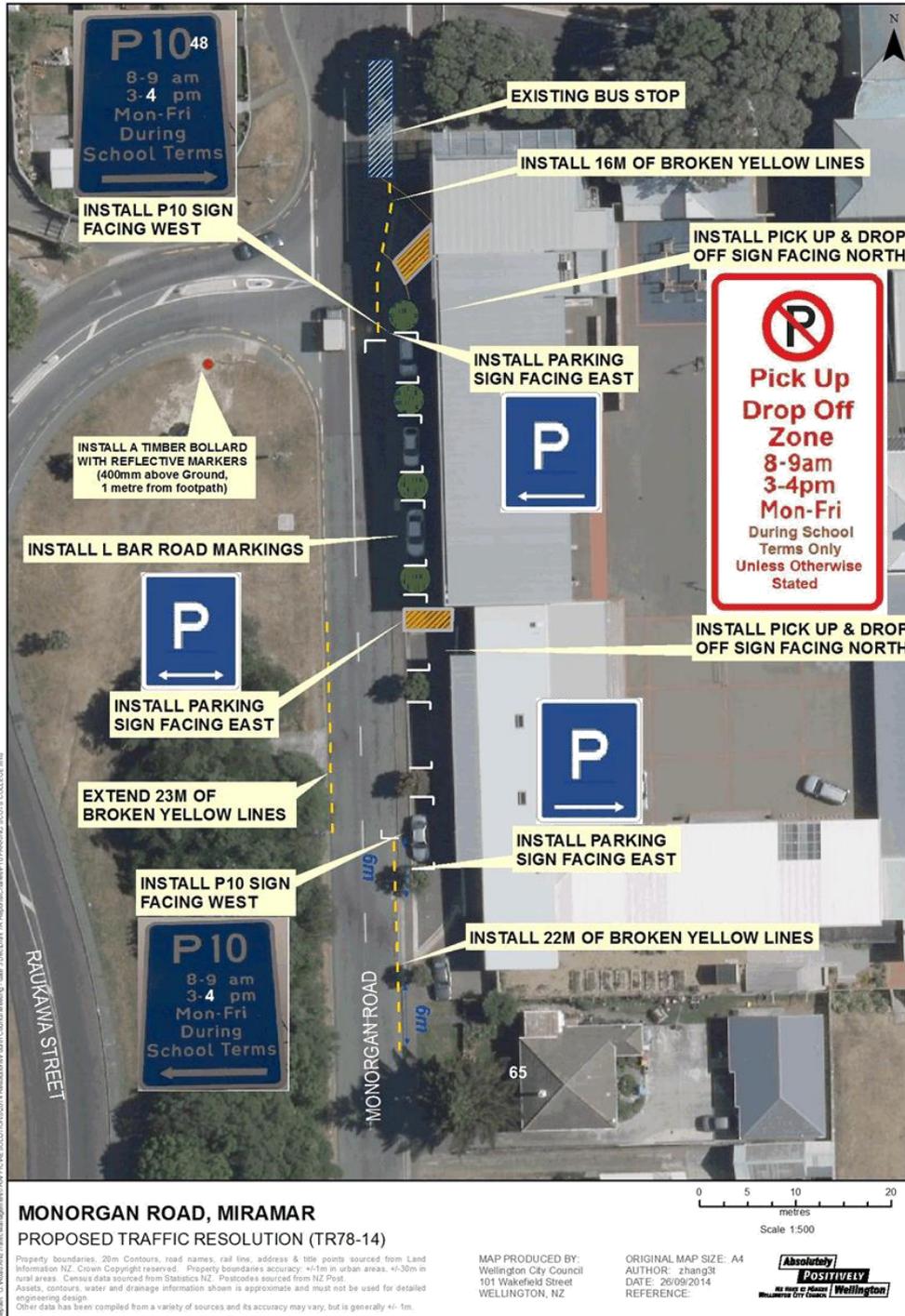
Date:

Comments:

WCC Contact:

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Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8641
Fax: +64 4 801 3009
Email: charles.kingsford@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION





ADELAIDE ROAD, NEWTOWN
PROPOSED TRAFFIC RESOLUTION (TR53-14)

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

0 5 10 20
metres
1:250

ORIGINAL MAP SIZE: A3
DATE: 28/10/2014
AUTHOR: fan2f
REFERENCE:

Absolutely
POSITIVELY
ME HEKE KI PŌNEKE
WELLINGTON CITY COUNCIL **Wellington**

ISLAND BAY CYCLEWAY RECOMMENDATIONS

Purpose

1. To report on feedback received in response to the final proposal consultation and to recommend a way forward for the project. The Committee is required to make a decision whether or not to proceed with implementation of the improvements.

Summary

2. The Island Bay cycleway is being proposed to make it safer and more convenient for people on bikes to get around the suburb by providing protected bike lanes along The Parade. It is also the first stage of a connection to Berhampore, Newtown and the city.
3. The design has been developed with extensive consultation from the community.
4. The last consultation over September and October generated feedback from over 700 parties. Opinion at a wider city community level is generally in support of the proposal but this view is not always shared by Island Bay residents or neighbours along The Parade.
5. Officers recommend the scheme proceed largely as intended but without the controversial traffic lights at the Dee Street intersection.

Recommendations

That the Transport and Urban Development Committee:

1. Receive the information.
2. Note that a significant amount of wider community feedback was received on the final proposal and that opinion is divided for and against the scheme and its components.
3. Agree that the scheme to improve cycling facilities in Island Bay proceed generally in accordance with the final design but with the following changes:
 - include Stop priority controls at Dee St rather than traffic lights and provide a new pedestrian crossing across The Parade to the south of the intersection
 - include a new pedestrian crossing across The Parade to the south of the Tamar St intersection
 - include Stop priority controls at all side roads rather than removing additional parking from The Parade to provide for recommended sight distances
 - restrict an additional car park outside 30 The Parade to 'P10 at all times' to facilitate access to the dairy near Dee St (this is supported by the neighbour)
 - restrict an additional car park outside 224 The Parade to 'P10 at all times' to facilitate access to the dairy near Mersey St (this is supported by the neighbour)
 - retain the right turn facility at Trent St prioritising traffic movement over parking.
4. Adopt the traffic resolutions included as Attachment 1.
5. Agree not to relocate a fire hydrant outside 189 The Parade at Council's expense to create an additional car park.

6. Note that officers will report back to the Committee on the performance of the improvements after 12 months of operation and this review will include consideration of cycle lanes through the shopping centre.

Background

6. The Committee, at its meeting on 20 May 2014, resolved the following:
 2. *Agree to Option 2 (the establishment of cycle lanes next to the footpath) as the solution for implementing a cycleway from Shorland Park to Wakefield Park, subject to undertaking the consultation required and making final decisions under the traffic resolution process in the Wellington Consolidated Bylaw 2008 (clause 12.1).*
 3. *Agree that the main shopping area covered by a 30 km/h speed limit not have cycle lanes at this time, noting that people on bikes must share the road space with motorised traffic.*
 4. *Instruct officers to complete the detailed design for Option 2 and prepare the proposed resolutions for public notification under the Wellington Consolidated Bylaw 2008 (clause 12.1), for the following:*
 - 4.1 *The establishment of cycle lanes next to the footpath along The Parade and that parking be established outside the cycle lanes where it is safe to do so.*
 - 4.2 *Retain approximately 270 on-street car parks in the treated section (with some 45 being removed for safety reasons near intersections and bus stops and broken yellow lines be imposed in their place).*
 - 4.3 *Cycle bypass facilities be provided at bus stops.*
 - 4.4 *Reduce bus stops from four to two in the short section between Avon Street and Tamar Street (note: this is supported by Greater Wellington and their analysis shows no significant effect to bus access from this change).*
 - 4.5 *The Dee St roundabout be removed and replaced with a Give Way controlled intersection to allow for proper cycle lanes to be provided along the main route and to be consistent with nearby intersections.*
 5. *Note that under the Wellington Consolidated Bylaw 2008 (clause 12.1) any written comments received on the proposed traffic resolutions will be reported to the Committee for consideration, prior to the Committee making a final decision.*
 6. *Note that the cost of work to provide these 3.4 km of good quality cycle facilities is some \$1.3 million and this is provided for the 2014/15 Annual Plan.*
7. Between May and August 2014 Council engaged in further consultation with the community and particularly affected parties who live along The Parade. Feedback from two open days attended by some 250 people, from meetings with 23 individuals and groups, and from written comments was taken into account and a final proposal developed. The final proposed design reflected a balance between the needs of the project to achieve its objectives and the needs of individuals. The most significant change resulting from this earlier feedback was the proposition to change from the recommended Give Way controlled intersection at Dee St to traffic signals. The

existing roundabout is considered fundamentally incompatible with a safe cycleway design due to the high volume of traffic that uses it.

8. A Final Design Report was prepared and made available on Council's website. It set out:
 - The scope of the final design
 - The process used to reach design recommendations
 - The logic which supports final design recommendations
 - The parking impacts of the final design
 - The estimated cost of the improvements
 - How feedback to date had been accounted for; and
 - The next steps for the project.
9. The final proposal was released for comment on 2 September 2014. Feedback closed on 6 October. Communications included:
 - A notification story in the Our Wellington Page on 2 September 2014
 - A mass email alert to all parties that had already registered an interest
 - Dedicated material on Council's website
 - A press release
 - Flyers delivered to all letterboxes in Island Bay
 - Letters and brochures delivered to all households and businesses along The Parade and posted to absentee owners
 - An evening drop in session on 11 September (attended by about 40 people)
 - Information was available at the Island Bay Library, the community centre and at the Island Bay Baptist Church.

Discussion

10. Feedback was received from 729¹ parties. This is a significant number when compared to other recent consultations (e.g. 87 to the Urban Growth Plan, 460 to the 2013/14 Annual Plan, 734 to the Central Area 30km/h speed limit proposal) and indicates strong interest in the topic. There are many cases of multiple responses from the same property, particularly neighbours of the scheme.
11. Feedback was received from 20 organisations. Most organisations represent individual businesses or interest groups. Greater Wellington Regional Council was the only authority to make a submission. General feedback from organisations is included in the following tables.
12. The majority of feedback was given via electronic or paper forms which asked 16 questions about various elements of the final proposal. A high level summary is presented below broken down by the city (n=729), suburb (n=486) and affected street (n=99). Full tables of the feedback analysis are included in Attachment 2. Regarding returns from The Parade, the 99 responses came from 60 properties which is 31% of

¹ Seventeen additional submissions were received from people who live outside Wellington and have been excluded from the analysis (none appear to be absentee owners from The Parade).

properties with a frontage affected by the scheme. While this is a good response rate, it cannot be regarded as a representative sample. In the following summary tables 'yes' and 'no' percentages do not add up to 100% because of neutral responses which are not shown but are available in Attachment 2.

13. Q1 Do you support providing safer facilities for people on bike in Island Bay?

Q1	Yes	No
All Wellington	65%	20%
Island Bay	54%	27%
The Parade	33%	43%
Organisations	12	3

The clear majority of submitters (over 3:1) support the idea of providing safer cycling facilities. This view is not shared by submissions from The Parade who live adjacent to the scheme. Submissions from The Parade were received from only 31% of households, 69% not taking the opportunity to express a view.

14. Q2 Do you support the proposed final design?

Q2	Yes	Yes with changes	No
All Wellington	30%	25%	45%
Island Bay	16%	28%	57%
The Parade	4%	16%	80%
Organisations	3	8	11

A small majority support the final design albeit with changes. This view is not shared by submitters from Island Bay or The Parade. Elements of the design are covered by the remaining questions.

15. Q3 Do you support continuing the cycle lanes through intersections?

Q3	Yes	No
All Wellington	49%	41%
Island Bay	34%	53%
The Parade	22%	64%

A small majority support the continuing the cycle lanes through the intersections. This view is not shared by submitters from Island Bay or The Parade, possibly due to the cost and parking impacts. This is a vital safety element of the design and officers strongly recommend the intersection designs be implemented as planned.

16. Q4 Do you support the proposal to install traffic lights at Dee Street?

This is the most controversial aspect of the final design. A clear majority (3:1) are

Q4	Yes	No
All Wellington	21%	65%
Island Bay	12%	81%
The Parade	6%	90%

against installing traffic lights at Dee St. Comments mention delays to main road traffic and detracting from the suburban look and feel of the suburb. This proposal was added to the design following mid year consultations. The advantages of traffic lights are that minor road traffic, including cyclists, will find it easier to turn right during peak periods and that pedestrians will be well catered for with crossing facilities. Disadvantages are largely carried by through traffic which would be delayed for side road and pedestrian phases. The proposal is estimated to cost an additional \$230,000. Given the very strong opposition to this element of the design, officers recommend that traffic lights not be installed and the intersection revert to priority control with a new pedestrian crossing provided on the south side of the intersection.

17. Q5 Do you support the proposal to install bus stop bypasses?

Q5	Yes	No
All Wellington	49%	38%
Island Bay	39%	48%
The Parade	26%	67%

A majority support the bus stop bypasses but this view is not shared by submitters from Island Bay or The Parade. Living Streets Aotearoa do not oppose these provisions provided there is space for both a footpath and a cycle lane. In all cases there is a separate footpath of at least 1.5 metres width next to the footpath level cycle lane. This is a vital safety element of the design and officers strongly recommend the design be implemented as planned.

18. Q6 Do you support the proposal to provide an in-lane bus stop south of Humber Street and preserve the two adjacent pohutukawa trees?

Q6	Yes	No
All Wellington	40%	35%
Island Bay	33%	43%
The Parade	22%	63%

A small majority support this but not those from Island Bay or The Parade. The neighbour at 304 The Parade objects to this proposal (submission no. 531). The trade-off in this case is between maintaining dedicated footpath space for pedestrians and causing some minor delay to local through traffic. This allows the two trees to be preserved. An alternative, abandoned following initial consultation in February, is to locate the bus stop to the north of the intersection but this was strongly objected to by

over 80%² of neighbours at that time. Officers recommend the design be implemented as planned.

19. Q7 Do you support the proposal to combine the bus stops in the vicinity of Avon and Tamar streets?

Q7	Yes	No
All Wellington	44%	30%
Island Bay	41%	38%
The Parade	31%	57%

A majority support this proposal. This view is not shared by submitters from The Parade. This proposal is supported by Greater Wellington Regional Council who are responsible for providing public transport services. Officers recommend this change be implemented as planned.

20. Q8 Do you support the proposal to install a new bus stop outside 88 The Parade (the Island Bay Presbyterian Church)?

Q8	Yes	No
All Wellington	35%	33%
Island Bay	33%	42%
The Parade	27%	60%

A small majority support this proposal but the view is not shared by submitters from Island Bay or The Parade. The neighbouring church's submission (no. 513) is opposed to this proposal citing concerns about noise and visual pollution of big buses at the church entrance, the loss of three on-street car parks, danger to children using the ramp leading into the cycle bypass, loitering, loss of visibility when exiting the carpark when a bus is present, danger entering the car park when a bus is stopped and loss of the median. The amenity aspects of a bus stop apply at least equally and arguably more so to alternative residential frontages. Visibility to and from the church's carpark will be better most of the time i.e. when a bus is not present. When a bus is stopped drivers exiting the carpark may have to wait until the bus moves. We have given a commitment to work with the church on the detailed design to get the detail of the ramp right so as to minimise the safety risk for children. Officers do not believe these concerns warrant changing the proposal and therefore recommend the design be implemented as planned.

21. Q9 Do you support the proposal to install a new bus stop outside 101-103 The Parade?

Q9	Yes	No
All Wellington	29%	32%
Island Bay	27%	39%
The Parade	19%	62%

² Ten of the 12 respondents opposed moving the bus stop.

The majority (39%) indicated a neutral response. The majority who expressed an opinion do not support this proposal. No comment was received from the neighbouring properties. This proposal is supported by Greater Wellington Regional Council who are responsible for providing public transport services. Officers recommend this change be implemented as planned.

22. Q10 Do you support the proposal to install a new pedestrian crossing and remove the northbound right-turn bay at Humber Street?

Q10	Yes	No
All Wellington	46%	31%
Island Bay	41%	37%
The Parade	29%	62%

A majority support this proposal. This view is not shared by respondents from The Parade. Officers recommend this change be implemented as planned.

23. Q11 Do you support the proposal to install a new pedestrian crossing and remove one car park at Mersey Street?

Q11	Yes	No
All Wellington	59%	26%
Island Bay	55%	31%
The Parade	36%	57%

A large majority support this proposal. This view is not shared by respondents from The Parade. Officers recommend this change be implemented as planned.

24. Q12 Do you support the proposal to retain as much car parking as possible?

Q12	Yes	No
All Wellington	55%	24%
Island Bay	69%	15%
The Parade	66%	29%

A majority across all groups clearly support the need to minimise parking impacts. The proposed design will remove 28³ spaces for safety reasons. Overall this leaves 239 spaces, well above the observed peak demand of 216 recorded in occupancy surveys in June.

³ The consultation document stated 25 spaces would be removed. This has increased by three to accommodate a pedestrian crossing near Dee Street in lieu of traffic lights and retaining the right turn bays at Trent Street.

25. Q13 Do you support the proposal to provide five car parks by widening the west side of The Parade near Dover St?

Q13	Yes	No
All Wellington	35%	29%
Island Bay	37%	29%
The Parade	30%	54%

The majority (37%) indicated a neutral response. A small majority that expressed an opinion support this proposal but this view is not shared by the majority from The Parade. No responses were received from the side with the proposed widening. Of the adjacent households who might largely benefit, most did not respond, one indicated neutral, one no and two yes. The cycleway design in this area removes the majority of on-street parking due to the current road width. Widening the roadway by about two metres allows five car parks to be provided at a cost of \$50,000. Given the high parking demand in this area especially when nearby sports facilities are busy, officers recommend this change be implemented as planned.

26. Q14 Do you support the proposal to remove the Trent Street right-turn bay to keep two on street car parks?

Q14	Yes	No
All Wellington	21%	39%
Island Bay	23%	40%
The Parade	22%	62%

The majority (40%) indicated a neutral response. A clear majority that expressed an opinion oppose this proposal. Responses from nearby neighbours were also generally opposed. Officers recommend that the right turn provision be given priority over parking in this location.

27. Q15 Do you support the proposal to restrict some car parks in Humber, Mersey and Trent streets to short stays?

Q15	Yes	No
All Wellington	33%	46%
Island Bay	26%	56%
The Parade	13%	78%

A clear majority oppose these proposals with opposition strengthening from Island Bay and The Parade respondents. Responses from nearby neighbours were minimal:

Humber St – one for, one against

Mersey St – no responses

Tamar St – one yes.

One of the largest collective impacts of the cycleway proposal is to remove parking near intersections. This parking is highly valued as it provides access to local shops.

Unfortunately, no safe design can permit parking to remain close to the intersections. The next best alternative is to provide some short term parking immediately around the corner from where the main road parking is removed. Officers recommend that the short term parking proposals proceed.

In addition, neighbours at 30 and 224 The Parade have made submissions to provide short stay parking in front of their properties and this is also recommended.

28. Q16 Do you support the proposal to provide more on-street angle parking in Mersey Street?

Q16	Yes	No
All Wellington	49%	23%
Island Bay	55%	21%
The Parade	44%	37%

A clear majority support this proposal. No responses were received from nearby neighbours. The proposal provides four spaces in the vicinity of the cinema by introducing new rows of angle parking. Officers recommend this proposal is implemented.

Key Themes

29. Key themes taken from the 598 comments are tabulated below:

Theme	% commenting
Against Dee St traffic lights	37%
Already works fine, no need for change	13%
Waste of money	10%
Focus on the city end first, need a full route plan first	7%
Safer for people on bikes and walking	7%
Pandering to a minority	6%
Safety concern for kids, elderly and mobility challenged going to and from floating parking	5%
More dangerous for cyclists	4%
Concern about angle parking and no change at the shops	3%
Concerns about The Parade/Mersey intersection	2%

Officers Comments

30. A number of comments have questioned the design and suggested changes. Rather than responding to every one of the numerous points we have set out answers to key questions which provides advice for the Committee's decision making. Many finer

details will be refined as part of the detailed design process which will be completed if the Committee agrees to proceed with the scheme.

31. **Is this a world class design?** The design features many best practice elements and is believed to be the best we can achieve in 2014.
32. **How is it deficient and what would make it better?** Best practice guidance follows the Dutch “CROW” guide which advises good infrastructure to have *coherence, directness, attractiveness, safety and comfort*.
33. *Coherence* requires continuity and consistency. Within the rather arbitrary boundaries of the project, our design is largely coherent but has a gap through the shopping centre. We propose keeping this under review and will report back to the Committee after at least a year of operation unless urgent attention is warranted. Consistency of being able to provide segregated protection is not possible across the intersections simply because of potential conflicts with motorised traffic. This is unavoidable but legal priority for through cyclists could be reinforced by a law change to enhance the rights of vulnerable road users near intersections (which would be consistent with European best practice). This is not a matter under Council’s control.
34. *Directness* is achieved at the macro level by following the relatively straight and flat route through the middle of the catchment area. At the micro level the cycleway bends around bus stops and intersections. Transitions are designed to be cycle friendly but an ideal design would minimise such deviations. In the case of Island Bay we cannot eliminate these deviations without major reconstructions and property impacts so this level of service compromise is considered appropriate in the circumstances.
35. *Attractiveness* should integrate with and complement the surroundings, contribute to good urban design, enhance public security, look attractive and contribute to a pleasant cycling experience. We will achieve adequate attractiveness within our budget constraints by providing infrastructure consistent with Council’s design standards. A feature of the design is the retention of all existing large pohutukawa trees along the route which significantly add to the visual amenity of the route.
36. *Safety* includes providing personal security and limiting conflicts between cyclists and others. Ideally the cycle lane would be protected by a kerb and the cycle, parking and traffic lanes would be wider as would the buffer space between the cycle lane and parking. Providing a cycle lane protected by parking should enhance the actual and perceived safety of cyclists. Motorists will have less, but adequate space in which to operate and experience suggests that they will slow down to compensate for this constriction with resulting safety benefits. Pedestrians will generally have no change to footpath widths and will have enhanced formal crossing opportunities but the removal of the median will make crossing in other places more difficult. Removal of the median could also make turning into driveways at busy times more pressured and may result in queueing and nose to tail crashes. Footpaths will be narrowed around the back of bus stops in order to accommodate a narrow cycle path.
37. The visibility design standard at intersections was raised by Greater Wellington. The kerb-side cycle lanes are brought back to near the through traffic lane as this is considered the safest way cross the side road intersections within the constraints of current New Zealand road laws and without the additional expense of installing raised crossings. The transition length is considered appropriate by our designers and has not been identified as being of concern in a safety audit of the concept design. Side road intersections have limited visibility. Applying standard rules shows that all the side roads should be controlled by stop signs rather than give ways. This is especially important given the presence of the cycle lanes.

38. More space can be created by removing on-street car parking from one side of the road. This is not considered reasonable at this point in time. Some argue that these space compromises have gone too far. Safety reviews of the proposed layout and widths consider the proposals to be adequate and the design should work well with the relatively low cycle volume and usual low use of on-street parking. At busier times all road users will need to take extra care in potential conflict situations. The alternative to removing car parking is to narrow the footpaths at considerable cost or remove the pohutukawa trees and use the berm space for moving people.
39. *Comfort* requires routes to be smooth, non-slip and free of debris, have gentle slopes and be designed to avoid complicated manoeuvres. This is achieved to the largest extent possible. *Comfort* is potentially compromised at the bus stop bypasses due to space constraints.
40. Overall the CROW guidance is largely met giving us confidence that the design is fit for purpose and should therefore proceed. Should operational experience show the arrangement to be unsatisfactory the proposed kerbside cycle lane arrangement is relatively easily switched to the traditional door zone cycle lanes but this will mean that the majority of targeted new, safety conscious users will not be attracted to get around by bike and this in turn will negate the proven safety in numbers effect of more people cycling enhancing safety for all.
41. **Is parking away from the kerb a problem?** A submission (no. 554) from the Accessibility Advisory Group states that the proposed cycleway design between the footpath and the car park will reduce the accessibility of the area for a wide range of visitors and residents with impairments, including children and older people. While this may be true to some extent in rare circumstances there are a number of design features which mitigate this issue. First is the provision of buffer space between the car parking and the cycle lane. This strip is at least 0.6 metres wide. In busy areas the buffer space has been widened and adjacent to mobility car parks it is 1.2 metres wide. Second is excellent forward visibility for cyclists so they can see if the way ahead is being used by people to access or egress vehicles. This provides ample opportunity to slow down and stop if necessary. Finally, in most cases properties have driveways so taxis and vehicles carrying people with special needs can drive onto the destination property or a neighbouring one to facilitate easier access for people with special needs. Council can also provide dropped kerbs to facilitate access to the footpath where there is an established need for such facilities and this will be responded to on a case by case basis.
42. **Should we move a fire hydrant to create a car park?** The resident of 189 The Parade has requested a fire hydrant be shifted to create an on street car park outside their property. The property has off street parking. The cost to relocate the hydrant is estimated to be some \$14,300. Officers do not consider the expense to be justified and do not recommend this idea proceed at the Council's expense.

Recommended scheme

43. Officers' recommend that the scheme to improve cycling facilities in Island Bay proceed generally in accordance with the final design but with the following changes:
- Include Stop priority controls at Dee St rather than traffic lights and provide a new pedestrian crossing across The Parade to the south of the intersection
 - include a new pedestrian crossing across The Parade to the south of the Tamar St intersection

- include Stop priority controls at all side roads rather than removing additional parking from The Parade to provide for recommended sight distances
- restrict an additional car park outside 30 The Parade to 'P10 at all times' to facilitate access to the dairy near Dee St (this is supported by the neighbour)
- restrict an additional car park outside 224 The Parade to 'P10 at all times' to facilitate access to the dairy near Mersey St (this is supported by the neighbour)
- retain the right turn facility at Trent St prioritising traffic movement over parking.

Refer to the revised scheme plans at Attachment 3.

Options

44. At this point the Committee has four options, which are to:

- agree to proceed with the recommendations as presented
- agree to proceed proceed with alternate recommendations
- agree to request a revised proposal be brought back to the Committee
- agree not to proceed with the project.

Next Actions

45. Subject to the Committee agreeing to proceed, the following timetable is envisaged:

Stage	Timeframe
Committee decision to proceed	3 December 2014
Finalise construction plans	December – February 2015
Implement physical works	February – August 2015
Review scheme performance	Ongoing, with a report back to the Committee following at least 12 months of operation

Attachments

Attachment 1.	Traffic Resolution, The Parade - Draft	Page 139
Attachment 2.	Submission Summary Tables	Page 152
Attachment 3.	Recommended Scheme Plans	Page 155

Author	Joe Hewitt, Cycling - Principal Engineer
Authoriser	Anthony Wilson, Chief Asset Officer

SUPPORTING INFORMATION

Consultation and Engagement

There has been extensive consultation carried out for this project as outlined in the report.

Treaty of Waitangi considerations

There are no Treaty of Waitangi considerations.

Financial implications

Subject to detailed design work being completed the recommended scheme is expected to cost some \$1.7 million. A breakdown of costs is shown in the following table for the recommended scheme. Nine bus stop bypass costs are included in the relevant section (at \$62,000 for a stop with a shelter and \$46,000 without a shelter).

Project element	Estimate
Kerbside cycle lanes along The Parade (including 4 bus stops)	\$590,000
Humber Street intersection works (including 2 bus stops and a new pedestrian crossing)	\$260,000
Mersey Street intersection works (including 2 bus stops and a new pedestrian crossing)	\$320,000
Tamar Street intersection works (including a new pedestrian crossing)	\$150,000
Dee Street intersection works (including 1 bus stop)	\$310,000
Road widening for 5 car parks near Dover Street	\$50,000
Total draft scheme cost	\$1,680,000

This cost is significantly more than the \$1.3 million estimated for the April consultation.

Additional costs now provided in the project estimate include:

- Removing existing road markings \$146,000
- Allowance for contract management \$105,000
- Road widening to provide five new car parks near Dover Street \$50,000

This expenditure is covered within the 2014/15 Annual Plan budget (CX112). Once we have an approved scheme we will commence the process of seeking funding assistance from the New Zealand Transport Agency. If successful this could reduce the cost to ratepayers significantly.

Policy and legislative implications

The project implements an element of improvements envisaged by Council's Cycling Policy (2008) and specifically signaled in the 2014/15 Annual Plan.

Risks / legal

The traffic resolutions will allow the legal elements of the scheme to be enforced.

Separate processes must be followed under the Local Government Act and the Resource Management Act before new bus shelters can be erected. This affects up to three sites. These processes will commence if the Committee agrees to proceed.

Climate Change impact and considerations

One of the benefits of providing good quality cycle lanes is the associated reduction in greenhouse gas emissions from motorised transport when mode change occurs.

Communications Plan

The project team will continue to keep the public well informed about the project. This will include:

- A press release regarding the Committee's decision
- Updating of Council's website
- Specific communication with affected parties along The Parade as necessary to complete the detailed design and notification of construction plans
- Specific consultation with neighbours regarding bus shelter proposals
- A local awareness campaign to highlight to both users and residents how to use the new facilities.

Reference Number: TR62-14

Location: The Parade - Island Bay
Trent Street - Island Bay
Humber Street - Island Bay
Mersey Street - Island Bay
Avon Street - Island Bay
Tamar Street - Island Bay
Dee Street - Island Bay

Proposal: Cycle Lanes, Bus Stops, Pedestrian Crossings, No Stopping At All Times, P10 At All Times, P20 At All Times, Mobility Parking Only, Stop signs.

Legal Description:

Add to Schedule I (Cycle Lanes) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
The Parade	Cycle lane	West side, commencing 24.4 metres north of the northern kerb line Reef Street (Grid coordinates x= 1748118.7m y= 5421692.9m) and extending in a northerly direction for 930 metres.
The Parade	Cycle lane	West side, commencing 1.3 metres north of the northern kerb line of Avon Street (Grid coordinates x= 1748400.2m y= 5422717.7 m) and extending in a northerly direction for 586 metres.
The Parade	Cycle lane	East side, commencing 19.3m north of the northern kerb line of Dover Street (Grid coordinates x= 1748489.8m y= 5423310.5m) and extending in a southerly direction for 603 metres.
The Parade	Cycle lane	East side, commencing 7.7 metres south of the northern kerb line Medway Street (Grid coordinates x= 1748394.0m y= 5422553.0m) and extending in a southerly direction for 930 metres.

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

Column One	Column Two	Column Three
The Parade	Bus stop	West side, commencing 6.5 metres north of the

		<i>northern kerb line of Reef Street (Grid coordinates x= 1748113.5m y= 5421675.6m) and extending in a northerly direction for 14 metres.</i>
The Parade	<i>Bus stop</i>	<i>West side, commencing 34.6 metres south of the southern kerb line of Humber Street (Grid coordinates x= 1748187.3m y= 5421890.6m) and extending in a northerly direction for 14 metres.</i>
The Parade	<i>Bus stop</i>	<i>West side, commencing 19.9 metres north of the northern kerb line of Mersey Street (Grid coordinates x= 1748323.9m y= 5422316.1m) and extending in a northerly direction for 14 metres.</i>
The Parade	<i>Bus stop</i>	<i>West side, commencing 141.7 metres south of the southern kerb line of Tamar Street (Grid coordinates x= 1748409.1 y= 5422801.8m) and extending in a northerly direction for 14 metres.</i>
The Parade	<i>Bus stop</i>	<i>West side, commencing 17.2 metres north of the northern kerb line of Dee Street (Grid coordinates x= 1748447.0m y= 5423205.0m) and extending in a northerly direction for 14 metres.</i>
The Parade	<i>Bus stop</i>	<i>East side, commencing 21.7 metres south of the southern kerb line of Dee Street (Grid coordinates x= 1748456.1m y= 5423157.5m) and extending in a southerly direction for 14 metres.</i>
The Parade	<i>Bus stop</i>	<i>East side, commencing 53.2 metres north of the northern kerb line of Avon Street (Grid coordinates x= 1748416.2m y= 5422768.5m) and extending in a southerly direction for 14 metres.</i>
The Parade	<i>Bus stop</i>	<i>East side, commencing 32.7 metres south of the southern kerb line of Mersey Street (Grid coordinates x= 1748314.3m y= 5422247.7m) and extending in a southerly direction for 14 metres.</i>
The Parade	<i>Bus stop</i>	<i>East side, commencing 11.9 metres south of the southern kerb line of Humber Street (Grid</i>

coordinates x= 1748203.4m y= 5421908.3m)
and extending in a southerly direction for 14
metres.

The Parade	<i>P60 Monday to Saturday 8am to 6pm Vehicles Displaying an Operational Mobility Permit Only</i>	<i>East side, commencing 44.8 metres south of the northern kerb line of Medway Street (Grid coordinates x= 1748390.3m y= 5422515.9m) and extending in a southerly direction for 5 metres.</i>
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Add to Schedule H (Pedestrian Crossings) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
The Parade	<i>Pedestrian Crossing</i>	<i>Commencing at the northern kerb line of Reef Street (Grid coordinates x= 1748125.5m y= 5421664.6m).</i>
The Parade	<i>Pedestrian Crossing</i>	<i>Commencing 2.2 metres south of the southern kerb line of Humber Street (Grid coordinates x= 1748206.4m y= 5421918.2m).</i>
The Parade	<i>Pedestrian Crossing</i>	<i>Commencing 15.7 metres north of the northern kerb line of Mersey Street (Grid coordinates x= 1748322.7m y= 5422311.8m).</i>
The Parade	<i>Pedestrian Crossing</i>	<i>Commencing 16.2 metres south of the northern kerb line of Medway Street (Grid coordinates x= 1748383.5m y= 5422544.7m).</i>
The Parade	<i>Pedestrian Crossing</i>	<i>Commencing 40.5 metres south of the southern kerb line of Avon Street (Grid coordinates x= 1748403.7m y= 54226654.0m).</i>
The Parade	<i>Pedestrian Crossing</i>	<i>Commencing 6.2 metres south of the southern kerb line of Tamar Street (Grid coordinates x= 1748434.9m y= 5422934.0m).</i>
The Parade	<i>Pedestrian Crossing</i>	<i>Commencing 18.7 metres south of the southern kerb line of Dee Street (Grid coordinates x= 1748456.8m y= 5423162.6m).</i>

Add to Schedule A (Time Limits) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Humber Street	<i>P10 at all times</i>	South side, commencing opposite the western road boundary line of The Parade (Grid coordinates x= 1748188.4m y= 5421926.6m), and extending in a westerly direction for 11 metres.
Mersey Street	<i>P10 at all times</i>	South side, commencing 6.7 metres west of the western kerb line of The Parade (Grid coordinates x= 1748299.2m y= 5422286.4m), and extending in a westerly direction for 7.2 metres (two angle parks).
Mersey Street	<i>P10 at all times</i>	South side, commencing 2.1 metres east of the eastern road boundary line of The Parade (Grid coordinates x= 1748330.9m y= 5422276.4m), and extending in an easterly direction for 7.2 metres (two angle parks).
Tamar Street	<i>P20 at all times</i>	North side, commencing 6.4 metres east of the eastern kerb line of The Parade (Grid coordinates x= 1748446.0m y= 5422949.9m), and extending in an easterly direction for 5 metres.
Tamar Street	<i>P20 at all times</i>	North side, commencing 23.2 metres east of the eastern kerb line of The Parade (Grid coordinates x= 1748460.1m y= 5422948.6m), and extending in an easterly direction for 5 metres.
Dee Street	<i>P10 at all times</i>	South side, commencing 3.3 metres west of the western road boundary line of The Parade (Grid coordinates x= 1748434.6m y= 5423179.2m), and extending in a westerly direction for 11.5 metres.
The Parade	<i>P10 at all times</i>	East side, commencing 12 metres south the southern kerb line of Mersey Street (Grid coordinates x= 1748320.9m y= 5422266.7m), and extending in a southerly direction for 5 metres.

The Parade	<i>P10 at all times</i>	<i>West side, commencing 36.7 metres south the southern kerb line of Mersey Street (Grid coordinates x= 1748301.6 y= 5422248.0m), and extending in a southerly direction for 5 metres.</i>
The Parade	<i>P10 at all times</i>	<i>West side, commencing 35.3 metres south the southern kerb line of Dee Street (Grid coordinates x= 1748440.8m y= 5423144.2m), and extending in a southerly direction for 5 metres.</i>
The Parade	<i>P120 Monday to Sunday 8am to 8pm</i>	<i>East side, commencing 18.8 metres north the northern kerb line of Reef Street (Grid coordinates x= 1748128.8m y= 5421683.7m), and extending in a northerly direction for 43.2 metres.</i>
The Parade	<i>P60 Monday to Saturday 8am to 6pm</i>	<i>East side, commencing 33.1 metres south of the northern kerb line of Medway Street (Grid coordinates x= 1748391.4m y= 5422528.0m), and extending in a southerly direction for 12.2 metres.</i>
The Parade	<i>P60 Monday to Saturday 8am to 6pm</i>	<i>East side, commencing 59.9 metres south of the northern kerb line of Medway Street (Grid coordinates x= 1748388.8m y= 5422501.5 m), and extending in a southerly direction for 19.5 metres.</i>

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

Column One	Column Two	Column Three
The Parade	<i>No stopping at all times</i>	<i>West side, commencing 3.7 metres north of the northern kerb line of Reef Street (Grid coordinates x= 1748110.7m y= 5421673.5m) and extending in a northerly direction for 2.8 metres.</i>
The Parade	<i>No stopping at all times</i>	<i>West side, commencing 20.5 metres north of the northern kerb line of Reef Street (Grid coordinates x= 1748118.4m y= 5421688.5m), and extending in a northerly direction for 18 metres.</i>
The Parade	<i>No stopping at all times</i>	<i>West side, commencing 43.5 metres south of the</i>

		<i>southern kerb line of Humber Street (Grid coordinates x= 1748184.2m y= 5421882.5m), and extending in a northerly direction for 8.9 metres.</i>
The Parade	<i>No stopping at all times</i>	<i>West side, commencing 20.6 metres south of the southern kerb line of Humber Street (Grid coordinates x= 1748191.0m y= 5421903.6m), and extending in a northerly direction for 20.6 metres.</i>
The Parade	<i>No stopping at all times</i>	<i>West side, commencing at the northern kerb line of Humber Street (Grid coordinates x= 1748199.0m y= 5421934.3m), and extending in a northerly direction for 15.6 metres.</i>
The Parade	<i>No stopping at all times</i>	<i>West side, commencing at the northern kerb line of Mersey Street (Grid coordinates x= 1748316.6, y= 5422293.8m), and extending in a northerly direction for 19.9 metres.</i>
The Parade	<i>No stopping at all times</i>	<i>West side, commencing 33.9 metres north of the northern kerb line of Mersey Street (Grid coordinates x= 1748328.1m y= 5422329.2m), and extending in a northerly direction for 13.1 metres.</i>
The Parade	<i>No stopping at all times</i>	<i>West side, commencing 37 metres south of the southern kerb line of Mersey Street (Grid coordinates x= 1748301.9m y= 5422247.4m), and extending in a northerly direction for 37 metres.</i>
The Parade	<i>No stopping at all times</i>	<i>West side, commencing 31.8 metres south of the northern kerb line of Medway Street (Grid coordinates x= 1748379.3m y= 5422528.5m), and extending in a northerly direction for 23.3 metres.</i>
The Parade	<i>No stopping at all times</i>	<i>West side, commencing 1.3 metres north of the northern kerb line of Avon Street (Grid coordinates x= 1748400.2m y= 5422717.7 m)</i>

		<i>and extending in a northerly direction for 19.5 metres.</i>
<i>The Parade</i>	<i>No stopping at all times</i>	<i>West side, commencing 75.4 metres north of the northern kerb line of Avon Street (Grid coordinates x= 1748408.2m y= 5422791.8m), and extending in a northerly direction for 10 metres.</i>
<i>The Parade</i>	<i>No stopping at all times</i>	<i>West side, commencing 101.4 metres north of the northern kerb line of Avon Street (Grid coordinates x= 1748408.8m y= 5422817.5m) and extending in a northerly direction for 25.5 metres.</i>
<i>The Parade</i>	<i>No stopping at all times</i>	<i>West side, commencing 17.6 metres south of the southern kerb line of Tamar Street (Grid coordinates x= 1748419.7m y= 5422924.1m), and extending in a northerly direction for 17.6 metres.</i>
<i>The Parade</i>	<i>No stopping at all times</i>	<i>West side, commencing at the northern kerb line of Tamar Street (Grid coordinates x= 1748420.4m y= 5422952.4m), and extending in a northerly direction for 17.5 metres.</i>
<i>The Parade</i>	<i>No stopping at all times</i>	<i>West side, commencing 34.7 metres south of the southern kerb line of Dee Street (Grid coordinates x= 1748442.1m y= 5423142.3m), and extending in a northerly direction for 34.7 metres.</i>
<i>The Parade</i>	<i>No stopping at all times</i>	<i>West side, commencing 17.2 metres north of the northern kerb line of Dee Street (Grid coordinates x= 1748447.0m y= 5423205.0m) and extending in a southerly direction for 17.2 metres.</i>
<i>The Parade</i>	<i>No stopping at all times</i>	<i>West side, commencing 29.5 metres north of the northern kerb line of Dee Street (Grid coordinates x= 1748448.2m y= 5423218.1m), and extending in a northerly direction for 34.6 metres.</i>
<i>The Parade</i>	<i>No stopping at all times</i>	<i>East side, commencing at the southern kerb line of Dover Street (Grid coordinates x= 1748482.2m y= 5423286.6 m), and extending in a southerly</i>

		<i>direction for 30.4 metres.</i>
The Parade	<i>No stopping at all times</i>	<i>East side, commencing at the northern kerb line of Dee Street (Grid coordinates x= 1748460.6m y= 5423188.8m), and extending in a northerly direction for 19.1 metres.</i>
The Parade	<i>No stopping at all times</i>	<i>East side, commencing at the southern kerb line of Dee Street (Grid coordinates x= 1748460.6m y= 5423188.7m), and extending in a southerly direction for 20.8 metres.</i>
The Parade	<i>No stopping at all times</i>	<i>East side, commencing 34.8 metres south of the southern kerb line of Dee Street (Grid coordinates x= 1748454.82m y= 5423144.0m), and extending in a southerly direction for 19.2 metres.</i>
The Parade	<i>No stopping at all times</i>	<i>East side, commencing at the northern kerb line of Tamar Street (Grid coordinates x= 1748435.9m y= 5422950.8m), and extending in a northerly direction for 30 metres.</i>
The Parade	<i>No stopping at all times</i>	<i>East side, commencing at the southern kerb line of Tamar Street (Grid coordinates x= 1748434.5m y= 5422940.0m), and extending in a southerly direction for 21.9 metres.</i>
The Parade	<i>No stopping at all times</i>	<i>East side, commencing 39.9 metres north of the northern kerb line of Avon Street (Grid coordinates x= 1748415.0m y=5422755.2m), and extending in a southerly direction for 17.6 metres.</i>
The Parade	<i>No stopping at all times</i>	<i>East side, commencing 45.8 metres south of the southern kerb line of Mersey Street (Grid coordinates x=1748310.1m y= 5422234.6m), and extending in a southerly direction for 10.4 metres.</i>
The Parade	<i>No stopping at all times</i>	<i>East side, commencing at the northern kerb line of Mersey Street (Grid coordinates x= 1748329.7m y= 5422291.9m), and extending in a northerly direction for 37.2 metres.</i>
The Parade	<i>No stopping at all times</i>	<i>East side, commencing 1.6m north of the southern kerb line of Mersey Street (Grid coordinates x= 1748325.9m y= 5422279.6m),</i>

		<i>and extending in a southerly direction for 13.6 metres.</i>
<i>The Parade</i>	<i>No stopping at all times</i>	<i>East side, commencing 17.5 metres south of the southern kerb line of Mersey Street (Grid coordinates x= 1748318.9m y= 5422262.0m), and extending in a southerly direction for 15.2 metres.</i>
<i>The Parade</i>	<i>No stopping at all times</i>	<i>East side, commencing at the northern kerb line of Humber Street (Grid coordinates x= 1748211.3m y= 5421929.1 m), and extending in a northerly direction for 18.4 metres.</i>
<i>The Parade</i>	<i>No stopping at all times</i>	<i>East side, commencing 1.6 metres north of the southern kerb line of Humber Street (Grid coordinates x= 1748210.1m y= 5421920.4m), and extending in a southerly direction for 13.6 metres.</i>
<i>The Parade</i>	<i>No stopping at all times</i>	<i>East side, commencing 25.6 metres south of the southern kerb line of Humber Street (Grid coordinates x= 1748199.3m y= 5421895.1m), and extending in a southerly direction for 15.5 metres.</i>
<i>The Parade</i>	<i>No stopping at all times</i>	<i>East side, commencing at the northern kerb line of Trent Street (Grid coordinates x=1748161.8m y= 5421775.9 m), and extending in a northerly direction for 40.2 metres.</i>
<i>The Parade</i>	<i>No stopping at all times</i>	<i>East side, commencing at the southern kerb line of Trent Street (Grid coordinates x= 1748159.1m y= 5421766.07m), and extending in a southerly direction for 20.5 metres.</i>
<i>The Parade</i>	<i>No stopping at all times</i>	<i>East side, commencing at the northern kerb line of Reef Street (Grid coordinates x= 1748125.5m y= 5421664.6m), and extending in a northerly direction for 19.2 metres.</i>

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

Column One	Column Two	Column Three
Trent Street	Stop	At the west bound approach to The Parade.
Humber Street	Stop	At the west bound approach to The Parade.
Humber Street	Stop	At the east bound approach to The Parade.
Avon Street	Stop	At the west bound approach to The Parade.
Tamar Street	Stop	At the west bound approach to The Parade.
Tamar Street	Stop	At the east bound approach to The Parade.
Dee Street	Stop	At the west bound approach to The Parade.
Dee Street	Stop	At the east bound approach to The Parade.

Remove the following redundant restrictions for **The Parade** from the Traffic Restrictions Schedules

Location	Date
Bus Stop West side, commencing 7 metres south of its intersection with Mersey Street and extending in a southerly direction following the western kerbline for 12 metres.	19-Feb-03
Bus Stop At All Times East side commencing 68 metres from its intersection with reef street and extending in a northerly direction for 16.5 metres.	17-Sep-97
East side, commencing 15 metres south of its intersection with Tamar Street and extending in a southerly direction following the eastern kerbline for 12 metres.	17-Sep-97
East side, commencing 199.5 metres south of its intersection with Tamar Street and extending in a southerly direction following the eastern kerbline for 14 metres.	17-Sep-97
East side, commencing 28 metres from its intersection with Trent Street and extending in a southerly direction following the kerbline for 12 metres	17-Jul-01
East side, commencing 34.5 metres south of its intersection with Mersey Street (Grid Coordinates x= 1748324.4 m, y= 5422280.8 m), and extending in a southerly direction following the eastern kerbline for 16 metres	25-Jun-10
East side, commencing 6 metres east of its intersection with Dee Street and extending in a southerly direction following the eastern kerbline for 21.5 metres.	17-Sep-97
East side, commencing 9.5 metres south of its intersection with Humber Street and extending in a southerly direction following the eastern kerbline for 16 metres.	17-Sep-97

<i>West side, commencing 192.5 metres from its intersection with Medway Street and extending in a northerly direction following the western kerbline for 12 metres.</i>	17-Sep-97
<i>West side, commencing 249.5 metres south of its intersection with Humber Street and extending in a southerly direction following the western kerbline for 12.5 metres.</i>	17-Sep-97
<i>West side, commencing 6 metres north of its intersection with Dee Street and extending</i>	16-Dec-98
<i>in a northerly direction following the western kerbline for 19 metres</i>	
<i>West side, commencing 6 metres north of its intersection with Tamar Street and extending in a northerly direction following the western kerbline for 18.5 metres.</i>	17-Sep-97
<i>West side, commencing 7.5 metres south of its intersection with Humber Street and extending in a southerly direction following the western kerbline for 17 metres.</i>	17-Sep-97
No Stopping At All Times	
<i>East side, commencing 166 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 8.5 metres.</i>	17-Sep-97
<i>East side, commencing 178 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 6 metres.</i>	17-Sep-97
<i>East side, commencing 19.5 metres south of its intersection with Mersey Street (Grid Coordinates x= 1748324.4 m, y= 5422280.8 m), and extending in a southerly direction following the eastern kerbline for 5.5 metres.</i>	25-Jun-10
<i>East side, commencing 222 metres south of its intersection with Dee Street and extending in a southerly direction following the eastern kerbline for 7 metres to its intersection with Tamar Street.</i>	17-Sep-97
<i>East side, commencing 241.5 metres south of its intersection with Avon Street (Grid coordinates x= 1748412.2 m, y= 5422705.2 m), and extending in a southerly direction following the eastern kerbline for 5 metres.</i>	27-May-13
<i>East side, commencing at its intersection with Reef Street and extending in a northerly direction following the eastern kerbline for 15.5 metres.</i>	27-May-04
<i>East side, commencing from its intersection with Avon Street (Grid coordinates x= 1748409.1 m, y= 5422715.3 m), and extending in a northerly direction following the eastern kerbline for 15.5 metres.</i>	20-Sep-10
<i>East side, commencing from its intersection with Dee Street and extending in a southerly direction following the eastern kerbline for 6 metres.</i>	17-Sep-97
<i>East side, commencing from its intersection with Humber Street and extending in a southerly direction following the eastern kerbline for 9.5 metres.</i>	17-Sep-97
<i>East side, commencing from its intersection with Reef Street and extending in a northerly direction following the eastern kerbline for 12 metres.</i>	17-Sep-97
<i>East side, commencing from its intersection with Tamar Street and extending in a southerly direction following the western kerbline for 6 metres.</i>	17-Sep-97
<i>West side, commencing 12 metres south of its intersection with Medway Street and extending in a southerly direction following the western kerbline</i>	10-Sep-03

<i>for 14 metres.</i>	
<i>West side, commencing 124.5 metres from its intersection with Medway Street and extending in a northerly direction following the western kerbline for 10.5 metres.</i>	17-Sep-97
<i>West side, commencing 230.5 metres south of its intersection with Humber Street and extending in a southerly direction following the western kerbline for 19 metres.</i>	17-Sep-97
<i>West side, commencing 395 metres from its intersection with Medway Street and extending in a northerly direction following the western kerbline for 5 metres to its intersection with Tamar Street.</i>	17-Sep-97
<i>West side, commencing from its intersection with Humber Street and extending in a southerly direction following the western kerbline for 7.5 metres.</i>	17-Sep-97
<i>West side, commencing from its intersection with Medway Street and extending in a northerly direction following the western kerbline for 8 metres.</i>	17-Sep-97
<i>West side, commencing from its intersection with Tamar Street and extending in a northerly direction following the western kerbline for 6 metres.</i>	17-Sep-97

P10, At All Times

West side, commencing 7 metres south of its intersection with Mersey Street and extending in a southerly direction following the western kerbline for 10 metres. 12-Sep-02

Monday to Saturday, 8:00am - 6:00pm

West side, commencing 6 metres north of its intersection with Dee Street and extending in a northerly direction following the western kerbline for 6 metres. 03-Dec-03

West side, commencing 6 metres south of its intersection with Dee Street and extending in a southerly direction following the western kerbline for 14 metres 24-Feb-99

P10 Monday to Sunday, at all times

East side, commencing 9 metres south of its intersection with Mersey Street (Grid coordinates, x= 1748324.4 m, y= 5422280.8 m), and extending in a southerly direction following the eastern kerbline for 10.5 metres. 16-Dec-11

P120 Monday to Sunday, 8:00am - 8:00pm

East side, commencing 15.5 metres north of its intersection with Reef Street and extending in a northerly direction following the eastern kerbline for 32 metres. 27-May-04

P20 Monday to Saturday, 8:00am - 6:00pm

East side, commencing 7 metres north of its intersection with Tamar Street and extending in a northerly direction following the eastern kerbline for 7 metres 02-May-00

P60 Monday to Saturday, 8:00am - 6:00pm

East side, commencing 184 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 53 metres. 17-Sep-97

Vehicles Displaying an Operational Mobility Permit Only

*East side, commencing 197 metres south of its intersection with Avon
Street and extending in a southerly direction following the eastern kerbline
for 3.5 metres*

14-Apr-05

Item 2.2 Attachment 2

Summary of Island Bay Feedback - All Wellington								
Total number of submissions				Individual	Organisation	Total		
				709	20	729		
Qu #	Question text	Yes	%	No	%	Neutral	%	Total
1	Do you support providing safer facilities for people on bikes in Island Bay?	482	65%	145	20%	108	15%	713
2	Do you support the proposed final design?	215	30%	321	45%	181	25%	717
3	Do you support continuing the cycle lanes through intersections?	329	49%	274	41%	72	11%	675
4	Do you support the proposal to install traffic lights at Dee Street?	146	21%	454	65%	98	14%	698
5	Do you support the proposal to install bus stop bypasses?	332	49%	253	38%	89	13%	674
6	Do you support the proposal to provide an in-lane bus stop south of Humber Street and preserve the two adjacent pohutukawa trees?	267	40%	239	35%	168	25%	674
7	Do you support the proposal to combine the bus stops in the vicinity of Avon and Tamar streets?	293	44%	204	30%	175	26%	672
8	Do you support the proposal to install a new bus stop outside 88 The Parade (the Island Bay Presbyterian Church)?	236	35%	223	33%	212	32%	671
9	Do you support the proposal to install a new bus stop outside 101-103 The Parade?	193	29%	212	32%	260	39%	665
10	Do you support the proposal to install a new pedestrian crossing and remove the northbound right-turn bay at Humber Street?	306	46%	202	31%	153	23%	661
11	Do you support the proposal to install a new pedestrian crossing and remove one car park at Mersey Street?	389	59%	175	26%	100	15%	664
12	Do you support the proposal to retain as much car parking as possible?	377	55%	161	24%	142	21%	680
13	Do you support the proposal to provide five car parks by widening the west side of The Parade near Dover Street?	225	35%	186	29%	238	37%	649
14	Do you support the proposal to remove the Trent Street right-turn bay to keep two on-street car parks?	140	21%	256	39%	259	40%	655
15	Do you support the proposal to restrict some car parks in Humber, Mersey, Tamar and Dee streets to short stays?	220	33%	306	46%	140	21%	666
16	Do you support the proposal to provide more on-street angled car parks in Mersey Street?	324	49%	155	23%	184	28%	663

Summary of Island Bay Feedback - Island Bay Suburb								
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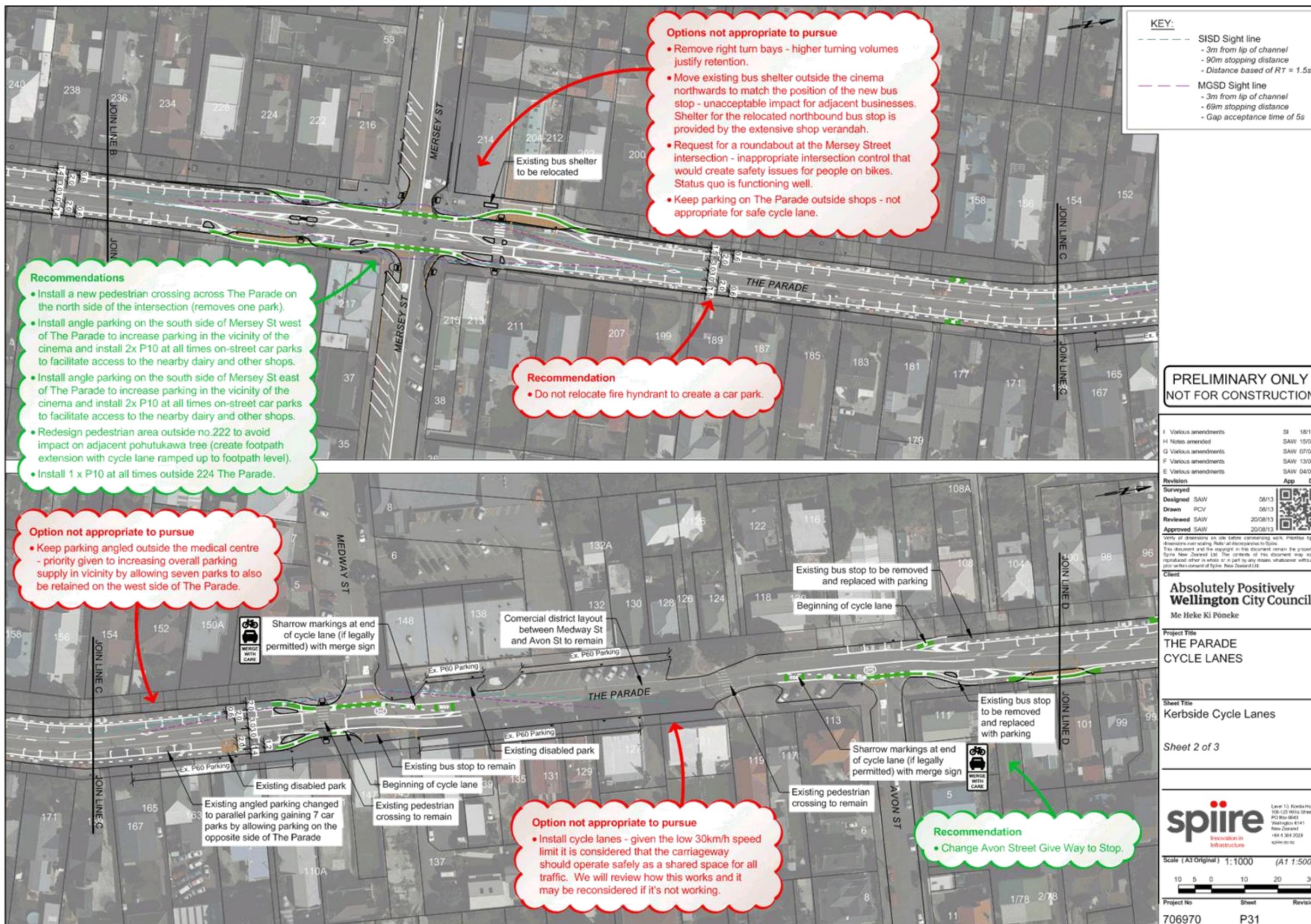
Total number of submissions	Individual	Organisation	Total
	477	9	486

Qu #	Question text	Yes	%	No	%	Neutral	%	Total
1	Do you support providing safer facilities for people on bikes in Island Bay?	255	54%	126	27%	92	19%	473
2	Do you support the proposed final design?	74	16%	270	57%	131	28%	475
3	Do you support continuing the cycle lanes through intersections?	154	34%	237	53%	58	13%	449
4	Do you support the proposal to install traffic lights at Dee Street?	58	12%	382	81%	34	7%	474
5	Do you support the proposal to install bus stop bypasses?	176	39%	217	48%	58	13%	451
6	Do you support the proposal to provide an in-lane bus stop south of Humber Street and preserve the two adjacent pohutukawa trees?	151	33%	195	43%	105	23%	451
7	Do you support the proposal to combine the bus stops in the vicinity of Avon and Tamar streets?	184	41%	174	38%	94	21%	452
8	Do you support the proposal to install a new bus stop outside 88 The Parade (the Island Bay Presbyterian Church)?	149	33%	188	42%	116	26%	453
9	Do you support the proposal to install a new bus stop outside 101-103 The Parade?	119	27%	175	39%	154	34%	448
10	Do you support the proposal to install a new pedestrian crossing and remove the northbound right-turn bay at Humber Street?	185	41%	167	37%	95	21%	447
11	Do you support the proposal to install a new pedestrian crossing and remove one car park at Mersey Street?	246	55%	139	31%	64	14%	449
12	Do you support the proposal to retain as much car parking as possible?	315	69%	67	15%	74	16%	456
13	Do you support the proposal to provide five car parks by widening the west side of The Parade near Dover Street?	163	37%	128	29%	147	34%	438
14	Do you support the proposal to remove the Trent Street right-turn bay to keep two on-street car parks?	104	23%	177	40%	162	37%	443
15	Do you support the proposal to restrict some car parks in Humber, Mersey, Tamar and Dee streets to short stays?	118	26%	252	56%	78	17%	448
16	Do you support the proposal to provide more on-street angled car parks in Mersey Street?	247	55%	96	21%	104	23%	447

Item 2.2 Attachment 2

Summary of Island Bay Feedback - The Parade								
Total number of submissions				Individual	Organisation	Total		
				94	5	99		
Qu #	Question text	Yes	%	No	%	Neutral	%	Total
1	Do you support providing safer facilities for people on bikes in Island Bay?	32	33%	42	43%	24	24%	98
2	Do you support the proposed final design?	4	4%	79	80%	16	16%	99
3	Do you support continuing the cycle lanes through intersections?	20	22%	58	64%	13	14%	91
4	Do you support the proposal to install traffic lights at Dee Street?	6	6%	88	90%	4	4%	98
5	Do you support the proposal to install bus stop bypasses?	24	26%	61	67%	6	7%	91
6	Do you support the proposal to provide an in-lane bus stop south of Humber Street and preserve the two adjacent pohutukawa trees?	20	22%	58	63%	14	15%	92
7	Do you support the proposal to combine the bus stops in the vicinity of Avon and Tamar streets?	29	31%	54	57%	11	12%	94
8	Do you support the proposal to install a new bus stop outside 88 The Parade (the Island Bay Presbyterian Church)?	25	27%	56	60%	13	14%	94
9	Do you support the proposal to install a new bus stop outside 101–103 The Parade?	18	19%	58	62%	17	18%	93
10	Do you support the proposal to install a new pedestrian crossing and remove the northbound right-turn bay at Humber Street?	27	29%	57	62%	8	9%	92
11	Do you support the proposal to install a new pedestrian crossing and remove one car park at Mersey Street?	34	36%	54	57%	6	6%	94
12	Do you support the proposal to retain as much car parking as possible?	61	66%	27	29%	4	4%	92
13	Do you support the proposal to provide five car parks by widening the west side of The Parade near Dover Street?	27	30%	49	54%	14	16%	90
14	Do you support the proposal to remove the Trent Street right-turn bay to keep two on-street car parks?	20	22%	55	62%	14	16%	89
15	Do you support the proposal to restrict some car parks in Humber, Mersey, Tamar and Dee streets to short stays?	12	13%	73	78%	8	9%	93
16	Do you support the proposal to provide more on-street angled car parks in Mersey Street?	40	44%	33	37%	17	19%	90







DANGEROUS INSANITARY AND AFFECTED BUILDINGS POLICY

Purpose

1. This paper presents the finalised Dangerous Insanitary and Affected Buildings Policy for adoption by the Council following public consultation.

Recommendations

That the Transport and Urban Development Committee:

1. Receive the information.
2. Agree to recommend to Council that it adopt the Dangerous Insanitary and Affected Buildings Policy as attached as Attachment 1.

Background

2. The Council is required to have a Dangerous and Insanitary Buildings Policy under the Building Act 2004 (the Act). The Policy's purpose is to set out the approach the Council will take in the performance of its functions under the Act in relation to any dangerous, insanitary or affected building it identifies.
3. Section 131 of the Act says that the policy must state:
 - the approach that the territorial authority will take in performing its functions under Part 2, Subpart 6 of the Act; and
 - the territorial authority's priorities in performing those functions; and
 - how the policy will apply to heritage buildings.
4. The current Dangerous and Insanitary Buildings Policy has been reviewed. It must be reviewed at intervals of not more than five years under section 132(4) of the Act.
5. Officers reviewed this Policy and no changes were needed, other than amendments to incorporate recent legislative changes and editorial changes. Since the Policy was established, the Act has been modified to include the impact on those buildings affected by a dangerous or insanitary building and this now needs to be addressed by the Policy.

Discussion

6. The Committee considered the Policy on 26 June 2014 and agreed to undertake public consultation on the updated Policy.
7. The Council sought community feedback from 22 September until 17 October 2014, using the special consultative procedure, in accordance with section 132(2) of the Act. Officers advised the Property Council, Chamber of Commerce and the Retail Association of the revised Policy, it was publicly notified, and consultation documents were made available online, at the Main Library and at the Contact Centre.

8. No submissions were received and there were no requests for oral hearings. Given that there were only minor changes made when updating the Policy, this outcome was expected.
9. The updated Policy is attached and it is recommended that it is adopted.

Options

10. Not applicable.

Next Actions

11. Officers recommend that the Committee agrees to recommend to Council that it adopt the Dangerous Insanitary and Affected Buildings Policy as attached.

Attachments

Attachment 1. Dangerous Insanitary and Affected Buildings Policy

Page 162

Authors	Geoff Lawson, Principal Programme Adv,Policy, Richard Toner, Manager Planning and Building Policy
Authoriser	Brian Hannah, Director Strategy and External Relations

SUPPORTING INFORMATION

Consultation and Engagement

Public Consultation has been undertaken from 22 September until 17 October 2014 on the updated policy using the Special Consultative Procedure in accordance with section 132(2) of the Act. No submissions were received.

Treaty of Waitangi considerations

Not Applicable.

Financial implications

Not applicable.

Policy and legislative implications

The review updated the Policy for changes made to the Building Act 2004 since the Policy was established.

Risks / legal

The Policy has been reviewed by the Council's legal advisers.

Climate Change impact and considerations

Not Applicable.

Communications Plan

Not Applicable.

DANGEROUS INSANITARY and AFFECTED BUILDINGS POLICY

DECEMBER 2014

- 1. INTRODUCTION**
- 2. POLICY OBJECTIVES**
- 3. POLICY PRINCIPLES**
- 4. PRIORITIES**
- 5. HERITAGE BUILDINGS**
- 6. GENERAL APPLICATION**
- 7. RECORD KEEPING**

- **1. INTRODUCTION**

This policy was developed in response to requirements set out in the Building Act 2004 (BA04).

This policy has a tenure of five years from the adoption date before it must be reviewed.

This policy was developed using the special consultative procedure under the Local Government Act 2002 which included discussion with principal Council stakeholders, principal external stakeholders, adjacent territorial authorities, the Greater Wellington Regional Council, and the public.

Amendments to this policy must also be made in accordance with the special consultative procedure.

- **2. POLICY OBJECTIVES**

The policy's objective is to discharge BAO4 responsibilities for dangerous, insanitary and affected buildings. The policy indicates the Council's general approach and its priorities in performing its functions in relation to dangerous, insanitary and affected buildings. The policy also expressly deals with the performance of those functions in relation to buildings that are also heritage buildings.

It is the building owner's responsibility to ensure that buildings comply with the BAO4 requirements. The Council can give no assurance or guarantee that any building is safe or sanitary at any time. The Council's responsibility is to ensure that when dangerous or insanitary conditions are found, the danger is reduced or removed and the owner takes action to prevent the building from remaining dangerous or insanitary. Where an owner fails to take steps to address the dangerous or insanitary state of a building, the Council may exercise its powers to take those steps on the owner's behalf and to seek to recover any resulting costs from the owner.

This policy applies to all buildings, even if a building consent, code compliance certificate or other form of certificate (such as a certificate of acceptance or a certificate for public use) has been issued previously. This is because, the current use and/or maintenance of the building, events affecting building performance (such as fire or natural hazard events), or the state of nearby buildings can all impact on the health and safety of building occupants.

- **3. POLICY PRINCIPLES**

This policy has been developed considering the purpose and principles of the BAO4 which, amongst other things, seek to ensure that:

- people who use buildings can do so safely without endangering their health
- people who use a building can escape from the building if it is on fire.

- **4. PRIORITIES**

The Council will respond promptly to a complaint about a building and will inspect the building to assess its dangerous or insanitary status. The assessment will determine whether immediate or urgent action is necessary, and confirm if the building is or is not dangerous or insanitary. If an immediate response is needed, Section 129 of the BAO4 gives the Council options to take action.

In general, 10 days is a minimum period for any danger to be removed or the insanitary conditions to be fixed – unless the situation requires immediate rectification.

5. HERITAGE BUILDINGS

The Council's Heritage Policy 2010, its District Plan and section 6 (f) of the Resource Management Act 1991 (RMA) reflect that historic heritage is a matter of national importance. Those documents collectively anticipate that work on a heritage building will be done in a manner that protects its heritage values.

Except in emergencies where demolition constitutes emergency works under sections 330 and 330A of the RMA, heritage buildings in Wellington City cannot be demolished without Resource Consent. These emergency works can be done where any sudden event means that a building is likely to cause loss of life, injury or serious property damage (for example, if a building wholly or partially collapses).

The owner(s) of a heritage building that is identified as dangerous or insanitary should consult with Council's heritage advisors when developing a scheme of works to address the building's dangerous or insanitary aspects.

The BA04 requires that if a building is registered under the Historic Places Act 1993 (HPA) we send a copy of any notice issued under section 124 of the BA04 to Heritage New Zealand (HNZ).

If demolition is proposed to a building that was constructed before 1900, the archaeological provisions of the HPA apply. Seek advice from the HNZ on any other permission required under the HPA.

• 6. GENERAL APPLICATION

The Council's general approach is outlined below:

1. Detect

When a complaint is received or a Council officer observes a potentially dangerous or insanitary condition:

- the event is recorded on the Council's databases
- the building records are searched if time allows
- an inspection is arranged.

2. Assess

The building is assessed to determine:

- if there has been any illegal building work and/or an unauthorised change of use
- the standard of maintenance of specified systems for fire safety, water supply and other systems
- the state of repair of the building structure, services and passive fire protection

- the safety level offered by the building compared to any relevant “acceptable solution”⁴.

A decision as to whether the building is dangerous or insanitary, and if dangerous or insanitary whether any other buildings should consequently be regarded as affected buildings, is made by an authorised Council officer who may obtain expert advice where appropriate and options to reduce or remove the danger or to fix the insanitary conditions are explored.

3. Act

When a building is determined to be dangerous and/or insanitary, the Council will contact the building owner or their agent to discuss remedial options. In some cases the urgency of the situation may not allow the Council to contact the building owner.

The building owner can agree to complete the work within a specified time, otherwise the Council can issue a notice to require the work be done to reduce or remove the danger or to fix the insanitary conditions.

If there is immediate danger to building users, the Council can arrange the work to remove the danger or fix the insanitary conditions and recover costs from the owner.

When a building (Building A) is determined to be dangerous, the Council will contact the owner/s of any adjacent, adjoining or nearby building (Building B) i.e. an 'affected building' as defined in section 121A of the BAO4. The Council will provide the Building B owner with a copy of any notice issued for Building A under section 124(2)(c) or (d) of the BAO4. The Council will also provide the Building B owner with information relating to the Council's monitoring and enforcement actions in relation to Building A. The Council may, at its discretion, exercise any of its powers under section 124(2)(a), (b) or (d) in relation to Building B.

4. Monitor

The building will be re-inspected to confirm the required actions have been completed or a written notice has been complied with.

5. Enforce

If dangerous or insanitary conditions continue, the Council will issue further notices requiring the owner to carry out the remedial work.

Continued failure to comply with a notice can lead to prosecution or an infringement notice being served.

Another option is the Council arranges the work and recovers the costs from the building owner, in accordance with the process set out in section 126 of the BAO4.

Where immediate danger to the safety of people is likely, or immediate action is necessary to fix insanitary conditions, the Council's Chief Executive may exercise his or her discretion to issue a warrant under section 129 of the BAO4.

⁴ An acceptable solution is a document issued by the Ministry of Business, Innovation and Employment as one way of compliance with the Building Code.

• **7. RECORD KEEPING ON THE LIM**

The following information will be recorded on the Land Information Memorandum (LIM) for a property:

- where dangerous and insanitary conditions, or affected building status, are confirmed but not resolved
- any outstanding written notice under section 124(2) of the BAO4, along with explanatory information of the BAO4's requirements.

Information is not included on a LIM when dangerous or insanitary conditions, and affected building status, have been resolved. Note information about those matters may still be made available in response to a request for information in accordance with the Local Government Official Information and Meetings Act 1987.

BUILT HERITAGE INCENTIVE FUND 2014/15 ROUND 2 (OF 3)

Purpose

1. The Built Heritage Incentive Fund (BHIF) is a key initiative of the Wellington Heritage Policy 2010. The policy demonstrates Council's "commitment to the city's built heritage to current owners, the community, visitors to the city and to future generations". The BHIF helps meet some of the additional costs associated with owning and caring for a heritage property.
2. Work proposed by applications in each round of the BHIF is to start once a decision on each round has been allocated. Successful applicants have 18 months to undertake the work and provide evidence of completion to Officers before the allocation is paid out. When allocations are not paid out or part paid, the funds go back into the BHIF for future allocations.

Recommendations

That the Transport and Urban Development Committee:

1. Receive the information.
2. Agree to the allocation of Built Heritage Incentive Fund Grants as recommended below and summarised in Attachment Two.

Discussion

Applications received

3. Sixteen applications were received this round seeking funding of \$397,558. The original information provided through the online applications has been made available to Councillors through the Hub dashboard.
4. A total of \$208,675 is available for allocation for the remaining two rounds of the 2014/15 financial year. Typically the total annual amount is shared roughly equally over the three rounds. It is expected that additional funds from unpaid allocations and surplus from the 2014/15 Resource Consent Reimbursement Scheme will bolster the final 2014/ 15 BHIF round.
5. The recommendation is that a share of \$149,960 is allocated to nine applications to this round. This leaves \$58,715 to be allocated in the final round. The next round is now open for applications and will close on 20 March 2014 for the final 2014/15 BHIF round.
6. A summary of each of the sixteen applications is outlined in Attachment Two. This includes the project description, outcomes for the heritage building and commentary relating to previously allocated grants.
7. Officers are satisfied that there are no conflicts of interest involved in any of the applications.

Funding allocation process

1. Criteria for the fund are included as Attachment One.

2. During the 2012/22 Long Term Plan deliberations it was agreed that the BHIF will focus on “*on remedying earthquake prone related features or securing conservation plans / initial reports from engineers.*” As such, this work has been given a higher priority in this funding round. Other work the BHIF will consider includes the repair or restoration of original heritage fabric (e.g. repairs to joinery or glazing), protective works on archaeological sites, and maintenance reports.
3. The following factors are considered in determining the support of BHIF applications:
 - the risk of the heritage value diminishing if funding is not granted
 - confidence in the proposed quality of the work/professional advice
 - the project is visible and/or accessible to the public
 - the project will provide a benefit to the community.
4. Continuing on from above, consideration is then given to the following when recommending the amount of funding:
 - the value of the funding request
 - the value of the funding request when considered against the total project cost
 - the value of discrete stages of the project relating to immediate risk
 - parity with similar projects in previous rounds
 - equitable distribution in the current round
 - the amount of funding available for allocation.
5. To ensure funds are used appropriately, conditions may be suggested in certain circumstances should funding be approved.

Officers’ recommendations

6. It is recommended that:
 - Nine applicants be allocated a share of \$149,960 from the 2014/15 BHIF.
 - All nine applications recommended for funding have provided the necessary information and meet the criteria for the fund.
7. The officer panel (consisting of Heritage & Urban Design, Building Resilience and District Plan officers) have assessed the sixteen applications received this round against the current priority and stated criteria of the BHIF. As agreed by all of the above teams, is recommended that all applications be allocated funding as follows:

	Project	Project Total Cost	Amount Requested	Amount Recommended ex GST if applicable
1	126 Cuba Street – Seismic engineering design	\$24,707	\$10,000	\$10,000

2	59 Ghuznee Street – Seismic engineering design	\$60,175	\$60,175	\$20,000
3	Assembly of God Church, 193 Rintoul Street – exterior painting	\$67,950	\$20,000	Decline
4	272 Wakefield Street – seismic engineering design	\$19,090	\$19,090	Decline
5	60 Ghuznee Street – seismic strengthening construction works	\$656,315	\$100,000	\$50,000
6	9-11 Riddiford Street – exterior painting	\$11,000	\$5,500	Decline
7	306 Oriental Parade, 'Inverleith' – seismic design	\$21,073	\$21,073	\$5,000
8	372 Karori Road, 'Chesney Wold' – external door replacement	\$16,966	\$4,000	Decline
9	170 Karori Road, St Mary's Anglican Church – seismic architectural design	\$23,025	\$23,025	\$17,000
10	260 Riddiford Street – external repair and restoration	\$38,615	\$21,328	Decline
11	26 The Terrace, NZMA Building – seismic strengthening construction works	\$86,146	\$86,146	\$25,000
12	18 Bassett Road, St Johns Church Johnsonville - seismic strengthening construction works	\$24,293	\$8,000	\$8,000
13	Avon Street, Erskine College – Conservation plan update and architectural services	\$55,985	\$55,985	\$10,000
14	103 Oriental Parade, Royal Port Nicholson Yacht Club – Roof replacement	\$15,750	\$15,750	Decline
15	216 Cuba Street – Fire engineering design	\$3,200	\$2,700	Decline
16	136 Riddiford Street – seismic engineering design	\$6,360	\$4,960	\$4,960
	Total	\$1,130,650	\$457,732	\$149,960

Financial considerations

The recommended allocations for this round of the BHIF are within the funding levels provided for in the 2014/15 Annual Plan.

Long Term Plan considerations

The recommended allocations for this round of the BHIF are consistent with the priorities of the 2012/22 Long Term Plan.

Options

The Transport and Urban Development Committee can chose to agree to the recommendations as above, or propose an alternative recommendation in accordance with Committee procedures.

Next Actions

Successful applicants have 18 months to undertake the work and provide evidence of completion to Officers before the allocated funding is paid out. Meanwhile the remaining rounds of BHIF 2014/15 will proceed.

Contact Officers:

Trevor Keppel, Senior Heritage Advisor, Urban Design and Heritage.
Phil Railton-Jacks, Funding Advisor, Funding and Community Services Team

Attachments

Attachment 1. Funding Criteria Page 171
Attachment 2. Summary of each of the August 2014 applicants Page 173

Author	Trevor Keppel, Senior Heritage Advisor
Authoriser	Trudy Whitlow, Urban Design & Heritage Mgr

BUILT HERITAGE INCENTIVE FUND Full Criteria

Prerequisites

1. The project makes a positive contribution to achieving the Council's Strategic Outcomes as listed in the Council's Long Term Plan.
2. The project is within Wellington city.
3. The project relates to buildings and objects listed in the District Plan, or to buildings and objects identified as contributing to a heritage area listed in the District Plan.
4. The project conserves and enhances the heritage significance of the item where elements of the item are protected by provisions of the District Plan (eg the exterior of a heritage place).
5. The applicant is the owner or part-owner of the heritage building or object (eg a private owner, or a charitable trust including church organisations). The Crown, Crown entities, district health boards, community boards, Council controlled organisations and Council business units are not eligible for this funding.
6. **Assessment** The project must be for:
 - a. stabilisation, repair or restoration of original heritage fabric relating to historic buildings, structures, or objects or their remains (eg repairs to masonry, joinery, plaster or glazing, earthquake strengthening, fire protection, protective works on archaeological sites)

OR

- b. professional services (eg structural strengthening reports, maintenance reports, conservation plans, archaeological site assessments, conservation work specifications, or supervision of work, technical advice etc)

OR

- c. reimbursement of Council resource consent fees for work which the Council supports as not harming heritage values, and where consent is required as a result of heritage listing

Note: A project which has received funding for either a or b above is not eligible for c - reimbursement of Council resource consent fees.

7. **Administrative** The applicant provides evidence of:
 - appropriate project management
 - appropriate technical supervision
 - sufficient resources to complete the project on time
 - demonstrated ability to report back on the project results as appropriate.
8. Applications for funds over \$3,000 will be considered only if a heritage report or advice from a qualified conservation professional is provided or budgeted for in the proposal.
9. Grants will only be assessed as a percentage of the heritage conservation component of a project, not of the total project cost. The grant assessment is at the sole discretion of the Council.
10. Only applications for work that has not yet commenced will be accepted for consideration.

Meeting the Council's strategic outcomes

In particular, projects are considered relevant if they contribute to the following outcomes in the Council's Long Term Plan:

6.5 Our overall aim is to make the city more liveable, retain its character, and enhance an even stronger 'sense of place' through continual improvement to public areas.

The repair and conservation of listed heritage buildings provides a positive contribution to achieving a 'stronger sense of place'.

Appendix Two

Summary of Applications to the Built Heritage Incentive Fund 2014/15 Round 2 (of 3)

Project 1	126 Cuba Street
Applicant	Sian Robinson (Body Corporate Member)
Project:	Seismic engineering design
Total project cost	\$24,707
Amount requested	\$10,000
Recommended Grant ex GST if applicable	\$10,000
Building Information	
 <ul style="list-style-type: none"> • 126 Cuba Street is a listed building on the District Plan (Map 16, Symbol 80/1) • This building was designed by notable Christchurch based architect Joseph Clarkson Maddison. • The façade of this four storey Edwardian commercial building, the tallest on the block, has been much altered from its original form, but the building retains a strong presence in the streetscape and is representative of the architecture and history found in Cuba Street. • The building is part of a group of Edwardian commercial buildings on Cuba Street and makes a positive contribution to the sense of place and continuity of the Cuba Street Heritage Area. 	
The Issue	The building was issued a notice under section 124 of the Building Act 2004. The notice signifies that the building is earthquake prone as its seismic performance, based on engineering advice, falls below 33% of the NBS.
Review of Proposal	<p>This application is supported by officers as the work will advance the body corporate to address the seismic performance of the building as a whole. It is understood that the intention is to maintain the external appearance and heritage values of the building, and the application includes an estimate for a conservation architect input into the seismic engineering design to ensure this.</p> <p>The proposed work fits with the current priority of the BHIF and is consistent with other examples of work required to strengthen a building of this nature, such as:</p> <ul style="list-style-type: none"> • Design, develop and install earthquake strengthening; 130 Riddiford Street, Newtown; \$10,000; March 2012 round. • Earthquake Strengthening; Moxham Buldings, 3a-3c Moxham Avenue; \$10,000; July 2010.

This report is officer advice only. Refer to minutes of the meeting for decision.

BHIF Outcome	The grant will: <ul style="list-style-type: none"> • Acknowledge the additional costs associated maintaining a heritage building; • Endorse Council recognition of a potential hazard to the community on a high profile traffic and pedestrian route • Acknowledge and protect the heritage values of this individually listed building. 		
Additional condition(s)	<table border="1" style="width: 100%;"> <tr> <td style="width: 10%;">BHIF</td> <td>Release of funds is subject to: <ul style="list-style-type: none"> • Relevant drawings and reports to be submitted to WCC </td> </tr> </table>	BHIF	Release of funds is subject to: <ul style="list-style-type: none"> • Relevant drawings and reports to be submitted to WCC
BHIF	Release of funds is subject to: <ul style="list-style-type: none"> • Relevant drawings and reports to be submitted to WCC 		

This report is officer advice only. Refer to minutes of the meeting for decision.

Project 2	59 Ghuznee Street, Abermarle Hotel
Applicant	Abermarle Partnership
Project	Seismic engineering design
Total project cost	\$60,175
Amount requested	\$60,175
Recommended Grant ex GST if applicable	\$20,000
 <p>Building Information</p> <ul style="list-style-type: none"> • Listed Heritage Building (Map 66, symbol 130) and within Cuba Street Heritage Area • The Abermarle Private Hotel is an exuberant and eclectic example of Edwardian Classical commercial architecture. • The building was designed by James Bennie, a prominent local architect • The building has an historic association the 19th and 20th century Temperance Movement • The building is part of the social history of the Cuba, Vivien and Ghuznee Street 'red-light' district of Wellington, and the subsequent gentrification of the area. • The building retains significant original building fabric particularly at the façade and the interior (although the current status of the interior requires verification) 	
The Issue	The building was issued a notice under section 124 of the Building Act 2004. The notice signifies that the building is earthquake prone as its seismic performance, based on engineering advice, falls below 33% of the NBS.
Review of Proposal	<p>This application is supported by officers as the work will address the inadequate seismic performance of the building's front façade, cupola and crown and retain those elements into the future. The work is to be carried out in accordance with an approved resource consent to redevelop the site including significant demolition to the rear of the building. The engineering design work applied for is to retain the front portion of the building in place.</p> <p>The project is in accordance with the current focus of the fund and previous grants for similar work include:</p> <ul style="list-style-type: none"> • Seismic assessment and design; 216 Cuba Street; \$20,000; November 2013 round. • Seismic assessment and design; 33 Aro Street (School of Philosophy); \$25,000
BHIF Outcome	The grant will:

This report is officer advice only. Refer to minutes of the meeting for decision.

		<ul style="list-style-type: none"> • Endorse Council recognition of a potential hazard to the community on a high profile traffic and pedestrian route • Acknowledge and protect the heritage values of this individually listed building. • Acknowledge the additional costs associated maintaining a heritage building.
Additional condition(s)	BHIF	Release of funds is subject to: <ul style="list-style-type: none"> • Relevant drawings and reports to be submitted to WCC

This report is officer advice only. Refer to minutes of the meeting for decision.

Project 3	193 Rintould Street, Assembly of God Church
Applicant	Assembly of God (Wellington Samoan) Trust Board
Project	Exterior painting
Total project cost	\$67,950
Amount requested	\$20,000
Recommended Grant ex GST if applicable	Decline
Building Information	
 <ul style="list-style-type: none"> • Part of the Berhampore Suburban Centre heritage Area: (Map 6, symbol 34) • Built in 1900, the church has social significance given its original association with the Baptist Church and since 1975 with the Wellington Samoan Assembly of God; • The church has architectural significance as an imposing structure with a strong symmetrical composition. It has a distinctive double-bay entry porch, of a Gothic Revival flavour, set up above the street level, a substantial gable-roofed nave with evenly-spaced arched double-hung windows (with lead-light glazing) along the sides, and is enlivened with a modest amount of architectural trim and detail, including dentilling at the tops of the barge boards. 	
The Issue	The church has recently undertaken a condition report by a conservation architect made some roof repairs to assist with weather tightness (with the aid of \$20,000 BHIF assistance). The church wish to undertake full exterior painting and are seeking BHIF assistance for this.
Review of Proposal	While the project is supported from a heritage perspective given that the works will contribute to the ongoing use of the church, it is not in line with the current seismic strengthening focus of the fund. This particular BHIF round has resulted in a high level of applications for funding of seismic strengthening projects, and declining this application is consistent with other applications that have been considered to be outside the current focus of the fund, such as: <ul style="list-style-type: none"> • Repair and restoration of the cottage's exterior front façade; 48 Tarikaka Street, Ngaio; \$3,000; July 2013 round; • Exterior repairs and reinstatement; 218 Rintoul Street, Newtown; \$10,000; June 2012 round.

This report is officer advice only. Refer to minutes of the meeting for decision.

Project 4	272 Wakefield Street, Victoria Building
Applicant	Body Corporate #79495 (Trevor Boone)
Project	Seismic engineering design
Total project cost	\$19,090
Amount requested	\$19,090
Recommended Grant ex GST if applicable	Decline
<div style="display: flex; align-items: flex-start;"> <div style="flex: 1;">  </div> <div style="flex: 2;"> <p>Building Information</p> <ul style="list-style-type: none"> • Built in 1907, this building is a good example of a double warehouse. Structurally advanced by comparison with its contemporary neighbours it has lively and inventive facades that make a strong contribution to the streetscape of Allen and Wakefield Streets. • The building is historically significant for its association with Laery and Co., one of Wellington's most successful and long-standing produce sellers and auctioneers, and with Wellington's first society for immigrant Greeks, the Pan Hellenic Association, which has occupied 270-272 Wakefield Street since 1927. • The building is a key part of the Blair/Allen heritage precinct as it occupies a crucial corner site, it maintains the area's largely three-storey form and it sits well with its neighbours. </div> </div>	
The Issue	The building is currently listed by Council as being 'potentially earthquake prone'. The building resilience team are in discussions about the connections to neighbouring buildings in order to establish a way forward.
Review of Proposal	<p>While a seismic design for the building is welcomed, in this case it is essential that the design is co-ordinated with neighbouring (abutting) buildings. The design work applied for does not address neighbouring buildings. Additionally there has been no resolution of a previous unpaid allocation (from 2012) to the body corporate for 'seismic investigation'. This allocation should be either paid or withdrawn in order for the design phase to be supported. It is also noted that the quote submitted in this application for seismic design is over 2 years old. For the reasons above this application is recommended for decline. The heritage and building resilience teams will meet with body corporate representatives following this round to assist with finding a co-ordinated way forward.</p> <p>Declining this application is consistent with other applications that have been considered to be outside the current focus of the fund, such as:</p> <ul style="list-style-type: none"> • Strengthening of building to 67% of NBS, JJ Murphy & Co., 1900, 119 Cuba Street, March 2012; • Seismic assessment and analysis; 67-69 Northland Road, Northland, March 2013

This report is officer advice only. Refer to minutes of the meeting for decision.

Project 5	60 Ghuznee Street
Applicant	Ghuznee Street Investments Ltd. (David Weir)
Project	Seismic strengthening construction works
Total project cost	\$656,315
Amount requested	\$100,000
Recommended Grant ex GST if applicable	\$50,000
Building Information	
 <ul style="list-style-type: none"> • This building was designed by notable architects Hoggard and Prouse in 1908 and has technical value as an early example of local steel framed construction. • This building retains a high level of architectural authenticity, with a largely original façade and a high level of original building fabric. • The building has historic value for its association with the confectionery giant Cadbury. • This distinctive building has high townscape value and group value with the adjoining and nearby buildings that are mostly of a similar scale, and makes a positive contribution to, and is enhanced by, this setting. 	
The Issue	The building was issued a notice under section 124 of the Building Act 2004. The notice signifies that the building is earthquake prone as its seismic performance, based on engineering advice, falls below 33% of the NBS.
Review of Proposal	<p>The project is supported from a heritage and building resilience perspective. The new owner of the building is a locally operating seismic engineering firm who have already commenced their seismic upgrade scheme due for completion in February 2015. Given this timing, the opportunity for BHIF assistance is limited to this round. A conservation architect is inputting on the project and the stated intention is to locate all structural elements on the interior, allowing this important heritage building to continue to contribute to Wellington built heritage.</p> <p>The proposed work fits with the current priority of the BHIF and is consistent with other examples of work required to strengthen a building of this nature, such as:</p>

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	<ul style="list-style-type: none"> • Seismic strengthening works to the Evening Post Building; 62 Willis Street; \$60,000; November 2013 round. • Seismic strengthening works to the Former Sydney Street Substation, 19 Kate Sheppard Place; \$30,000; March 2014 round.
BHIF Outcome	<p>The grant will:</p> <ul style="list-style-type: none"> • Endorse Council recognition of a potential hazard to the community on a high profile traffic and pedestrian route • Acknowledge and protect the heritage values of this individually listed building. • Acknowledge the additional costs associated maintaining a heritage building.
Additional BHIF condition(s)	<p>Release of funds is subject to:</p> <ul style="list-style-type: none"> • Relevant drawings and reports to be submitted to WCC • WCC Heritage Advisor on site approval of works • A BHIF sign to be supplied by WCC is affixed prominently to the front of the building or site throughout the duration of the works.

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Project 6	9-11 Riddiford Street, Moore's Building
Applicant	Green Comet LTD (Michel Sangalli)
Project	Building re-painting
Total project cost	\$11,000
Amount requested	\$5,500
Recommended Grant ex GST if applicable	Decline
<div style="display: flex; align-items: flex-start;">  <div style="margin-left: 20px;"> <p>Building Information</p> <ul style="list-style-type: none"> • District Plan: John Street Intersection Shopping Centre Newtown Heritage Area (Map 6, symbol 32) • The Moore's Building is a two-storey masonry structure that is one of the most architecturally refined buildings within the John Street Intersection Shopping Centre (Newtown) Heritage Area and is a good example of its kind. • The retention of original materials, the Neo Classical/Beaux Arts ornaments, the materials used, and quality of the design all give this building architectural and aesthetic value. • The group of buildings at the John Street Intersection are a representative example of an Edwardian commercial centre. Such an unbroken and consistent historic streetscape is now rare in Wellington. The variety in the age and type of buildings and the strong historic and visual contribution that the buildings make to this well-known part of Wellington, make this an important historic streetscape. </div> </div>	
The Issue	The building requires extensive repairs and maintenance including re-painting of the full façade. The owners wish to replace the upper storey front façade window and are looking into ways in which they can retrofit double glazing into the casement leadlight windows. Ahead of this re-painting of the full façade is required in the short term.
Review of Proposal	While the planned work is essential to upkeep this heritage building in a weathertight condition, it is not required to improve seismic performance and therefore considered to be out of scope of the current priority for the fund. This is the second round in a row that this project has been recommended for decline. This particular BHIF round has resulted in a high level of

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	<p>applications for funding of seismic strengthening projects, and declining this application is consistent with other applications that have been considered to be outside the current priority for the fund, such as:</p> <ul style="list-style-type: none">• Repair and restoration of the cottage's exterior front façade; 48 Tarikaka Street, Ngaio; \$3,000; July 2013 round;• Exterior repairs and reinstatement; 218 Rintoul Street, Newtown; \$10,000; June 2012 round.
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Project 7	306 Oriental Parade, Inverleith Apartments
Applicant	Inverleith Body Corporate (Warren Tocker)
Project	Seismic engineering design
Total project cost	\$21,073
Amount requested	\$21,073
Recommended Grant ex GST if applicable	\$5,000
 <p>Building Information</p> <ul style="list-style-type: none"> • District Plan: Individually Listed Building; Map 12, Symbol 245 • Inverleith is one of the earliest city high rise luxury apartment buildings in Wellington city. Designed in an Inter War Stripped Free Classical style, this building was revolutionary at the time in providing a form of city living not familiar in post World War I Wellington. • This apartment block has had a quiet history and its historical importance is tied to its representative values, it demonstrates how attractive Oriental Bay was becoming as a place to live, and the changing styles of urban living in Wellington City. It is also associated with its architects, prominent firm Clere and Williams. • This building is of technical interest as it is an early example of a high rise apartment block in Wellington and became the precedent for larger successors such as Wharenui, Craigsidem and Jerningham 	
The Issue	The building is not considered to be earthquake prone. It is thought to be approximately 41% of NBS, however the body corporate wish to achieve above 67% by undertaking a detailed engineering assessment as the first step towards seismic improvements. BHIF funding of \$7,500 was paid to assist with seismic investigation and the body corporate is proceeding to the design phase.
Review of Proposal	The project is supported from a heritage and building resilience perspective. It is noted that no conservation architect input is included in the application, however the applicant has provided assurances that all work is to be internal. It is expected that the body corporate will apply to the BHIF to assist the construction phase in 2015. The proposed work fits with the current priority of the BHIF and is

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	<p>consistent with other examples of work required to strengthen a building of this nature, such as:</p> <ul style="list-style-type: none"> • Design, develop and install earthquake strengthening; 130 Riddiford Street, Newtown; \$10,000; March 2012 round. • Riddiford Court Body Corp; Seismic strengthening solution; \$15,000; March 2011 round
BHIF Outcome	<p>The grant will:</p> <ul style="list-style-type: none"> • Acknowledge and protect the heritage values of this individually listed building. • Acknowledge the additional costs associated maintaining a heritage building
Additional BHIF condition(s)	<p>Release of funds is subject to:</p> <ul style="list-style-type: none"> • Relevant drawings and reports to be submitted to WCC

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Project 8	Chesney Wold House, 372 Karori Road
Applicant	Julia Rowling
Project	External door replacement
Total Project cost	\$16,966
Amount requested	\$4,000
Recommended Grant (ex GST if applicable)	Decline
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;">  </div> <div style="width: 50%;"> <p>Building Information</p> <ul style="list-style-type: none"> • District Plan: Individually Listed Building; Map 11, Symbol 169 • The house has architectural interest, not for its design features, but for the long history of change that has seen it transformed in major ways. Its complex physical history makes it an exemplar of the adaptability of timber buildings and the ability to respond to changing needs. • This house has historical value for its association with its original owner Stephen Lancaster, a prominent early Wellingtonian, and with the Beauchamp family and Katherine Mansfield. It is also historically important for its age, as it is among the city's older houses (circa 1866). • Chesney Wold has been significantly altered from the time of its original construction, and since the time that Katherine Mansfield's stories detail. It is representative of the adaptability of timber buildings and the ability to respond to changing needs, although careful examination is needed to determine what, if any, original fabric remains. </div> </div>	
The Issue	The building has had many alterations to it over time including a new entranceway to its former side elevation. The owner wishes to replace non-original doors to improve weather-tightness of the building.
Review of Proposal	<p>In 2013 the owner of this house received BHIF assistance of \$4000 to rectify a leaking roof. This project is for the replacement of the French doors on the north elevation.</p> <p>This particular BHIF round has resulted in a higher level of applications for funding of seismic strengthening projects, and declining this application is consistent with other applications that have been considered to be outside the current focus of the fund, such as:</p> <ul style="list-style-type: none"> • Repair and restoration of the cottage's exterior front façade; 48

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	Tarikaka Street, Ngaio; \$3,000; July 2013 round; • Exterior repairs and reinstatement; 218 Rintoul Street, Newtown; \$10,000; June 2012 round
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Project 9	St Mary's Anglican Church 170 Karori Road
Applicant	Geoffrey Lee, Karori Anglican Churches
Project	Seismic architectural design
Total project cost	\$23,025
Amount requested	\$23,025
Recommended Grant ex GST if applicable	\$17,000
 <p>Building Information</p> <ul style="list-style-type: none"> • District Plan: Individually listed building (Map 11, symbol 170) • St Mary's Anglican Church has historic and social value as it has been a place of worship since early immigrants settled in Karori in the 1840s. Several buildings on this site have served Karori's Anglican community since 1866, while the present building has served the suburb for over 100 years. • St Mary the Virgin Church is an important example of the work of Wellington's leading ecclesiastic architect, Frederick de Jersey Clere. The building has particular aesthetic value for the architectural quality of the Italianate design, the grace of the interior space, and the high level of craftsmanship displayed in its construction. • The church is a significant landmark in the suburb, located prominently on Karori Road and visible from much of the surrounding area. 	
The Issue	<p>The building was issued a notice under section 124 of the Building Act 2004. The notice signifies that the building is earthquake prone as its seismic performance, based on engineering advice, falls below 33% of the NBS.</p> <p>The celebrated and iconic church tower is believed to be the primary risk feature and the Conservation Plan (the preparation of which was assisted by an \$8,000 BHIF grant in August 2014) has identified methods to undertake remediate the threat whilst maintaining heritage significance.</p>
Review of Proposal	<p>The project applied for is to undertake architectural drawings (based on previous engineering work) for the strengthening of the church tower. This approach is based on Conservation Plan recommendations and is supported by the officer panel.</p> <p>The proposed work fits with the current priority of the BHIF and is consistent with other examples of grants awarded, such as:</p>

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	<ul style="list-style-type: none"> • Roof repair and conservation plan, Karitane Products Society Factory; \$24,000; Mar 2011 round. • Consultant fees to review existing Conservation Plan and write new Conservation Plan; Mount Street Cemetery, \$8,248; March 2007 round
BHIF Outcome	<p>The grant will:</p> <ul style="list-style-type: none"> • Endorse Council recognition of a potential hazard to the community and visitors; • Acknowledge and protect the heritage values of this individually listed heritage building; • Acknowledge the additional costs associated maintaining a heritage building.
Additional BHIF condition(s)	<p>Release of funds is subject to:</p> <ul style="list-style-type: none"> • Architectural plans to be submitted to WCC

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Project 10	260 Riddiford Street
Applicant	Leonie Brunt
Project	Repair and re-clad of north wall of Heritage Building
Total project cost	\$38,615
Amount requested	\$21,328
Recommended Grant (ex GST if applicable)	Decline
 <p>Building Information</p> <ul style="list-style-type: none"> • District Plan: One of a group of seven listed buildings (Map 6, symbol 404) • 250 – 262 Riddiford Street is a somewhat-altered terrace of seven shop/dwellings. The buildings are good representative examples of Edwardian timber mixed-use commercial buildings, but their architectural/aesthetic value has been somewhat diminished by the removal of the original shop-fronts. • The buildings are associated with the development of twentieth century Newtown and its commercial development into a central shopping and commercial district. • The terrace is made up of a distinct group of seven individual buildings that were built for Hamilton and Gilmer in 1901. 	
The Issue	Many of the weatherboards on the house need replacing, and other weatherproofing issues need to be addressed including to the side (party) wall.
Review of Proposal	<p>While the planned work is essential to upkeep this heritage building in a weathertight condition, it is not required to improve seismic performance and therefore considered to be out of scope of the fund.</p> <p>This particular BHIF round has resulted in a higher level of applications for funding of seismic strengthening projects, and declining this application is consistent with other applications that have been considered to be outside the current focus of the fund, such as:</p> <ul style="list-style-type: none"> • Repair and restoration of the cottage's exterior front façade; 48 Tarikaka Street, Ngaio; \$3,000; July 2013 round; • Exterior repairs and reinstatement; 218 Rintoul Street, Newtown; \$10,000; June 2012 round.

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Project 11	26 The Terrace, New Zealand Medical Association Building NZMA
Applicant	NZMA – Lesley Clarke
Project	Seismic strengthening construction works
Total project cost	\$86,146
Amount requested	\$86,146
Recommended Grant (ex GST if applicable)	\$25,000
	<p>Building Information</p> <ul style="list-style-type: none"> • The NZMA Building is a good example of stripped Classical design, and a highly representative example of a small office building of the late 1930s. • The main aesthetic value of the building derives from its place as one of a group of five period buildings at the north end of The Terrace. Together these buildings form a coherent townscape within an area now dominated by modern high rise buildings. • This building has strong historic value for its association with the New Zealand Medical Association, which has continually occupied the building since it was built in 1938 to the present day.
<p>The Issue</p> 	<p>The building was issued a notice under section 124 of the Building Act 2004. The notice signifies that the building is earthquake prone as its seismic performance, based on engineering advice, falls below 33% of the NBS.</p> <p>NZMA have demonstrated their desire to maintain the building and their long-standing association with the site, however a variety of factors have delayed this. While proceeding to give effect to an approved resource consent for an upper level extension that retained and strengthened the façade and return walls, the owners learned of adverse geotechnical conditions that increased seismic and financial requirements for the development. Since then the owners have modified their upper level extension from 3.5 metres setback to 750mm setback to increase the yield of the development and maintain their presence in the building. This was recently approved by WCC by way of an amended resource consent. The modified consent did not receive WCC heritage officer support due to visual effects on the building and neighbouring buildings, particularly the neighbouring St Andrews Church.</p>

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<p>Review of Proposal</p>	<p>While the resource consent amendment did not receive heritage officer support, the work related to this BHIF application would have been required with or without the decreased setback. The applicant is seeking BHIF assistance to externally prop up and bond the façade to the new building behind – estimated at \$86,146.</p> <p>The capability of the NZMA to pay for the estimated \$6m redevelopment as a whole is in doubt with only \$2m secured and the remaining subject to a future bank loan. There is therefore a risk of allocated BHIF funds being tied up for 18 months while the project stalls. The officer panel's recommended allocation is reflective of this risk as well as the heritage value of the proposed changes. In order to mitigate the financial risk, it is recommended that this round's \$22,000 BHIF allocation be conditional upon a bank loan being secured that will fund the full development.</p> <p>The grant amount recommended for this project is consistent with previous grants for similar work and scale, such as:</p> <ul style="list-style-type: none"> • Seismic strengthening works to the Former Sydney Street Substation; 19 Kate Sheppard Place; \$30,000; March 2014 round. • Seismic strengthening works; Wellington Chinese Masonic Society Building; 23 Frederick Street; \$30,000; August 2014 round.
<p>BHIF Outcome</p>	<p>The grant will:</p> <ul style="list-style-type: none"> • Acknowledge and protect the heritage values of this individually listed heritage building; • Acknowledge the additional costs associated with maintaining heritage buildings. • Endorse Council recognition of a potential hazard to the community on a high profile traffic and pedestrian route;
<p>Additional BHIF condition(s)</p>	<p>Release of funds is subject to:</p> <ul style="list-style-type: none"> • Evidence submitted to the WCC Funding Team by end of February 2015 that the overall redevelopment project can be funded in totality. • WCC Heritage Team's onsite approval of works. • A BHIF sign to be supplied by WCC is affixed prominently to the front of the building or site throughout the duration of the works.

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Project 12	14 Bassett Road, Johnsonville, St John's Anglican Church
Applicant	Parish of St John the Evangelist (Alan Davison)
Project	Seismic strengthening works
Total project cost	\$24,293
Amount requested	\$8,000
Recommended Grant (ex GST if applicable)	\$8,000
	<p>Building Information</p> <ul style="list-style-type: none"> • St John's Anglican Church is a good representative example of revivalist architecture, a design style that was typical of New Zealand Anglican church buildings in the early twentieth century. The building was designed to resemble an English rural parish church, and is particularly notable for the simplicity of its form, and for the careful composition of the bell tower that is the building's most prominent feature. • The building is currently the fifth church to have occupied the site since 1847. It is associated with the history of Anglicanism in Wellington and with the development of suburban Johnsonville. • The building is a local landmark due to its elevated position at the corner of Ironside and Bassett Roads.
The Issue	The building was issued a notice under section 124 of the Building Act 2004. The notice signifies that the building is earthquake prone as its seismic performance, based on engineering advice, falls below 33% of the NBS.
Review of Proposal	<p>The project is supported from a heritage and building resilience perspective. The works to the tower involve internal placing a steel frame within the structure. The frame will not affect the external visual appearance of the tower, but for a narrow rod crossing the centre window (of the three on the south elevation).</p> <p>The proposed work fits with the current priority of the BHIF and is consistent with other examples of work required to strengthen a building of this nature, such as:</p> <ul style="list-style-type: none"> • Seismic upgrade to Wellington Downtown Backpackers, 1 Bunny Street; \$15,000; Mar 2012 round. • Earthquake Strengthening design and works of School Hall; Thorndon School Hall, 20 Turnbull Street; \$15,000; March 2014
BHIF Outcome	<p>The grant will:</p> <ul style="list-style-type: none"> • Acknowledge and protect the heritage values of this individually listed heritage building; • Acknowledge the additional costs associated with maintaining heritage buildings.
Additional BHIF condition(s)	<p>Release of funds is subject to:</p> <ul style="list-style-type: none"> • WCC Heritage Team's onsite approval of works. • A BHIF sign to be supplied by WCC is affixed prominently to the front of the building or site throughout the duration of the works.

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Project 13	Avon Street, Island Bay, Erskine College & Chapel of the Sacred Heart
Applicant	Property Link Development Ltd. (Ian Cassells)
Project	Conservation Plan update and architectural services
Total project cost	\$55,985
Amount requested	\$55,985
Recommended Grant (ex GST if applicable)	\$10,000
	<p>Building Information</p> <ul style="list-style-type: none"> • Erskine College is of outstanding and national heritage significance. It is a now rare physical reminder of the work of the Society of the Sacred Heart in New Zealand and tells the story of the development of Catholic education in this country. The buildings themselves are of special architectural, cultural, technological, and aesthetic significance as excellent examples of the work of prominent architect John Swan. • The Chapel in particular is regarded as the finest Gothic interior in New Zealand. It is associated with a number of important historic figures as well as being a place of worship, spiritual retreat, and celebration for generations of pupils, members of the society, and Wellingtonians. Its high value is best demonstrated by the formation of the Save Erskine College Trust and its official approval as New Zealand's first non-governmental heritage protection authority.
The Issue	The building was issued a notice under section 124 of the Building Act 2004. The notice signifies that the building is earthquake prone as its seismic performance, based on engineering advice, falls below 33% of the NBS.
Review of Proposal	<p>The owner is seeking to ensure the long term viability of the building by increasing its seismic performance to above 67%. To achieve this, the buildings will be adaptively reused and it is expected that there may be areas of change. The owner has engaged a conservation architect to build on the existing 2002 Conservation Plan. Despite this being applied for, the cost incurred for the Conservation Plan (\$40,760) cannot be considered for funding given that it has already been incurred.</p> <p>The second cost (\$15,225) associated with this BHIF application is for architectural services to provide preliminary designs by testing the early concepts that come from the conservation</p>

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	<p>architect updating the conservation plan.</p> <p>While there is a disadvantage not to have the original Conservation Plan author updating the plan, there is significant merit as a starting point for adaptive reuse to review the buildings' condition and values after 13 years since the last plan was written. In addition the engagement of an architect to prepare concept plans alongside this has merit to communicate the resulting concepts. It remains to be seen what recommendations the updated Conservation Plan will contain, however heritage and building resilience officers are proactively working towards an agreed solution for this nationally important site.</p> <p>The proposed work fits with the current priority of the BHIF and is consistent with previous BHIF allocations for similar work, such as:</p> <ul style="list-style-type: none"> • Design and documentation of seismic upgrade work, Jaycee Building, 99-101 Willis Street, \$12,500, March 2012 round; • Riddiford Court Body Corp; Seismic strengthening solution; \$15,000; March 2011 round
BHIF Outcome	<p>The grant will:</p> <ul style="list-style-type: none"> • Acknowledge and protect the heritage values of these individually listed heritage buildings; • Acknowledge the additional costs associated with maintaining heritage buildings.
Additional BHIF condition(s)	<p>Release of funds is subject to:</p> <ul style="list-style-type: none"> • All documents, drawings and reports to be submitted to WCC

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Project 14	103 Oriental Parade, Royal Port Nicholson Yacht Club
Applicant	Royal Port Nicholson Yacht Club Inc.
Project	Roof replacement
Total project cost	\$15,750
Amount requested	\$15.750
Recommended Grant (ex GST if applicable)	Decline
 <p>Building Information</p> <ul style="list-style-type: none"> • This building is a listed building and contributes to the Clyde Quay Boat Harbour Heritage Area. • Clyde Quay Boat Harbour brings maritime architecture into close proximity with inner city housing, a juxtaposition that occurs in few other New Zealand cities. • The prominence and longevity of the Royal Port Nicholson Yacht Club with yachting in New Zealand is well known and the clubhouse is a bastion of the sailing community in Wellington. 	
The Issue	The club wishes to undertake roof replacement to address water leakage issues for the building.
Review of Proposal	<p>The club is seeking to ensure the long term viability of the building by and weather-tightness, which is supported by officers. It is recommended to decline this request, given that the roof repair sits outside the priority of the fund.</p> <p>This particular round has resulted in a high level of applications for funding of seismic projects, and declining this application is consistent with other applications that have been considered to be outside the current priority of the fund, such as:</p> <ul style="list-style-type: none"> • Wellington Rowing Club; roof replacement works; \$12,630; August 2014 round; • 9-11 Riddiford Street, Newtown; Building Maintenance (repainting); \$8,250; August 2014 round.

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Project 15	216 Cuba Street
Applicant	Red Raspberry Company Ltd (Sarah Harrow)
Project	Fire engineering design
Total project cost	\$3,200
Amount requested	\$2,700
Recommended Grant (ex GST if applicable)	Decline
<div style="display: flex; align-items: flex-start;"> <div style="flex: 1;">  </div> <div style="flex: 2; padding-left: 10px;"> <p>Building Information</p> <ul style="list-style-type: none"> • District Plan: Individually Listed Heritage Building (Map 16, symbol 90) situated within the Cuba Street Heritage Area (Map 16/17, symbol 27) • Designed by Young and Fearn and built in 1922, this two-storey Stripped Classical masonry building is a good representative example of a small two storey shop/residence. • The building is one of the southern-most masonry shop/residences constructed on Cuba Street, and is notable for its well-proportioned façade and restrained palette of Classical ornamentation. • The building contributes to the townscape, and the sense of place and continuity of the Cuba Street Heritage Area. </div> </div>	
The Issue	The building was issued a notice under section 124 of the Building Act 2004. The notice signifies that the building is earthquake prone as its seismic performance, based on engineering advice, falls below 33% of the NBS. The owners seismic upgrading has triggered the need for a fire report and they wish for BHIF assistance to pay for this.
Review of Proposal	<p>The owners are committed to seismically strengthening the building to 70% of NBS. With \$8,000 in BHIF support in November 2013 to develop designs and a further \$20,000 allocation in August 2014 (still outstanding), the BHIF has been assisting to the project in stages.</p> <p>This particular round has resulted in a high level of applications for funding of seismic projects, and declining this application is consistent with other applications that have been considered to be outside the current priority of the fund, such as:</p> <ul style="list-style-type: none"> • 77 Holloway Road; Structural repair work; \$11,612; August 2014 round; • 48 Tarikaka Street; Repair and restoration of the cottage's exterior front façade; \$3,000; July 2013 round;

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Project 16	136 Riddiford Street, Newtown
Applicant	Wei Min & Fiu Lan Young
Project	Seismic engineering design
Total project cost	\$6,360
Amount requested	\$4,960
Recommended Grant (ex GST if applicable)	\$4,960
<div style="display: flex; align-items: flex-start;">  <div style="margin-left: 20px;"> <p>Building Information</p> <ul style="list-style-type: none"> • 136 Riddiford Street is a much altered small, single-storey shop that has architectural value for the distinctive silhouette of its (original) parapet. • This building is representative of and contributes to the historic character Newtown Central Shopping Centre Heritage Area </div> </div>	
The Issue	The building was issued a notice under section 124 of the Building Act 2004. The notice signifies that the building is earthquake prone as its seismic performance, based on engineering advice, falls below 33% of the NBS.
Review of Proposal	<p>The owner is seeking to rectify the earthquake prone status of the building by undertaking a design phase prior to works that are intended to achieve 100% NBS. The project is supported by the heritage and building resilience teams. A conservation architect has been engaged to ensure that the project does not adversely affect the heritage values of the building and surrounding heritage area.</p> <p>The proposed work fits with the current priority of the BHIF and is consistent with other examples of work required to strengthen a building of this nature, such as:</p> <ul style="list-style-type: none"> • Futuna Chapel Seismic Analysis and Upgrade, 67 Futuna Close, Karori; \$30,000; July 2013 round. • Earthquake Strengthening design and works of School Hall; Thorndon School Hall, 20 Turnbull Street; \$15,000; March 2014.
BHIF Outcome	<p>The grant will:</p> <ul style="list-style-type: none"> • Endorse Council recognition of a potential hazard to the community and support the building's use as a community hall and Civil Defence building; • Acknowledge and protect the heritage values of this heritage building; • Acknowledge the additional costs associated maintaining heritage buildings.
Additional BHIF condition(s)	<p>Release of funds is subject to:</p> <ul style="list-style-type: none"> • Relevant reports and drawings to be submitted to WCC.

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