

ORDINARY MEETING

OF

CITY STRATEGY COMMITTEE

AGENDA

Time: 9.30am
Date: Thursday, 6 December 2018
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

MEMBERSHIP

Mayor Lester
Councillor Calvert
Councillor Calvi-Freeman
Councillor Dawson
Councillor Day
Councillor Fitzsimons
Councillor Foster
Councillor Free
Councillor Gilberd
Councillor Lee
Councillor Marsh
Councillor Pannett (Chair)
Councillor Sparrow
Councillor Woolf
Councillor Young

NON-VOTING MEMBERS

Te Rūnanga o Toa Rangatira Incorporated
Port Nicholson Block Settlement Trust

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 04-803-8334, emailing public.participation@wcc.govt.nz or writing to Democracy 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 role of the City Strategy Committee is to set the broad vision and direction of the city, determine specific outcomes that need to be met to deliver on that vision, and set in place the strategies and policies, bylaws and regulations, and work programmes to achieve those goals.

In determining and shaping the strategies, policies, regulations, and work programme of the Council, the Committee takes a holistic approach to ensure there is strong alignment between the objectives and work programmes of the seven strategic areas of Council, including:

- **Environment and Infrastructure** – delivering quality infrastructure to support healthy and sustainable living, protecting biodiversity and transitioning to a low carbon city
- **Economic Development** – promoting the city, attracting talent, keeping the city lively and raising the city's overall prosperity
- **Cultural Wellbeing** – enabling the city's creative communities to thrive, and supporting the city's galleries and museums to entertain and educate residents and visitors
- **Social and Recreation** – providing facilities and recreation opportunities to all to support quality living and healthy lifestyles
- **Urban Development** – making the city an attractive place to live, work and play, protecting its heritage and accommodating for growth
- **Transport** – ensuring people and goods move efficiently to and through the city
- **Governance and Finance** – building trust and confidence in decision-making by keeping residents informed, involved in decision-making, and ensuring residents receive value for money services.

The City Strategy Committee also determines what role the Council should play to achieve its objectives including: Service delivery, Funder, Regulator, Facilitator, Advocate

The City Strategy Committee works closely with the Long-term and Annual Plan Committee to achieve its objectives.

Quorum: 8 members

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1 Meeting Conduct

1.1 Mihi

The Chairperson invites a member of the City Strategy Committee to read the following mihi to open the meeting.

Taiō Pōneke[†] – City Strategy Committee

Te wero

Toitū te marae a Tāne

Toitū te marae a Tangaroa

Toitū te iwi

Taiō Pōneke – kia kakama, kia māia!

Ngāi Tātou o Pōneke, me noho ngātahi

Whāia te aratika

Our challenge

Protect and enhance the realms of the Land and the Waters, and they will sustain and strengthen the People.

City Strategy Committee, be nimble (quick, alert, active, capable) and have courage (be brave, bold, confident)!

People of Wellington, together we decide our way forward.

[†] The te reo name for the City Strategy Committee is a modern contraction from 'Tai o Pōneke' meaning 'the tides of Wellington' – uniting the many inland waterways from our lofty mountains to the shores of the great harbour of Tara and the sea of Raukawa: ki uta, ki tai (from mountain to sea). Like water, we promise to work together with relentless synergy and motion.

1.2 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.

1.3 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.

1.4 Confirmation of Minutes

The minutes of the meeting held on 22 November 2018 will be put to the City Strategy Committee for confirmation.

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 City Strategy Committee.

The Chairperson shall state to the meeting:

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.

The item may be allowed onto the agenda by resolution of the City Strategy Committee.

Minor Matters relating to the General Business of the City Strategy Committee.

The Chairperson shall state to the meeting that the item will be discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the City Strategy Committee for further discussion.

1.6 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.

Requests for public participation can be sent by email to public.participation@wcc.govt.nz, by post to Democracy Services, Wellington City Council, PO Box 2199, Wellington, or by phone at 04 803 8334, giving the requester's name, phone number and the issue to be raised.

2. Policy

ALCOHOL CONTROL BYLAW

Purpose

1. This report asks the City Strategy Committee to recommend to Council that it adopts the attached Alcohol Control Bylaw.

Summary

2. Following approval of the proposed Alcohol Control Bylaw for public consultation, the Council has received 42 submissions from individuals, community and business groups as well as residents associations and Regional Public Health officials.
3. Ten of the 42 Submitters wished to be heard as part of the Oral Submission process, with Oral Submissions taking place on 25 October 2018. A summary of the submissions is attached.
4. Having reviewed the evidence and considered all submissions, officers recommend that the Council adopt the attached Alcohol Control Bylaw. Changes to the current Liquor Control Bylaw that went out for consultation include:
 - an adjustment of the alcohol ban boundary to extend the boundary up Majoribanks Street, along both sides of Brougham Street to Ellice Street;
 - the removal of the CentrePort areas on the eastern side of Waterloo Quay from within the control area; and
 - updates to reflect changes in legislation, including changing the name from Liquor Control Bylaw to Alcohol Control Bylaw.
5. Officers note that a substantial proportion of submissions raised concerns about alcohol related issues in the Kilbirnie and Kelburn communities. Officers recommend that the Council implement a range of measures discussed in this report and continue to work with the Kilbirnie and Kelburn communities to address the community concerns around alcohol related incidents in these areas.

Recommendations

That the City Strategy Committee:

1. Receives the information.
2. Recommends to the Council that it adopts the attached Alcohol Control Bylaw.
3. Agrees to further work to seek to manage alcohol-related issues in the Kilbirnie community. That work will include an increased presence of Local Hosts, access to Meaningful Activities Programmes, supporting services such as the Assertive Outreach Team and tenancy services to address chronic homelessness and those at risk of homelessness. The Council would work collaboratively with other agencies, including the Police, to ensure a robust outreach team are present in Kilbirnie.
4. Agrees that the Council support Victoria University in managing the student behaviour

in Kelburn.

5. Agrees Council officers will report back in 2020 on the progress of these initiatives and whether any further measures are required (including whether an alcohol ban area(s) is recommended).
6. Delegate to the Chief Executive and the Portfolio leader the authority to amend the proposed Alcohol Control Bylaw to include any amendments agreed by the Committee and any associated minor consequential edits.

Background

6. The Council is required to review and renew the existing Liquor Control Bylaw (the Bylaw) by 18 December 2018, at which point it expires. Wellington has had a bylaw in different forms and iterations since 2003. A bylaw is an established preferred method of controlling alcohol consumption and possession in public places outside of licenced premises. The Bylaw has the support of the New Zealand Police, public health officials and the general public.
7. The Council in 2013 adopted a strategic framework for dealing with alcohol related harm. *The Right Mix* recognises the harm that alcohol can have and supports both the Council and the community taking a wide range of actions and measures to address harm, whilst achieving the Council's aspirations for a dynamic central city as well as vibrant suburban centres.
8. A key part of this approach was maintaining and strengthening the Liquor Control Bylaw and ensuring that public safety is at the forefront of the Council's response to alcohol related harm.
9. Changes to legislation have meant that in order to expand the Bylaw to additional suburbs, the Council must be satisfied that a high level of crime or disorder (being crime or disorder made worse by alcohol consumption) is likely to arise in the area to which the bylaw is intended to apply if the bylaw is not extended to that area.
10. The Council must also be satisfied that the amendment can be justified as a reasonable limitation on people's rights and freedoms in accordance with the Bill of Rights Act 1990, and is appropriate and proportionate in light of the likely levels of crime or disorder.
11. The Statement of Proposal asked submitters to answer five questions for consultation which are outlined in the discussion below.

Discussion

12. In carrying out the review of the existing boundaries of the Bylaw as well as deciding whether to expand or retract the boundaries, the Council must review the evidence of, and information regarding the levels of crime or disorder that has occurred. The Council has engaged with the New Zealand Police, Regional Public Health, and the Capital and Coast District Health Board (CCDHB) in order to gather data required for the review. It has also conducted public consultation under Section 83 of the Local Government Act 2002 in order seek public participation and feedback on the proposed changes.

Do you agree to the changes to the boundary to extend the boundary up Majoribanks Street, along both sides of Brougham Street to Ellice Street?

What was proposed?

13. Discussions with the Mt Victoria Residents Association and analysis of data have shown that there is an issue with the existing boundary. Police Alco-link data shows that there were 174 alcohol related arrests in Mt Victoria between 2013 and 2018. Analysis shows that there is confusion as to the whereabouts of the boundary and this has caused ambiguity in policing the area, and causes further confusion for patrons. However, the primary reason for any potential change must be based on the levels of alcohol related crime or disorder.
14. The original boundary was made using the borders of the Central Area as stated in the District Plan. The original Liquor Control Bylaw covered the Central Area. Changes to the Liquor Control area, over time, expanding beyond the boundaries of the Central Area, have meant that these boundaries are no longer valid.
15. The existing boundary only covers one side of some streets and is piecemeal where the Central Area meets the suburb of Mt Victoria.
16. Of the 174 alcohol related arrests, 80 have occurred in the existing area, whilst an additional 51 were carried out in the proposed new area. The Council's Local Hosts have also collated data and information showing 34 instances of drinking in public and 11 recordings of anti-social behaviour. Reports of an increasing level of noise, broken bottles, crime and other alcohol related behaviour have been received.
17. The Statement of Proposal therefore proposed that the boundary be adjusted to take into account alcohol related harm occurring on the other side of the existing boundary, so that the current alcohol ban boundary up Majoribanks Street is extended along both sides of Brougham Street to Ellice Street.

Responses from submitters

18. Of the 35 submissions received on this question, 30 (85%) were in favour of expanding the boundary, with five submitters disagreeing. However, one of the submitters to disagree with the expansion was on the basis that they believed the entire suburb of Mt Victoria should be included in the Liquor Control Bylaw area (O'Shaughnessy; 2018).
19. The Mt Victoria Residents Association was also in favour of the expansion, but pushed for the extension to include Roxburgh Street (Rothwell; 2018).

Officers' response and recommendations

20. Officers recommend that the proposed changes to extend the boundary up Majoribanks Street, along both sides of Brougham Street to Ellice Street are adopted as per the proposal. Officers consider that this level of alcohol related crime in the proposed extended area is high, particularly in light of the relatively small geographic area covered. The issue of clarifying the boundary, and the suburb's proximity to the CBD and Courtenay Place entertainment area has often seen a 'spill over' into the suburban areas of Mt Victoria.
21. Officers consider the proposed extension is an appropriate response to the disorder and that the proposed expansion can be justified as a reasonable limitation on people's rights and freedoms in accordance with the Bill of Rights Act 1990.

22. However, officers consider that expanding the area to include the entire suburb of Mount Victoria would not be an appropriate or proportionate response to the levels of crime or disorder in the area.
23. Officers have investigated the levels of alcohol related crime on Roxburgh Street, and have found that there were only six alcohol related arrests during this five year period. Both the existing area and the proposed area make up the majority of the high levels of alcohol related crime, and to expand the area any further would not be an appropriate response. Officers do not consider this either a high level of alcohol related disorder or a justification on the limitation of people's rights and freedoms under the Bill of Rights Act 1990. This area should however, be monitored and could be considered in a future review.

Do you agree with the proposed removal of the CentrePort area on the eastside of Waterloo Quay?

What was proposed?

24. The statement of proposal proposed that the area of CentrePort, located to the east of Waterloo Quay be removed and excluded from the Alcohol Ban Area. This is based on the lack of alcohol related crime and disorder data. There has never been a recorded instance of public drinking or alcohol related crime or disorder in this area.

Response from Submitters

25. 68 percent of submitters (17/25) who answered this question agree with the Council's position of removing CentrePort from the Liquor Control Bylaw, with 8 submitters disagreeing with the proposal. 17 submitters chose not to answer the question.
26. A submission from Anthony Carter noted, "We agree. It doesn't seem to make sense to keep it as a restricted area and we do not think there would be any increase in negative behaviour if this was removed. "None of our group hangs out there" (A Carter; 2018).
27. Rebekkah Carter in her submission noted, "This makes sense as we did not think this could be an area where there were high volumes of people socialising" (R Carter; 2018).
28. CentrePort have indicated that the public have access to the area during events at Westpac Stadium, and that they believe the area should remain as part of the Bylaw.
29. Of the eight submissions opposing the removal of the area, Bernard O' Shaughnessy queried the fact that there was no request to remove the area; therefore it should stay as it is. "Why does, and who, wants this lifted? Just leave it in now and make it an inclusive area." (O'Shaughnessy; 2018)

Officers' response and recommendations

30. Officers consider that the lack of evidence over the past five years supersedes the fact that the public have access to the part of CentrePort that has been identified. In the past five years there have been no incidents recorded in the area.
31. A number of local authorities in New Zealand have specific liquor free zones at designated timeframes. Tauranga City Council has a designated New Year Period Liquor Free zone from 26 December to the end of 5 January inclusive – 24 hours a day 7 days a week. The Hutt City Council has a specific liquor free zone at Days Bay

Beach on Guy Fawkes Night on the foreshore between 6:00pm on 5 November to 5:00am on 6 November each year.

32. The Council could consider including a clause covering the CentrePort area which is enforced during events at Westpac Stadium. However this would be more difficult to administer. Given that there is no evidence of a problem officers consider that this solution would be more complicated.
33. Officers recommend that this is not included and that the original recommendation of removing the CentrePort area on the eastside of Waterloo Quay be adopted.

Apart from the CentrePort area, are there any other areas in the existing Liquor Control Area that you think should be removed? Which areas and why?

What was proposed?

34. Officers did not propose any additional areas that should be removed from the current liquor control area, on the basis that if any other areas were to be removed it would likely see a return to alcohol related crime and disorder in those areas.

Response from submitters

35. 18 submitters answered this question. Ten submitters said no areas should be removed (without any further comment) with 24 submissions not answering the question. With one submitter stating “No areas should be removed. The good thing about a Liquor ban area is that 85-90% of the time it’s self-policing.” (O’Shaughnessy; 2018)
36. Of the submissions that were received in favour of removing areas, Oriental Bay and Mt Victoria were put forward, with one submission pointing out that the only area that should be included is the central city, “All around Mt Vic should be removed. There is no problem there and you need to start giving rather than continually taking everything away from us... Keep the ban along Courtenay Place, Tory, Cuba and Manners. That is where the problem is” (Lee; 2018).
37. Mattie Cho suggested that the beach at Oriental Bay should be removed from the Liquor Ban area as the majority of drinkers drank responsibly and that maintaining the ban in the area was an infringement on freedom of movement and association under the New Zealand Bill of Rights Act 1990 (Cho; 2018).

Officers’ response and recommendations

38. Officers consider that the data provided by the Police, Regional Public Health, and the CCDHB has shown that there are sufficient levels of alcohol related harm across the existing Alcohol Ban Area to warrant the retention of the ban in the areas already covered apart from the proposed removal of the CentrePort area.
39. Removal of the current Liquor Control Area could, in the view of the Police, lead to an increase of alcohol related crime and disorder. By intervening early in the process, restricting the possession and consumption of alcohol on the streets, they are able to work towards preventing more serious crimes.
40. Officers have considered the implications of the proposed Bylaw on people’s rights under the New Zealand Bill of Rights Act 1990, in particular rights relating to freedom and freedom of association.

41. These rights are general rights and accordingly any claim that any aspect of the proposed Bylaw may breach these rights, must be considered on its own facts. However, the proposed bylaw is considered not to give rise to concerns under, and to not be inconsistent with, the Bill of Rights Act, as the controls are reasonable and justifiable in the circumstances allowed for in Section 5 of the Act, noting that:
- as discussed above the Alcohol Ban Area is intended only to apply to those areas where the Council is satisfied its inclusion is justified, assessed against a more stringent test;
 - there will be exemptions to the alcohol ban; and
 - alcohol bans are well established and accepted in New Zealand.

Do you think we should include any other areas in the Alcohol ban area? Which areas and why? If you are aware of any incidences of alcohol related crime or disorder in the area, please provide a general description of the circumstances, or any observations or experiences you have (note, we are not interested in identifying individuals, just furthering our understanding of the levels of crime or disorder in the area).

What was proposed?

42. The statement of proposal did not include any substantial new areas to be included in the Alcohol Ban Area. It did seek to gather further relevant information through this question and the consultative process.

Responses from Submitters

43. The majority of submissions arguing in favour of adding additional suburbs to the Alcohol Ban Area believed that the suburb of Kilbirnie should be added. 28 submissions argued that Kilbirnie should be added, whilst five submitters argued in favour of adding Kelburn.
44. Other submitters argued for the following additional suburbs to be added: Lyall Bay, Miramar, and Hataitai Village. However, there is little recorded data or evidence provided for these suburbs as well as little public support for these suburbs to be added.
45. Mr O'Shaughnessy argued in favour of adding both Kilbirnie and Kelburn suburbs to the Liquor ban area, as well as suggesting that a ban be implemented within a 1,000 metre radius of all suburban shopping centres (O'Shaughnessy; 2018).
46. Joanne Morris pointed out in her submission that "the threshold of a liquor ban is extremely high" (Morris; 2018). It was also noted by Dennis Walton that "this threshold seems so onerous that even WCC's existing liquor bans might be in doubt when the relevant bylaws are reviewed" (Walton; 2018).

Officers response to the points above

47. Officers agree that the threshold for adding new areas to the Bylaw is higher as a result of amendments to the Local Government Act 2002. However, at present, this is the legislation the Council must use to review and amend alcohol control areas.
48. Officers believe that implementing a ban on all suburban shopping centres would not be an appropriate response to alcohol related crime or disorder, as it is likely that this would be considered an infringement on the freedom of movement and freedom of

association under the NZ Bill of Rights Act 1990. There is also insufficient evidence of alcohol related crime or disorder.

Kilbirnie – responses from submitters

49. 28 of the 42 written submissions, and six of the ten oral submitters argued in favour of Kilbirnie being added to the Alcohol Control Bylaw.
50. Both residents and representatives of the business community argued that the high levels of alcohol related crime or disorder in Kilbirnie warranted the inclusion of the suburb in the alcohol control area.
51. The Kilbirnie Business Network in its oral submission argued that the problems relating to public alcohol consumption in Kilbirnie has deteriorated further in the past three years. Residents and business owners are frightened of being harassed by people who drink alcohol in public. They described threatening behaviour, broken windows and bottles littering the streets (Morris & Mordant; 2018).
52. Toby Bourke in his submission outlined the fact that it was not safe for people to walk down Bay Road, as they felt intimidated by people under the influence. He outlined the need for safer streets (Bourke; 2018).
53. Bruce Walsh outlined the fact the problem is getting worse, “the streets have become a free-for-all” (Walsh; 2018).
54. Evidence provided by Gary Holmes suggests that there is a problem with the number of people in the Kilbirnie Business area that are either “homeless or itinerant”, he points out in a letter from Tori Maxwell that “there are a large number of people who are hanging around on the street from early in the morning to late at night and it is putting people off coming to the area... they are spending their time sleeping on the street in sleeping bags, openly drinking, smoking and congregating and being fairly intimidating to people that walk past” (Maxwell; 2018).
55. The Kilbirnie Business Network in its evidence has provided the Council with a list of incidences of disorder in the Kilbirnie Shopping Centre (attached). Officers acknowledge that this shows a number of problems, but considers that the community based approach to solving this is a more appropriate response rather than the blunt instrument of the sanctions brought on by the Bylaw.
56. The Kilbirnie Business Network recommends that the Council implements a ban on public place drinking inside the Business Network area, bordered by Mahora Street, Coutts Street, Childers Terrace, and Rongotai Road. They believe that this is the area with highest levels of disruption and that areas such as parks and reserves do not require a liquor ban (Morris & Mordant; 2018).

Kilbirnie – Officers’ recommendations

57. Officers agree with submitters that there are a number of issues in the Kilbirnie area; officers consider that there is a high level of alcohol related crime and disorder in the suburb.
58. Officers consider that the nature of the problem in Kilbirnie is related to more intractable issues of disadvantage, homelessness and ‘rough sleepers’. The use of community-based programmes may be more effective than a bylaw where the Council works closely with the community to find solutions to the problems facing the suburb. It is however, the opinion of officers, that the implementation of an alcohol ban in the

business area of Kilbirnie is not an appropriate or proportionate response to these issues.

59. Officers consider that the following community-based programmes be used to address the issues in Kilbirnie.
- The Council will work in collaboration with the Central Government's Housing First project; provide supporting services such as the Assertive Outreach Team and tenancy support to address chronic homelessness and those at risk of homelessness.
 - The Council is allocating resources to allow the Local Hosts and the Assertive Outreach Team to work with the Police to engage with the street community to address their needs.
 - Local Hosts will record their findings and specific tasks, encouraging residents and business owners to accurately report incidents to both the Police and the Council.
 - Frequent and regular meetings with the BID, local retailers, residents, and community groups will assist in reinforcing this message and create clear communication pathways.
 - The Council's Meaningful Activities Project actively engages with the most vulnerable on the streets of Wellington, by encouraging activities that will lead to positive outcomes such as pathways to education, employment and wellness.
 - Monitoring the situation through robust reporting and case management will give clear indicators of the success of these initiatives.
60. Officers consider that the Bylaw is not the most effective method to address the issues that affect the area and may hinder further engagement. It is also reliant on the ability of the police to allocate resources. However with accurate reporting, the Local Hosts, the Assertive Outreach Team and the Police are then able to concentrate and allocate resources to address the problems and engage with the street community to address their needs.
61. Officers also consider that a suburb-wide ban would not be appropriate as the issues seem to be confined to the streets surrounding the business area.
62. Many submitters have questioned the data collected in areas such as Kilbirnie, with some submitting that the presence of the Council's Local Hosts is not as high in Kilbirnie as it is in the central city and other suburbs covered by the Liquor Control Bylaw.
63. Officers acknowledge that the Local Hosts do not patrol Kilbirnie as often as they do in the central city. As part of the new community-based programmes, Local Hosts patrols have increased allowing for more detailed and thorough investigation of the issues.
64. Officers consider that the most appropriate approach to alcohol-related issues facing Kilbirnie is a continuation of the Council's community based approach, as outlined above in conjunction with an increase in Local Host patrols.
65. Officers recommend that this approach be allowed to continue and be monitored. Officers will then report back to the City Strategy Committee in 2020 on progress, and recommend if a Liquor Ban is an appropriate response to the issues facing Kilbirnie at that time.

Kelburn – responses from submitters

66. Five of the submissions were in favour of expanding the Alcohol Ban Area to include Kelburn, specifically the area in and around Kelburn Park.

67. Submitters argued that there are issues with students drinking in the Kelburn Park area, causing disruption as well as stress “caused by continuing disrupted sleep, frustration and despair has taken its toll on our group. Depression and anxiety has been diagnosed. Neighbours have sold up and others are considering selling. So very real harm is happening to both students and the residents” (Walton; 2018).
68. Dennis Walton, of the Vic Neighbours Residents group, in his submission provided evidence of the numbers of “Students who turn up drunk at Wellington Hospital ED.” This has provided data from three time periods; 1 January 2015 – 22 September 2015, as well as 1 September 2015 to 31 August 2016, and 1 September 2016 to 31 May 2017 (Walton; 2018).
69. This data shows the number of students who presented to the hospital and where the primary diagnosis is alcohol intoxication or the presenting problem is alcohol related, or where alcohol is flagged as part of the injury presentation, which shows the following:

Year of Data collection	No of student presentations to the hospital
1 January 2015 – 22 September 2015	33
1 September 2015 – 31 August 2016	34
1 September 2016 – 31 May 2017	28

70. There were also photographs provided by Mr Walton showing young people drinking in Kelburn Park, which Mr Walton has indicated were taken in either 2017 or 2016. He has also noted that the events in the photos are a regular occurrence.
71. Geraldine Murphy of Inner City Wellington gave an oral submission supporting the submission put forward by Dennis Walton and argued for the need for a liquor ban to be extended to Kelburn Park. Ms Murphy noted that the number of alcohol related arrests recorded in Kelburn were similar to the number used to justify expanding the border in Mt Victoria, and therefore a ban in Kelburn would be justified too (Murphy; 2018).
72. A submission by the Wellington City Council Youth Council noted that drinking to excess was not common and that behaviour of students had improved. They also argued that they believed that fining and arresting students was not the best way to deal with the issues, and that a collaborative approach with the University and the local community would be better (Davies and Rutherford; 2018).

Kelburn – Officers’ recommendations

73. Officer’s note that the ED data shows the number of students presenting to the hospital with alcohol related incidents, but it does not indicate where the drinking took place. The data indicates that the students reside in the various University Halls of Residence. However 7 of the 11 Halls in central Wellington are already within the Alcohol Ban Area – Education House, Cumberland House, Joan Stevens Hall, Katherine Jermyn Hall, Unilodge Stafford House, Boulcott Hall, and Capital Hall. 70% of the recorded incidents above were recorded at Halls within the Alcohol Ban Area.
74. This data does not indicate a high level of alcohol related crime or disorder taking place in Kelburn Park or in Kelburn. There is also no way to determine whether the drinking took place in a private residence, a licensed establishment or in public place.

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75. Officers note that the issue remains the proportionately of the response to the issue of alcohol related crime or disorder. In response to the issues raised by Inner City Wellington the area around Mt Victoria is within close proximity to the entertainment area of Courtenay Place. Kelburn on the other hand does not have the same issues with regards to its location.
 76. Officers have engaged with Victoria University (the University), to understand the issues that occur with student drinking, particularly with drinking in Kelburn Park. Discussions with the University have determined that they are aware of the issues surrounding student drinking, and are working with both students and Halls of Residences to try and educate them of the harm caused and to be more considerate of their neighbours.
 77. As a result of complaints, the University has been implementing changes to the way it interacts with these people. The University maintains that it is currently able to monitor the behaviour of students in Kelburn Park, an area that is well lit, visible and easily accessed by university staff and security guards. If the park was to be included in the Alcohol Ban Area, it was raised by the University that the students would most likely move into the Botanic Garden, or into nearby streets and alleyways, where they would not be able to be monitored. The University considers that the public safety of the students should be taken into account when considering applying a ban to Kelburn Park.
 78. Officers have reviewed evidence provided to them in relation to drinking in Kelburn Park as well as the University's position that this may create more issues and impact the safety of students. Officers consider that a more appropriate approach is to work with the University and the community to monitor the behaviour, and to support the university's approach to educate students of the risk as well as supporting initiatives to transport students to and from town.
 79. Officers consider that a ban in Kelburn Park would not be an appropriate or proportionate response to the issues facing the area. It is recommended that the Council continues to work with the University and the community to monitor the situation, and that extending the Alcohol Control Bylaw to Kelburn Park is not an appropriate response to the levels of alcohol related crime or disorder.
 80. Officers recommend that the Council review the situation in Kelburn Park alongside the review of Kilbirnie in 2020.

What other actions could the council take to address public safety and alcohol related incidents that you are concerned about in your local community or other areas in Wellington?

81. The Council received multiple submissions on this question, with many arguing in favour of increased CCTV cameras in areas such as Kilbirnie (Morris; 2018).
82. A number of submitters noted that there were issues that needed to be addressed with regards to the Council's wider approach to alcohol related harm.
83. Rebekkah Carter noted that "We feel the council is doing a lot of work already, any further work should be in education and promotion of positive practices and behaviours around alcohol. You will never stop the consumption of alcohol, but we should be able to change how we do it" (R Carter; 2018).

84. Numerous submitters believed that the Council needed to increase the patrols of Local Hosts (O'Shaughnessy; 2018, Carson; 2018, Cho; 2018).
85. Bernard O'Shaughnessy noted that there needs to be a wider approach towards capping liquor licences. He believed that a starting point of 1:1000 was a good starting point. He also noted that there was a need to address the hours that bars and off licences could operate as well as changes to the District Licencing Committee (O'Shaughnessy; 2018).
86. There were also a number of submitters arguing that a wider police presence is required in both the city and suburbs affected by alcohol related harm and disorder (Bourke; 2018, O'Shaughnessy; 2018, Gee; 2018, Beck; 2018, A Carter; 2018).
87. Officers have taken on board much of the feedback relating to additional ways in which to address public safety, and alcohol related crime or disorder. Many of these will be reviewed and considered as part of the Council's wider approach to alcohol management in the review of the Council's Alcohol Management Strategy in the second quarter of 2019.

Options

88. The Committee could;
 - Recommend to Council that it adopt the revised Alcohol Control Bylaw as attached, which currently expires on 16 December 2018, including the amendments extending the boundary up Majoribanks Street, along both sides of Brougham Street to Ellice Street, as well as removing the area of CentrePort to the east of Waterloo Quay.
89. The Committee could also undertake one of the following options with regards to the alcohol related issues facing Kilbirnie;
 - Continue to work with the Kilbirnie community to address the wider street and alcohol management issues facing the community and revisit the decision to expand the Alcohol Ban Area to Kilbirnie in February 2020. Officers recommend this approach; or
 - Extend the Alcohol Ban Area to inside the Kilbirnie Business Network area, bordered by Mahora Street, Coutts Street, Childers Terrace, and Rongotai Road.
90. Officers consider that adding the Kilbirnie centre to the Alcohol Ban Area is not an appropriate or proportionate response to the issues facing the suburb. We would recommend that rather than expanding the ban area at this point, we work with the community to address the wider issues and revisit the decision for Kilbirnie in 2020. This would provide time for non-regulatory options to be used and take effect. If adding the Kilbirnie centre to the Alcohol Ban Area is subsequently proposed public consultation would be carried out on the proposal.
91. Officers consider that expanding the Alcohol Ban Area to Kelburn Park is not an appropriate or proportionate response to the issues of student drinking in the area, and instead, it continue to work with both the community and the University to negate the issues of student drinking in public and revisit the decision for Kilbirnie in 2020. If adding Kelburn Park to the alcohol ban area is subsequently proposed, public consultation would be carried out on the proposal.

Next Actions

92. Recommend to the Council that it adopt the Alcohol Control Bylaw as attached.
93. Recommend that the Council's community-based approach to the issues facing Kilbirnie, as well as increased patrols by the Local Hosts be allowed to continue and the situation be monitored during the period leading up to 2020. Officers will report back to the City Strategy Committee following this period on progress, and report back whether extending the Alcohol Ban Area appears to be an appropriate response to the issues facing Kilbirnie at that time.
94. Note that there is a planned report on wider alcohol management issues in the second quarter of 2019.

Attachments

- Attachment 1. Proposed Alcohol Control Bylaw [↓](#)  Page 20
Attachment 2. Summary of Submissions [↓](#)  Page 23

Authors	Jim Lewis, Policy Advisor Geoff Lawson, Principal Advisor
Authoriser	Baz Kaufman, Manager Strategy

SUPPORTING INFORMATION

Engagement and Consultation

Officers have conducted engagement with public groups, including residents associations and community organisations, gathering opinions from the community as to their positions on the bylaw. The Council has used the Special Consultative procedure under Section 83 of the LGA 2002 to consult with the relevant stakeholders and general public.

Formal consultation was undertaken in accordance with the LGA 2002 with the public under Section 83 as well as with the following groups.

Regional Public Health	NZ Police
Residents Associations	First Retail Group
Suburban Business groups	Local MPs
Victoria and Massey Universities	CCDHB

A summary of the submissions are attached

Treaty of Waitangi considerations

N/A

Financial implications

Signage will need updating to include the new area of Mt Victoria and CentrePort as well as changes to the wording if agreed

Policy/Legislative implications

Existing Council Policies	Implications
Liquor Control Bylaw	This bylaw will replace the existing Bylaw
Legislation	Implications
Local Government Act 2002	The Council has the power under Sections 147 and 147A of the Local Government Act to make a bylaw for Liquor Control purposes.

Risks / legal

The bylaw must be reviewed by 18 December 2018; if this is not carried out the bylaw will lapse. This will have implications and issues for the public safety team, will put additional pressure on Local Hosts, as well as health officials. Wellington would also be the only major population centre in New Zealand without some form of liquor control bylaw.

Climate Change impact and considerations

N/A

Communications Plan

Officers will continue to work the communities of Kilbirnie and Kelburn to address the issues raised in the consultation process and will update the signage in these areas as required.

Health and Safety Impact considered

N/A

Proposed Wellington City Council Alcohol Control Bylaw

Made pursuant to sections 145 and 147 of the Local Government Act 2002

1. Purpose

The purpose of this part of the bylaw is to control the consumption or possession of alcohol in public places to reduce alcohol-related harm.

2. Interpretation

2.1 In this part of the bylaw, unless the context otherwise requires:

Alcohol has the meaning given by section 5(1) of the Sale and Supply of Alcohol Act 2012

Alcohol Ban Area means that area including the Wellington Central Area, Oriental Bay, Mt Victoria Lookout, Mt Victoria, Aro Valley, Central Park, Mt Cook and Newtown as shown in the Alcohol Ban Area map attached as Schedule A.

Public place has the meaning given by section 147 of the Local Government Act 2002

Note: as at [insert date bylaw in force] the definition of a public place in section 147 of the Local Government Act 2002 is:

...a place that is open to or is being used by the public, whether free or on payment of a charge, and whether any owner or occupier of the place is lawfully entitled to exclude or eject any person from it; but does not include licenced premises.

Most areas where an encroachment licence has been granted will not be "public places" within this definition and will therefore not be subject to this part of the bylaw. A case-by-case assessment will be made.

3. Alcohol Ban

3.1 Every person is prohibited from consuming, bringing into, or possessing alcohol in any public place (including in a vehicle), in the Alcohol Ban Area. This prohibition is effective at all times.

Note: The exceptions listed in section 147(4) of the Local Government Act 2002 apply. These provisions provide certain exceptions for the transport of alcohol in an unopened container and exempt licensed premises from the bylaw.

4. Signage

4.1 The Council may erect signage within public places covered by this bylaw to provide information to the public on the terms of the bylaw. The size, location and terms of this signage shall be at Council's discretion. To avoid any doubt, the absence of signage in any public place does not authorise breach of this part of the bylaw.

5. Council Permission

5.1 Any person may apply to the Council for permission for any activity that would otherwise be in breach of a prohibition under clause 3.

5.2 Any application under clause 5.1 must be made in writing using an application form approved by the Chief Executive of the Council and must be lodged with the Council no later than 10 working days before the date on which the activity is to occur. Fees may be prescribed by resolution for processing these permissions.

6. Offences

6.1 Every person commits an offence who:

- a. consumes or possesses any alcohol in, or brings alcohol into, a public place in breach of a prohibition under clause 3; or
- b. breaches, or permits a breach of, the terms of any Council permission granted pursuant to clause 5.

6.2 Every person who commits an offence under this part of the bylaw is liable to a penalty under the Local Government Act 2002.

Note:

As at [insert date of bylaw], the penalty for breaching an alcohol ban is an infringement fee of \$250 under the Local Government (Alcohol Ban Breaches) Regulations 2013.

7. Enforcement

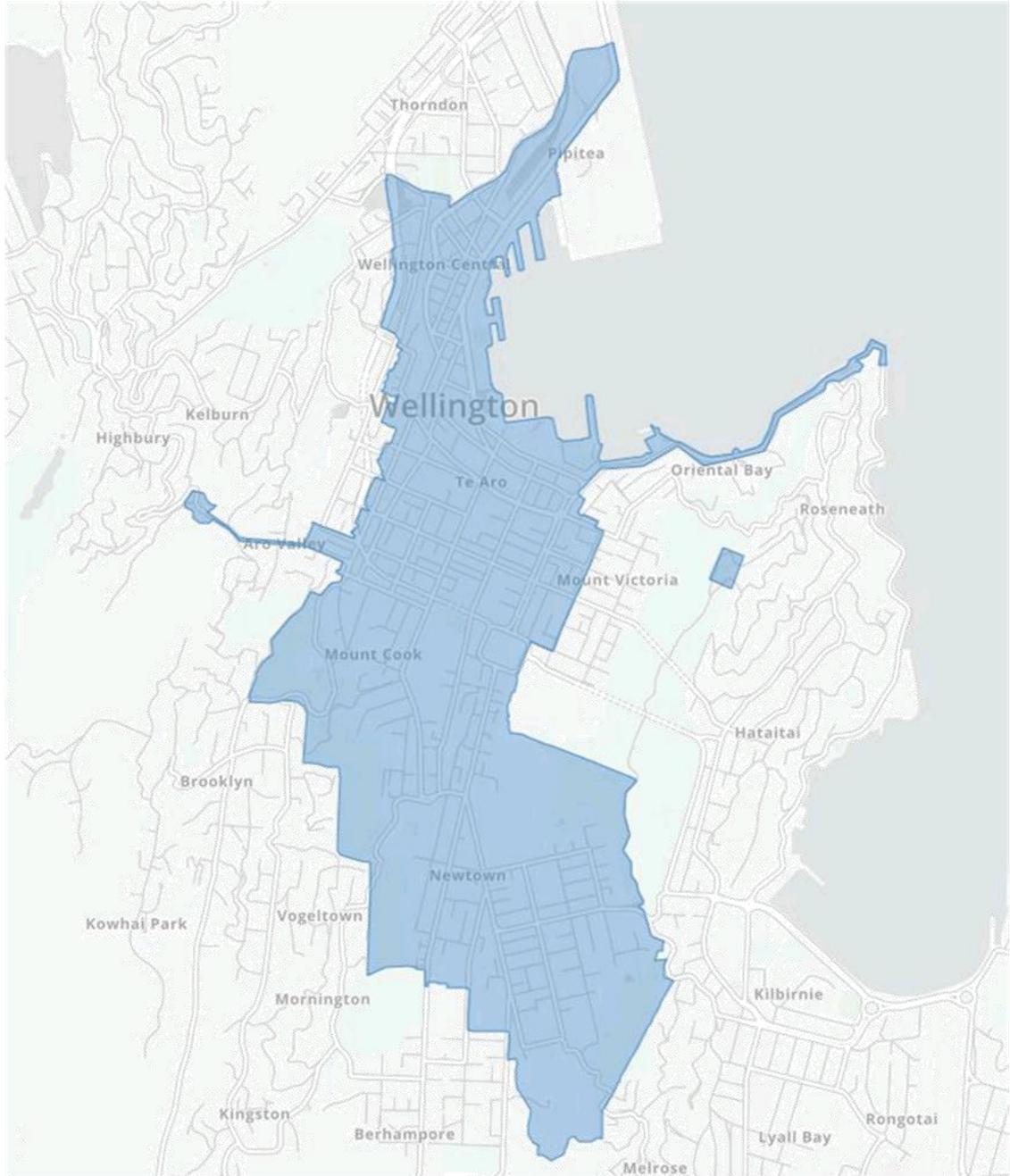
7.1 In addition to all the general powers granted under the Local Government Act 2002, this part of the bylaw specifically authorises any member of the New Zealand Police to exercise the power under section 170(2) of the Local Government Act (to search a container or vehicle immediately and without further notice) on specified dates or in relation to specified events notified in accordance with section 170(3) of that Act.

Note:

Under section 169 and 170 of the Local Government Act 2002, Police have powers of search, arrest and seizure in relation to alcohol bans.

Effective from

Schedule A: Alcohol Ban Area



Summary of Submissions for 2018 Alcohol Control Bylaw Review

The Council received a total of 42 submissions, with ten of these submitters opting to make an oral submission as well.

Submitter/s	Position	Submission Content	Officers Response
Question 1. Do you agree to the changes to the boundary to extend the boundary up Majoribanks Street, along both sides of Brougham Street to Ellice Street?			
35 submitters chose to answer this question with 30 answering in favour of the proposed change to extend the boundary.			
<p>The following submitters agreed to the extension without making any further comments Joanne Morris, Anette Philips, , Lynn Stock, Helen Reynolds, Ehid White, Penny Apostolais, Toby Bourke, Becky M Gee, Vikki Bealing, Laura Dowdall-Masters, Edgar Mee Moi, Martin Beck, Joel George, Mattie Cho, Sam Hughes, Tracey MacKay, D Upchurch, Jonathan Harper, Bruce Welsh, Stephen Cotterall, Postle Group, Noeline Suada Coffin.</p> <p>Submitters noted that it made sense to change the existing boundary to clarify the border, and agreed to the council's position that there was a high level of alcohol related crime or disorder as well as it being a proportionate response to the problems.</p>			
5 submitters disagreed with the proposed changes to the boundary.			
Rebekkah Carter	Yes	The changes make sense due to the commercial and business interest groups in the area.	Although there are a number of commercial and business groups in the new area in Mt Victoria, the primary reason for the proposed expansion is due to the high levels of alcohol related crime or disorder in the area, and the perceived confusion brought on by the existing boundary based on the District Plan
Andrea Boston (Regional Public Health)	Yes	The proximity of the area to Courtenay Place may predispose the area to an increase risk of alcohol related harm. Displacement is raised in the literature as a limitation and could easily occur here. Extension so close to the entertainment area is warranted. Mt Victoria West also had a significant proportion of young adult and our health data demonstrates that intoxication presentations are high, although not quite as high as those included in the current bylaw.	

Submitter/s	Position	Submission Content	Officers Response
Angela Rothwell (Mt Victoria Residents Association)	Yes	We support the changes to the boundary to extend the alcohol ban boundary up Majoribanks Street, along both sides of Brougham Street to Ellice Street.	
Geraldine Murphy (Inner City Wellington)	Yes	ICW supports the continuation of the current bylaw and the proposal to: maintain the existing area, with an expansion into Mt Victoria based on the evidence of alcohol related harm and disorder in the area.	
Liam Davies (WCC Youth Council)	Yes	Considering Courtenay Place is the epicentre of drinking culture in Wellington City, extending the liquor control area from Cambridge Terrace to Brougham Street will benefit the safety of those residing in close proximity to the city.	
Gary Holmes	Yes	We support the changes to the boundary to extend the boundary up Majoribanks Street along both sides of Brougham Street to Ellice Street	
Peter Leitch	Yes	Agrees that there is a problem in Mt Victoria, particularly around pre-loading on the way to Courtenay Place. Would like to see additional community lead initiatives to counter alcohol relate harm.	The Council through its review of its Alcohol Management Strategy supports community lead initiatives to counter alcohol related harm. Working closely with Residents groups and local communities the Council wants to include the community in its discussions.
Rose Johns	Yes	Supports the changes, but would also like to see increased safety and expansion to Kilbirnie and Lyall Bay.	The Council has reviewed the case for expanding into the additional suburbs. This will be discussed further in the section on additional areas (Question 4).

Submitter/s	Position	Submission Content	Officers Response
Bernard O'Shaughnessy	No	Against the limited expansion to the border, would rather that the Council include a ban on the entire suburb of Mt Victoria.	The Council does not consider the banning of alcohol in the entire suburb of Mt Victoria to be an appropriate response to the level of alcohol related harm or disorder in the area. Officers do not consider the remaining parts of the suburb have the high levels of crime or disorder to warrant a complete ban.
Edward Lee	No	Does not believe that the Liquor ban should be encroaching on residential parts of Mt Victoria. Maintain the boundary within parks and beaches etc.	Officers believe that the levels of alcohol related harm or disorder in the proposed area, based on Police, Hospital, and regional Public Health data warrant the proposed expansion. Police Alco-link data shows that there were 174 alcohol related arrests made in Mt Victoria in the past five years. Of these arrests 80 were made in the existing alcohol control area, with 51 of these arrests carried out on the other side of the border by the NZ Police in the past five years. Local Host data also shows that there were 34 instances of people drinking in public as well as 11 recordings of antisocial behaviour in the suburb. The proximity of the suburb to the entertainment area of Courtenay Place has also meant that the area has become a 'hotspot' for side loading.
Anthony Carter	No	Concerned that this is creating a negative attitude towards the area. Some of the Group's members no longer feel safe or comfortable within the existing area, as they feel that they (Young Pacific males) could be unfairly stereotyped. They are concerned about public safety and want more public education around drinking. Worried it might push young people away from the area	Officers agree that more education is needed and, this will form a part of the Council's review of its Alcohol management Strategy. Officers understand that there needs to be additional activities that are not alcohol related, as well as increased safety, which will help with making the area more youth friendly.
Sarah Todd	No	Disagrees with spending ratepayer money in this area	
Paul Franken	No	Only change required is in Kilbirnie	

Submitter/s	Position	Submission Content	Officers Response
Question 2. Do you agree with the proposed removal of the CentrePort area on the eastside of Waterloo Quay?			
25 submitters chose to answer this question with 17 answering in favour of the proposed removal of this area.			
The following submitters agreed to the removal of the area without making any further comments Joanne Morris, Lynn Stock, Penny Apostolais, Vikki Bealing, Laura Dowdall-Masters, Peter Leitch, Joel George, Sam Hughes, Jonathan Harper, Bruce Welsh, , Geraldine Murphy, Rose Johns			
The majority of submitters believed that the change to the area around CentrePort was justified based on the lack of recorded data showing alcohol related harm and the fact that very few people visit the area.			
8 submitters disagreed with the proposed changes to remove the area from the ban.			
Gary Holmes	Yes	We support the proposed removal of the CentrePort area from the Liquor Ban area	Officers agree that there is no evidence of anyone drinking in this area; however, the reason for the proposed removal is due to the fact that there is no recorded data of alcohol related harm or disorder.
Liam Davies	Yes	Currently, council has no information to show there is any alcohol related crime in this area. As the area has been deemed inaccessible to the public, we believe Council should remove this area from the existing zone. As most of the activity happens in town, i.e. Courtney Place, Taranaki Street and Mt Victoria, it is best to have more enforcement within those areas, thus reducing the high amount of alcohol related arrests. Nobody drinks in the area	
Edward Lee	Yes		
Anthony Carter	Yes	Agrees with removing the area, unlikely to be any increase in negative behaviour if it is removed	
Submitter/s	Position	Submission content	Officer Response

Rebekkah Carter	Yes	Agrees with the proposal, as there are not high numbers of people congregating in the area.	Officers agree there does not seem to be a high volume of people socialising in the area, however, the primary reason for lifting the ban in the area is the lack of recorded evidence of alcohol related harm or disorder in the area.
Edgar Mee Moi	No	Argued that the expansion in Mt Victoria was for clarity, and this would have the opposite effect, causing confusion.	The primary reason for extending the boundary in Mount Victoria was due to the levels of alcohol related harm in the proposed expansion area, rather than the clarification of the border. Officers believe that the lack of recorded data in the CentrePort area supersedes the issue of causing confusion.
Mattie Cho	No	Can't see why	The reasons for removing CentrePort from the existing bylaw area are outlined in the paper and the statement of proposal. There is no recorded data in the identified area; therefore the Council does not believe it should be included in the bylaw area based on the criteria under Section 147A of the Local Government Act 2002.
Bernard O'Shaughnessy	No	Asks why the area needs to be removed, and who wants the area removed? Believes that it should be left as it is and turned into a more inclusive area	The reason for removing the area at CentrePort is due to the lack of recorded data showing high levels of alcohol related crime or disorder.
Sarah Todd	No	Disagrees with spending ratepayer money in this area	
Question 3. Apart from the CentrePort area, are there any other areas in the existing Liquor Control Area that you think should be removed? Which areas and why?			
18 submitters chose to answer this question.			
The following submitters agreed to no additional areas being removed without any comments			
Bruce Walsh, Jonathon Harper, D Upchurch, Tracey Mackay, Joel George, Edgar Mee Moi, Becky M Gee, Enid White, Rebekkah Carter, Anette Phillips			

Submitter/s	Position	Submission content	Officer Response
Bernard O'Shaughnessy	No	No areas should be removed at all	Other than the CentrePort area. The council does not believe that there are any other areas within the existing Liquor Control Area that should be removed, as the existing areas all have sufficient levels of alcohol related
Rose Johns	No	No I think we need more. Alcohol harms and causes between 800 to 1000 deaths a year. I think we should limit the amount of licenses given out in an area as well.	
Liam Davies	No	We believe the Liquor Control Area ultimately has positive impacts for communities and public safety. The most prevalent areas where alcohol is consumed either irresponsibly or of excessive amounts are covered nicely. Youth Council does not believe any other areas of the existing ban zone should be removed.	
Sarah Todd	No	Disagrees with spending ratepayer money in this area	
Edward Lee	Yes	Mt Victoria should be removed	The Council has made the case for adding to the Mount Victoria area based on sufficient levels of alcohol related crime or disorder in the proposed expansion area. The Council does not however, propose expanding the ban to the remainder of Mt Victoria
Anthony Carter	Yes	Could extend the ban to include all of Wellington, but this is unlikely to improve the issues relating to the consumption of alcohol	The Council agrees that extending the ban to the whole of Wellington would not be appropriate response to public place drinking.

<p>Mattie Cho</p>	<p>Yes</p>	<p>Oriental Bay – considers the ban in this area to be contrary to the freedom of movement and association under the NZ Bill of Rights Act.</p>	<p>Officers have reviewed the existing areas and have found that there is sufficient evidence to maintain the bylaw in Oriental Bay. Officers believe that the infringement data as well as the area's proximity to the entertainment area around Courtenay Place means that it can be justified as a limitation under the NZ Bill of Rights Act.</p> <p>There are also numerous beaches in New Zealand and around the world that place limitations on public drinking.</p>
<p>Angela Rothwell</p>	<p>Other</p>	<p>We note the Kids Cam research has shown that children are exposed to alcohol marketing on nearly every visit to a supermarket. "The findings are a real concern given exposure to alcohol marketing increases children's alcohol consumption and alcohol-related harm. In particular, research has shown exposure to alcohol marketing within supermarkets increases children's consumption, including starting to drink at earlier ages," said Tim Chambers, researcher. This exposure is exacerbated by the consumption of alcohol on our streets. We support efforts to minimise harm of alcohol particularly on children.</p>	<p>Officers believe that this research is useful as part of the wider approach to alcohol related harm, outlined in question 5.</p>

Question 4. Do you think we should include any other areas in the alcohol ban area? Which areas and why? If you are aware of any incidences of alcohol related crime or disorder in the area, please provide a general description of the circumstances, or any observations or experiences you have (note, we are not interested in identifying any individuals, just furthering our understanding of the levels of crime or disorder in the area).		
28 submitters argued to add Kilbirnie – Joanne Morris, Annette Philips, Bernard O'Shaughnessy, Mitesh Patel, Lynn Stock, Helen Reynolds, Naresh Nathu, Enid White, Penny Apostolais, Toby Bourke, Becky M Gee, Martin Beck, Joel George, Rose Wu, Mattie Cho, Sam Hughes, Rose Johns, Tracey Mackay, Rhona Carson, Bruce Walsh, Stephen Cotterall, Paul Franken, Gary Holmes, Geraldine Murphy, Grant Jones, Positie Group, Noeline Suada Coffin,		
5 submitters argued to add Kelburn - Denis Walton, Bernard O'Shaughnessy, Tracey Mackay, Martin Beck, Geraldine Murphy,		
Lyall Bay Rose Johns		
Miramar Lynn Stock		
Upper Cuba Street D Upchurch,		
Roxburgh Street 1 Angela Rothwell		
Hataitai Village Joel George		
Berhampore Rhona Carson		
Laura Dowdall- Masters, Edward Lee, Edgar Mee Moi,	No	Without solid evidence of alcohol related harm, and agreement from police that the alcohol ban can be enforced, I strongly believe no further areas should be included in the alcohol ban area. Keep it in the Central City
Joanne Morris, Annette Philips, Bernard O'Shaughnessy, Mitesh Patel, Lynn Stock, Helen Reynolds, Naresh Nathu,	Kilbirnie	Kilbirnie Business District - the main streets of the business area - not the parks etc.
		Officer Response to Kilbirnie: Officers are aware of multiple instances of public drinking in the Kilbirnie area, as well as a relatively high level of alcohol related harm and disorder. However, Officers are not satisfied that a bylaw would be an appropriate and proportionate response. It is the opinion of Officers that the sanctions put forward in the Bylaw are not necessarily the most effective way to deal with the wider issues faced in Kilbirnie. Officers believe that the nature of the problem in Kilbirnie is related to more intractable issues of disadvantage, homelessness and

<p>Enid White, Penny Apostolais, Toby Bourke, Becky M Gee, Martin Beck, Joel George, Rose Wu, Mattie Cho, Sam Hughes, Rose Johns, Tracey Mackay, Rhona Carson, Bruce Walsh, Stephen Cotterall, Paul Franken, Gary Holmes, Geraldine Murphy, Grant Jones, Postie Group, Noeline Suada Coffin,</p>		<p>'rough sleepers'. The Council through its use of community based programmes believes that it may actually be far more effective to work closely with the community to find solutions to the problems facing the suburb.</p> <p>This could include an increased presence of Local Hosts, access to Meaningful Activities Programmes, supporting services such as the Assertive Outreach Team and tenancy services to address chronic homelessness and those at risk of homelessness. The Council would work collaboratively with other agencies, including the Police, to ensure a robust outreach team are present in Kilbirnie.</p>
<p>Rebekkah Carter</p>	<p>All of Wellington</p>	<p>Officers do not consider that a blanket ban over Wellington would be an appropriate response or measure to take with regards to public place drinking in the city.</p> <p>This would likely be in breach of the freedoms of association and movement under the Bill of Rights Act 1990.</p>

Denis Walton, Bernard O'Shaughnessy, Tracey Mackay, Martin Beck, Geraldine Murphy,	Kelburn	Issues with students drinking in Kelburn park, disrupting the neighbours	<p>Discussions with the University included that they are currently able to monitor the behaviour of students in Kelburn Park, an area that is well lit, visible and easily accessed by university staff and security guards. If the park was to be included in the Liquor ban, the students would most likely move into the Botanic Garden or into other nearby streets and alleyways, where they would not be able to be monitored. In the discussions the University suggested that the public safety of the students should be taken into account when considering a ban on the Park.</p> <p>Officers have reviewed evidence provided to them in relation to drinking in Kelburn Park, as well as the University's position that this may create more issues and impact the safety of students. Officers believe that a more appropriate approach is to work with the University and the community to monitor the behaviour, and to support the university's approach to educate students of the risk as well as supporting initiatives to transport students to and from town.</p>
D Upchurch	Upper Cuba Street	Upper Cuba Street, should be added	<p>Officers note that the area of Upper Cuba Street is already included in the existing bylaw area.</p>
Rhona Carson	Kilbirnie and Berhampore	The Newtown Residents' Association supports any moves by our neighbours, Kilbirnie and Berhampore, to extend the alcohol ban to cover their areas. We understand that following the alcohol ban being imposed in Newtown the problems in neighbouring suburbs increased	<p>Officers have reviewed evidence in Kilbirnie and do not believe that the Bylaw would be an appropriate or proportionate response to the issues of alcohol related crime or disorder in Kilbirnie.</p> <p>Officers have investigated alcohol related crimes and disorder in Berhampore, and have determined that there is neither a high level of crime and disorder, nor a proportionate response. Officers also note that there has been no approach from the Berhampore Community, Officers met with representatives of the Berhampore Community Association as part of the pre-engagement process and believe that there is not a demand for inclusion by the Berhampore community.</p>
Lynn Stock	Kilbirnie and Miramar	Kilbirnie must be included ASAP, problems now in Miramar as well	<p>Officers do not believe that there is a problem in Miramar that would warrant a liquor ban being implemented there.</p>

Angela Rothwell	Roxburgh Street	We would be interested in the council considering the addition of Roxburgh Street within the Alcohol ban area, as this has been a place where pre-loading occurs.	Officers have investigated the levels of alcohol related crime on Roxburgh Street, and have found that there were only six alcohol related arrests during this five year period. Both the existing area and the proposed area make up the majority of the high levels of alcohol related crime, and to expand the area any further would not be an appropriate response. Officers do not consider this either a high level of alcohol related disorder or a justification on the limitation of people's rights and freedoms under the Bill of Rights Act 1990. This area should however, be monitored and could be considered in a future review.
Rose Johns	Kilbirnie and Lyall Bay	If you could consider extending this to the Kilbirnie shopping area and Lyall Bay beach as there are a lot of people drinking outside on the beach especially in the summer and on the street in Kilbirnie.	Officers do not believe that there is a problem in Lyall Bay that would warrant a liquor ban being implemented there.
Joel George	Kilbirnie and Hataitai Village	Kilbirnie town centre and nearby community, council premises) and bus hub areas and shelters. Consider the same for Hataitai Village	
Anthony Carter	Other	Alcohol is pretty easy to access. There are many Bottle Stores, Supermarkets, Dairy's etc. where you can purchase alcohol. We are from the Eastern Suburbs and we know of many times where there are negative incidents involving alcohol. Some feedback from the group is that it may be because drinking at local pubs feels like it won't be Policed and home is only around the corner, so let's drink 'heaps'. A comment was made that maybe local pubs allow this to make money - 'money first, people welfare later'.	
Sarah Todd	No	Disagrees with spending ratepayer money in this area	

Question 5. What other actions could the council take to address public safety and alcohol related incidents that you are concerned about in your local community or other areas in Wellington?			
<p>A number of submitters wanted to limit the hours of supermarkets, and off licenses as well as make changes to the District Licencing Committee. There were also submissions wanting limits to advertising and sponsorship of events involving alcohol. There were also calls for better education and community support around alcohol related harm.</p> <p>Officers acknowledge these submissions and note that work is being undertaken as part of a wider alcohol management strategy which will look into many of these aspects.</p>			
Joanne Morris	Cameras in Kilbirnie		As part of the work being carried out by the community outreach team in Kilbirnie, additional cameras are scheduled to be installed.
Rebekkah Carter	Believes that the Council is doing a lot of work already to counter the problems, would like to see additional community support		
Toby Bourke, Becky M Gee, Bernard O'Shaughnessy, Martin Beck, Anthony Carter, Lynn Stock, Mitesh Patel, Helen Reynolds, Mattie Cho, Postie Group, Noeline Suada Coffin, Rhona Carson, D Upchurch	More police and Local Host patrols	Wider Police presence, police need to enforce the bylaw more stringently and increase security	The WCC notes that submitters would like to see better enforcement of the liquor control bylaw and additional patrols. This will be discussed as part of the ongoing relationship with the Police

Joel George, Toby Bourke, Enid White, Naresh Nathu	Address begging and Street behaviour	stop the begging and drunks its making our city scary	The Council is working closely with these communities and is implementing a strategy to deal with issues such as this.
Angela Rothwell, Laura Dowdall- Masters	Family friendly events	It would be nice to see more events happening at night that didn't revolve around alcohol	
Jonathon Harper, D Upchurch, Tracey Mackay, Rose Johns, Mattie Cho, Peter Leitch, Anthony Carter, Martin Beck, Edward Lee, Bernard O'Shaughnessy	Tighter Licencing controls and management	There are a range of issues that have been raised by submitters that cover how licences are managed and controlled as well including opening hours, numbers of venues and enforcement of licencing conditions.	This will be considered as part of the wider review into the Council's Alcohol Management Strategy
Liam Davies, Paul Franken, Edgar Mee Moi	Urban Design and street cleaning	We would also like to see more lighting particularly around Mt Victoria to discourage crime and increase public safety. Youth Council believes in and supports initiatives such as 'Take 10 assistance' to help prevent alcohol related harm.	
Sarah Todd	No	Disagrees with spending ratepayer money in this area	

ORAL HEARING: EARTHQUAKE-PRONE PRIORITY BUILDINGS

Purpose

1. This report provides the City Strategy Committee (the Committee) with a schedule of individuals and organisations who are making an oral submission in support of their written submission on earthquake-prone priority buildings.

Summary

2. Public consultation on earthquake-prone priority buildings opened on 19 October 2018 under the Special Consultative Procedure and closed on 23 November 2018. A total of 53 written submissions were received.
3. Ten submitters requested an opportunity to make an oral submission. The schedule of submitters will be made available under separate cover and published online at <https://wellington.govt.nz/your-council/meetings/committees/city-strategy-committee/2018/12/6>.

Recommendation

That the City Strategy Committee:

1. Receives the information.

Background

4. In response to the Christchurch earthquakes, the Government passed the Building (Earthquake-Prone Buildings) Amendment Act 2016. Through this amendment, the Building Act 2004 identifies Wellington as a high risk region and requires the Council to identify priority buildings for remediation.
5. Earthquake prone buildings identified as a priority building are required to be remediated in 7.5 years (half the normal time) from the time they are notified they are a priority building.
6. Priority buildings are identified by central Government, or by the Council in consultation with the community. Priority buildings are identified through three mechanisms:
 - *Legislation* – the Act identifies most education facilities, hospital emergency departments and buildings supporting emergency services as priority buildings.
 - *High traffic routes* – any building with unreinforced masonry elements that could fall in a moderate earthquake onto a street, road or other thoroughfare that has sufficient vehicle or pedestrian traffic to warrant prioritisation is a priority building.
 - *Emergency transport routes* – any building that could impede a transport route of strategic importance (in terms of an emergency response) if it were to collapse in a moderate earthquake is a priority building.

Discussion

7. The Committee will hear from individuals and organisations that have made a written submission and wish to speak to their written submission.
8. The schedule of submitters and complete set of 53 written submissions will be made available under separate cover and published online at <https://wellington.govt.nz/your-council/meetings/committees/city-strategy-committee/2018/12/6>.
9. In accordance with the provisions of the Local Government Official Information and Meetings Act 1987 (LGOIMA) and with Wellington City Council privacy policy, minor redactions have been made to protect contact information of submitters.

Next Actions

10. Following oral hearings, officers will report to the Committee with a summary and response to the submissions received and a final recommendation on high traffic and emergency routes for the city.

Attachments

Nil

Author	Baz Kaufman, Manager Strategy
Authoriser	David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

Public consultation on the earthquake prone priority buildings proposal took place from 19 October to 23 November 2018 and was held under the Special Consultative Procedure. A total of 53 written submissions were received.

Treaty of Waitangi considerations

Not applicable.

Financial implications

Many submitters requested funding support from Council and central Government for strengthening work. Options will be prepared and brought back to committee for consideration in the first quarter of 2019.

Policy and legislative implications

The Building (Earthquake-Prone Buildings) Amendment Act 2016 brings in a nationally consistent approach to managing the risk from earthquake-prone buildings, and places a requirement on the Council to identify buildings that must be remediated as a priority. This Act replaced the Council's Earthquake Prone Buildings policy.

Risks / legal

The Statement of Proposal was reviewed by Wellington City Council's in-house legal business unit.

Climate Change impact and considerations

Not applicable.

Communications Plan

A communications plan is in place. Information on the priority building process and key timeframes is included on Wellington City Council's website.

Health and Safety Impact considered

This project is legislatively required and aims to reduce the risk to Wellingtonians from an earthquake.

3. Operational

ALEX MOORE PARK SPORTS & COMMUNITY HUB

Purpose

1. The purpose of this report is to provide an update on the Alex Moore Park Sports Hub project following the appointment of an independent facilitator in July 2018 and to make recommendations for a way forward for the project.

Summary

2. The City Strategy Committee considered a report on the Alex Moore Park Sports Hub on 3 May 2018. As per the report resolution (**Attachment 1** refers), an independent facilitator was appointed to work with the Alex Moore Park Sport and Community Incorporated (AMPSCI), Alex Moore Park sports clubs and the Council to help identify a sustainable solution to enable the development of a sports hub at Alex Moore Park.
3. As a result of this process a new proposal has been developed and 6 clubs have signed a Memorandum of Understanding (MOU) confirming their commitment to the Alex Moore Park Sports and Community Hub. The 6 clubs are:
 - Johnsonville Cricket Club
 - Johnsonville Rugby Club
 - North Wellington Senior Football Club
 - North Wellington Junior Football Club
 - Olympic Harrier and Athletic Club
 - Wellington Deaf Society
4. It is proposed that the Johnsonville Cricket Club building is demolished and that a new two story building is constructed in its place. The new building would be connected to the existing Olympic Harrier and Athletic Club building.
5. The Council will manage the design, regulatory consent process and project manage construction of the proposed sports and community hub building. The Council will also own the building.
6. The cost of building is estimated at \$4.2m. This is based on concept design only and excludes an allowance for construction cost escalation (from Oct 2018), and costs to mitigate potential ground contamination of the proposed sport and community hub building site, should contamination be discovered.
7. Following the report to City Strategy Committee on 3 May 2018, the Council approved \$1.008M for the Alex Moore Park Sports Hub project. This funding is currently allocated in the 2018-28 Long Term Plan as follows:
 - 2018/19: \$228k (opex)
 - 2021/22 \$796k (capex)
8. As per the 3 May resolution, it is proposed that AMPSCI secure at least 50% of the project cost and a minimum of \$2M. Assuming AMPSCI is able to secure \$2M this would leave a funding gap of approximately \$1M to \$1.2M for the project.
9. There are a number of risks with the project including the geotechnical condition of the proposed building site at Alex Moore Park, securing the necessary funding and

obtaining resource consent. Initial geotechnical investigations have been carried out and it is anticipated that the Council will have the full results of a geotechnical and environment study (underway) before the end of 2018.

Recommendation/s

That the City Strategy Committee:

1. Receives the information.
2. Agrees that subject to favourable geotechnical conditions, the regulatory consent process and AMPSCI securing 50% of the project cost and a minimum of \$2M, the following capex funding is considered as part of the 2019/20 Annual Plan and the 2021-2031 Long Term Plan for a sports and community hub building at Alex Moore Park:
 - \$796k in 2019/20 (re-prioritised from 2021/22);
 - \$3.4M in 2020/21
3. Agrees that the following funding for the sports hub project is recovered from the Alex Moore Park Sports and Community Incorporated:
 - \$500k in 2019/20;
 - \$1.2M in 2020/21
 - \$300k in 2021/22.
4. Agrees that subject to favourable geotechnical conditions for the proposed sports and community hub building site, and confirmed support from clubs for the project, officers continue with the building design process and prepare a resource consent application.
5. Agrees that officers review the secured funding and cost of the proposed sports and community hub building in June 2019 as part of the 2019/20 Annual Plan process.
6. Notes the project risks outlined in this report.
7. Notes the resolution approved by the City Strategy Committee on 3 May 2018 in regards to the proposed Alex Moore Park sports hub.
8. Note that officers intend investigating the most appropriate classification of the proposed sports and community hub building footprint.

Background

10. Over the last 11 years the Johnsonville community has worked together to develop a sport and Community Hub at Alex Moore Park. This has been led by Alex Moore Sport and Community Incorporated (AMPSCI) who, along with the Alex Moore Park sports clubs and funders such as the Johnsonville Charitable Trust, have committed significant time and resource to the project.
11. In May 2018 Council agreed to appoint an independent facilitator to work with AMPSCI and the clubs to identify a sustainable solution to enable the development of the hub. Council also agreed to design and project manage construction of the hub and own and manage the building.
12. The independent facilitator was appointed in June 2018 and met with AMPSCI and the (then) 5 clubs involved in the project in July 2018. Following this meeting, the

Johnsonville Softball Club confirmed they were no longer interested in being part of the hub.

13. The independent facilitator followed up AMPSCI's suggestions regarding possible interest from the Wellington Deaf Society and Johnsonville Rugby Club. Both of these clubs have now confirmed they wish to be part of the sports and community hub.
14. In August 2018, 6 clubs signed a Memorandum of Understanding (MOU) confirming their commitment to work together to evaluate the WCC proposal using a process designed by the facilitator. The 6 clubs are:
 - Johnsonville Cricket Club
 - Johnsonville Rugby Club
 - North Wellington Senior Football Club
 - North Wellington Junior Football Club
 - Olympic Harrier and Athletic Club
 - Wellington Deaf Society
15. The independent facilitator worked with two representatives from each club during September, October and November 2018 through a series of workshops to evaluate the proposal. This included discussion about vision, purpose, values, building design, costs, funding and governance. The process of working together has developed relationships, understanding and trust. It has also enabled new ideas to be explored and identified opportunities to share and work together.

As part of the process, the clubs visited Toitu Pōneke at Kilbirnie Park and the Johnsonville Rugby Club rooms at Helston Park. This led to a conclusion that the proposed 400m² building would not be large enough for the clubs given their membership numbers and there would be no potential for growth. This combined with the realisation that Toitu Pōneke delivered a quality result with a \$2.5M building redevelopment, gave rise to the idea that a refurbishment/rebuild of the existing Olympic Harrier and Athletic Club and Johnsonville Cricket Club buildings could deliver a better result than the proposal to construct a new building on the northern car park. This option is now possible with the loss of the Johnsonville Softball Club's requirement to be able to view their softball diamond from the building.
16. The independent facilitator worked with Council officers and consulted with others - including resource consent planners and architects to gather all the required advice to ensure the proposal was well developed and risks managed.
17. Because Alex Moore Park is now listed on the Greater Regional Council 'Selected Land Use Register' (SLUR), the resource consent process requires professional advice on the geotechnical and contamination risks. This advice is currently being sought from Aurecon (engineering and infrastructure company) who have undertaken previous investigative work at the park.
18. The final working group meeting was held on 6 November and the clubs signed off several key documents: Heads of Agreement, concept plan, design brief, facility budget (including capitation model), revised AMPSCI constitution, pavilion lease template and a project programme.
19. The final stage is for the 6 clubs to get their members to formally approve their support for the project. This is happening through a series of Special General Meetings and Annual General Meetings throughout late November. At the time of writing this report no clubs had met but it is anticipated the meetings will be completed by the time the City Strategy Committee meets on 6 December.

Discussion

The Proposal

20. It is proposed that the Johnsonville Cricket Club building is demolished and that a new two story building is constructed in its place. The new building would be connected to the existing Olympic Harrier and Athletic Club building.
21. The proposed building will be approximately 487 square metres (excluding the deck). The ground floor will have changing rooms, storage spaces, an entrance foyer, stairwell and a lift. The upstairs will have a social space, kitchen, bar space and deck.
22. The proposed building will be constructed within the existing building footprint on the park. Because the building is smaller than the originally consented sports hub building, it is proposed that the originally planned southern car park is not constructed. The Johnsonville Community Association is supportive of this approach. However, removal of the proposed southern car park is subject to the resource consent process.
23. The ground floor in the existing Olympic Harrier and Athletic Club building is owned and managed by the Council and comprises of changing rooms and toilets. The top floor is owned by the Olympic Harrier and Athletic Club. The Johnsonville Cricket Club building is owned by the club.
24. The Council will manage the design, regulatory consent process and project manage construction of the proposed sports and community hub building.
25. The Council will own the new building. Cricket and Harriers will cede their ownership of their respective buildings along with a storage garage at Alex Moore Park to the Council.
26. The Wellington Deaf Society does not own a building. There is a large deaf community presence in the Johnsonville area, along with Johnsonville itself being central to Porirua, Wellington and the Hutt Valley. The Club wishes to be part of an active sport and community facility. They have a sum of money invested from the sale of their former club building and will be providing a portion of this (\$100,000) as a donation to the project. The balance of their funds will be used to contribute to their operating costs.
27. The North Wellington Senior and Junior Football Clubs wish to exit their Phillip Street clubroom. The building is jointly owned by the North Wellington Senior Football Club and the Johnsonville Softball Club. The Johnsonville Softball Club is no longer willing to sell the building/land and join the Alex Moore Park sports hub, and plans to stay at the site. The North Wellington Senior Football Club remains committed to exiting the Phillip Street site and joining the hub. The club is seeking legal assistance to extract the value from their 50% share of the Phillip Street site. They have committed to donating a financial contribution from the Phillip Street site of 80% of their 50% share of the site (net of sale costs), up to a maximum of \$500,000 to the Alex Moore Park sports and community hub building.
28. The Johnsonville Rugby Club is a current user of Alex Moore Park. Their juniors train and play competition games at the park and the seniors train on the artificial turf at Alex Moore Park. They are looking to provide their members with an improved experience at Alex Moore Park as well as opening their Helston Park premises to the community to increase its utilisation. They have a vision that their premises at Helston Park are seen as a community asset. They believe the club will become stronger with a second base and a stronger connection with the local sporting community. Johnsonville Rugby Club envisions that all the founding clubs will gain resilience and sustainability by working

together. They will offer the other hub partners the ability to book the social space at Helston Park for large events such as prize givings.

29. The Clubs have had input into the design brief for the proposed building and have reviewed various drafts of the building concept plan. The Clubs will have no further right of design input unless the changes impact the approved design brief.
30. Once the Council has approved the project in principle, the 6 clubs will hold a Special General Meeting for AMPSCI to revise the constitution to reflect the new arrangements. This includes the replacement of the currently appointed AMPSCI Board with a new Board comprising of 6 elected members, 2 appointed and an independent chair.
31. AMPSCI will lease the top floor of the proposed building and storage areas from the Council. This includes taking responsibility for the costs of operating the top floor. To keep the costs manageable for the clubs they will hire/sublease the space to other community users. This will include a proposed bar/café operator to provide both revenue and amenity by providing snacks and drinks.
32. In order to allow a wider range of community uses it is proposed to investigate if the building footprint should be reclassified from 'Recreation Reserve' to 'Local Purpose Reserve'. This will be subject to Council approval.
33. The cost of building is estimated at \$4.2m, however, this is based on a concept design and excludes costs to mitigate potential ground contamination of the proposed sports hub building site and some other costs.

Funding

AMPSCI / Club Funding

34. The City Strategy Committee resolution dated 3 May 2018 (**Attachment 1** refers), requires AMPSCI to secure at least 50% of the funding for the building and a minimum of \$2M.
35. There are likely to be timing issues with payment of the external funding by AMPSCI as some funding will be conditional on resource consent, a construction tender price, Annual Plan approval, and lease approval. Additionally, the North Wellington Senior Football Club funding is subject to legal process. As such, funding support for the project is likely to be phased over several years. For this reason the recommendations in this report have phased revenue (funding) and expenditure over 3 financial years.
36. AMPSCI and the clubs are currently proposing the following funding contribution:
 - \$500k – North Wellington Senior Football Club (note: conditional on sale of share in land/building at Phillip Street)
 - \$100,000 – Wellington Deaf Society
 - The balance of funding will be sought from various funding organisations such as NZ Lotteries and gaming/community trusts. AMPSCI will be responsible for the funding applications which will be submitted once the Council approves the project in principal.
37. The Clubs making donations/funding contributions to the sports hub understand they will have no ownership rights or special rights.

Operational funding for building

38. The Clubs have prepared an operational budget for the area of the facility that they will lease. This will be part funded by a capitation model (each club levied \$500 plus \$6 per adult and \$2 per junior member per annum) and part funded by existing sub-

leases/hires and an amount from a proposed café bar operation. There is a modest reserve in the existing AMPSCI accounts which will provide a cushion in the first year of operation.

39. The Clubs have reviewed and accepted the operating budget.

Wellington City Council Funding

40. Following the report to City Strategy Committee on 3 May 2018, the Council re-confirmed the existing balance of \$1.008M for the Alex Moore Park sports hub project. This funding is currently allocated in the 2018-28 Long Term Plan as follows:

- 2018/19: \$228k (opex). Following planning work the balance of this budget is approximately \$178k.
- 2021/22 \$796k (capex)

41. Assuming AMPSCI is able to secure at least \$2M for the hub building, and the building cost is \$4.2M, this would leave a funding gap of approximately \$1M- \$1.2Mfor the project.

42. If AMPSCI is unable to secure at least \$2M, or if the building cost is more than \$4.2M, this will leave a larger funding gap.

Contamination and Geotechnical Study

43. Preliminary contamination testing was undertaken at Alex Moore Park during early November 2018. The results were encouraging as the testing did not detect any layers of landfill material near the club buildings. However, because the results are not 100% conclusive, the engineer has recommended further investigation. This work will involve a borehole being drilled by the proposed sports and community hub site, gas testing and some minor geotechnical work. It is anticipated that this work will be completed before the end of 2018.

44. Should contamination be found this may add additional mitigation costs to the total project cost. The building design has endeavoured to keep ground disturbance to a minimum.

City Strategy Committee Resolution 3 May 2018

45. Below is an update on the funding conditions that were resolved by the City Strategy Committee on 3 May 2018:

- (i) A minimum of five clubs formally agree to being part of the sports hub building project.

Comment: *Achieved: 6 clubs are part of the hub proposal.*

- (ii) That the Johnsonville Softball Club and North Wellington Senior Football Club agree to sell their land on Phillip Street in order to help fund the sports hub building project.

Comment: *Johnsonville Softball Club has withdrawn from the project and is remaining at the Phillip Street site. North Wellington Senior Football Club is seeking a share of the asset via a legal process.*

- (iii) That the Johnsonville Cricket Club and Olympic Harrier Club agree to their club buildings being demolished within 6 months of the new sports hub facility at Alex Moore Park being completed.

Comment: The new proposal involves the Olympic Harrier Club building being kept and the Johnsonville Cricket Club building being demolished.

- (iv) That Alex Moore Park Sport and Community Incorporated secures at least 50% of the funding and a minimum of \$2M, for the building and fit out of the new sports hub building ('option B')

Comment: Not achieved. AMPSCI will commence fundraising once the Council approves the project in principle. It is unlikely that AMPSCI will have secured \$2M by 30 June 2018, however AMPSCI is committed to raising the required funds and it is proposed that these are recovered by Council over 3 financial years (19/20-21/22).

- (v) That the Council designs and project manages the construction of the sports hub building and fit out.

Comment: Agreed by sports hub clubs.

- (vi) That the Council owns and manages the sports hub building and leases or hires the building to the Alex Moore Park Sport & Community Inc.

Comment: Agreed by sports hub clubs.

- (vii) That an independent facilitator is appointed to work with the Alex Moore Park Sport and Community Inc., Alex Moore Park sports clubs and the Council to help identify a sustainable solution to enable the development of a sports hub at Alex Moore Park. The appointment of the independent facilitator will be in consultation with the Alex Moore Park Sport and Community Inc. This work would be funded from the existing project budget.

Comment: Achieved. Independent Facilitator appointed and commenced work in June 2018.

- (viii) That conditions (i) to (vii) are resolved by 30 June 2019.

Comment: Not achieved. AMPSCI will commence fundraising once the Council approves the project in principle. It is unlikely that AMPSCI will have secured \$2M by 30 June 2018, however AMPSCI is committed to raising the required funds and it is proposed that these are recovered by Council over 3 financial years (19/20-21/22).

- (ix) That following the independent facilitation process, officers report back to the City Strategy Committee on the agreed operational model, design and costs for the sports hub project at Alex Moore Park

46. Refer to **Attachment 1** for full 3 May 2018 City Strategy Committee resolution.

Risks

47. The project still has a number of significant risks:

- **Geotechnical/contamination:** If the geotechnical conditions of the land are unfavourable this could add significant additional cost to the project or make the site unworkable. It is anticipated that the condition of the land will be known by the end of 2018.

- **Funding:** The City Strategy resolution dated 3 May 2018 (refer Attachment 1), requires AMPSCI to secure at least 50% of the funding for the building and a minimum of \$2M. Other than the \$100k confirmed from the Wellington Deaf Society, no other external funding for the project has been confirmed. It is noted that there could be timing issues with the external funding. The North Wellington Senior Football Club funding is subject to legal process. Other funding is likely to be conditional on resource consent, construction tender prices, Annual Plan approval, lease approval etc Therefore, funding support is likely to be phased over several years.
- **Resource Consent:** The proposed sport and community hub building will require a new resource consent. It is noted that the original hub proposal required an additional car park to be created at the south end of Alex Moore Park. Local residents could be opposed to the new facility location and the lack of additional car parking. This could add time and cost to the project.
- **Club support:** There is a risk that a club(s) could withdraw from the sports hub project before it is constructed. *Mitigation:* The clubs will be signing a Heads of Agreement. The AMPSCI constitution requires 12 months notice for parties to leave the hub.
- **Lease:** The proposed building will require a new lease and will need to be publicly notified. There is a risk that there could be public opposition to the new lease.

Options

48. If the proposed sports hub option is not viable/workable, the next favoured option would be to explore a refurbishment of the existing Johnsonville Cricket Club and/or Olympic Harrier and Athletic Club.

Next Actions

49. If the City Strategy Committee supports the recommendations in this report the next key actions will be:
- Complete geotechnical and contamination study of the proposed sports and community hub building site (December 2018).
 - Complete concept design for the proposed sports and community hub building.
 - Concept design costed by a quantity surveyor.
 - Heads of Agreement to be signed between Alex Moore Park sports and community hub clubs and the Wellington City Council (by February 2019).
 - Alex Moore Park sports and community hub clubs to establish new Alex Moore Park Sport and Community Incorporated Society, governing Board, and appoint an independent chair.
 - Alex Moore Park Sport and Community Inc. Board to lodge funding applications with various funding organisations.
 - Wellington City Council officers to investigate re-classification of the proposed sports and community hub building footprint at Alex Moore Park from “recreation reserve” to “local purpose reserve.

- Wellington City Council to review funding and cost of the proposed sports and community hub building in June 2019.
- Wellington City Council officers to compile and lodge resource consent application.
- Wellington City Council officers to complete new lease agreement with AMPSC.I
- Wellington City Council to undertake detailed design and lodge building consent.
- Wellington City Council to get detailed design costed by a quantity surveyor.
- Construction commences with a target completion in the 2020/2021 year.

Attachments

Attachment 1. Resolution 3 May 2018 [↓](#) 

Page 51

Attachment 2. Proposed Building - Concept Design [↓](#) 

Page 53

Author	Glenn McGovern, Sports & Club Partnership Leader
Authoriser	Sarah Murray, Customer and Community Partnerships Manager Paul Andrews, Manager Parks, Sport and Recreation Barbara McKerrow, Chief Operating Officer

SUPPORTING INFORMATION

Engagement and Consultation

There has been extensive consultation with Alex Moore Park clubs and the Alex Moore Park Sport and Community Incorporated. There has also been engagement with the Johnsonville Community Association regarding the project.

Treaty of Waitangi considerations

No Treaty of Waitangi issues have been identified.

Financial implications

The financial implications of the project have been outlined in the report.

Policy and legislative implications

Relevant Council policy, management plans and legislation have been considered.

Risks / legal

Risks involved with the project have been covered in this report.

Climate Change impact and considerations

No climate change issues have been identified.

Communications Plan

A Communication Plan has been developed.

Health and Safety Impact considered

Health and safety implications will be taken into consideration during the detailed design, consent process, construction and management of the proposed facility.

City Strategy Committee 3 May 2018

Resolution

That the City Strategy Committee:

1. Receive the information.
2. Recommends to Council that existing funding (\$1.008M) for the Alex Moore Parks sports hub project remains in the 2018-28 Long-term Plan for a new building design adjacent to the northern car park ('option B') on the basis that the following conditions are met:
 - (i) **A minimum of five clubs formally agree to being part of the sports hub building project.**
 - (ii) That the Johnsonville Softball Club and North Wellington Senior Football Club agree to sell their land on Phillip Street in order to help fund the sports hub building project.
 - (iii) That the Johnsonville Cricket Club and Olympic Harrier Club agree to their club buildings being demolished within 6 months of the new sports hub facility at Alex Moore Park being completed.
 - (iv) That Alex Moore Park Sport and Community Incorporated secures at least 50% of the funding and a minimum of \$2M, for the building and fit out of the new sports hub building ('option B')
 - (v) That the Council designs and project manages the construction of the sports hub building and fit out.
 - (vi) That the Council owns and manages the sports hub building and leases or hires the building to the Alex Moore Park Sport & Community Inc.
 - (vii) **That an independent facilitator is appointed to work with the Alex Moore Park Sport and Community Inc., Alex Moore Park sports clubs and the Council to help identify a sustainable solution to enable the development of a sports hub at Alex Moore Park. The appointment of the independent facilitator will be in consultation with the Alex Moore Park Sport and Community Inc. This work would be funded from the existing project budget.**
 - (viii) That conditions (i) to (vii) are resolved by 30 June 2019.
 - (ix) **That following the independent facilitation process, officers report back to the City Strategy Committee on the agreed operational model, design and costs for the sports hub project at Alex Moore Park.**
3. Note that the resolution approved by the Community, Sport and Recreation Committee on 4 March 2016 can no longer be implemented because of ground contamination and lack of funding.

4. Note that the concept of a sports hub at Alex Moore Park is supported by the Northern Reserves Management Plan and in 'Our Capital Spaces – An Open Spaces and Recreation Framework For Wellington 2013-23'.
5. Note that construction of a sports hub building would be subject to regulatory processes and a geotechnical study of the proposed site.
6. Note that additional capital funding is likely to be needed for construction of the sports hub building. If required, this capital funding is anticipated to be required during the 2020/21 (year 3) of the 2018-28 Longterm Plan.
7. Note that the average net operational cost of providing a \$3M to \$4M sports pavilion is estimated to be between \$257k and \$342k per annum.
8. Note that the cost of writing-off the Council pavilion building (Olympic Harrier Club based in) would be \$246k.

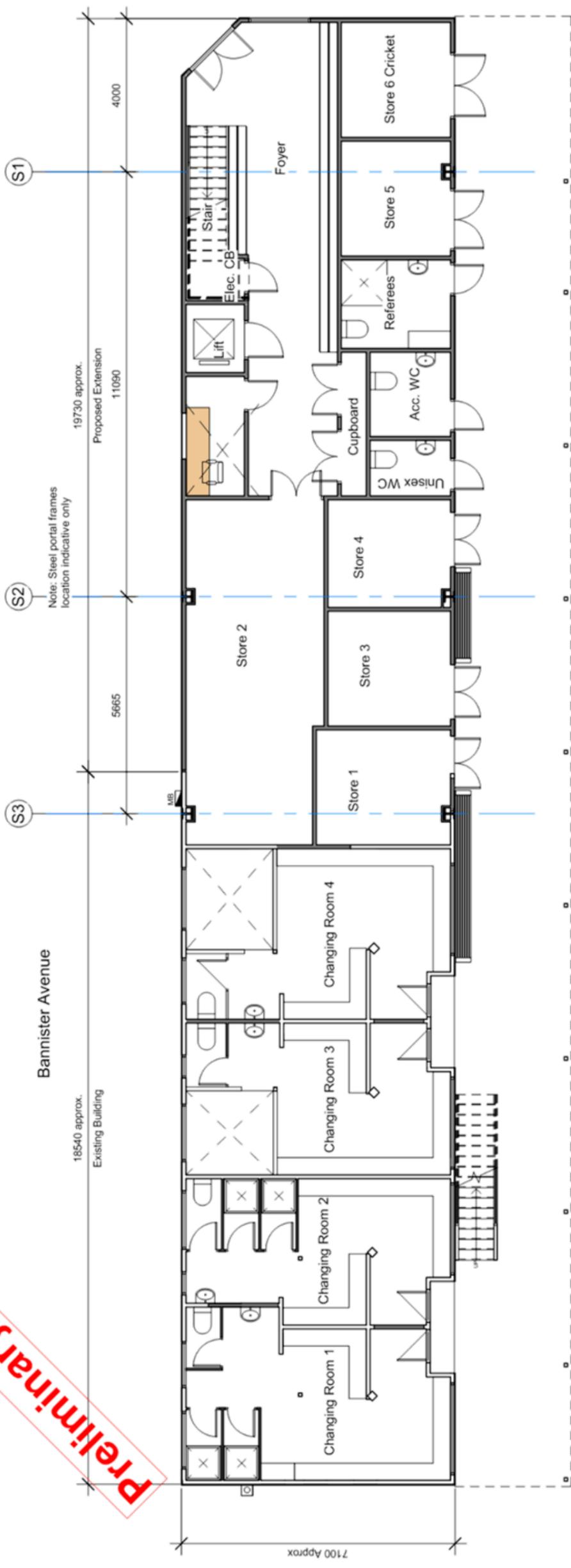
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke
WCC Architectural Services

Alex Moore Park Sports Hub



Project Number 18-2615
Preliminary Drawings Only
October 2018

Preliminary



1 Proposed Ground Level
Scale @ A3 1 : 100

Upper Sports Field

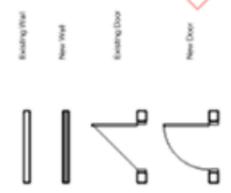
Proposed Ground Level Room Schedule

Name	Area
Acc. WC	4,620 m ²
Changing Room 1	22,361 m ²
Changing Room 2	18,376 m ²
Changing Room 3	24,104 m ²
Changing Room 4	29,288 m ²
Cupboard	2,441 m ²
Elec. CB	Redundant Room
Foyer	39,340 m ²
Lift	2,708 m ²
Referees	6,589 m ²
Stair	Redundant Room
Store 1	10,402 m ²
Store 2	31,297 m ²

Proposed Ground Level Room Schedule

Name	Area
Store 3	9,603 m ²
Store 4	8,872 m ²
Store 5	8,452 m ²
Store 6 Cricket	8,553 m ²
Unisex WC	3,045 m ²
Grand total	230,052 m ²

Floor Plan Legend



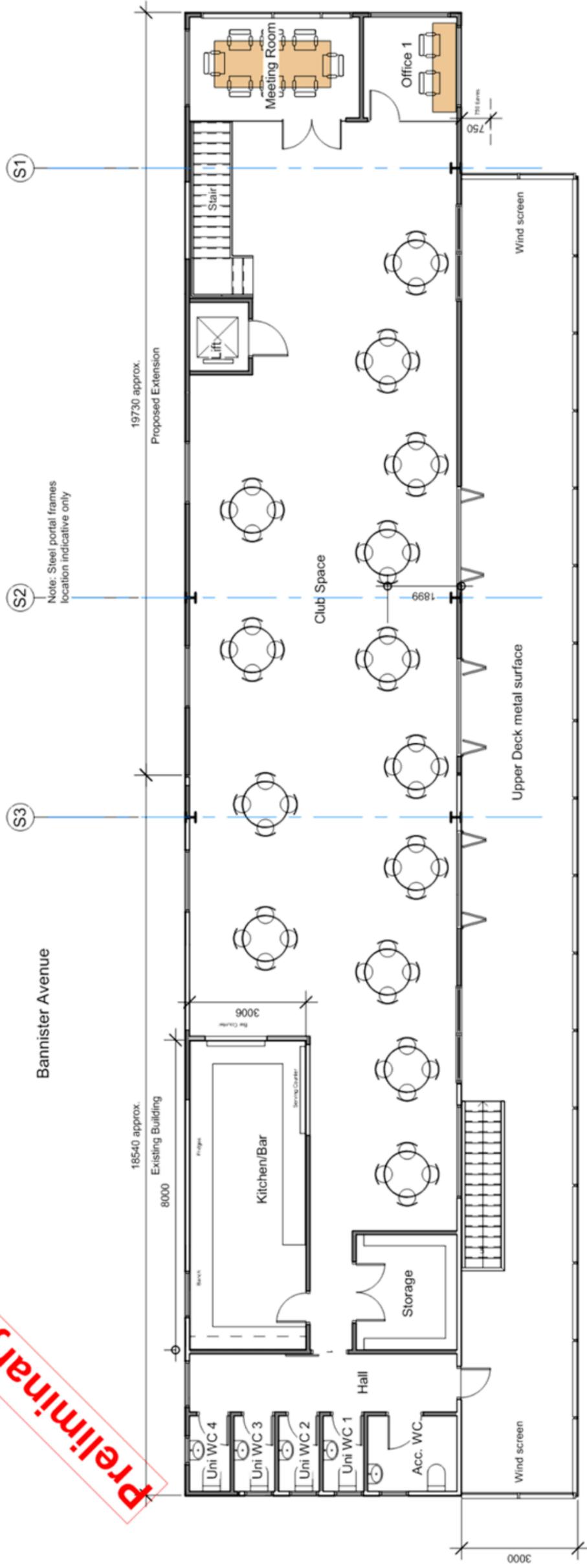
DRAFT

Note: Location of running track to determine location of deck posts

Upper deck above

All dimensions to be verified on site by contractor before fabrication and/or construction. Please refer all discrepancies to the project architect immediately. Do not scale from drawings.	Rev. 1 Description: Layout Amendments Date: 23-Oct-18	Project: Alex Moore Park Sports Hub	Drawing Title: Proposed Ground Level Plan	Scale @ A3: 1 : 100	Project No.: 18-2615	Sheet No.: A110
	Rev. 2 Description: Layout Amendments Date: 25-Oct-18	Project: Alex Moore Park Sports Hub	Drawing Title: Proposed Ground Level Plan	Project Status: Preliminary Drawings Only	Issue Date: 21-Nov-2018	Rev. 4
Rev. 3 Description: Layout Amendment Date: 05-Nov-18	Project: Alex Moore Park Sports Hub	Drawing Title: Proposed Ground Level Plan	Drawing By: DB	Checked By: CG	Issue Date: 21-Nov-2018	Rev. 4
Rev. 4 Description: Layout Amendment Date: 21-Nov-18	Project: Alex Moore Park Sports Hub	Drawing Title: Proposed Ground Level Plan	Drawing By: DB	Checked By: CG	Issue Date: 21-Nov-2018	Rev. 4
Absolutely Positively Wellington City Council Me Heke Ki Poneke		Project: Alex Moore Park Sports Hub		Plot Date: 21/11/2018 4:54:51 p.m.		WCC Architectural Services

Preliminary



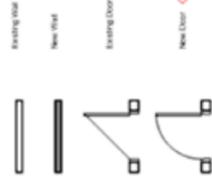
1 Proposed Level 1
Scale @ A3 1 : 100

Upper Sports Field

Proposed Level 1 Room Schedule	
Name	Area
Acc. WC	4.487 m ²
Club Space	182.401 m ²
Hall	10.352 m ²
Kitchen/Bar	24.018 m ²
Lift	2.708 m ²
Meeting Room	11.573 m ²
Office 1	6.405 m ²
Storage	7.739 m ²
Uni WC 1	2.048 m ²
Uni WC 2	2.048 m ²
Uni WC 3	2.048 m ²
Uni WC 4	2.048 m ²
Upper Deck metal surface	95.390 m ²
Grand total	353.263 m²



Floor Plan Legend



DRAFT

All dimensions to be verified on site by contractor before fabrication and/or construction
Please refer all discrepancies to the project architect immediately.
Do not scale from drawings.

Absolutely Positively Wellington City Council
Me Heke Ki Poneke
WCC Architectural Services

Rev.	Description	Date
1	Layout Amendments	23-Oct-18
2	Layout Amendments	25-Oct-18
3	Layout Amendment	05-Nov-18
4	Layout Amendment	21-Nov-18

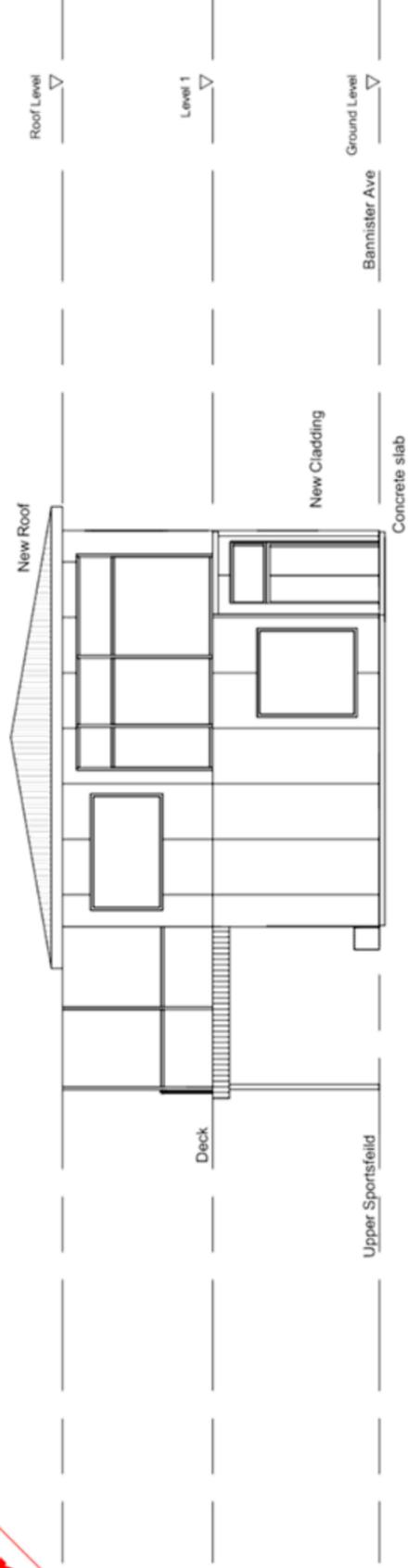
Alex Moore Park Sports Hub
Bannister Avenue
Johnsonville

Proposed Level 1 Plan
Plot Date: 21/11/2018 4:54:51 p.m.

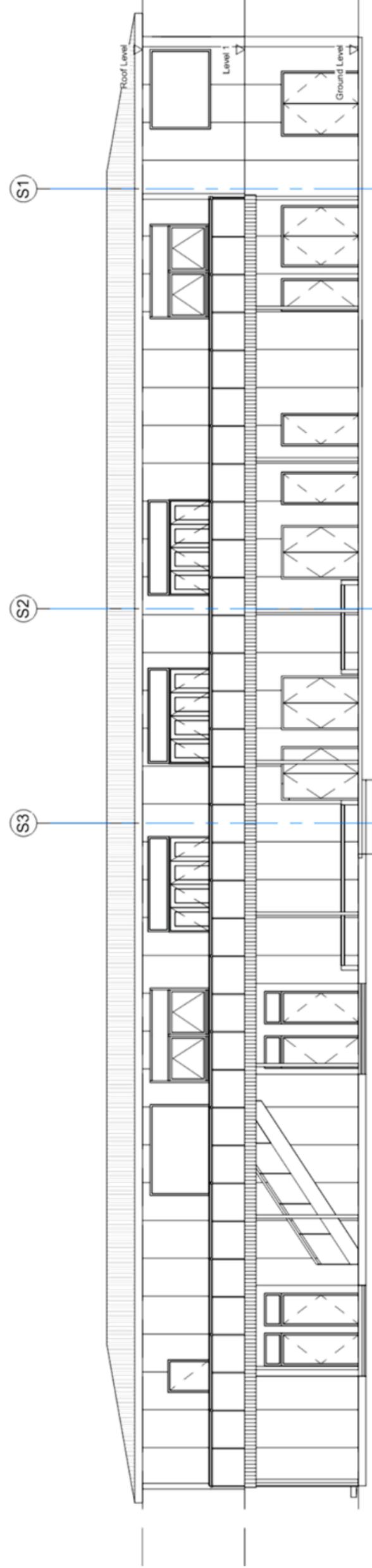
Scale @ A3: **1 : 100**
Project No.: **18-2615**
Project Status: **Preliminary Drawings Only**
Drawn By: **DB** Checked By: **CG**

Sheet No.: **A111**
Issue Date: **21-Nov-2018**
Rev. **4**

Preliminary



1 Proposed North Elevation
A006 Scale @ A3 1 : 100

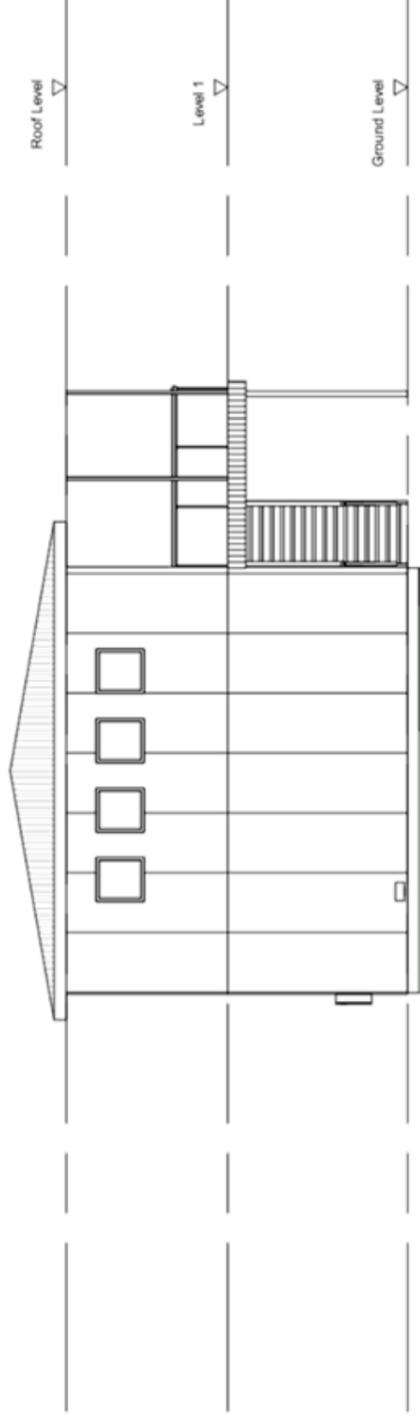


2 Proposed East Elevation
A006 Scale @ A3 1 : 100

DRAFT

All dimensions to be verified on site by contractor before fabrication and/or construction. Please refer all discrepancies to the project architect immediately. Do not scale from drawings.	Absolutely Positively Wellington City Council Me Heke Ki Poneke WCC Architectural Services	Rev. 1 Description: Layout Amendments Date: 23-Oct-18	Project: Alex Moore Park Sports Hub Drawing Title: Proposed Elevations 1 Plot Date: 21/11/2018 4:54:52 p.m.	Scale @ A3: 1 : 100 Project No.: 18-2615 Project Status: Preliminary Drawings Only	Sheet No.: A210
		Rev. 2 Description: Layout Amendments Date: 25-Oct-18	Drawn By: DB Checked By: CG	Issue Date: 21-Nov-2018	Rev. 4
		Rev. 3 Description: Layout Amendment Date: 05-Nov-18	Bannister Avenue Johnsonville	Issue Date: 21-Nov-2018	Rev. 4
		Rev. 4 Description: Layout Amendment Date: 21-Nov-18	Bannister Avenue Johnsonville	Issue Date: 21-Nov-2018	Rev. 4

Preliminary



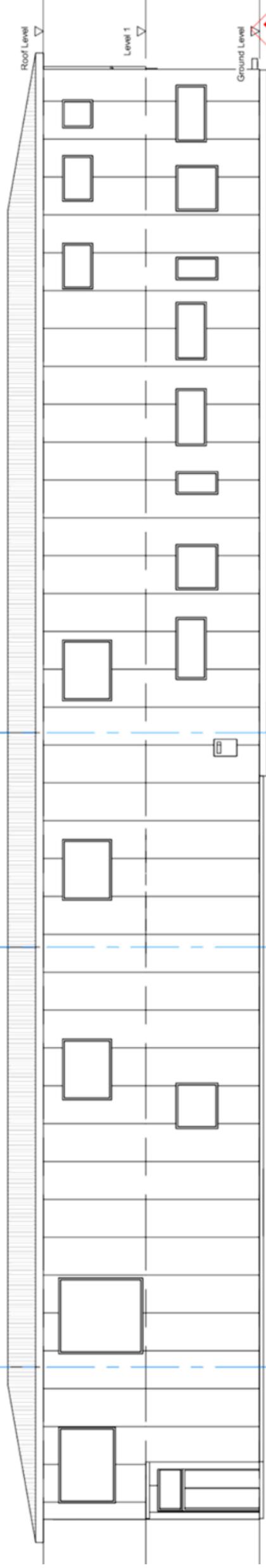
1 Proposed South Elevation

A006 Scale @ A3 1 : 100

S1

S2

S3



2 Proposed West Elevation

A006 Scale @ A3 1 : 100

DRAFT

All dimensions to be verified on site by contractor before fabrication and/or construction.
Please refer all discrepancies to the project architect immediately.
Do not scale from drawings.

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke
WCC Architectural Services

Rev.	Description	Date	Project:
1	Layout Amendments	23-Oct-18	Alex Moore Park Sports Hub Bannister Avenue Johnsonville
2	Layout Amendments	25-Oct-18	
3	Layout Amendment	05-Nov-18	
4	Layout Amendment	21-Nov-18	

Drawing Title:
Proposed Elevations 2

Plot Date: 21/11/2018 4:54:52 p.m.

Scale @ A3:	1 : 100	Project No.:	18-2615
Project Status:	Preliminary Drawings Only	Drawn By:	DB
Checked By:	CG	Issue Date:	21-Nov-2018

Sheet No.:	A211
Rev.:	4

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. Twenty five proposed resolutions were advertised on 23 October 2018, and the public were given 18 days to provide feedback. Two were initiated by Officers/Council, seventeen were initiated by residents/businesses/schools, and six were initiated by other stakeholders (Greater Wellington Regional Council).
3. All feedback received during the Consultation period has been included in the attachments of this report and, where appropriate, officer's responses have been included.
4. After reviewing the feedback received:
 - 22 proposals are being recommended for approval as advertised
 - 1 has been amended:
TR 147-18 Karori Road – Change of extent of restriction
 - 2 have been deferred:
TR 140-18 Courtenay Place
TR 148-18 Nicholson Road – Deferred as further investigation is required
5. 2 previously deferred Traffic Resolutions have been included in this round:
TR 66-18 Broadway – Pedestrian Crossing and No Stopping At All Times
TR 67-18 MacFarlane Street – No Stopping At All Times

Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Approve the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.

a.	Broadway, Miramar (TR 66-18) No stopping at all times		
	Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Broadway	No Stopping At All Times	North side, commencing 143 metres east of its intersection with Tio Tio Road (grid coordinates x= 1,752,580.3m, y= 5,423,681.4m), and extending in an easterly direction following the northern kerbline for 5 metres.
	Broadway	No Stopping At All Times	South side, commencing 55 metres west of its intersection with Cavendish Square (grid coordinates x= 1,752,788.04m, y= 5,423,618.6m), and extending in an westerly direction following the southern kerbline for 5 metres.
b.	McFarlane Street, Mt Victoria (TR 67-18) No Stopping At All Times		
	Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	McFarlane Street	No stopping at all times	Lower part, East side, commencing 49.5 metres north of its intersection with Roxburgh Street and extending in a northerly direction following the eastern kerbline for 21 metres.
	McFarlane Street	No stopping at all times	Lower part, east side, commencing 94 metres north of its intersection with Roxburgh Street and extending in a northerly direction following the eastern kerbline for 10 metres.
	McFarlane Street	No stopping at all times	Lower part, East side, commencing 111.5 metres east of its intersection with Roxburgh Street and extending in a northerly direction following the eastern kerbline for 7.5 metres.
	McFarlane Street	No stopping at all times	Lower part, East side, commencing 140.5 metres east of its intersection with Roxburgh Street and extending in a northerly direction following the eastern kerbline for 8.5 metres.
Page 60			Item 3.2

Background

6. Twenty-five proposed traffic resolutions were publicly advertised in the Dominion Post on 23 October 2018. Copies were hand delivered to all properties in the affected area and electronic copies were sent to local Ward Councillors, and residents and business associations. Electronic copies were also available on the Wellington City Council website.
7. A summary report for each traffic resolution can be found in the attachments. Each summary contains:
 - a. the proposed traffic resolution report including map(s) as advertised for public feedback, or subsequently modified as a result of public feedback
 - b. any feedback received
 - c. where appropriate, Council officers' responses to the feedback.

Attachments

Attachment 1.	TR 66-18 Broadway - Miramar ↓ 	Page 63
Attachment 2.	TR 67-18 McFarlane Street - Mt Victoria ↓ 	Page 67
Attachment 3.	TR 123-18 Fernhill Terrace - Wadestown ↓ 	Page 78
Attachment 4.	TR 124-18 Strathmore Avenue - Strathmore ↓ 	Page 82
Attachment 5.	TR 125-18 Sar Street - Wadestown ↓ 	Page 87
Attachment 6.	TR 126-18 The Esplanade - Island Bay ↓ 	Page 98
Attachment 7.	TR 131-18 Curtis Street - Northland ↓ 	Page 103
Attachment 8.	TR 132-18 Manchester Street - Newtown ↓ 	Page 107
Attachment 9.	TR 133-18 Hinau Street - Tawa ↓ 	Page 112
Attachment 10.	TR 134-18 Colombo Street - Newtown ↓ 	Page 119
Attachment 11.	TR 135-18 Gipps, Para, Houghton Bay Road - Various ↓ 	Page 125
Attachment 12.	TR 136-18 Adelaide Road - Newtown ↓ 	Page 131
Attachment 13.	TR 137-18 Victoria Street - CBD ↓ 	Page 137
Attachment 14.	TR 138-18 Rintoul Street - Newtown ↓ 	Page 143
Attachment 15.	TR 139-18 Karori Road - Karori ↓ 	Page 147
Attachment 16.	TR 141-18 Oriental Parade - Oriental Bay ↓ 	Page 152
Attachment 17.	TR 142-18 Johnston Street - CBD ↓ 	Page 155
Attachment 18.	TR 143-18 Ballantrae Place - CBD ↓ 	Page 159
Attachment 19.	TR 144-18 Bond Street - CBD ↓ 	Page 162
Attachment 20.	TR 145-18 Newtown Avenue - Newtown ↓ 	Page 167
Attachment 21.	TR 146-18 Farm Road - Northland ↓ 	Page 171
Attachment 22.	TR 147-18 Karori Road - Karori ↓ 	Page 175
Attachment 23.	TR 150-18 Lakewood Avenue - Churton Park ↓ 	Page 180
Attachment 24.	TR 151-18 Westchester Drive - Churton Park ↓ 	Page 187
Attachment 25.	TR 152-18 Quebec Street - Kingston ↓ 	Page 193

Author	Lindsey Hill, Project Coordinator, Network Operations
Authoriser	David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

Recommendations have been publicly advertised.

Treaty of Waitangi considerations

Not applicable.

Financial implications

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

Policy and legislative implications

The recommendations comply with the legal requirements for amendments to traffic restrictions as laid down in the Bylaws. Where possible and where appropriate, the Council's transport hierarchy approach is considered and applied, noting that not all resolutions result in improved outcomes for pedestrians and other active modes.

Risks / legal

None identified

Climate Change impact and considerations

Not applicable.

Communications Plan

Not required.

Health and Safety Impact considered

Not applicable.

PROPOSED TRAFFIC RESOLUTION Absolutely Positively
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Me Heke Ki Pōneke

Reference: TR66 – 18
Location: Broadway - Miramar
Proposal: No stopping at all times

Information: Council officers have received requests from residents to explore suitable crossing options on Broadway. Parents along with their children find it difficult to cross the road coming to/from the Seatoun Tunnel to the shops and schools in the area. It has been assessed that kerb extensions along with a central pedestrian refuge is the most suitable pedestrian facility at this site. This will provide improved safety to pedestrians when crossing Broadway.

No Stopping restrictions are needed to ensure adequate sightlines are available to pedestrians / drivers of vehicles and these are proposed in advance of the two kerb buildouts.

Council officers, therefore propose, in total, 10 metres of No Stopping restrictions and as per plan attached.

Net parking loss: 6 unrestricted parking spaces

Post consultation: The kerb buildouts and the central refuge island will be built using bolt down kerbs which can either be removed /adjusted when the cycling network provisions are decided on along this length of Broadway. The pedestrian facility is considered necessary in this interim period and will also be considered with the future cycling provisions.

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 8 May 2018
- 2) Feedback period closes. 25 May 2018
- 3) If no objections received report sent to City Strategy Committee for approval. 6 December 2018
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

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

Legal Description:

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

Column One	Column Two	Column Three
Broadway	<i>No Stopping At All Times</i>	<i>North side, commencing 143 metres east of its intersection with Tio Tio Road (grid coordinates x= 1,752,580.3m, y= 5,423,681.4m), and extending in a easterly direction following the northern kerbline for 5 metres.</i>
Broadway	<i>No Stopping At All Times</i>	<i>South side, commencing 55 metres west of its intersection with Cavendish Square (grid coordinates x= 1,752,788.04m, y= 5,423,618.6m), and extending in a westerly direction following the southern kerbline for 5 metres.</i>

Prepared By: **Gagandeep Singh** (Southern Area Traffic Engineer)
 Approved By: **Steve Spence** (Chief Transport Advisor)
 Date: **22/11/18**

WCC Contact:
 Charles Kingsford
Principal Traffic Engineer / Team Leader
 Transport Group – Network Operations
 Wellington City Council
 101 Wakefield Street / PO Box 2199,
 Wellington
 Phone: +64 4 803 8641
 Email: charles.kingsford@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

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Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: G Dyer
Suburb: Strathmore
Agree: No

I do support the proposal of a crossing, but not at the loss of parking or without an alternative for residents with no off-street parking. Numbers 546 and 548, have no off street parking nor garaging and it is increasingly difficult to find a park. The left hand side of the road (heading from the tunnel) is always full of parked cars, making access for day to day activities and home improvements difficult. Can some type of dedicated parking be allocated for one car for residents with no off-street parking? Or at least an easement in place to park across? Also to increase safety, perhaps a speed camera should be installed, where the speed indicator sign is now? From observation, a number of cars are frequently in excess of 50km an hour limit according to the digital sign.

Name: Ellen Blake, Living Streets Aotearoa
Suburb: Not stated
Agree: Yes

We support the no stopping restriction and creation of a pedestrian refuge.

Officers Response to all submitters:

The parking demand has been generally observed to be intermittent on this section of Broadway and it is agreed that some residents will be inconvenienced with the loss of parking required with the pedestrian facility proposed. Improved pedestrian safety when crossing Broadway is an important feature associated with this proposal and serves the pedestrian(adults and school age children) connectivity in this area.

PROPOSED TRAFFIC RESOLUTION

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Reference: TR 67 – 18

Location: McFarlane Street - Mt Victoria

Proposal: No Stopping At All Times

Information: It has been brought to our attention that people are parking on the narrow section of lower McFarlane Street (outside no. 17) making it near impossible for cars to pass through. Residents have experienced difficulty recently and in the past and expressed the concern of denied access to property. The measured available carriageway width (outside #17) is 3.6m. A car parked at this location leaves only 1.8m of available road space. This often restricts access/egress to the residents beyond this point.

Council officers therefore propose to install 7m of No Stopping restrictions (outside #17) to ensure clear access/egress to the street is maintained.

The purpose of this resolution is also to update the resolutions database to match the current road markings on site.

Parking loss: 1 space

POST City Strategy Committee (CSC) Sept 2018

With reference to the CSC minutes, officers have commissioned a parking survey report for Lower McFarlane Street.

This parking survey took place on Wednesday 26th and Thursday 27th September (outside school holidays) with a short survey undertaken on Sunday 30th September.

The results indicate that the coupon parking area is working well with a small number of visitors and service vehicles using the spaces.

It is noted that the Coupon Parking (CP) restriction is Mon-Fri 8am – 6pm with the first 2 hours free. Residents were noted to park in the Coupon parking area overnight in 4 of the 6 spaces proving a valuable addition to on-street parking in the street.

The residents parking (RP) demand in the 6 spaces at the Roxburgh street end of McFarlane street show a max. occupancy of 3 spaces.

If the CP was converted to RP, the service vehicles and non-resident vehicles surveyed (4 different vehicles with a max. of 2 at any one time) would have nowhere to park in McFarlane Street. The CP area during the day would, based on the survey results, be almost empty of cars. These vehicles were noted to be parking at times not coincidental with residents parking in the CP on the Wednesday and

PROPOSED TRAFFIC RESOLUTION

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was coincidental with 2 residents parking in the CP area on the Thursday.

It is recommended that the current CP area remains as is thus allowing a small number of visitor or service vehicles to park and this also facilitates residents to park in this area without a RP or Coupon exemption permit.

It is recommended that the 7m of NS opposite no.17 is implemented to address the narrowness of the road in this location; marginal road widening is undertaken where possible in conjunction with the road sealing to be undertaken this financial year; and a “No Turning Area” sign is located near the beginning of McFarlane Street.

It is the officers’ recommendation that further no stopping restrictions are not marked on the McFarlane street other than as earlier recommended and formally consulted on opposite no.17.

Key Dates:

- | | |
|---|-----------------|
| 1) Advertisement in the Dominion Post Newspaper | 8 May 2018 |
| 2) Feedback period closes. | 25 May 2018 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 21 June 2018 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | 6 December 2018 |

PROPOSED TRAFFIC RESOLUTION **Absolutely Positively**
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
McFarlane Street	No stopping at all times	Lower part, East side, commencing 49.5 metres north of its intersection with Roxburgh Street and extending in a northerly direction following the eastern kerbline for 21 metres.
McFarlane Street	No stopping at all times	Lower part, east side, commencing 94 metres north of its intersection with Roxburgh Street and extending in a northerly direction following the eastern kerbline for 10 metres.
McFarlane Street	No stopping at all times	Lower part, East side, commencing 111.5 metres east of its intersection with Roxburgh Street and extending in a northerly direction following the eastern kerbline for 7.5 metres.
McFarlane Street	No stopping at all times	Lower part, East side, commencing 140.5 metres east of its intersection with Roxburgh Street and extending in a northerly direction following the eastern kerbline for 8.5 metres.

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

Column One	Column Two	Column Three
McFarlane Street	No stopping at all times	Lower part, East side, commencing 96m north from its intersection with Roxburgh Street (grid coordinates X= 1,749,677.6m, Y= 5,427,191.5m), and extending in a northerly direction following the eastern kerbline for 62 metres.

Prepared By: **Gagandeep Singh** (Southern Area Traffic Engineer)
 Approved By: **Steve Spence** (Chief Transport Advisor)
 Date: **22/11/18**

WCC Contact:
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PROPOSED TRAFFIC RESOLUTION Absolutely Positively
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Original Plan



Amended Plan



McFarlane Street, Mt Victoria, TR-67-18
Confirmation of existing parking restrictions

June 2018

PROPOSED TRAFFIC RESOLUTION

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Feedback Received:

Name: Andrew Miller
Suburb: Mt Victoria
Agree: No

Recent builds in the street have reduced the convenience of turning for vehicles. I'm not sure why this was overlooked when consents were granted and development fees were paid to WCC. It is also noticeable residents are bringing wider cars into the street, when maybe they should be looking towards social responsibility of smaller vehicles. I'm not sure why we don't have a requirement that only small vehicles are allowed in the street. At the entrance of the street there are two large wide bodied vehicles. One is often parked away from the wall and difficult to pass. But with a smaller car we squeeze by. Maybe improved road marking guiding drivers into the space could be an option.

Since that submission I experienced a car parking opposite a house towards 17. I can now understand the frustration from residents. It was a small car and almost impassable.

Name: Ian and Pip Twomey
Suburb: Mt Victoria
Agree: Yes

Yes, we are happy to have the yellow no stopping line extended along McFarlane Street outside #17.

Name: Charles Morley-Hall
Suburb: Mt Victoria
Agree: No

McFarlane St is a unique little bit of wellington and has always been a narrow cul de sac. This is part of its charm and has never caused any major issues, that I am aware of, in the 21 years I have lived on the street. Any one buying a house in the street knows well in advance of purchasing that the road is narrow and that you will need to be considerate to your neighbours. This is part of living in an inner city community. Since the removal of a number of carparks on lower McFarlane St already due to the recent building of 2 new houses, we have noticed a considerable increase in the number of cars parking on Upper McFarlane St, which already has very limited parking. The removal of any further parks would add to the already congested nature of the street which has a combination of Residents Parking (Mon - Fri) and coupon parking. As part of my submission , I would like to suggest that the parking along both parts of McFarlane St becomes Residents Parking At All Times. This would mean that the number of cars parked on the street was at least limited to those those who actually live locally, rather than people using it as a long term park in the evenings and weekends when they are going into Courtney Place and the City.

Name: Doug Braithwaite
Suburb: Mt Victoria
Agree: No

We are lucky to have our own off street parking.

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The above resolution, to remove a further car park from lower McFarlane st , by no. 17, is the next step by the new residents at no 23 McFarlane to progressively clear out the entire road as though it is their own driveway, which it clearly isn't.

This narrow street has many houses with no parking of their own, but residents have got by just fine due to understanding and consideration between neighbours.

That has not been the case since no. 23 started building, completely clogging up the street for 2.5 years with trucks, which incidently managed to get up and down the street with cars all parked.

They is now new garage parking, but there seems to be a desire to have the rest of the street cleared . The driver of a white BMW, in particular is extremely rude, and toots their horn while people in front are carefully parking or backing into their own garage. Particularly impatient and aggressive driving is now on regular display.

Of course this is the second portion of clearing off parking to have occurred recently, with the first new yellow lines outside 21-23. This will continue, and continue further down the street after this case in front of you now has been completed.

You will have to decide whether you work for the interests of the majority of Residents in the street, or of a vocal minority.

Name: John Bristed
Suburb: Mt Victoria
Agree: No

I have been living in lower Mcfarlane street for more than 40 years and in that time there have been many different residents in those properties at the farther end of the street.

1 In that time no permanent resident (that I know of) has complained about the street being impossible to pass through.

2 I, and many other residents take our cars right to the turning area at the bottom of the street outside no 21 or 23 – to turn round – often, a number of times a day, and we manage just fine. Cars were doing just that long before I moved into the street and have always managed.

3 Currently, quite large trucks come in regularly to collect weekly rubbish bags, or deliver building materials to No 23 - and backwards at that (either in or out) - and they seem to manage alright even when cars are parked on the proposed no stopping area.

4 If the street were impossible to pass through because of bad parking I'm sure the traffic people could deal with the culprit in a very forthright manner, but I think that seldom happens.

5 The latest lot of new owners who think their cars are very wide, seem to want the street as their own private driveway.

They ignore the fact that there has always been a bit of give and take in the street as we make allowances for each other when moving house, or other unusual circumstances which block the road temporarily .

An example would be the rebuilding of their properties over the past years by new owners of 19, 21, and 23 McFarlane street, which have limited every other other resident's access to the turning

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area or on occasion the street, in one case for much of the time over 3 ½ years. Delivery trucks bringing in large quantities of building material managed to back in or out alright, and when necessary other residents moved their cars to make way for them. During much of that time we all had to back in, or out.

6 Most houses in the street are unable to provide offstreet parking, and this selfish restriction will further limit their ability to access their vehicles.

I repeat, the 'new' owners at the bottom of lower McFarlane Street appear to want the street as their own private driveway.

We strongly object to the proposed resolution which in our view would unfairly impinge on other residents of the street.

Name: Dougal Dunlop
Suburb: Mt Victoria
Agree: No

Objection Regarding Parking Northern End of Lower McFarlane Street : TR-67-18 We have lived in 7 McFarlane Street for nearly 15 years now and for all that time there has been resident parking at the southern end of the Street and what was once free parking has now been changed to coupon parking at the northern end. There has always been some yellow dotted lines outside some of the northern residences and there has never been a problem getting past cars parked on the eastern side of lower McFarlane Street. However, since new properties have been built at the end of the Street and while they were being built, builders' vehicles, including trucks of all sizes had no problem getting up and down. We have now been left with a lot less parking space because of the design of the new properties. With the little space left as noted on your proposal, there is no difficulty getting past cars parked there. As stated we, along with a number of other households on the street, have resided on the street for a long time and there has never been concerns raised as the Council has pointed out in this Proposal, so it is a worry to me that after all of this time major changes could be made so suddenly. I feel that it comes down to drivers' competency not road space. We feel there is no need to remove what is the last bit of non-resident parking available, resident parking is already limited on the Street and is also unaffordable for some residents. As long time residents of the Street we would be very disappointed to see this bit of parking removed. I stress again that road space is not the problem and with a parked car there, there is ample space for cars to drive through. I hope you take our letter into consideration. Sincerely, Hazel and Dougal Dunlop

Name: Gretchen Leuthart
Suburb: Mt Victoria
Agree: No

Proposed Traffic Resolution (TR 67-18 - McFarlane St) * We are residents in the street and have been living here for nearly 16 years. * We have never been confronted with this problem before. * The street is narrow and parking for owners is very limited. * Very few houses have garages and this means most parking is on the street - it is limited and there is currently not enough space for existing residents. * Since the re-development of 21 McFarlane there has already been a loss of 2-3 car parks at the north end of the street which has resulted in pushing cars further to the south - where there is a parking bay for a very limited number of residents. * The loss of this park in question will put additional pressure on the already high in-demand parking space. It will simply transfer a current problem to another part of the street. * Careful attention to parked cars on the Eastern side of the street has always been required when driving up or down the street. The width

PROPOSED TRAFFIC RESOLUTION

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Me Heke Ki Pōneke

of the street varies across its length - and the park being contested is at one of the narrowest points. However, negotiating parked cars all along this street has always been a challenge and one that we as neighbours and residents have managed to work around for decades - in the interests of good neighbourly behaviour. * We have noticed that one recent owner (no 21) has taken an impatient approach to the parked cars along the entire length of the street -showing an intolerance for the narrowness of the street. This impatience is exacerbated by their lack of confidence in negotiating the narrow, hilly street. * All new owners quickly become aware of the narrowness of the street at the time of their purchase ('Buyer Beware') * All other occupiers manage the dimensions of the street. We strongly object to the proposed resolution.

Name: E-Lyn Tan
Suburb: Mt Victoria
Agree: Yes

I support the proposal for no stopping at all times at #17 as the road is so narrow (3.6 m) at that point that a car parked in that location will block access for residents and visitors. This has happened on many occasions. However, I do not support the proposed update of the resolutions database to match the current road markings on site as it is not directly relevant to the proposal for no stopping restrictions at #17 McFarlane.

Subsequent to the closure of the consultation:

Please note No 19 has since sent in a Confirm request as follows:

Called to request BYLs (opposite no.17) as the road is too narrow for vehicles to park on the side and it forces drivers into the wrong lane while swerving to miss parked cars. Please assist.

Officer's response to all submitters:

In reviewing the submissions in opposition to the TR with regard to the proposed 7m of NS, we can confirm the following:

- We have re-considered the traffic resolution (TR) and have decided to recommend this TR to the City Strategy Committee (CSC) on the 13 September in relation to the proposed installation of the 7m. of No Stopping (NS) opposite #17, consulted on between 8-20 May 18.

The submissions received totalled 8 with 6 of these registering a 'No' to the proposal. Council Officers are conscious, in this case, in recommending a proposal for NS contrary to the majority view. This 7m of NS will fill the gap in the NS that is currently in place between 15 and to the end of the street, and in a location where the road is particularly narrow. In coming to this decision, we have also considered the concerns raised from the 6 submitters in opposition to the TR. These submitters do not have to pass no.17 to gain access to their properties. We acknowledge however, that some may need to pass no.17 and turn around if they want to park on the road on the southern side opposite their properties. The 7m of NS will assist in this case.

- On page 2 of the proposed TR under *Legal Description*, and to confirm the current parking available on the street opposite no's 7-9, we are confirming the deletion of 21m of NS. Although this NS restriction is in our TR database, it has not been in place on the street for a number of years. The road was resealed around about 2001 and from aerial photography this section of NS was not reinstated for reasons unknown to current council officers. This confirmation/ consolidation is to assist Parking enforcement to reflect the current on-street road markings and signs that are in place. The reasons for this action is as follows:

PROPOSED TRAFFIC RESOLUTION

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Wellington City Council
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1. No adverse concerns have been raised in the past regarding access, except until recently from [REDACTED] who is a new owner in the street. Some residents have lived in this street for a considerable number of years with no issues passing a vehicle opposite 7-9. None of the submissions, other than [REDACTED] raised issues with the deletion of the current TRs to reflect the current parking on the street.
2. We have also checked our enquiry database for the last 18 months to come to the conclusion above in 1. We do acknowledge that [REDACTED] did report access difficulties by a vehicle parked outside #11-13 on 6th April 2018 which indicates that this narrow street can become blocked at any point by poorly parked cars. To address this we will inspect the current kerb on the southern side and see if any action can be taken to marginally allow cars to park further over and, or install a sign to allow parking to the left of the kerb. This is aimed at providing a small amount of extra travel width in places. We are bounded by the toe of the bank in what work we can undertake in this area. It is noted that this street is listed in the resealing programme for this year and the above investigations will be a good opportunity to undertake any physical works before the road is resealed.
3. It is noted that the availability of visitor and/ or resident parking in this street is at a premium. Providing for on-street parking is always a careful balance between demand and vehicle access.
4. Realising the road is also limited with regard to vehicles being able to turn- around; we will also install a sign at the start of Lower McFarlane Street to inform drivers that no formal turning area is available in the street.

All existing road markings that were currently on the street in 1997 were consolidated in a report to TRAFFIC COMMITTEE (25 August 1997) - Confirmation of Parking Restrictions-Wellington City- (96/97). We have searched our archived documents but do not have any further information on why the NS opposite 7-9 is no longer in place, other than discussed above. With the latest traffic resolution (TR67-18) we are recommending a consolidation of the current parking restrictions so parking services can legally enforce.

We have notified all the submitters of our recommended course of action and submitters have been given the opportunity to attend and speak at the Committee if they so wish.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
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- Reference:** TR 123 – 18
- Location:** Fernhill Terrace - Wadestown
- Proposal:** No Stopping At All Times (NSAAT)
- Information:** Wellington City Council has received a request from the residents and property owner of #22 Fernhill Terrace to install a no stopping restriction opposite the garage of #22. Currently there is not sufficient manoeuvring space to enter or exit the garage when a car is parked opposite the garage. The current residents are thus unable to use their garage and resort to park on the street. A no stopping space of 3 metres is proposed to enable the residents of #22 Fernhill Terrace to use the garage and provide off street parking for 1 vehicle.
- The purpose of this resolution is to add 3 metres of No Stopping At All Times directly opposite the garage of #22 Fernhill Terrace.
- The parking area between the driveways of # 21 and #23 is only long enough to accommodate 2 cars to park legally.
- Net parking loss: nil

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 23 October 2018
- 2) Feedback period closes. 9 November 2018
- 3) If no objections received report sent to City Strategy Committee for approval. 6 December 2018
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
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Legal Description:

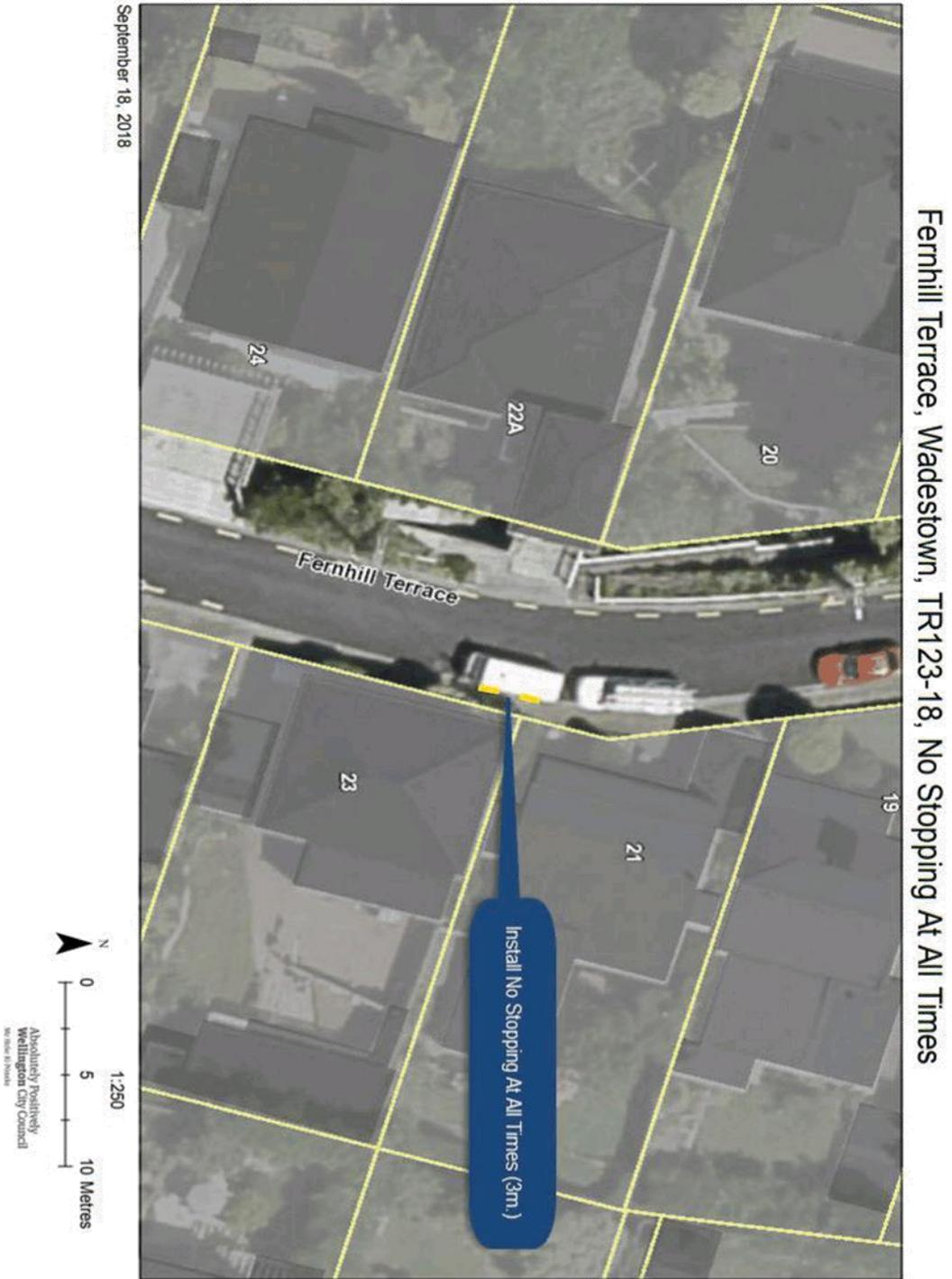
Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule

Fernhill Terrace *No Stopping At All Times* *East side, commencing 78.5 metres north of its intersection with Pitt Street (Grid Coordinates: X = 1,748,721.5 m, Y = 5,430,781.4 m) and extending in a northerly direction following the eastern kerbline for 3 metres.*

Prepared By: Isabelle DeLange
Approved By: Steve Spence
Date: 22/11/18

(Area Traffic Engineer)
(Chief Transport Advisor)

WCC Contact:
Isabelle DeLange
Area Traffic Engineer
Transport & Infrastructure
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 27 803 0642
Email: isabelle.delange@wcc.govt.nz



FEEDBACK RECEIVED

Absolutely Positively
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Feedback Received:

Name: Peter Gordon
Suburb: Wadestown
Agree: No

Thanks for your letter about the proposed 3 metre no stopping restriction opposite 22 Fernhill Terrace. I'd like to raise my objection to this proposal. There are only four homes on Fernhill Terrace which do NOT have off-road parking and yet the street is always jammed with cars; many of them parked illegally across garages, on the pavement, and over dashed yellow lines. I called the council a few weeks ago to ask that they ticket a car that was completely blocking access to the path that serves numbers 14, 16, 18 and 20. The parking officer agreed the car was parked illegally, but could only issue a warning, because of the number of other cars that were also parked illegally. Unless the council is prepared to consistently enforce legal parking in the street, which would be a waste of our rates, then the proposal is incorrect in claiming there will be no net parking loss. There will be one less parking spot, which will simply exacerbate the current parking problems. While I empathise with the residents of 22 Fernhill Terrace, the council needs to review ways in which parking is improved for the whole street, not a single resident. For example, putting parking bays in opposite numbers 4-12 Weld Street.

Officer's Response:

Thank you for your response. Opposite the parking deck of #22 Fernhill Tce there is only parking space for 2 cars taking into account the 1m. distance (legal requirement) from a driveway. Installing 3 metres of Broken Yellow Lines (BYLs) will not result in parking loss as there will still be space for 2 cars. This proposal will also get one more car off the street improving on-street parking availability.

Officers will continue to monitor parking in this street. Recessed layby parking is considered in some locations. This street is not currently high on the priority list considering the limited funding available.

PROPOSED TRAFFIC RESOLUTION

Reference Number: TR 124-18

Location: Strathmore Avenue, Strathmore Park

Proposal: To relocate a bus stop on Strathmore Avenue, Strathmore Park.

Background: Housing NZ is developing their property at 27-33 Strathmore Avenue. The new layout of the property means that a driveway is adjacent to the head of existing bus stop (Stop 6301). It is proposed to relocate the stop 4m north so that the head of the stop is adjacent to a full height kerb to ensure passengers have appropriate access to board/alight the bus. The no stopping restriction to allow access into and out of the stop will be adjusted accordingly

The proposed changes are considered appropriate for the safe operation of the stop. The frequency of the service and likely use of the bus stops have been taken into account.

Consultation

GWRC were contacted by Cardno, on behalf of Housing NZ requesting the stop be relocated.

Key Dates:

Advertisement in the Dominion Post Newspaper	23 October 2018
Feedback period closes.	9 November 2018
If no objections received report sent to City Strategy Committee for approval.	6 December 2018
If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.	

PROPOSED TRAFFIC RESOLUTION

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Legal Description:

Delete from Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Strathmore Avenue	Bus Stop, At all times	Eastern side commencing 243m south of the prolonged southern kerb line of Broadway (x= 1752358.8m, y= 5423364.0m) and extending in a northerly direction following the eastern kerb line for a distance of 15m.

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Strathmore Avenue	Bus Stop, At all times	Eastern side commencing 239m south of the prolonged southern kerb line of Broadway (x= 1752356.8m, y= 5423382.4m) and extending in a northerly direction following the eastern kerb line for a distance of 15m. (Metlink bus stop #6301)

Delete from Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Strathmore Avenue	No Stopping, at all times	Eastern side commencing 228m south of the prolonged southern kerb line of Broadway (x= 1752356.8m, y= 5423382.4m) and extending in a northerly direction following the eastern kerb line for a distance of 15m.

PROPOSED TRAFFIC RESOLUTION

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Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Strathmore Avenue	No Stopping, at all times	Eastern side commencing 224m south of the prolonged southern kerb line of Broadway (x= 1752354.7m, y= 5423391.7m) and extending in a northerly direction following the eastern kerb line on Strathmore Avenue for a distance of 11m.
Strathmore Avenue	No Stopping, at all times	Eastern side commencing 247m south of the prolonged southern kerb line of Broadway (x= 1752356.5m, y= 5423367.0m) and extending in a northerly direction following the eastern kerb line for a distance of 8m.

Prepared By : **Stephen Harte**
 Approved By: **Steve Spence**
 Date: **22/11/18**

(Implementation Manager Network Improvements)
 (Chief Transport Advisor)

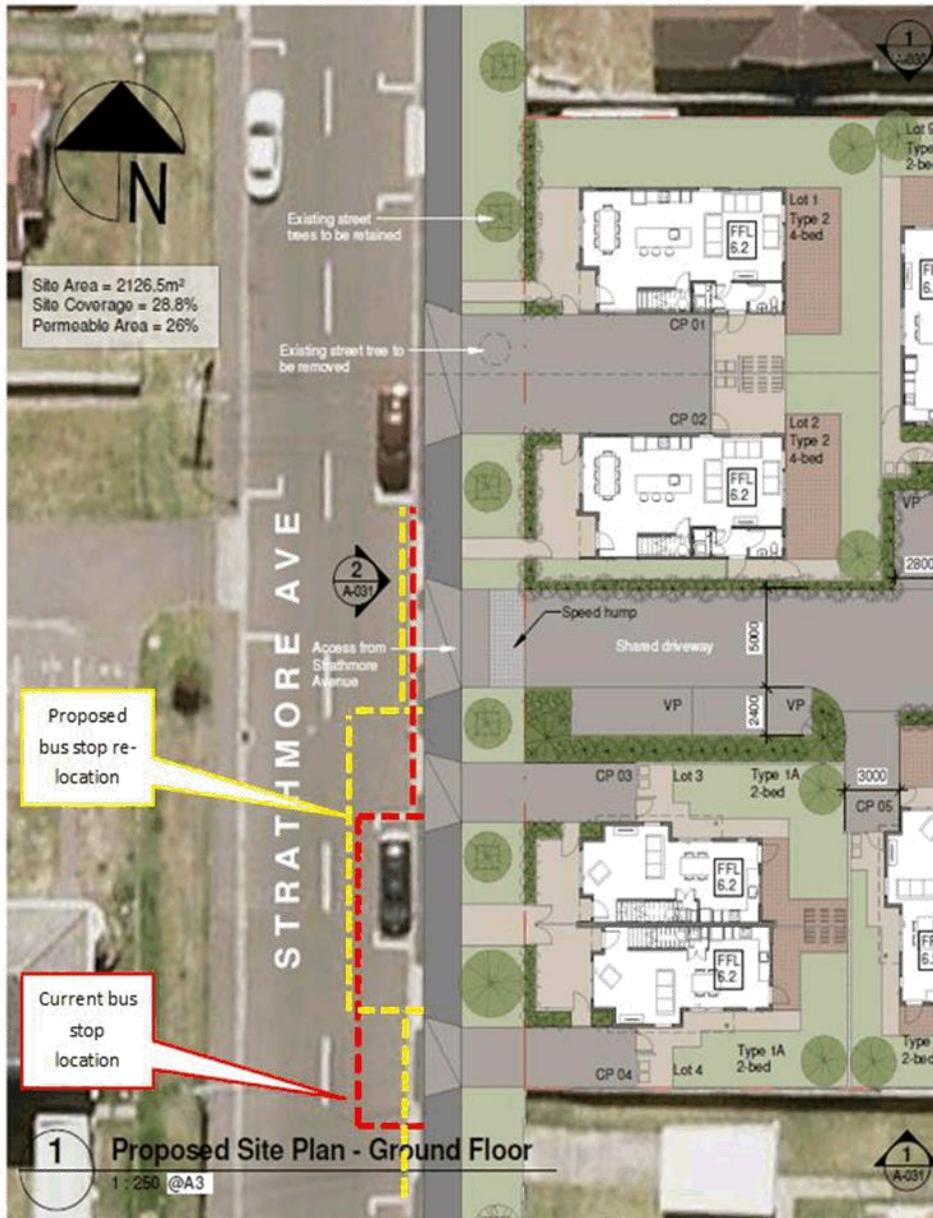
WCC Contact:

Stephen Harte
 Implementation Manager Network Improvements
 Wellington City Council
 101 Wakefield Street / PO Box 2199, Wellington
 Phone: +64 4 803 8084
 Email: Stephen.Harte@wcc.govt.nz

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PROPOSED TRAFFIC RESOLUTION

Attachment 1: Indicative layout Strathmore Avenue



FEEDBACK RECEIVED

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Feedback Received:

Name: Glenn Kingston, Strathmore Park Progressive & Beautifying Association
Suburb: Strathmore
Agree: Yes

This Association supports the change as the long term objective when the HNZ units & driveways are completed.

This site together with an adjacent site with a property yet to be demolished will shortly become an extensive work zone with all manner of official & unofficial access requirements within or near to the existing marked bus bay.

It is almost certain that the bus stop will require to be temporarily re-located clear of the property frontage and our suggestion is that the proposal be formalised as planned but that the permanent relocation work be left in abeyance until the housing development is completed.

Officers Response:

The bus stop will be accommodated during construction work and may be temporarily moved to accommodate various construction activities. Approval of the final position for the bus stop will fit with agreed plans for the housing development.

Name: Mike Mellor, Living Streets
Suburb: Not given
Agree: Yes

The relocation will allow the bus front door access from full height footpath and makes sense. We note the bus back door will not have the same height.

Name: Rhona Hewitt, Greater Wellington Regional Council
Suburb: Not given
Agree: Yes

We support the following traffic resolutions developed jointly by GWRC and WCC amending bus stop locations and hours of operation as these are needed for the efficient operation of the Metlink network.

PROPOSED TRAFFIC RESOLUTION

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Reference: TR 125-18

Location: Sar Street - Wadestown

Proposal: No-stopping restrictions

Information:

Sar Street is a narrow residential street that services approximately 20 residential dwellings and provides alternative access to Wadestown, connecting Hutt Road to Barnard Street. The street has intermittent kerbside parking, with a number of corners with limited forward visibility. WCC previously passed traffic resolutions about 12 years ago to remove parking on Sar Street and implemented a priority control for uphill traffic. This was undertaken in conjunction with the installation of the current footpath on the eastern side.

Officers have been contacted by Ward Councillors and by local residents and have met on site regarding safety concerns on Sar Street between #12 and # 66 Sar Street. There are 29 existing on-street parking spaces on the eastern side of the road along this 300 m section of road. Residents have raised concerns over the narrow vehicle movement lanes and lack of visibility to on-coming vehicles at certain locations where parking is currently permitted. There is also the potential to compromise access for emergency vehicles at certain locations.

The proposed changes include a very selective removal of six parking bays, concentrated over a 150 m length, and the provision of additional no-stopping restrictions in conjunction with current on-site no-stopping restrictions. These restrictions are located where the carriageway is not wide enough to accommodate parking and a vehicle movement lane, and / or where there is not adequate forward visibility for one-way traffic flow.

A proposed multi-unit residential development planned for #58 Sar Street (Lot 2 DP 431857) requires, for vehicle access, the removal of two existing on-street spaces. These are part of this resolution.

Net parking loss: 6 spaces (unrestricted)

Key dates:

- | | |
|---|-----------------|
| 1) Advertisement in The Dominion Post newspaper. | 23 October 2018 |
| 2) Feedback period closes. | 9 November 2018 |
| 3) If no objections received, report sent to the City Strategy Committee for approval. | 6 December 2018 |
| 4) If objections received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

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Legal Description:

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

Column One	Column Two	Column Three
Sar Street	No Stopping, at all times	East side, commencing 336.5 north of its intersection with Hutt Road and extending in a northerly direction following the eastern kerbside for 7 metres.

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

Column One	Column Two	Column Three
Sar Street	No Stopping, at all times	East side, commencing 176 m north of its intersection with Hutt Road (Grid coordinates X = 1749268.1 m Y = 5430111.5 m) and extending in a northerly direction following the eastern kerbline for 9 m.
Sar Street	No Stopping, at all times	East side, commencing 195 m north of its intersection with Hutt Road (Grid coordinates X = 1749268.1 m Y = 5430111.5 m) and extending in a northerly direction following the eastern kerbline for 8 m.
Sar Street	No Stopping, at all times	East side, commencing 229 m north of its intersection with Hutt Road (Grid coordinates X = 1749268.1 m Y = 5430111.5 m) and extending in a northerly direction following the eastern kerbline for 19 m.
Sar Street	No Stopping, at all times	East side, commencing 270 m north of its intersection with Hutt Road (Grid coordinates X = 1749268.1 m Y = 5430111.5 m) and extending in a northerly direction following the eastern kerbline for 10 m.

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Sar Street	<i>No Stopping, at all times</i>	<i>East side, commencing 294 m north of its intersection with Hutt Road (Grid coordinates X = 1749268.1 m Y = 5430111.5 m) and extending in a northerly direction following the eastern kerbline for 18 m.</i>
Sar Street	<i>No Stopping, at all times</i>	<i>East side, commencing 329 m north of its intersection with Hutt Road (Grid coordinates X = 1749268.1 m Y = 5430111.5 m) and extending in a northerly direction following the eastern kerbline for 90 m.</i>
Sar Street	<i>No Stopping, at all times</i>	<i>East side, commencing 423 m north of its intersection with Hutt Road (Grid coordinates X = 1749268.1 m Y = 5430111.5 m) and extending in a northerly direction following the eastern kerbline for 11 m.</i>
Sar Street	<i>No Stopping, at all times</i>	<i>East side, commencing 440 m north of its intersection with Hutt Road (Grid coordinates X = 1749268.1 m Y = 5430111.5 m) and extending in a northerly direction following the eastern kerbline for 34 m.</i>
Sar Street	<i>No Stopping, at all times</i>	<i>East side, commencing 485 m north of its intersection with Hutt Road (Grid coordinates X = 1749268.1 m Y = 5430111.5 m) and extending in a northerly direction following the eastern kerbline for 75 m.</i>

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Prepared By: **Charles Kingsford** (Principal Traffic Engineer)

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

Date: **22/11/18**

WCC Contact:

Charles Kingsford
Principal Traffic Engineer / Team Leader
Transport Group – Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone: +64 4 803 8641
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Appendix A: Traffic Resolution Plan



PROPOSED TRAFFIC RESOLUTION

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Feedback Received:

Name: Alan Strawbridge
Suburb: Wadestown
Agree: No

I do not think the no stopping as outlined in your letter dated 18 October 2018 goes far enough. We have resided at 41 Sar Street for some 25 years now and during that period we have had a child knocked down by a car speeding down that part of the road as entry up Sar Street from Hutt Road have properties that exit directly onto the road. Having cars parked as they are now does make drivers a tad more careful when travelling up the road. One of the major issues is the corner just passed 56 Sar Street, which we agree should be removed as cars are coming around what is a blind corner. Another issue is the yellow lines along the road. cars have started to park opposite on the corner by the substation travelling around to the wooden bridge just before the broken yellow lines. With cars parked on the other side of the road, this can effectively block the road and broken yellow lines should continue along that side and meet the other ones further up the road. there is a dip in the road outside number 67 Sar Street which makes it difficult when travelling up Sar Street to see oncoming traffic if there are cars parked on the left hand side, there perhaps should be some broken yellow lines between 67 for at least one car length. I am quite happy to meet onsite to discuss.

Name: Craig and Anganette Burt
Suburb: Wadestown
Agree: Yes

My wife and I are residence at 69 Sar Street and also own a dwelling at 67 Sar Street. As continual users of the section of Sar street that the proposed changes relate to it is good to see steps being made to address parking and safety issues. Traffic up and down Sar Street has become increasingly difficult over the past year, particularly since the removal of parking spaces on Hutt Road to create the new cycle lane. With the removal of these parking spaces Sar Street has become a popular parking space being the last free parking area prior to coupon parking. It is often difficult to get a park below 95 Sar Street if parking is needed during the day. It is probably to late to include the following suggestions as part of the Proposed Traffic Resolution that is currently underway but believe this area also needs addressing. We currently park in front of our house outside 67, 69 and 71 Sar Street which is on the South Side of Sar Street. This is the natural place to park on this section of the road with the bank tapering in around this point and extending further up to become the outside line of the curve outside 77 and 79 Sar Street. Occasionally someone will park on the opposite side of the road, section of road marked with red dashed line on the attached image. With the road not being particularly wide at this point if parking happens on both sides of the street then effectively the street is blocked to wider vehicles. Recently a car parked in this space and a truck was unable to get down the street. After much door knocking to find the owner of the car, the truck was forced to reverse back up the street until there was point it could turn around. Emergency services would definitely have struggled to manoeuvre up the street if there was an emergency. In the past when this similar situation has arisen we have contacted Parking Services who have come to assess the situation but have said they can't do anything because the person isn't illegally parked. We would like to see dashed yellow lines along this section of road and around the inner portion of this section of road as shown on the attached drawing.

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Name: Collin Wrigley
Suburb: Wadestown
Agree: Yes

I live at and own the 27 Sar St property. I see that the proposed changes reflect safety concerns which seems fair. Is it possible to also put in place residential parking, because by early weekday mornings the street is taken over by non-resident workers who park on the street all day. If you are not parked there the night before, there will be no parking available in the morning. So if for instance I need to travel to a medial appointment or for any other reason, when I come back there is no parking available at all, which makes it extremely inconvenient. For 27 Sar St, two residential parking spots adjacent to NZCT which I believe is 71 Sar St would be extremely helpful. I am sure other residents in the Street would also appreciate residential parking. Thanks for your consideration.

In the interests of safety, I also recommend the speed limit on Sar St be reduced to 30Km/hr as a lot of drivers drive way too fast for the narrow street. The lower speed limit would also increase the safety of pedestrians and other motorists. Furthermore, to enforce the speed limit I would recommend at least two speed humps. One at the first bend in the street where it goes from two lanes to a single lane (diagonally opposite Kenard's Storage) and another at the beginning of the wooden decked car park area. I also recommend that residence car parking also be included throughout the street, as it is flooded during weekdays with workers parking their cars throughout the day. So, if a resident needs to go out for an appointment such as a medical appointment, upon returning there are no car parks available at all. I would suggest 2-3 car residential car parks per house.

Name: Craig Burt
Suburb: Wadestown
Agree: Yes

My wife and I totally support this proposal. My wife and I are residence at 69 Sar Street and also own a dwelling at 67 Sar Street. As continual users of the section of Sar street that the proposed changes relate to it is good to see steps being made to address parking and safety issues. Traffic up and down Sar Street has become increasingly difficult over the past year, particularly since the removal of parking spaces on Hutt Road to create the new cycle lane. With the removal of these parking spaces Sar Street has become a popular parking space being the last free parking area prior to coupon parking. It is often difficult to get a park below 95 Sar Street if parking is needed during the day. It is probably too late to include the following suggestions as part of the Proposed Traffic Resolution that is currently underway but believe this area also needs addressing. We currently park in front of our house outside 67, 69 and 71 Sar Street which is on the South Side of Sar Street. This is the natural place to park on this section of the road with the bank tapering in around this point and extending further up to become the outside line of the curve outside 77 and 79 Sar Street. Occasionally someone will park on the opposite side of the road, section of road marked with red dashed line on the attached image. With the road not being particularly wide at this point if parking happens on both sides of the street then effectively the street is blocked to wider vehicles. Recently a car parked in this space and a truck was unable to get down the street. After much door knocking to find the owner of the car, the truck was forced to reverse back up the street until there was point it could turn around. Emergency services would definitely have struggled to manoeuvre up the street if there was an emergency. In the past when this similar situation has arisen we have contacted Parking Services who have come to assess the situation but have said they can't do anything because the person isn't illegally parked. We would like to see dashed yellow lines along this section of road and around the inner portion of this section of road

PROPOSED TRAFFIC RESOLUTION

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as shown on the attached drawing. If it is possible to include this section of road with the current proposed traffic resolution that would be appreciated, if not then can we please start the process of installing dashed yellow lines to this area. I am happy to discuss this further if you require any further information.

Name: Sam Tendeter
Suburb: Wadestown
Agree: Yes

The current parking on the corner is dangerous, and I've witnessed some near misses. I support the removal of car parks here.

Name: Claire Harmsworth
Suburb: Wadestown
Agree: Yes

Great idea to get rid of these parks, particularly around the large blind corner just before 66. Some people drive incredibly fast up and down this street and around that corner and it is very dangerous - only a matter of time before there will be a crash. At night it is much safer because you can see headlights coming but in the day as you drive up you just have to drive slowly and hope that no one is coming around the corner fast. A mirror at this corner where you can see what is coming around the corner would also be a very useful addition (e.g. like the one in the Moore Wilson carpark between the upstairs and downstairs carparks).

Name: Jane Mcfarland
Suburb: Wadestown
Agree: No

The issue is the road is way too narrow, it should be clearly NO PARKING on the entire street. Whilst the proposal has merit, it does not take into account the number of trucks that use the road. The road is too narrow for trucks to manover around car bays. The road would be so much safer with NO car bays. The car bays on the corner about side number 66 Sar Street, are in breach of the Road Code, this PLAN allows parking on a downhill corner with a blind spot bend in the road. The car bay outside 54 Sar Street, is also on a downhill bend. Manovering around the car bays is a nightmare, I met a rubbish truck last week, that did not give way going downhill. There is NO Sign saying downhill traffic must give way to uphill traffic, at the top of the street. Sar Street is at the top of a cliff, and it would be too easy to go the edge, if hit by another vehicle - a very unsafe situation. The other issue is the walk way down Sar Street, it has NO NETTING to stop pedestrians falling through the railing should they encounter a traffic mishap, due to the narrow road. The steps outside 27A Sar Street, encroach on the road, and are dangerous for cars and trucks, as they project out onto the road. From our house we see car loads of persons in orange shirts dropped on Sar Street, where they park their cars, they are commuters not residents. Wellington City Council needs to find somewhere else for them to park, not on a narrow residential road, that is at the top of a cliff. The corner by 75 to 85 Sar Street, is also very dangerous, with cars being parked on bends, and some are restricting visibility for residents backing out of their driveways.

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Name: Miranda Mc
Suburb: Wadestown
Agree: No

Totally ridiculous, any parking on Sar Street, is dangerous. Heavy vehicles go up and down the street all day. Please NO Parking on Sar Street, the Street is too narrow. Please the road is way to narrow, no parking PLEASE. A serious accident waiting to happen.

Name: Alan Mcfarland
Suburb: Wadestown
Agree: No

The Proposed Traffic Resolution fails to take into consideration that the road is a major route for traffic and is used for car parking for the wider community of Wellington. This is a small residential road, that is used by trucks, cars, bikes, people, skateboards.

- I suggest before making a decision that you do a traffic count, at a time of the year when traffic is at its usual flow (noting that the traffic is considerably less in school holidays).

Sar Street, is an major traffic route for access to Wellington City for residents who live in Barnard Street, and beyond.

The street, has numerous trucks travelling along the street all day. These trucks have to find their way along the narrow street.

Most people who park in Sar Street, are commuters (not the 20 residents).

The commuters drive to work and leave their cars in Sar Street then walk to Wellington City for work, they U turn on the bend outside 79 - 83 Sar Street (which is highly dangerous - as there is a walkway coming down from Barnard Street on that corner) to take a car bay in Sar Street between number.

The problem is compounded by unused remains of old concrete steps and unused stair railings protruding onto the road edge.

Removing some car parking bays may help but it will not solve the problem.

- Please NO parking on Sar Street, the road is too narrow, as there are multiple trucks going up and down the road.
- Not all Downhill traffic do not pull over and give way, to uphill traffic.

Please will WCC consider having resident only coupon parking only further up Sar Street, to stop commuters going up the street, to find a car park, then U turning on the bend of Sar Street.

Name: Philip Webb
Suburb: Wadestown
Agree: No

I agree with the proposal as there are definitely blind spots in these areas. However I don't think the no stopping proposal goes far enough. The whole of Sar Street is used as free parking by out of town residents as well as local residents. From 66 to 74 the street narrows down. From time to time cars have parked on the other side of the road in this area, making it impossible for trucks (and emergency vehicles) to get through. I suggest no parking lines are included here too on the right going up the hill. Sar Street while being a short Street is also a major shortcut for other Wadestown residents to Old Hutt Road and Thorndon Quay. Many drivers are considerate and give way to uphill traffic, but there are quite a few others who do not. A notable danger spot is at

PROPOSED TRAFFIC RESOLUTION

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the bottom of the hill of Sar Street. Downhill cars take over the whole corner and uphill traffic has to give way. Very often these drivers going downhill are speeding. As a Sar Street resident and driver I experience this on an almost daily basis. I suggest a hump here might make drivers more cautious on this corner.

Name: Lucy Alcock
Suburb: Wadestown
Agree: Not stated

Many thanks for this. A great beginning!

Excellent news that six car parks are going to be removed from near the first bend.

You should also remove one in the lower stretch, please (no 57) where you propose to retain five parks in a row. That should be reduced to four. Four should be the maximum for any parking bay given the narrowness of the road. When you cycle up the road (as many do) it is a pretty grim feeling having a car behind you for such a long stretch with no ability to overtake. The same concern arises for traffic going down hill. Five car parks is just too long for a bay in a very narrow road.

One key aspect that is missing is the introduction of time-limited or coupon parking. At present the whole lot is bagged for the full day by commuters who don't use public transport or pay for parking, or by freedom camping vans. If one wanted to park there for a few hours, to visit friends nearby, or go into town to shop, it is impossible. There are never any casual parks during the week. Coupon parking would also generate revenue for the Council.

You may not be aware that the bus service to the north along the Hutt Road is in fact vastly improved following the bus revamp. Sar St would now be even more logical for short term car parking, as the commuters from further afield can easily get buses. There are plenty and they are not full.

What is the Council's strategy for the introduction of time-limited parking? We would be really keen to see that progressed.

Many thanks for your hard work on this parking revamp though. So great to see some progress.

Name: George Preddey
Suburb: Wadestown
Agree: Not stated

As a local resident who uses Sar St regularly as a pedestrian and/or jogger, I acknowledge the Council's response to a safety issue is "a great beginning".

However I suggest that the four or five parks to be retained are designated "residents only".

There are always free (i.e. unoccupied) parks available on the Hut Rd even during business hours.

That's why I refer to most parkers on Sar St during business hours as "free-loaders".

It would be great to see the "generated revenue for the Council" being used to complete the footpath on Sar St from the first bend to its intersection with Barnard St.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Officers Response to all submitters:

Council officers have been very careful to address the current parking and implement no stopping restrictions where absolutely needed. The proposals address the road safety concerns raised and are aimed to be a fine balance between the parking demand and road safety considerations on the street.

The proposed changes include a very selective removal of six parking bays, concentrated over a 150 m length, and the provision of additional no-stopping restrictions in conjunction with current on-site no-stopping restrictions. These restrictions are located where the carriageway is not wide enough to accommodate parking and a vehicle movement lane, and / or where there is not adequate forward visibility for one-way traffic flow.

Further no stopping restrictions will be considered to the north and west of the current restrictions/proposals when design options are considered for the continuation of a footpath on Sar street up to the intersection with Barnard Street. These proposals will be formally consulted on when plans are further developed.

The removal of more car parking in the current area of the proposals will undoubtedly increase the vehicle travel speed on the road and will not be conducive to road safety and safe vehicle access and egress to driveways. Current kerbside car parking provides a traffic calming effect and helps to maintain safe travel speeds on the lower section of Sar Street.

It is noted from parking surveys that Sar Street provides parking for businesses on Sar and Hutt Road where on-site parking may not be available.

Sar Street is not within a residents or coupon parking zone at the current time. Rezoning an area is a lengthy process and requires majority support from all affected adjacent landowners.

The proposals if approved will be carefully monitored and other improvements will be considered as necessary.

In balance, the support is about 50/50 and officers believe the proposals are necessary to provide improved safety on the street and at the same time provide for the current parking demand.

PROPOSED TRAFFIC RESOLUTION

Reference Number: TR 126-18

Location: The Esplanade, Island Bay

Proposal: To relocate a bus stop on The Esplanade, Island Bay.

Background: In mid-July 2018 Greater Wellington launched a new bus network across Wellington City. On implementing the new network it was identified that two areas on The Esplanade used as a bus stop had not previously been signed. Following this being brought to the attention of GWRC signs were installed.

However since the signs have been erected a request from a local resident and business has asked that one of the bus stops be relocated slightly to allow a layby area to be used for parking, and for the bus to stop in the general traffic lane.

Having assessed the site it is considered the proposed request is a safe and suitable location for a bus stop. The frequency of the service and likely use of the bus stops have been taken into account.

Consultation

In July 2018, Greater Wellington undertook initial consultation with affected residents of 9 properties on The Esplanade. Feedback was received from three properties, all in support of the bus stop. However one resident requested that no bus stop signage be installed so as to not to impede the sea views. However if the bus stop is to be enforceable then the sign needs to be erected.

Key Dates:

Advertisement in the Dominion Post Newspaper 23 October 2018

Feedback period closes. 9 November 2018

If no objections received report sent to City Strategy Committee for approval. 6 December 2018

If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>The Esplanade</i>	Bus Stop, At all times	Eastern side commencing 70 metres South of the prolonged Southern kerbline of Beach Street (X = 5,421,308.92, Y = 1,748,044.54) and extending in a southerly direction following the eastern kerbline for a distance of 15 metres. (Metlink bus stop #7157)

Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

<i>Column One</i>	<i>Column Two</i>	<i>Column Three</i>
<i>The Esplanade</i>	No Stopping, at all times	Eastern side commencing 85 metres south of the prolonged southern kerbline of Beach Street (X = 5,421,296.72, Y = 1,748.037.31) and extending in a southerly direction following the eastern kerbline for a distance of 9 metres.

Prepared By : **Stephen Harte** (Implementation Manager Network Improvements)
Approved By: **Steve Spence** (Chief Transport Advisor)
Date: **22/11/18**

WCC Contact:

Stephen Harte
Implementation Manager Network Improvements
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8084
Email: Stephen.Harte@wcc.govt.nz

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

PROPOSED TRAFFIC RESOLUTION

Attachment 1: Indicative layout The Esplanade



Disclaimer: All reasonable efforts are made to ensure the currency and accuracy of the information printed.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Emilio Esposito
Suburb: Not given
Agree: No

Please leave bus stop at existing located, it's the best and safest location for it.

Name: Beth Nelson
Suburb: Island Bay
Agree: Yes

WCC have established a new bus route and bus stops on the Coast side of the The Esplanade, South of Beach Street, that have never been in existence previously. There has also been returned signage for an earlier bus stop that serviced the old #4 route outside 302 heading toward Island Bay shops. New signage has been created and positioned for the newly created Coast Bus stops. This has been to accommodate the new 29 and 29e route. It is a very frequent bus timetable and WCC will be aware of the intensity of its use by actual passengers. There was Council consultation after this was created and I have given feedback previously.

WCC, or Wellington Region Council, or Bus Contract Advisors are proposing moving this new first Esplanade bus stop further south from outside 302 The Esplanade. I note I also use this bus stop for 29e at peak times. So I am not opposed to its existence and WCC will have knowledge of its usage on a daily basis. The bus stop sign will also need to be moved south to indicate where the bus will now stop. I support that.

While it would be a problem for the many people who do need to park in the Coastal layby, where the 29 and 29e (3 times peak hour only) currently does stop, both bus stops do slow the movement of traffic, both South and North, as it is a narrow street with no egress on either side. This is pretty much along this route.

This is a busy route for heavy traffic to the dump and for central city avoiders leaving the airport heading north through Brooklyn to the motorway and South Coast residents. This is also the same situation when the 29 and 29e (4 times peak hour only) stop along The Esplanade going to Newtown.

I would like to recommend that the proposed bus stops are well identified by road marking identification throughout the 29 route. Yellow dotted lines on the road are an alert to car drivers and an indicator for passengers and the sign post is where the bus will actually stop. So, while the 29 route must be proving its worth please could you paint yellow dotted lines on the road in order the passengers and motorists are aware of where the bus starts and stops and erect the required signage which needs to be erected at the top of the bus stopping area.

This is also important in the even more suburban and busy streets on this route, up through to Frobisher and Murchison Streets and Ohiro Road.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Mike Mellor, Living Streets
Suburb: Not given
Agree: Yes

Makes sense.

"However one resident requested that no bus stop signage be installed so as to not to impede the sea views. However if the bus stop is to be enforceable then the sign needs to be erected." - Good response, WCC.

Name: Rhona Hewitt, Greater Wellington Regional Council
Suburb: Not given
Agree: Yes

We support the following traffic resolutions developed jointly by GWRC and WCC amending bus stop locations and hours of operation as these are needed for the efficient operation of the Metlink network.

Officers Response:

The new bus stop will be marked on the road. Other bus stops on the route 29 will be investigated and markings installed as necessary. Signage will be installed at the new bus stop but signage will be kept to the minimum legal requirements to ensure the stop is well recognised and enforceable.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference Number: TR 131-18

Location: Curtis Street, Northland

Proposal: Formalisation of an existing bus stop

Background: School buses informally stop on Curtis Street, North of its intersection with Whitehead Road. It is proposed to formalise this situation to ensure the space is available for school services to use.

Currently the area is used by school routes 683 and 685 at approximately 8.15am each weekday morning during the school term. Similarly school routes 670, 673 and 674 use the area in the afternoon at approximately 3.45pm each weekday during the school term. To allow for this activity it is proposed that the area for the bus stop be restricted to a Bus Stop from 8.00 – 8.30am, and again 3.30 – 4.00pm, Monday to Friday, during school terms only.

The expected patronage at this new stop is envisaged to be approximately 5-10 school students per day.

It is proposed that the head of the bus stop be positioned approximately 144m north of the intersection of Curtis Street and Whitehead Road in a layby. The bus stop configuration would consist of a 21m bus box which allows for the bus to enter the stop and a 9m no stopping restriction for an exit taper. This will enable a bus to pull in parallel to the kerb and exit the bus stop in a safe manner. This arrangement also provides for one full time parking space to remain to the south of the bus stop within the layby.

A plan of the proposed layout is shown below.

GWRC will manage the installation of infrastructure at the new location in consultation with WCC.

Communication:

The request for the stop comes from GWRC who have been approached by nearby residents who have school children currently using the school bus from this location.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Key Dates:

Advertisement in the Dominion Post Newspaper	23 October 2018
Feedback period closes.	9 November 2018
If no objections received report sent to City Strategy Committee for approval.	6 December 2018

If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

Legal Description:

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Curtis Street	Bus Stop 8:00am - 8:30am, 3:30pm - 4:00pm Monday to Friday during school term only	Western side commencing 121m North of the prolonged Northern kerbline of Whitehead Road (X = 5,428,771.82 , Y = 1,746,993.43) and extending in a Northerly direction for 21 metres.

Add to Schedule A (no stopping) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Curtis Street	No Stopping At All times	Western side commencing 142m North of the prolonged Northern kerbline of Whitehead Road (X = 5,428,787.05, Y = 1,747,003.05) and extending in a Northerly direction for 9 metres.

Prepared By :	Stephen Harte	(Implementation Manager Network Improvements)
Approved By :	Steve Spence	(Chief Transport Advisor)
Date:	22/11/18	

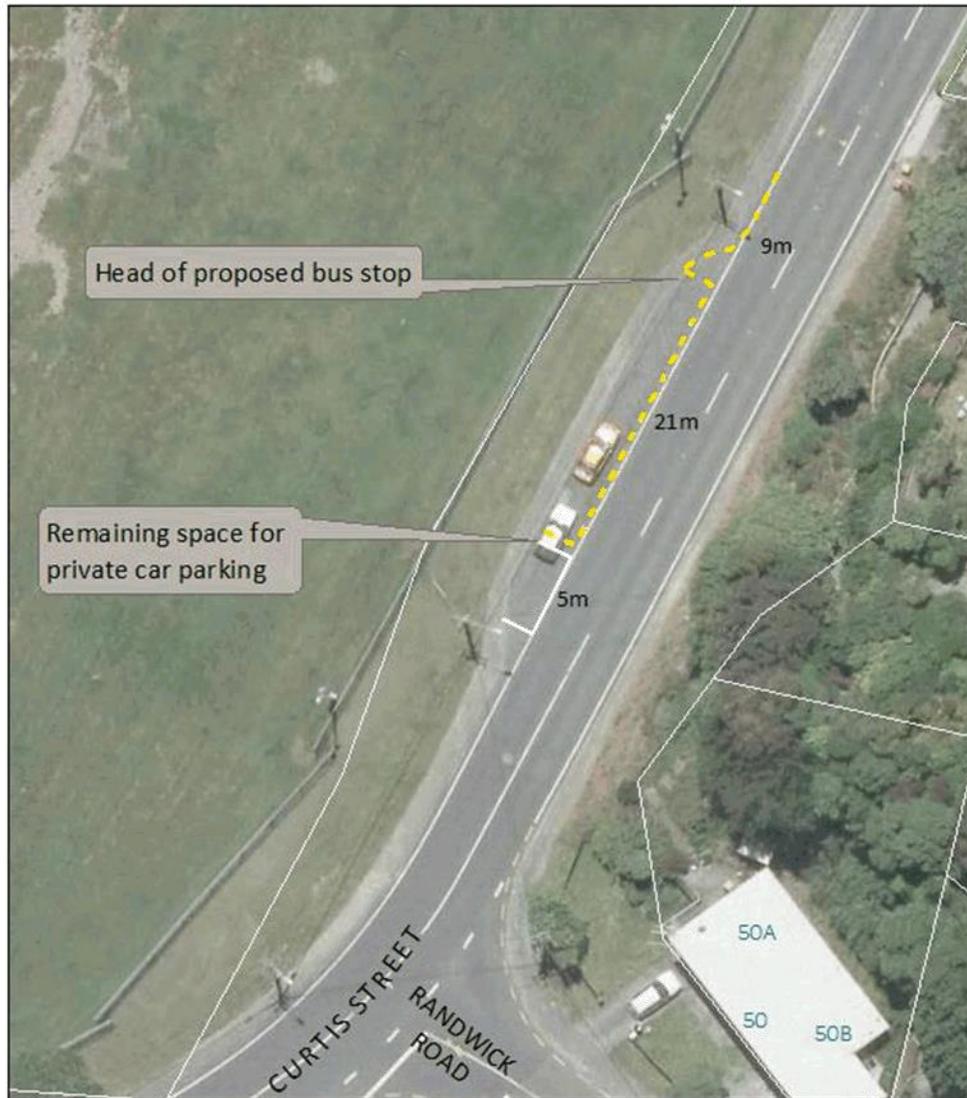
WCC Contact:

Stephen Harte
Implementation Manager Network
Improvements
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8084
Email: Stephen.Harte@wcc.govt.nz

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

PROPOSED TRAFFIC RESOLUTION

Figure 1: Curtis Street at Randwick Road Proposed Bus Stop Layout:



 <p>greater WELLINGTON REGIONAL COUNCIL Page 105 13 December 2018</p>	<p>CURTIS STREET AT RANDWICK ROAD PROPOSED BUS STOP LAYOUT</p>	<p>SCALE: 1:400 DRAWN BY: SMCNEILL DATE DRAWN: 09/01/2017</p>
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FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Sara Clarke, Creswick Valley Residents Association
Suburb: Northland
Agree: Yes

CVRA support this proposal in principle, but also want to be assured that this change is acceptable to the immediate neighbours that are affected. We are aware that there is little off-street parking for residents on Curtis St. The parking area is therefore used by visitors, including tradespeople, to the Curtis St residents. We are aware that sometimes, this carpark is also heavily used by dog-park owners, and this curtails the availability of off-street parks for Curtis St residents. While the designated bus stop time is only half an hour in the morning and afternoon (Mon-Fri), we would like to be assured that this is acceptable to the Curtis St residents.

Officers Response:

The proposed restriction has been advertised and submissions called for. The bus stop restriction is for a short time at either end of the day which will impose little impact on locals using the area for parking.

Name: Mike Mellor, Living Streets
Suburb: Northland
Agree: Yes

Makes sense.

Name: Rhona Hewitt, Greater Wellington Regional Council
Suburb: Not given
Agree: Yes

We support the following traffic resolutions developed jointly by GWRC and WCC amending bus stop locations and hours of operation as these are needed for the efficient operation of the Metlink network.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 132– 18

Location: Manchester Street, Newtown

Proposal: No Stopping At All Times Parking Restriction

Information: Council officers have received concerns over vehicles parking at the bend of Manchester Street/ Melrose Crescent.

Manchester Street is on a bus route and the road width at the narrowest point near the bend at Melrose Crescent is approximately 7.0 metres wide. Melrose Crescent is a minor road intersecting with Manchester Street. It provides access to around fifteen properties.

Site investigation has been undertaken to understand the concerns. It has been found that residents currently park their vehicles directly east of the access at Melrose Crescent, restricting the sight lines between the vehicles exiting Melrose Crescent and the ones travelling westbound/ downhill. These parked vehicles also force cars, trucks and buses travelling westbound to move across the road centreline near the bend, increasing the risk of head-on collisions with vehicles travelling uphill.

Council officers propose to install No Stopping At All Times parking restriction at the bend to address the safety concern. The proposal takes into account the current travel patterns on Manchester Street, as well as the current parking demand.

Net parking loss: 6.

Parking surveys undertaken in August 2018 confirmed that the introduction of additional no stopping lines would not significantly impact on the parking availability of the area. It is also noted that cars do not park along the northern/eastern kerb line on the inside of the bend.

The proposed no stopping restrictions are shown on the attached plan.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Key Dates:

- | | |
|---|-----------------|
| 1) Advertisement in the Dominion Post Newspaper. | 23 October 2018 |
| 2) Feedback period closes. | 9 November 2018 |
| 3) If no objections received, report sent to City Strategy Committee for approval. | 6 December 2018 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Manchester Street	<i>No Stopping, At All Times</i>	<i>South side, commencing 420.0 metres south of its intersection with Daniell Street (Grid coordinates X= 1,749,333.70 m, Y= 5,424,259.10 m) and extending in a southerly direction following the western kerbline for 52.0 metres.</i>
Manchester Street	<i>No Stopping, At All Times</i>	<i>East side, commencing 53.5 metres south of its intersection with Caprera Street (Grid coordinates X= 1,749,556.20 m, Y= 5,424,020.20 m) and extending in a southerly direction following the eastern kerbline for 41.0 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Amin Shahin (Intermediate Traffic Engineer)
Approved By: Steve Spence (Chief Transport Advisor)
Date: 15/10/18

WCC Contact:

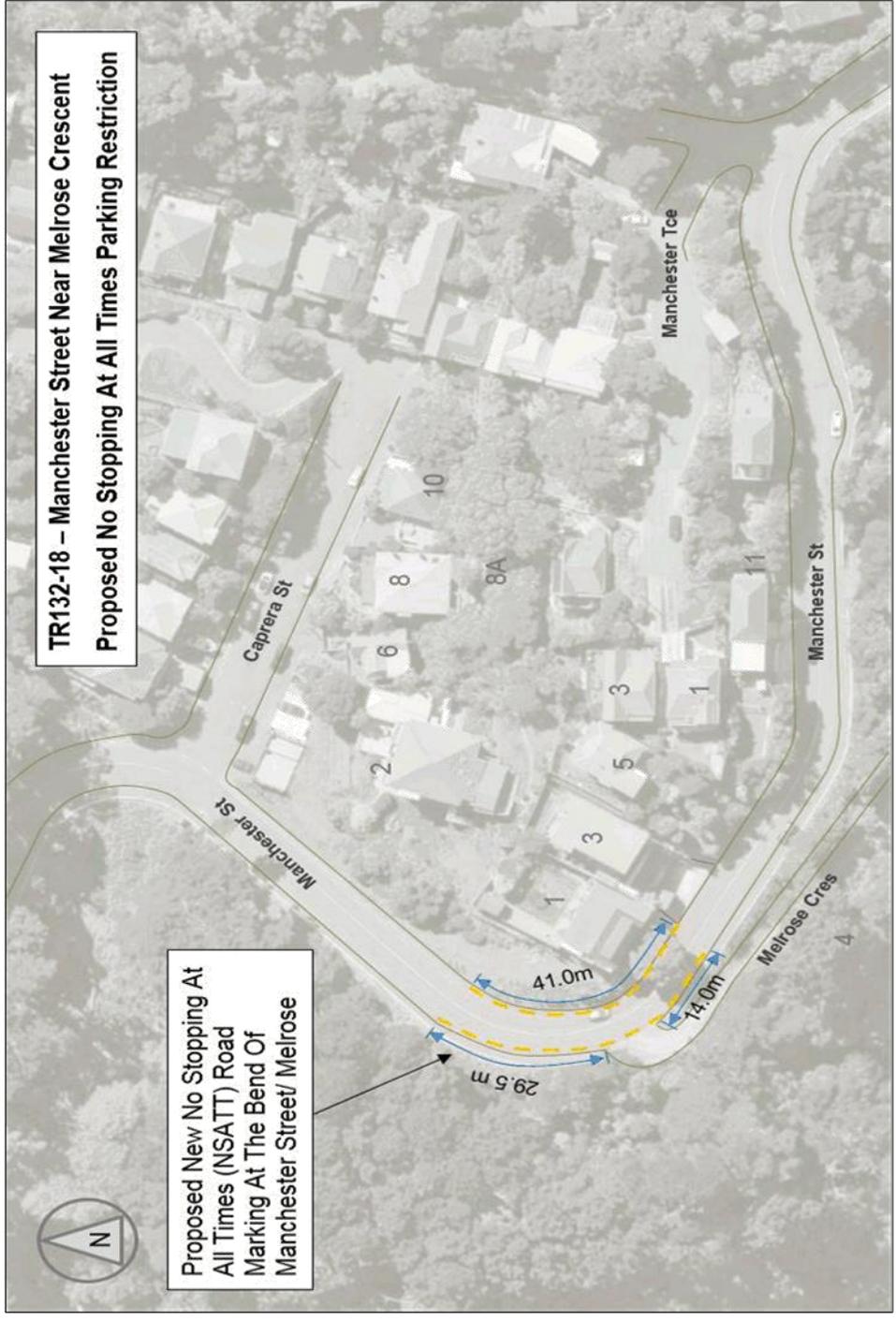
Amin Shahin
Intermediate Traffic Engineer

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101 Wakefield Street / PO Box 2199,
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Email: Amin.Shahin@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan:



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Mike Mellor, Living Streets
Suburb: Not given
Agree: Yes

Makes sense.

Name: Rhona Hewitt, Greater Wellington Regional Council
Suburb: Not given
Agree: Yes

GWRC supports the introduction of no stopping restrictions on Manchester Street near the junction with Melrose Crescent as these will improve the safety and efficiency of bus operations. This site is on the 23 and 23e bus routes which provide a local frequency bus service seven days a week. Current practice of parking at this location forces buses to cross the centreline where there is poor visibility for vehicles travelling in the opposite direction increasing the risk of crashes.

PROPOSED TRAFFIC RESOLUTION

Reference Number: TR 133-18

Location: Hinau Street, Tawa

Proposal: To provide a permanent school bus stop on Hinau Street, Tawa as part of improvements being made to the Metlink bus network.

Background: In mid-July 2018 Greater Wellington launched a new bus network across Wellington City, as well as new bus contracts across the region. Following on from these changes, a number of commercially run school buses from Tawa Intermediate and Tawa College were dis-continued. To replace these services, Metlink has introduced a new school bus route, route 460, which runs two afternoon trips between Tawa Intermediate/College and Porirua Station, as well as one afternoon route 60 trip which diverts via Hinau Street on its journey to Porirua Station.

These three trips have been departing from a temporary bus stop on Hinau Street since the start of term 2. Metlink would now like to make this bus stop permanent.

The trips depart from the temporary Hinau Street bus stop, instead of the bus stop outside Tawa Intermediate/College to ensure the first route 460 trip can depart after the Intermediate students finish at 3pm, drive to Porirua Station to drop students, then travel back to Tawa to collect the College students when they finish school at 3.20pm. The route 60 also uses this stop to ensure the diverted trip can still travel via the Tawa Shops. If the Hinau Street stop cannot be used, the route 460 would be delayed on its second trip because of the longer return journey, and the route 60 would not be able to serve the Tawa Shops.

The bus stop is proposed outside 3 Hinau Street, and is required to operate between 3.00-4.00pm, Monday to Friday, during school terms only.

The stop has been operating satisfactorily during this temporary situation.

Consultation

In July 2018, Greater Wellington undertook initial consultation with affected residents of 7 properties on Hinau Street and McLellan Street before installing the temporary bus stop. Feedback was received from one property owner who expressed concerns over the loss of parking and other issues such as recycling bins being in the

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

way. Despite these concerns there has been no evidence they have caused any major problems through the trial.

Key Dates:

Advertisement in the Dominion Post Newspaper	23 October 2018
Feedback period closes.	9 November 2018
If no objections received report sent to City Strategy Committee for approval.	6 December 2018
If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.	

Legal Description:

Add to Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Hinau Street	Bus Stop, 3.00-4.00pm Monday to Friday During School Term	Western side commencing 22 metres North of the prolonged Northern kerbline of McLellan Street (X = 1,753,644.969, Y = 5,441,574.0348) and extending in a Northerly direction for a distance of 14 metres. (Metlink bus stop #3927)

Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

Hinau Street	No Stopping, at all times	Western side commencing 36 metres North of the prolonged Northern kerbline of McLellan Street (X = 1,753,644.969, Y = 5,441,574.0348) and extending in a Northerly direction for a distance of 7.5 metres.
Hinau Street	No Stopping, at all times	Western side commencing 13 metres North of the prolonged Northern kerbline of McLellan Street (X = 1,753,644.969, Y = 5,441,574.0348) and extending in a Northerly direction for a distance of 9 metres.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By : **Stephen Harte** (Implementation Manager
Network Improvements)
Approved By : **Steve Spence** (Chief Transport Advisor)
Date: **22/11/18**

WCC Contact:

Stephen Harte
Implementation Manager Network
Improvements
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8084
Email: Stephen.Harte@wcc.govt.nz

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

PROPOSED TRAFFIC RESOLUTION

Attachment 1: Indicative layout Hinau Street



 **PROPOSED SCHOOL BUS STOP:**
HINAU STREET

SCALE: 1:500
DRAWN BY: SMCNEILL
DATE DRAWN: 09/07/2018

Regional Strategic Planning Design | © WCC | 10/11/18

Disclaimer: All reasonable efforts are made to ensure the currency and accuracy of the information printed.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Brendon Henderson - Tawa Intermediate School
Suburb: Tawa
Agree: No

Thanks for the opportunity to make a submission regarding the placement of a bus stop along Hinau Street. We have concerns about the safety of students crossing McLellan/Hinau with the roundabout and bus stop currently located. There are more students heading in this direction now because of the location of the bus stop. They are crossing the road at the roundabout which is very busy between 3.00pm and 3.10pm. We now have four staff on duty after school trying to assist with student crossing safety. Tawa Intermediate School would like the bus stop moved south along Duncan Street to just opposite the empty College land. The police have also expressed concern at the safety of the bus stop placement in a meeting we had with Metlink's Rhona Hewitt on the 24th of October.

Name: Julie Molloy
Suburb: Tawa
Agree: No

I would like to voice my objection to the bus stop for several reasons. My property (3a) and the property in front of mine (3) do not have much off street parking. Therefore we need to park vehicles on the street. The bus stop outside our houses takes away any parking we have, and we now have to park a fair way from our houses. This is difficult if you are carrying groceries etc. The behaviour of the college students has been questionable. This is probably due to the fact they are unsupervised. If the bus stop was closer to the college, they would be able to provide a staff member to supervise the students. I rang the college and spoke to the principal who agreed that if the bus stop was close to the college they would be able to supervise it. I had a vehicle which had been in an accident and was awaiting repair. This car was parked off the road and on private property. It was witnessed that some students were kicking the car on private property causing more damage. Since the bus stop has been there, every week my rubbish bin is thrown over on its side. As a result it has now been broken. I have had rubbish left in my letterbox and also rubbish is wedged into the fence. I am very opposed to the bus stop due to the littering and also the damage I have had to incur. I contacted the college who said if they didn't know who has done it, there is little they can do about it. Also the now lack of parking has impacted on my household.

Name: Murray Lucas, Tawa College
Suburb: Tawa
Agree: No

We would prefer that the bus stop was on Duncan Street to avoid the students having to cross over the McLellan/Duncan/Hinau intersection.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Rhona Hewitt, Greater Wellington Regional Council
Suburb: Not given
Agree: Yes

We support the following traffic resolutions developed jointly by GWRC and WCC amending bus stop locations and hours of operation as these are needed for the efficient operation of the Metlink network.

Officers Response:

In the past transport to and from Tawa Intermediate and Tawa College for many of their 'out of zone' students was undertaken using the rail service and commercially provided bus services. The commercially provided bus services stopped running at the end of Term 2, 2018 and since then GWRC has been working closely with the schools to assist them with travel options for their 'out of zone' students.

From the start of Term 3, 2018, GWRC has been providing one school bus in the afternoon that runs two trips (one trip for Tawa Intermediate students and one for Tawa College students) and one diverted public bus route 60 trip (for Tawa College students) between a temporary bus stop on Hinau Street and Porirua Station. With the support of both schools and the bus operator a temporary bus stop on Hinau Street created as a trail. This was close to both schools and enabled the public a bus route 60 trip to be diverted with the least impact for other customers using the service. The location also allowed to efficiently operate two trips to Porirua Station picking up the finish times of both the Intermediate and College.

Since the introduction of the trial GWRC has continued to work closely with the two schools and the bus operator. Concerns during the trial were raised by parents of Intermediate students who had to cross two busy roads to get to the stop. Recently GWRC has met with the local community school Police officers and Tawa Intermediate staff in an attempt to mitigate these concerns. Mitigation measures include adjustments to the roundabout at McLellan Street/Hinau Street to improve bus movement and the introduction of an earlier finish for the Intermediate school to reduce the numbers of students leaving schools at the one time.

While these go some way to alleviating the problem a recent meeting requested further consideration. It is proposed that the first bus for the Intermediate leave from Duncan Terrace. This will require a stop to be installed next to the Intermediate school playing fields and near the public crossing.

While this will further alleviate the need for students to cross busy roads there is still a need for the school bus making its second trip to pick up College students in Hinau Street. The Hinau Street stop is also required by the public service on bus route 60 to make the diversion to pick up students. The proposed stop was selected after a review of a number of alterations in the area and input from both the schools and bus operator.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Similarly WCC will continue to work with GWRC, the schools and bus operators to explore the further enhancement of school services with a stop on Duncan Street with a view to bringing this back to Committee for consideration.

PROPOSED TRAFFIC RESOLUTION **Absolutely Positively**
Wellington City Council
Me Heke Ki Pōneke

Reference: TR134-18
Location: Colombo Street - Newtown
Proposal: Convert P30 Loading Zone to P15

Information: Council officers received a request to provide additional public parking spaces for the Newtown Community Centre. The Community Partnership co-ordinator advised the current need of parking spaces for facility users. The officer was advised of the future Community Centre upgrade requiring more time limited parking spaces.

The Salvation Army Family Store opposite the Centre has recently closed and the loading zone is no longer required.

It is proposed that the redundant Loading Zone be converted to short stay park (P15) to allow the public to drop-off/pickup people and goods and for the short term servicing needs in the area.

It is also proposed to convert two P15 parks in Rintoul Street to P60 time limited parks to facilitate better use of kerb side time limited parking in the area. (This proposal is described in TR 138-18.)

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 23 October 2018
- 2) Feedback period closes. 9 November 2018
- 3) If no objections received report sent to City Strategy Committee for approval. 6 December 2018
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Colombo Street	<i>P30 Loading Zone, Goods Vehicles Only, Mon- Sun 8:00am-6:00pm</i>	<i>North side, commencing 181.5 metres east of its intersection with Adelaide Road (Grid Coordinates x=2658723.511432m, y=5986789.634514m), and extending in an easterly direction following the kerbline for 8 metres.</i>

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

Column One	Column Two	Column Three
Colombo Street	<i>P120, At All Times</i>	<i>North side, commencing 176.5 metres east of its intersection with Adelaide Road (Grid Coordinates x=2658723.511432m, y=5986789.634514m), and extending in an easterly direction following the kerbline for 5 metres.</i>
Colombo Street	<i>P120, At All Times</i>	<i>North side, commencing 189.5 metres east of its intersection with Adelaide Road (Grid Coordinates x=2658723.511432m, y=5986789.634514m), and extending in an easterly direction following the kerbline for 13.5 metres.</i>

PROPOSED TRAFFIC RESOLUTION Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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

Column One	Column Two	Column Three
Colombo Street	<i>P15, Monday to Sunday, 8am to 6pm</i>	<i>North side, commencing 176.5 metres east of its intersection with Adelaide Road (Grid Coordinates x=2658723.511432m, y=5986789.634514m), and extending in an easterly direction following the kerbline for 7.5 metres.</i>
Colombo Street	<i>P120, Monday to Sunday, 8am to 6pm</i>	<i>North side, commencing 184.0 metres east of its intersection with Adelaide Road (Grid Coordinates x=2658723.511432m, y=5986789.634514m), and extending in an easterly direction following the kerbline for 18.5 metres.</i>

Prepared By: Orencio Gueco
Approved By: Steve Spence
Date: 22/11/18

(Area Traffic Engineer)
(Chief Transport Advisor)

WCC Contact:
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FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Renee Rushton - Newtown Community & Cultural Centre
Suburb: Newtown
Agree: No

Eryn and I think that we don't need the extra 15 minute park, the one we have right outside the building is sufficient. So we would replace that with a 120 minute park if that's still a possibility.

Officers Response:

The proposed P15 park on the opposite side of the Community Centre is to replace the current P30 loading zone. This is a shorter time limit but less restrictive than a loading zone. This will allow another option for a drop-off and pick up on the opposite side of the community centre. This will also provide for the short term servicing needs of residents in the area and for the new owners of the corner property previously the Salvation Army Family Store.

Regarding additional longer stay parks to assist the community centre, we have proposed to convert the two P15 parks at the corner with Rintoul Street into P60 parks. This will allow, especially for the community facility users, two parking spaces for up to a one hour stay.

Name: Michael Lowrie
Suburb: Newtown
Agree: No

I (we) the owners ,residents of 19 Rintoul St strongly object to any changes to the parking in this area that does not address the lack of residents parking for lower Rintoul St. The parking should be changed P* or resident parking for all controlled parking in Colomobo Street and lower Rintoul street including the P60 parking outside 33 Rintoul St.

Officers Response:

The current proposal is to assist the Newtown Community Centre users in finding parks as they avail of the community facility. It only proposes to change the time limit of the existing parks.

We note your feedback regarding the need for residents parking in this area and acknowledge your difficulty finding available spaces due to commuters and parking by non-residents.

Council has completed a review of the residents parking scheme and recommended guidelines to aid the decision making process when evaluating requests. Below are the criteria for more residents' parking spaces within an existing permit area:

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- No more than 50% of a street to be resident parking
- Evidence of consistent pressure on resident spaces
- Consideration is given to availability of off-street parking facilities and other on-street parking demands; i.e. visitors, businesses, servicing and deliveries.

The Council, when introducing residents parking restrictions, is legally obliged to follow an approved process including consultation with directly affected parties, local Residents' associations and public notification.

If you wish to pursue requesting for residents' parking in the area of Rintoul Street, we encourage you to complete the attached form and gain signatures from affected residents. This will assist the proposal and minimise objections during the consultation process.

I am sorry this cannot be simpler. Council has set the above criteria since the creation of residents parking introduces annual permit costs to the residents including frequent visits by parking wardens to enforce the restrictions.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference Number: TR 135-18

Location: Para Street, Miramar
Gipps Street, Karori
Houghton Bay Road, Houghton Bay

Proposal: To revise the time bus stops operate at a number of bus stops on the revised Wellington bus network.

This includes removing the time restriction at one stop and applying reduced time restrictions on three bus stops which are currently full time stops.

Background: Background

Many bus stops across the city are time restricted in order to reduce the loss of on-street parking. With the introduction of the new Wellington bus network, a number of bus stops required their time restrictions to be updated, either to extend the time restrictions or to reduce them to meet the demand of school services. Optimising the time that bus stops operate will enable bus stops to be used for on-street parking outside of the bus stop hours.

Para Street (Miramar) - This bus stop is currently a school only bus stop. It is proposed to extend the use of this stop to allow regular service buses to use it. In this way it will decrease the distance between stops in the area and improve access to the route 24 service.

The bus stops on Gipps Street (Karori) and Houghton Bay Road (Houghton Bay) were previously use by both public and school bus services. Because of changes to the network these stops are now only used by school services therefore the times the bus stops operate can be reduced to match school service demands allowing car parking outside of these times.

Consultation

There has been no consultation on the proposals as it is considered there will be minimal impact on the general public as a result of the changes.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Key Dates:

Advertisement in the Dominion Post Newspaper	23 October 2018
Feedback period closes.	9 November 2018
If no objections received report sent to City Strategy Committee for approval.	6 December 2018
If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.	

Legal Description:

Amend Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Para Street	Bus Stop At All Times	West side, commencing 71.5 metres north of its intersection with Miramar Avenue and extending in a northerly direction following the western kerbline for 13.5 metres. (Metlink bus stop #7274)
Gipps Street	Bus Stop, 7.45-8.15am Monday to Friday During School Term	North side, commencing 210 metres north of its intersection with Donald Street and extending in an easterly direction following the northern kerbline for 12 metres. (Metlink bus stop #4305)
Gipps Street	Bus Stop, 7.45-8.15am Monday to Friday During School Term	North side, commencing 26 metres north of its intersection with Donald Street and extending in an easterly direction following the northern kerbline for 12 metres. (Metlink bus stop #4306)
Houghton Bay Road	Bus Stop, 7.45-8.15am Monday to Friday During School Term	North side, commencing 225 metres east of its intersection with Buckley Road and extending in a southerly direction following the northern kerbline for 12 metres. (Metlink bus stop #6939)

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By : **Stephen Harte**

(Implementation Manager
Network Improvements)

Approved By : **Steve Spence**

(Chief Transport Advisor)

Date: **22/11/18**

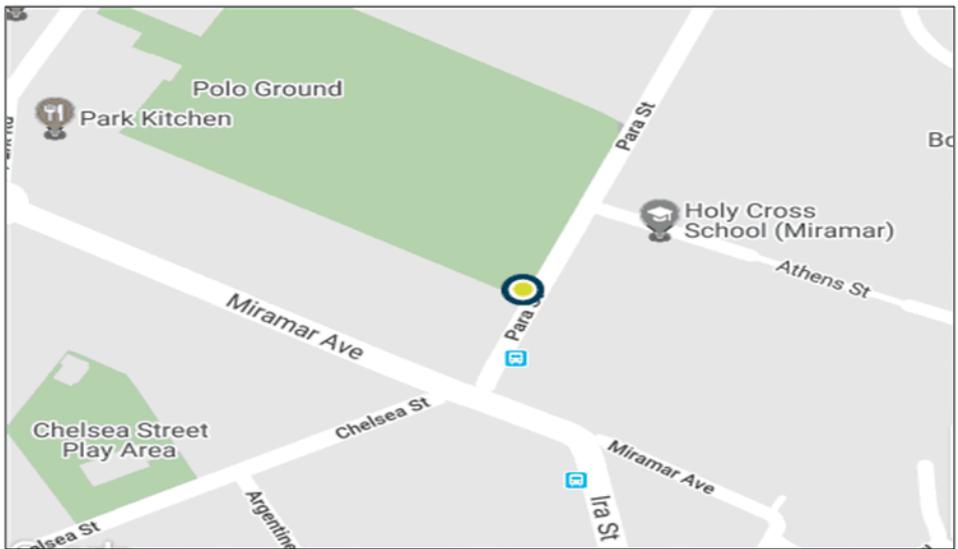
WCC Contact:

Stephen Harte
Implementation Manager Network
Improvements
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101 Wakefield Street / PO Box 2199,
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Phone: +64 4 803 8084
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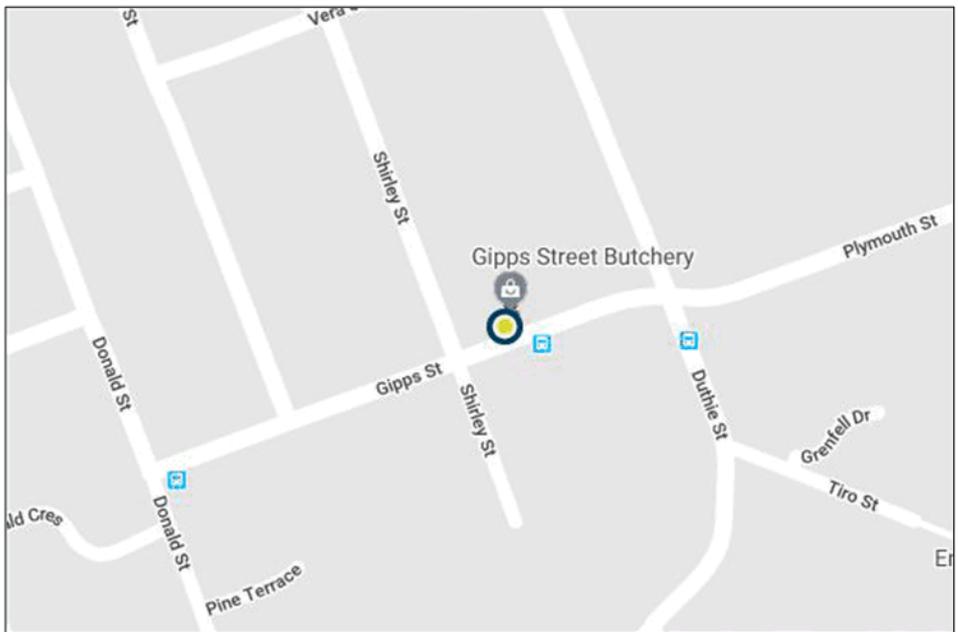
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

PROPOSED TRAFFIC RESOLUTION

Attachment 1: Para Street opposite Holy Cross School #7274



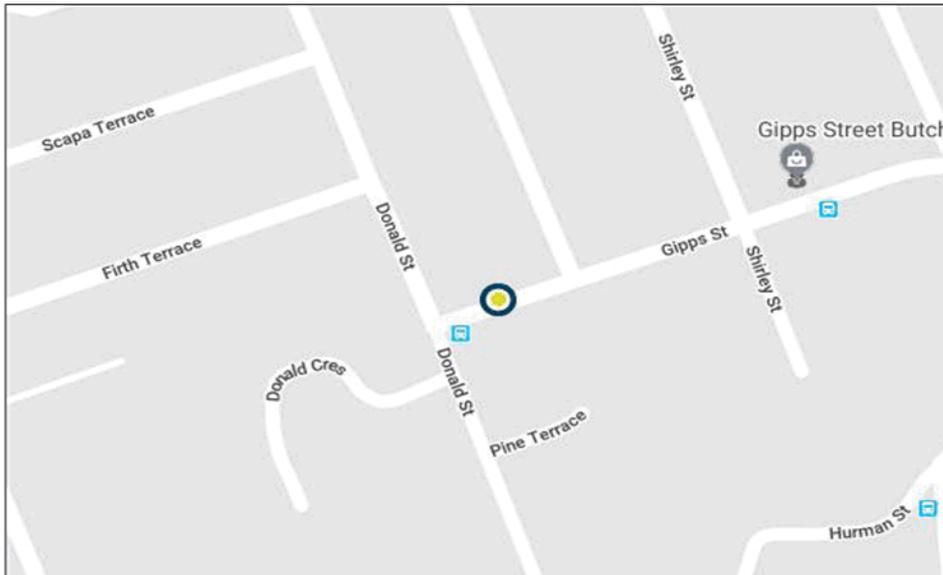
Attachment 2: Gipps Street at Shirley Street #4305



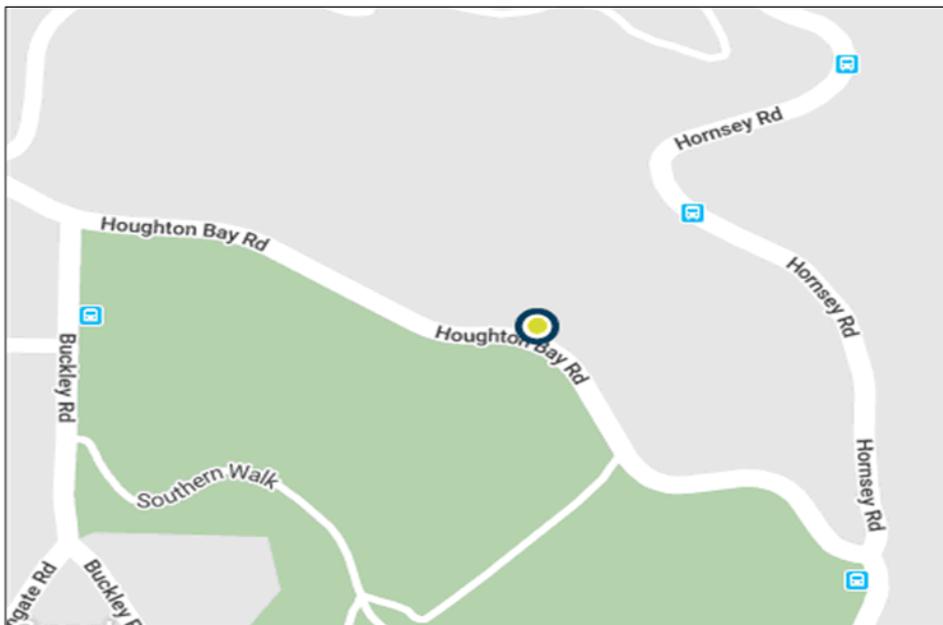
FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Attachment 3: Gipps Street at Cooper Street #4306



Attachment 4: Houghton Bay Road at Sinclair Park #6939



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Mike Mellor, Living Streets
Suburb: Not given
Agree: Yes

Para St - good idea (this stop is already signed as a full-time stop, not as a school stop)

Name: Rhona Hewitt, Greater Wellington Regional Council
Suburb: Not given
Agree: Yes

We support the following traffic resolutions developed jointly by GWRC and WCC amending bus stop locations and hours of operation as these are needed for the efficient operation of the Metlink network.

Officers Response:

The Para Street stop signage was changed to meet the new service requirements of the network changes introduced in July. This has not created any issue so it is recommended that this be formalised.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference Number: TR 136-18

Location: Adelaide Road at Duppa Street

Proposal: To relocate the bus stop (Stop #7126) on Adelaide Road by Duppa Street to eliminate a power pole obstruction.

Background: With the introduction of the new Wellington bus network, a number of stops require their layouts to be improved to ensure buses can use the bus stop effectively and safely. The introduction of Double Decker buses as part of the new service network has highlighted the need to change the location of the bus stop on Adelaide Road by Duppa Street (Stop 7126) because some buses are coming into contact with the power pole adjacent to the stop, particularly when exiting.

The stop currently poses a health and safety issue as well as damaging the new bus fleet.

Proposed changes

It is proposed to reconfigure the layout of the bus stop by moving the stop South as per the plans in *Attachments 1 and 2*. To do this parking in the area would need to be removed. However some parking would be gained at the front on the existing stop when it is moved to the back. The bus stop would also be supported with no stopping restrictions to allow the bus to safely and effectively enter and exit bus stop. Overall the changes would result in a net loss of two parking spaces in the area.

The proposed changes would eliminate the power pole as a hazard. Moving the stop would also move the stop closer to the existing bus shelter improving the comfort of passengers in inclement weather.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Key Dates:

Advertisement in the Dominion Post Newspaper	23 October 2018
Feedback period closes.	9 November 2018
If no objections received report sent to City Strategy Committee for approval.	6 December 2018
If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.	

Legal Description:

Amend Schedule B (class restricted parking) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Adelaide Road	Bus Stop, at all times	West, commencing 38 metres south of its intersection with Duppa Street (Grid coordinates x= 1748556.5 m, y= 5423831.6 m), and extending in a southerly direction following the western kerbline for 15 metres.

Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

Adelaide Road	No Stopping, at all times	West, commencing 33 metres south of its intersection with Duppa Street (Grid coordinates x= 1748556.5 m, y= 5423831.6 m), and extending in a southerly direction following the western kerbline for 5 metres.
Adelaide Road	No Stopping at all times	West, commencing 53 metres south of its intersection with Duppa Street (Grid coordinates x= 1748556.5 m, y= 5423831.6 m), and extending in a southerly direction following the western kerbline for 9 metres.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By : **Stephen Harte**

(Implementation Manager Network
Improvements)

Approved By : **Steve Spence**

(Chief Transport Advisor)

Date: **22/11/18**

WCC Contact:

Stephen Harte
Implementation Manager Network
Improvements
Wellington City Council
101 Wakefield Street / PO Box 2199,
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Phone: +64 4 803 8084
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PROPOSED TRAFFIC RESOLUTION

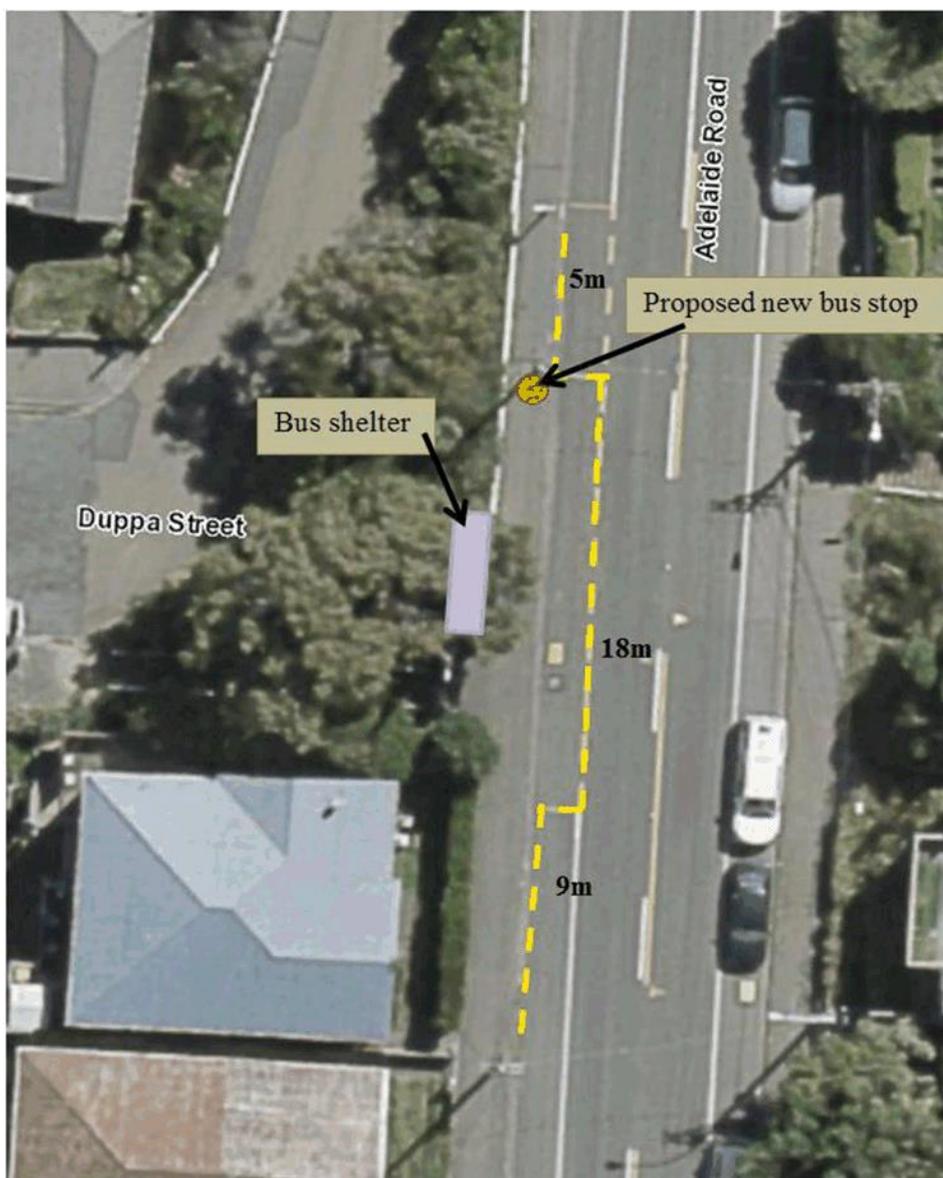
Attachment 1: Current Bus stop configuration



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Attachment 2: Indicative layout of with restrictions



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Mike Mellor, Living Street
Suburb: Not given
Agree: Yes

Good idea - but recommend move the stop a couple more metres to the south so that the shelter, the stop sign, the box and the RTI display all line up.

Name: Rhona Hewitt, Greater Wellington Regional Council
Suburb: Not given
Agree: Yes

We support the following traffic resolutions developed jointly by GWRC and WCC amending bus stop locations and hours of operation as these are needed for the efficient operation of the Metlink network.

Officers Response:

The proposed relocation of the stop optimises the space required for the effective operation of the bus and retention of parking.

PROPOSED TRAFFIC RESOLUTION **Absolutely Positively**
Wellington City Council
Me Heke Ki Pōneke

Reference: TR137 - 18

Location: Victoria Street - Wellington Central

Proposal: Convert two P5 parks to P120 metered mobility parks

Information: Wellington City Council is currently constructing a temporary home for the Royal New Zealand Ballet on the Michael Fowler Centre car park. All parking inside the car park including the mobility parks has been removed.

One mobility space has also been removed on Wakefield Street outside the WCC offices due to associated works on the Townhall.

WCC officers have identified the parking spaces outside of the Central Library on Victoria Street as a suitable location for two mobility parks. These 2 spaces will meet the grade and access requirements.

It is proposed to convert the two P5 parks directly outside of the library to P120 metered mobility parks. The remaining parks will be adjusted to maintain the same number of P5 parks outside of the library.

Key Dates:

- | | |
|---|-----------------|
| 1) Advertisement in the Dominion Post Newspaper | 23 October 2018 |
| 2) Feedback period closes. | 9 November 2018 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 6 December 2018 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Victoria Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 9 metres south of its intersection with Harris Street (Grid coordinates x= 1748765.3 m, y= 5427778.9 m), and extending in a southerly direction following the kerbline for 22.5 metres. (4 parallel carparks).

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

Column One	Column Two	Column Three
Victoria Street	P5, At All Times	East side, commencing 31.5 metres south of its intersection with Harris Street (Grid Coordinates X=2658787.079625 m, Y=5989490.954991 m) and extending in a southerly direction following the kerbline for 12 metres.

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

Column One	Column Two	Column Three
Victoria Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 8.0 metres south of its intersection with Harris Street (Grid coordinates x= 1748765.3 m, y= 5427778.9 m), and extending in a southerly direction following the kerbline for 11.0 metres. (2 parallel carparks).

PROPOSED TRAFFIC RESOLUTION

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

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

Column One	Column Two	Column Three
Victoria Street	P5, At All Times	East side, commencing 19.0 metres south of its intersection with Harris Street (Grid Coordinates x= 1748765.3 m, y= 5427778.9 m) and extending in a southerly direction following the kerbline for 18.0 metres. (3 parallel parks)

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

Column One	Column Two	Column Three
Victoria Street	Metered mobility parking - displaying an operation mobility permit only at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 37.0 metres south of its intersection with Harris Street (Grid coordinates x= 1748765.3 m, y= 5427778.9 m), and extending in a southerly direction following the kerbline for 6.5 metres.

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

Column One	Column Two	Column Three
Victoria Street	P5, At All Times	East side, commencing 48 metres south of its intersection with Harris Street (Grid Coordinates X=2658787.079625 m, Y=5989490.954991 m) and extending in a southerly direction following the kerbline for 16 metres.

PROPOSED TRAFFIC RESOLUTION

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

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

Column One	Column Two	Column Three
Victoria Street	Metered mobility parking - displaying an operation mobility permit only at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 48.0 metres south of its intersection with Harris Street (Grid coordinates x= 1748765.3 m, y= 5427778.9 m), and extending in a southerly direction following the kerbline for 5.0 metres.

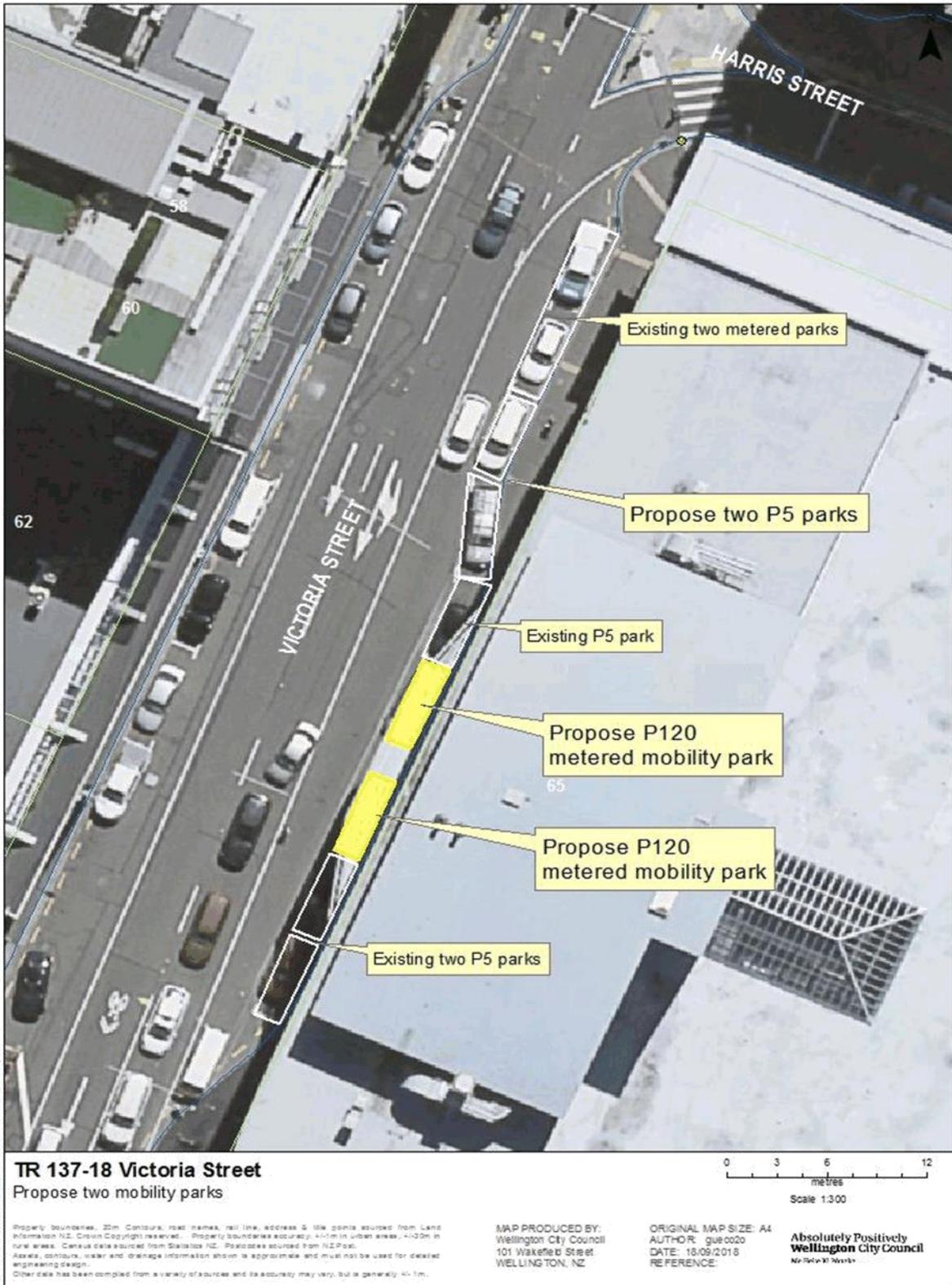
Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Victoria Street	P5, At All Times	East side, commencing 53.0 metres south of its intersection with Harris Street (Grid Coordinates x= 1748765.3 m, y= 5427778.9 m) and extending in a southerly direction following the kerbline for 11.0 metres. (2 parallel parks)

Prepared By: **Orencio Gueco**
 Approved By: **Steve Spence**
 Date: **22/11/18**

(Area Traffic Engineer)
 (Chief Transport Advisor)

WCC Contact:
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 Phone: +64 4 803 8287
 Email: orencio.gueco@wcc.govt.nz





Feedback Received:

Name: Mike Mellor, Living Streets
Suburb: Not given
Agree: Yes

Support improved mobility parking provided that the gap between parked vehicles outside the library entrance is maintained. Many people cross the road here to access the Crowe Horwath House and the walkway through to Willis St, Unity Books and the bus stop. Enforcement will be required to maintain a mobility park at this very popular location.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR138-18

Location: Rintoul Street - Newtown

Proposal: Convert two P15 parks to P60 parks

Information: Council officers received a request to provide additional public parking spaces for the Newtown Community Centre. The Community Partnership co-ordinator advised the current need of parking spaces for its facility users. The Officer was also advised of the future Community Centre upgrade requiring additional longer stay car parking spaces.

After review of the parking arrangements in the area, it is proposed to convert two P15 parks in Rintoul Street to P60 time limited parking spaces.

Further to this, it is proposed that the redundant Loading Zone in Colombo Street opposite the Centre, be converted to short stay parking space (P15) to allow drop off/pickup for the centre facility users, the nearby residents, as well as cater for the short term servicing needs in the area. (This proposal is described in TR 134-18)

Key Dates:

- | | |
|---|-----------------|
| 1) Advertisement in the Dominion Post Newspaper | 23 October 2018 |
| 2) Feedback period closes. | 9 November 2018 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 6 December 2018 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

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

Legal Description:

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

Column One	Column Two	Column Three
Rintoul Street	<i>P15, Mon- Sat 8:00am-6:00pm</i>	<i>West side, commencing 6 metres north of its intersection with Colombo Street and extending in a northerly direction following the western kerbline for 29.2 metres</i>

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

Column One	Column Two	Column Three
Rintoul Street	<i>P60, Mon- Sun 8:00am-6:00pm</i>	<i>West side, commencing 6.0 metres north of its intersection with Colombo Street (Grid Coordinates x=1,748,902.1498 m, y=5,425,036.0587 m), and extending in a northerly direction following the western kerbline for 10.0 metres</i>

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

Column One	Column Two	Column Three
Rintoul Street	<i>P15, Mon- Sun 8:00am-6:00pm</i>	<i>West side, commencing 16.0 metres north of its intersection with Colombo Street (Grid Coordinates x=1,748,902.1498 m, y=5,425,036.0587 m), and extending in a northerly direction following the western kerbline for 5.0 metres</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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

Column One	Column Two	Column Three
Rintoul Street	<i>P15, Mon- Sun 8:00am-6:00pm</i>	<i>West side, commencing 27.5 metres north of its intersection with Colombo Street (Grid Coordinates x=1,748,902.1498 m, y=5,425,036.0587 m), and extending in a northerly direction following the western kerblines for 7.0 metres</i>

Prepared By: **Orencio Gueco**
Approved By: **Steve Spence**
Date: **22/11/18**

(Area Traffic Engineer)
(Chief Transport Advisor)

No feedback was received for this traffic resolution.

WCC Contact:
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Email: orencio.gueco@wcc.govt.nz



PROPOSED TRAFFIC RESOLUTION Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 139 – 18
- Location:** Karori Road - Karori
- Proposal:** No Stopping At All Times
- Information:** It has been identified that the forward visibility to the pedestrian zebra crossing at Samuel Marsden School on Karori Road is not achieved on all approaches to the crossing.

There is parking permitted on both departure sides of the crossing (parking is permitted from 10m westbound and immediately after the crossing eastbound). The parking to the west of the crossing could obscure any pedestrians from the view of the approaching traffic. Due to the high use of the crossing by vulnerable users (school-children), the council has decided to extend the no stopping marking to provide the maximum required forward visibility to the crossing on each approach.

The purpose of this resolution is to improve the forward visibility to pedestrians waiting at the crossing by extending the no stopping markings by 3m on the western side of the pedestrian crossing (on Samuel Marsden Collegiate School side of Karori Road) and 6m on the eastern side of the pedestrian crossing (on St Mary's Early Childhood Education Centre side of Karori Road).

The P10 parking restriction on the southern side will be extended to the west to still accommodate the 3 spaces.

There are also other improvements proposed for this zebra crossing. These include coloured high friction surfacing on the approaches, improved signs and Child Active electronic warning signs.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with the appropriate signs and markings are introduced.

Net parking loss: 1 overall parking space(unrestricted) on the northern side

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Key Dates:

- | | |
|---|-----------------|
| 1) Advertisement in the Dominion Post Newspaper | 23 October 2018 |
| 2) Feedback period closes. | 9 November 2018 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 6 December 2018 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

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

Column One	<i>Column Two</i>	<i>Column Three</i>
Karori Road	<i>No Stopping at All Times</i>	<i>South side, commencing 216 metres east of its intersection with Donald Street and extending in an easterly direction following the southern kerbline for 85 metres.</i>
Karori Road	<i>P10 Monday to Friday, 8:00am – 9:00am, 3:00pm – 4:00pm, During School Term.</i>	<i>South side, commencing 223 metres west of its intersection with Lancaster Street (grid coordinates X = 1,746,265.0 m, Y = 5,428,441.08 m) and extending in a westerly direction following the southern kerbline for 17 metres (3 parking spaces)</i>

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

Column One	<i>Column Two</i>	<i>Column Three</i>
Karori Road	<i>No Stopping at All Times</i>	<i>North side, commencing 17 metres north of its intersection with Fancourt Street (grid coordinates X = 1,746,047.50 m, Y = 5,428,372.62 m) and extending in an easterly direction following the northern kerbline for 3 metres.</i>

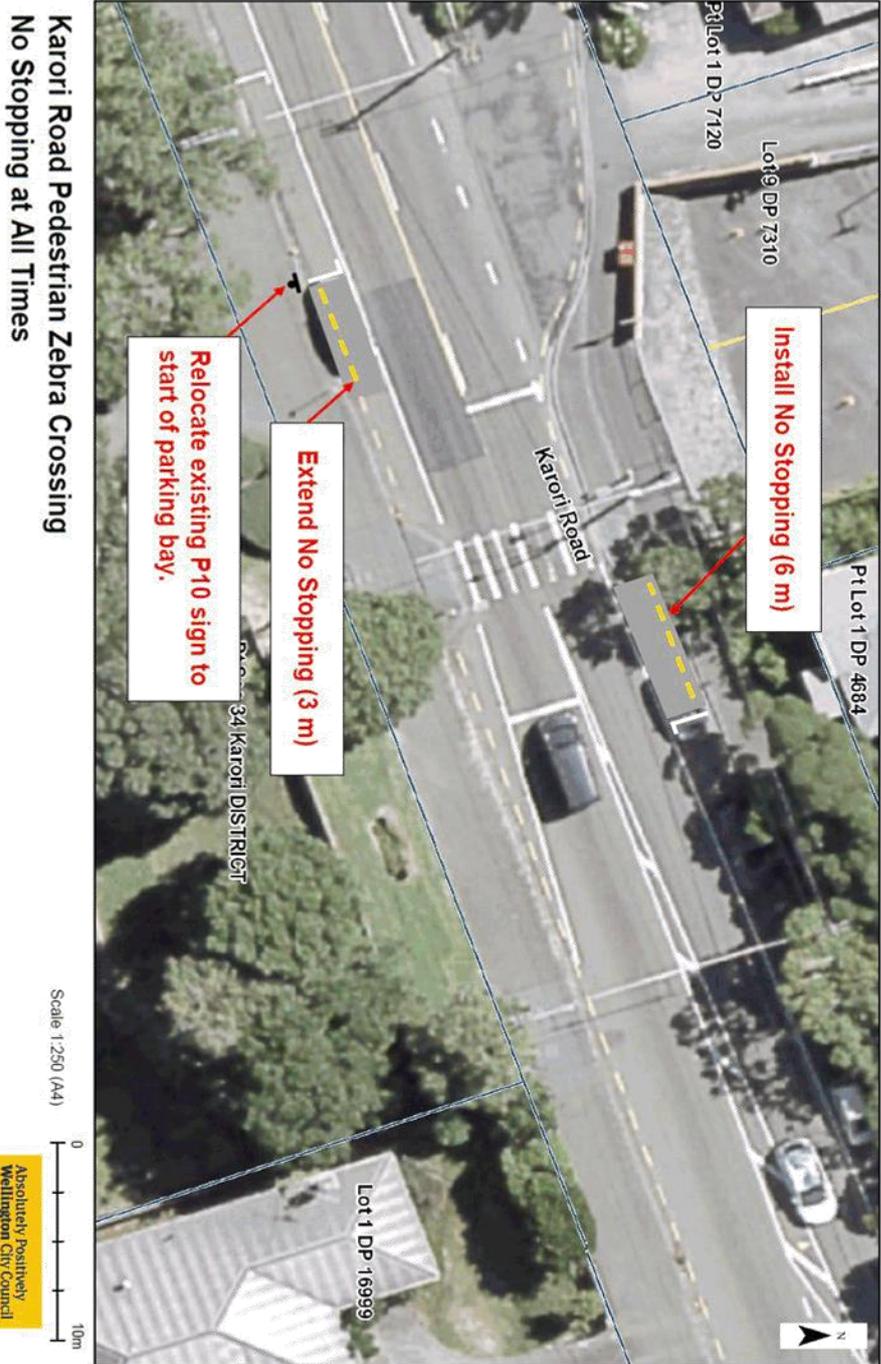
PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Karori Road	<i>No Stopping at All Times</i>	<i>South side, commencing 203 metres east of its intersection with Donald Street (grid coordinates X = 1,745,857.72 m, Y = 5,428,305.96m) and extending in an easterly direction following the southern kerbline for 11 metres.</i>
Karori Road	<i>No Stopping at All Times</i>	<i>South side, commencing 217 metres east of its intersection with Donald Street (grid coordinates X = 1,745,857.72 m, Y = 5,428,305.96 m) and extending in an easterly direction following the southern kerbline for 75 metres.</i>
Karori Road	<i>P10 Monday to Friday, 8:00am – 9:00am, 3:00pm – 4:00pm, During School Term.</i>	<i>South side, commencing 227 metres west of its intersection with Lancaster Street (grid coordinates X = 1,746,266.88 m, Y = 5,428,448.62 m) and extending in a westerly direction following the southern kerbline for 17 metres (3 parking spaces)</i>

Prepared By: **Charles Kingsford** (Principal Traffic Engineer/T/L)
Approved By: **Steve Spence** (Chief Transport Advisor)
Date: **22/11/18**

WCC Contact:
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Principal Traffic Engineer T/L
Traffic Engineering
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Phone: +64 4 803 8641
Fax:



**Karori Road Pedestrian Zebra Crossing
No Stopping at All Times**

Aerial Image Source: Wellington City Council OneMap
Information shown is approximate and must not be used for detailed engineering design.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Geoffrey Lee, Karori Anglican Churches
Suburb: Karori
Agree: Yes

The proposed changes to improve the forward visibility to the pedestrian zebra crossing at Samuel Marsden School on Karori Road is supported by Karori Anglican Churches (KAC). Two of KAC's operating units use this crossing on a daily basis: -SMASH Club walking buses from Karori Normal -St Mary's ECEC Parents dropping off and picking up children KAC is at the planning stage of a significant building development which proposes to erect a new Community Connection Point on the Karori Rd frontage almost directly opposite the zebra crossing. Part of this proposal is to move the zebra crossing east down Karori Rd towards Marsden Village. Preliminary discussions have been held with Mr Charles Kingsford, Principal Traffic Engineer about this. Wellington City Councillor Andy Foster is also aware of the proposal to move the pedestrian crossing and has indicated his support for the move. The Community Connection Point project is at the preliminary design stage and it is planned to apply for a Resource Consent by the end of 2018. Geoffrey Lee, Property Manager, Karori Anglican Churches 7 November 2018

Name: Mike Mellor, Living Streets
Suburb: Not given
Agree: Yes

We support this improvement to visibility at the pedestrian crossing.

Name: Rhona Hewitt, Greater Wellington Regional Council
Suburb: Not given
Agree: Yes

GWRC supports the supports the introduction of a no stopping zone at the pedestrian crossing near Samuel Marsden School on Karori Road as this will improve safety, particularly for the large numbers of school children using this crossing. This crossing is also on the no. 2 high frequency core bus route and passenger's boarding and alighting buses use this pedestrian crossing. Improving safety at this location will contribute to a safe system for all users of the regional transport network.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 141 – 18
- Location:** Oriental Parade - Oriental Bay
- Proposal:** Removal of Resident's Parking
No Stopping At All Times
- Information:** Council Officers have been notified that the garage of #190 has been extended from a single garage, to a double garage.

To accommodate the extra parking space, a wider kerbside driveway is required for vehicle ingress/egress. There is currently a single Resident's Parking space within proximity of the new driveway, which will partially obstruct the driveway when occupied.

As a result, the Council have removed this parking space to allow reasonable vehicle access to the property garage. No Stopping restriction (broken yellow lines) will be installed in its place.

The purpose of this resolution is to confirm the new restrictions on site.

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 23 October 2018
- 2) Feedback period closes. 9 November 2018
- 3) If no objections received report sent to City Strategy Committee for approval. 6 December 2018
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Delete from Schedule E (Resident's Parking) of the Traffic Restrictions Schedule

Oriental Parade (Slip Lane 2- near Oriental Terrace)	<i>Resident Parking - Displaying an Authorised Resident Vehicle Parking Permit Only, At All Times</i>	<i>Southwest side, following the kerbline 96 metres northwest of its intersection with Oriental Terrace (Grid Coordinates X=2660145.658175 m, Y=5989032.864403 m) and extending in a north-westerly direction for 5.5 metres.</i>
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Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule

Oriental Parade (Slip Lane 2- near Oriental Terrace)	<i>No Stopping, At All Times.</i>	<i>Southwest side, following the kerbline 90.5 metres northwest of its intersection with Oriental Terrace (Grid Coordinates X=2660145.658175 m, Y=5989032.864403 m) and extending in a north-westerly direction for 5.5 metres.</i>
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Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule

Oriental Parade (Slip Lane 2- near Oriental Terrace)	<i>No Stopping, At All Times.</i>	<i>Southwest side, following the kerbline 90.5 metres northwest of its intersection with Oriental Terrace (Grid Coordinates X=2660145.658175 m, Y=5989032.864403 m) and extending in a north-westerly direction for 11 metres.</i>
---	-----------------------------------	--

Prepared By: Patrick Padilla
Approved By: Steve Spence
Date: 22/11/18

(Intermediate Traffic Engineer)
(Chief Transport Advisor)

No feedback was received for this traffic resolution.

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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke



Oriental Parade TR141-18
No Stopping At All Times

PROPOSED TRAFFIC RESOLUTION

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

Reference: TR 142 – 18

Location: Johnston Street - CBD

Proposal: P10 Loading Zone, Goods and Authorised Vehicles Only

Information: Council Officers have received requests for a loading zone on Johnston Street to accommodate business loading requirements.

Johnston Street is a high parking demand area which also has high demand for business on-street services. Currently, there are no loading zones on Johnston Street. The nearest loading zones are on Featherston Street.

The purpose of this resolution is to better assist businesses with their delivery requirements by installing an on-street loading facility.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with the appropriate signs and markings is introduced.

Net parking loss: 1 metered parking space
Net parking gain: 1 loading zone

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 23 October 2018
- 2) Feedback period closes. 9 November 2018
- 3) If no objections received report sent to City Strategy Committee for approval. 6 December 2018
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Johnston Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, following the kerbline 20.5 metres southeast of its intersection with Lambton Quay (Grid coordinates x= 1748722.0 m, y= 5428359.7 m), and extending in a south-easterly direction for 31.5 metres. (10 angle carparks)
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Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Johnston Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, following the kerbline 20.5 metres southeast of its intersection with Lambton Quay (Grid coordinates x= 1748722.0 m, y= 5428359.7 m), and extending in a south-easterly direction for 29 metres. (9 angle carparks)
------------------------	---	---

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

Johnston Street	Loading zone - goods vehicles and authorised vehicles only, P10, Monday to Sunday 8:00am - 6:00pm. Metered Parking, P120 Maximum, Other Times	Southwest side, following the kerbline 20.5 metres southeast of its intersection with Lambton Quay (Grid coordinates x= 1748722.0 m, y= 5428359.7 m), and extending in a south-easterly direction for 49.5 metres.
------------------------	---	--

Prepared By: Patrick Padilla
Approved By: Steve Spence
Date: 22/11/18

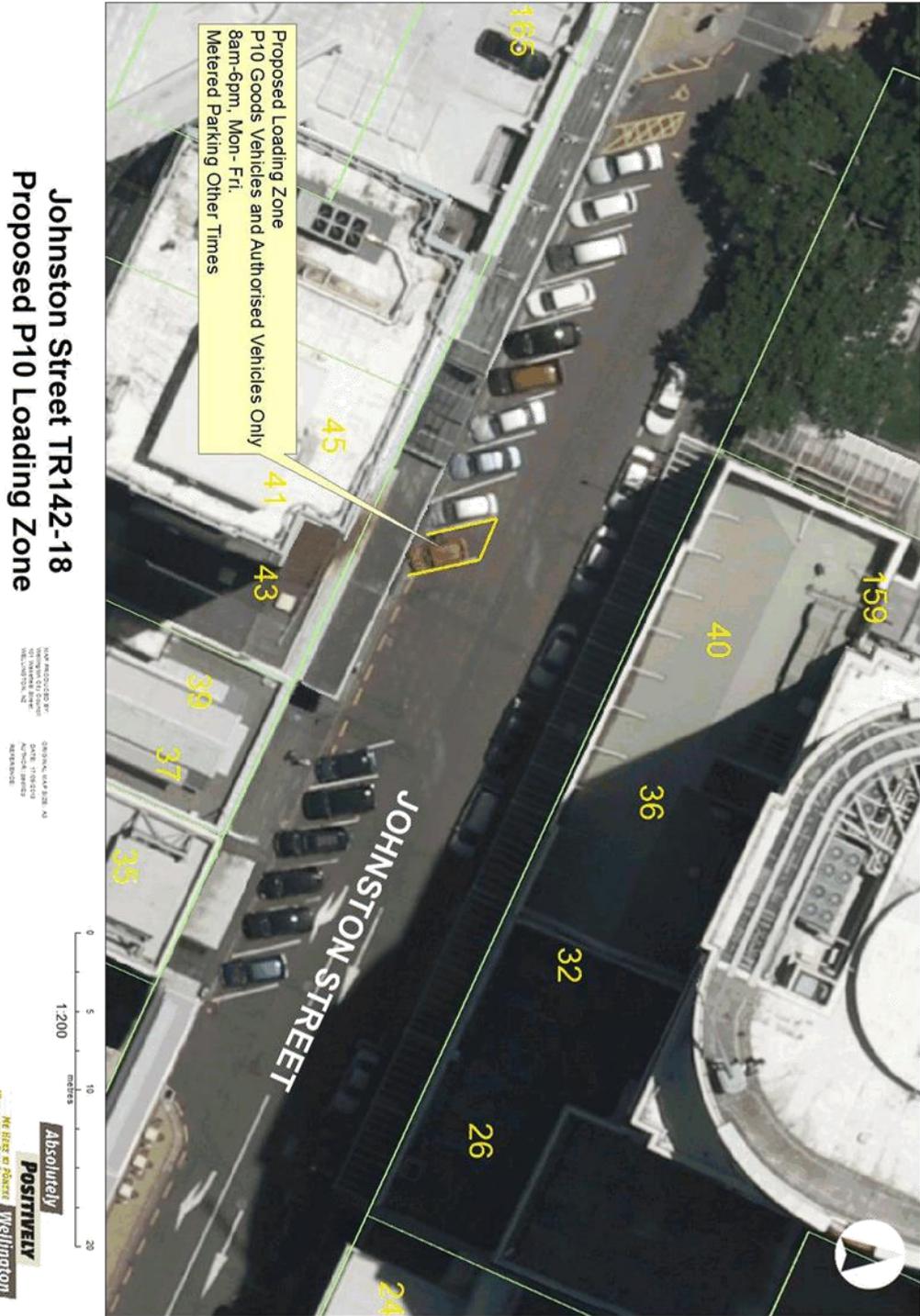
**(Intermediate Traffic Engineer)
(Chief Transport Advisor)**

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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke





Feedback Received:

Name: Ingrid - Scent Floral Boutique
Suburb: CBD
Agree: Yes

I am favour of the new loading zone in Johnston Street. Thank you for considering our area for a loading zone – in my opinion as a business owner on Johnston street, it is long overdue. It will improve traffic flow on the street and be much more efficient for all of the couriers who deliver to the many buildings on our street.

Name: Mike Mellor, Living Streets
Suburb: Not given
Agree: Yes

Good idea - loading zones are vital for businesses.

PROPOSED TRAFFIC RESOLUTION

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

Reference: TR 143 – 18

Location: Ballantrae Place - Thorndon

Proposal: No Stopping At All Times

Information: Council Officers have been informed of a new off-street parking area with vehicle access from Ballantrae Place. The proposed vehicle access is currently obstructed by one existing metered parking space on-street.

The purpose of this resolution is to remove one existing metered parking space to allow vehicle access into and out of the new off-street car parking area.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with the appropriate signs and markings is introduced.

Net parking loss: 1 metered parking space

Key Dates:

- | | |
|---|-----------------|
| 1) Advertisement in the Dominion Post Newspaper | 23 October 2018 |
| 2) Feedback period closes. | 9 November 2018 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 6 December 2018 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Ballantrae Place	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>North side, following the kerbline 144.5 metres northeast of its intersection with Bowen Street (Grid coordinates x= 1748472.5 m, y= 5428880.3 m), and extending in an easterly direction for 28 metres. (5 parallel carparks)</i>
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Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule

Ballantrae Place	<i>No Stopping, At All Times.</i>	<i>North side, following the kerbline 138.5 metres northeast of its intersection with Bowen Street (Grid coordinates x= 1748472.5 m, y= 5428880.3 m), and extending in an easterly direction for 11 metres.</i>
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Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Ballantrae Place	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>North side, following the kerbline 149.5 metres northeast of its intersection with Bowen Street (Grid coordinates x= 1748472.5 m, y= 5428880.3 m), and extending in an easterly direction for 23 metres. (4 parallel carparks)</i>
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Prepared By: **Patrick Padilla**

(Intermediate Traffic Engineer)

Approved By: **Steve Spence**

(Chief Transport Advisor)

Date: **22/11/18**

No feedback was received for this Traffic Resolution.

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PROPOSED TRAFFIC RESOLUTION
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 144 – 18

Location: Bond Street - CBD

Proposal: No Stopping At All Times

Information: Council Officers have received requests to address traffic safety concerns along the Shared Zones of Bond Street.

The Shared Zone project on Bond Street was instigated by the Urban Design team, with the objective to reduce vehicle dominance, traffic speed and to create a pedestrian friendly space. The addition of No Stopping restrictions along both sides of Bond Street supports the objective of the Urban Design team. The current loading zone, EV, coach parking/loading zone on the north eastern side remains in place with this proposal.

The purpose of this resolution is to install no stopping to prohibit vehicles from stopping within the Shared Zone.

Net Parking loss: 6 spaces on the southwestern side, albeit there were non-legalised broken yellow lines along this length in the past.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with the appropriate signs and markings is introduced.

Key Dates:

- | | |
|---|-----------------|
| 1) Advertisement in the Dominion Post Newspaper | 23 October 2018 |
| 2) Feedback period closes. | 9 November 2018 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 6 December 2018 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Bond Street	<i>No Stopping, At All Times.</i>	<i>Southwestern side, commencing 45.5m southeast of its intersection with Victoria Street (Grid Coordinates 1,748,711.5859 m, 5,427,584.3491 m) and extending in a southeasterly direction following the southwestern kerbline for 44 metres.</i>
Bond Street	<i>No Stopping, At All Times.</i>	<i>Northeast side, commencing at its intersection with Victoria Street (Grid Coordinates 1,748,714.9196 m, 5,427,591.9427 m) and extending in a southeasterly direction following the southwestern kerbline for 11 metres.</i>
Bond Street	<i>No Stopping, At All Times.</i>	<i>Northeast side, commencing 22.5m southeast of its intersection with Victoria Street (Grid Coordinates 1,748,714.9196 m, 5,427,591.9427 m) and extending in a southeasterly direction following the southwestern kerbline for 34.5 metres.</i>
Bond Street	<i>No Stopping, At All Times.</i>	<i>Northeast side, commencing 65m southeast of its intersection with Victoria Street (Grid Coordinates 1,748,714.9196 m, 5,427,591.9427 m) and extending in a southeasterly direction following the northeastern kerbline for 55 metres.</i>

PROPOSED TRAFFIC RESOLUTION **Absolutely Positively Wellington City Council**
Me Heke Ki Pōneke

Prepared By: Patrick Padilla
Approved By: Steve Spence
Date: 22/11/18

(Intermediate Traffic Engineer)
(Chief Transport Advisor)

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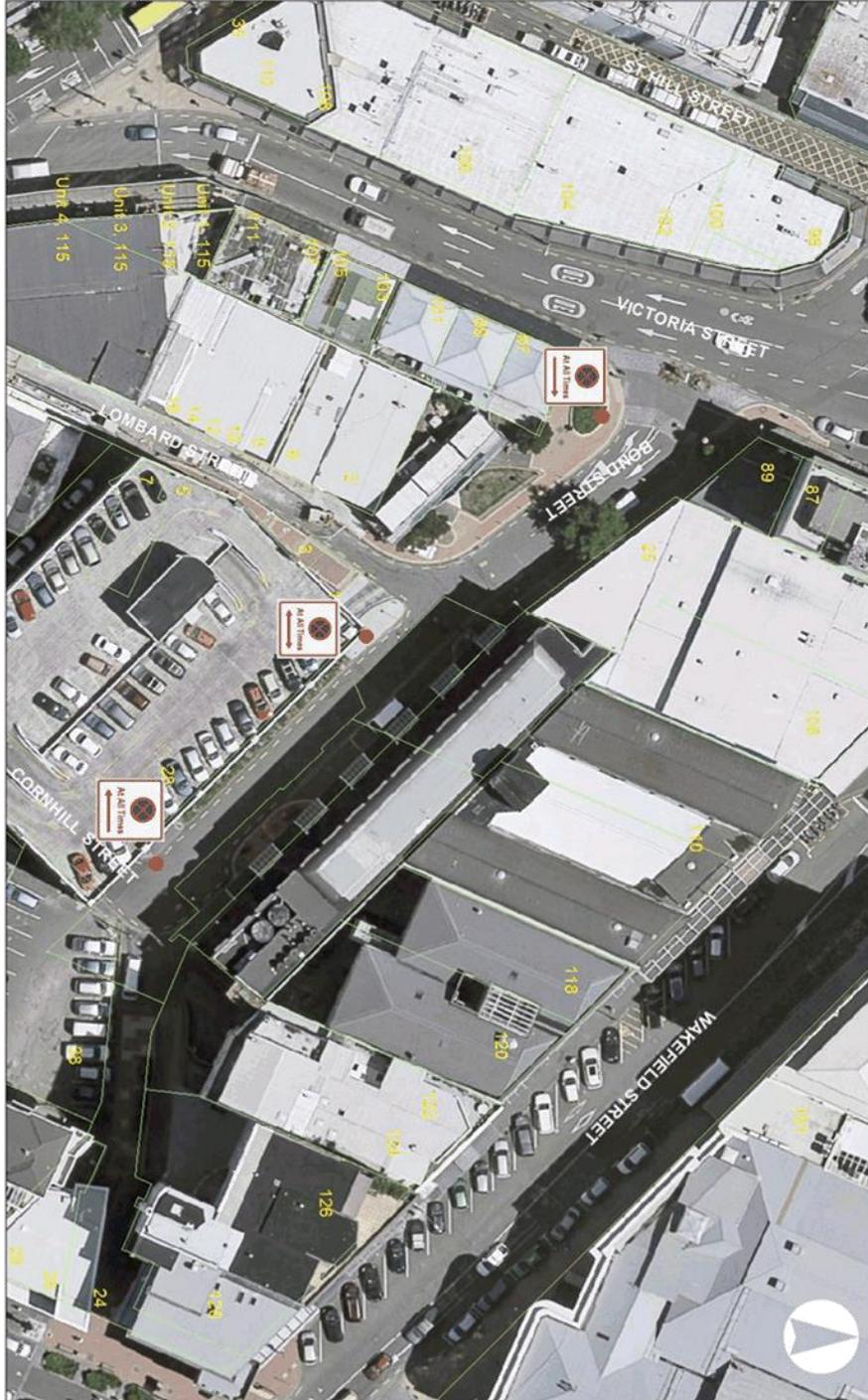
PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Bond Street, CBD TR 144-18
No Stopping At All Times

MAP PREPARED BY:
CITY OF WELLINGTON
2018/01/24/18/01

DESIGN, CHECKED BY:
CITY OF WELLINGTON
2018/01/24/18/01



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Jonathan Markwick
Suburb: Wellington Central
Agree: Yes

The presence and speed of cars should be reduced here.

PROPOSED TRAFFIC RESOLUTION **Absolutely Positively**
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 145 – 18
- Location:** Newtown Avenue - Newtown
- Proposal:** P10 Loading Zone
- Information:** Wellington City Council has received the request to look into installing a loading zone to service a new multi-unit residential development on Newtown Avenue / Constable Street.

Newtown Avenue currently has unrestricted parking at the proposed loading zone. To cater for the needs of both the residents and the new residents of the development, a loading zone is recommended.

The purpose of this resolution is to convert two parking spaces into a loading zone to meet the future demand.

Net parking gain: 1 loading zone
Net parking loss: 2 parking spaces(unrestricted)

- Key Dates:**
- 1) Advertisement in the Dominion Post Newspaper 23 October 2018
 - 2) Feedback period closes. 9 November 2018
 - 3) If no objections received report sent to City Strategy Committee for approval. 6 December 2018
 - 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

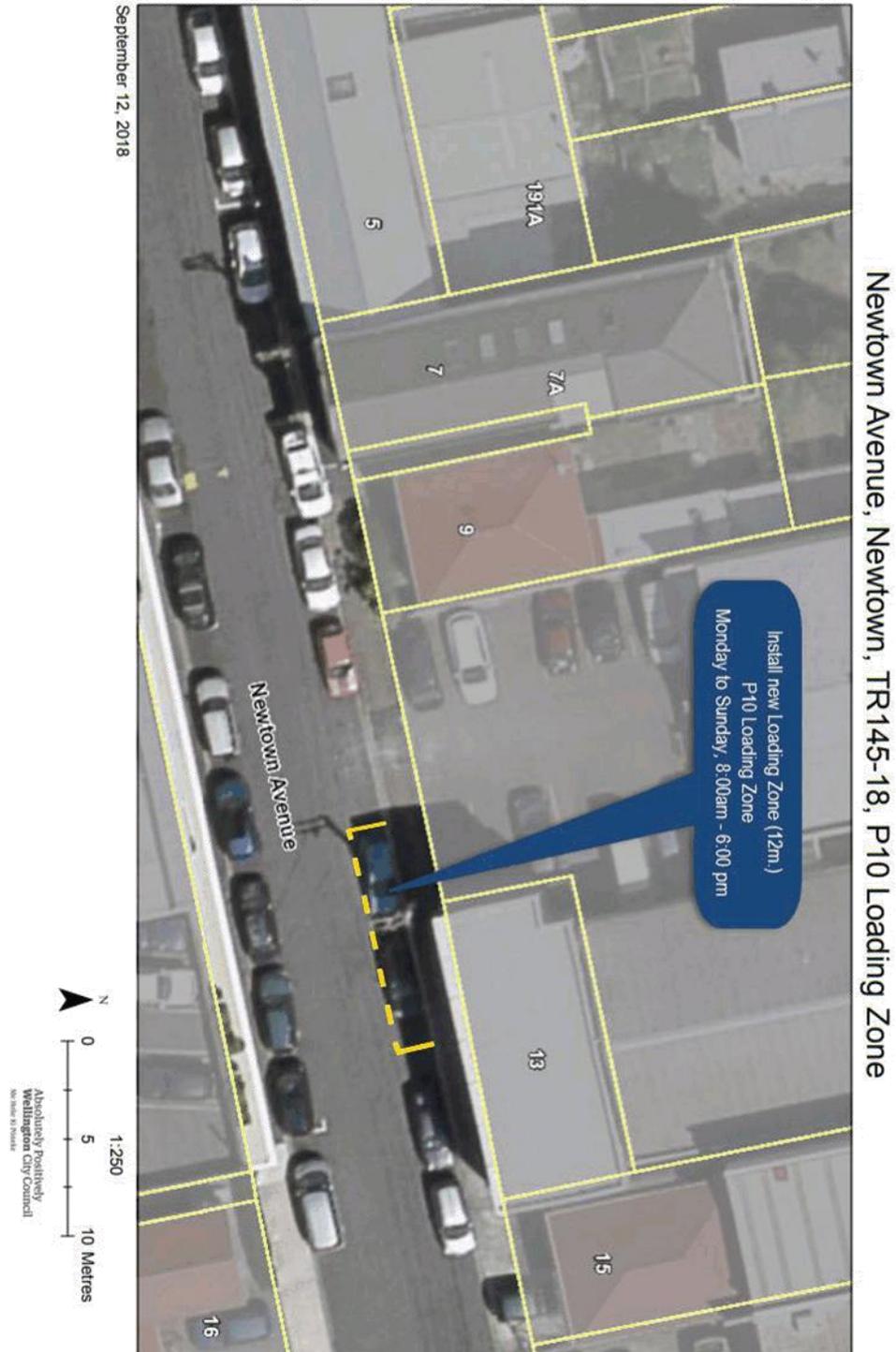
Newtown Avenue	<i>P10 Loading Zone, Monday to Sunday 8:00am - 6:00pm.</i>	<i>North side, commencing 77.0 metres east of its intersection with Riddiford Street (Grid Coordinates: X = 1,749,071.9 m, Y = 5,424,845.3 m) and extending in an easterly direction following the northern kerbline for 12 metres.</i>
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Prepared By: Isabelle DeLange
Approved By: Steve Spence
Date: 22/11/18

(Area Traffic Engineer)
(Chief Transport Advisor)

WCC Contact:

Isabelle DeLange
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FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Mike Mellor, Living Streets
Suburb: Not given
Agree: Yes

Good idea.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 146 – 18

Location: Farm Road - Northland

Proposal: No Stopping At All Times (NSAAT)

Information: Wellington City Council has received the request from the residents of #1, #3, #5 & #7 Farm Road to make the area between the driveways of #5 and #7 Farm Road no parking. There is not sufficient space between these two driveways for a normal-sized car to park, when taking into account the required 1 metre legal distance from both vehicle entrances. But with the Northland shopping and take-away area around the corner on Northland Road, this space is often occupied and access to the driveways is obstructed. This issue becomes even more pressing as all of the residents of #1, #3, #5 & #7 Farm Road have to reverse down a slope out of their respective driveways onto Farm Road

Photos showing this issue have been provided by the residents, and the issue was also present at the time of a site inspection. At the time of the site inspection one car was parked between the two driveways, blocking both driveways and limiting manoeuvre space for the residents.

The proposal is to add 5 metres of No Stopping At All Times between #5 and #7 Farm Road.

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 23 October 2018
- 2) Feedback period closes. 9 November 2018
- 3) If no objections received report sent to City Strategy Committee for approval. 6 December 2018
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Farm Road	<i>No Stopping At All Times</i>	<i>West side, commencing 38.0 metres north of its intersection with Northland Road (Grid Coordinates: X = 1,747,114.0 m, Y = 5,428,322.8 m) and extending in a northerly direction following the western kerbline for 5 metres.</i>
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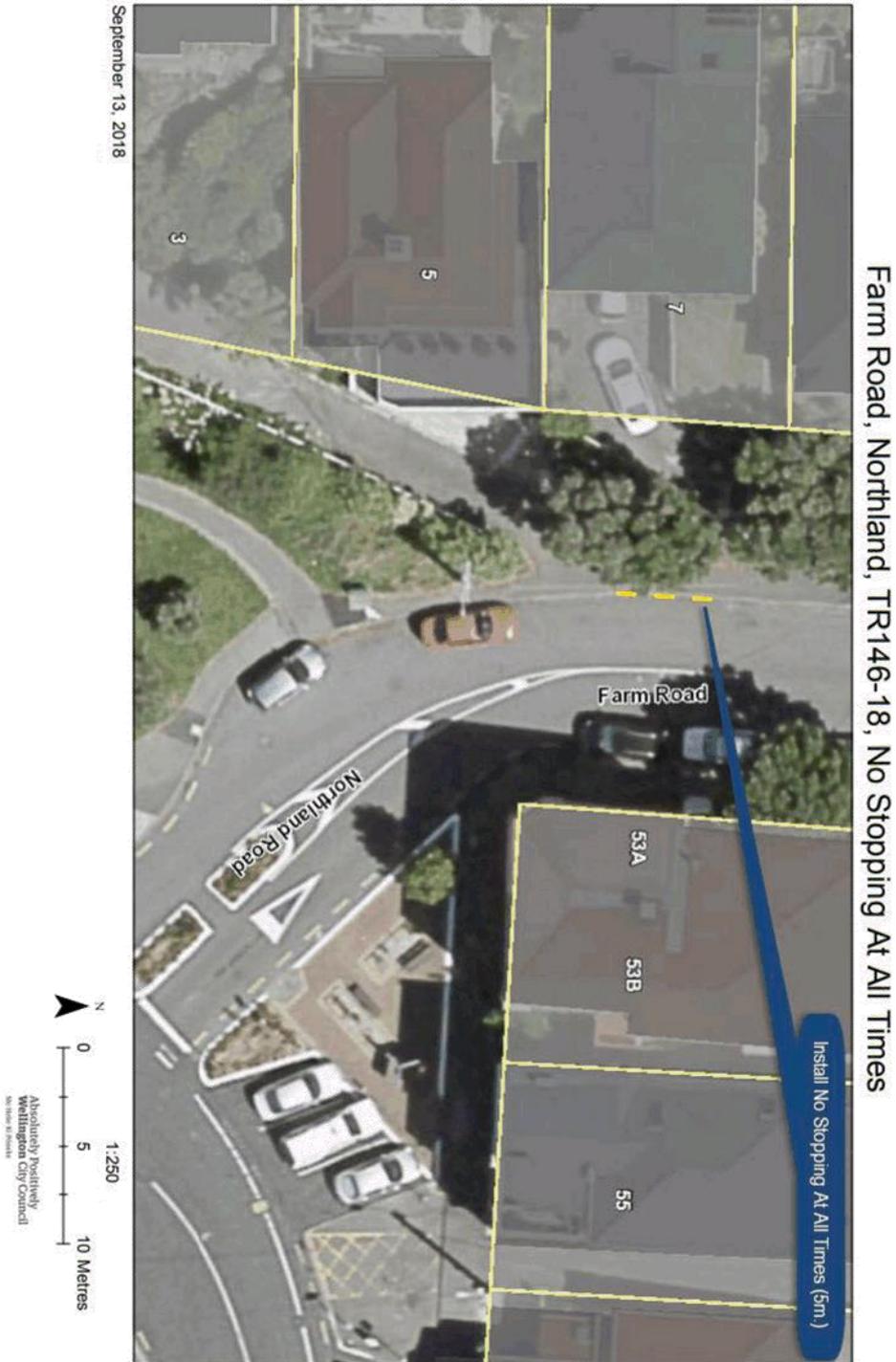
Prepared By: Isabelle DeLange
Approved By: Steve Spence
Date: 22/11/18

(Area Traffic Engineer)
(Chief Transport Advisor)

No feedback was received for this traffic resolution.

WCC Contact:

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FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Sara Clarke, Creswick Valley Residents Association
Suburb: Northland
Agree: Yes

CVRA fully supports this proposal.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 147 – 18

Location: Karori Road - Karori

Proposal: No Stopping At All Times (NSAAT)

Information: Wellington City Council has received a concern from the public concerning visibility at Burrows Avenue. Turning either left or right into Karori Road from Burrows Avenue has been found to be difficult as a driver hasn't a clear sight line to cars approaching from the right (town side) because of cars parking on Karori Road. Upon site inspection this concern has been confirmed, and the sight distance measured is approximately 25m being less than the Code of Practice sight distance of 40m. for a T- intersection in a 50 km/h area. The speed data shows vehicles driving on Karori Road towards Burrows Avenue have an average speed of approximately 50 km/h.

The proposal to resolve this visibility and safety concern is to extend the existing no stopping restriction on the southern side of Karori Road east of Burrows Avenue from the present 6 metres to 12 metres.

One parking space will be created on the southern side of Karori Road and to the west of Burrows Avenue outside no.339, where the current No Stopping At All Times marked on the road will be reduced from 12 metres to 6 metres. This meets the Code of Practice sightline requirements and this adjustment on site to the no stopping restriction is in accord with Council's Traffic Resolution database.

Post consultation.

Officers, following consultation, are now recommending that the current 12 metres of no stopping on the southern side of Karori Road to the west of Burrows Avenue remains and no reduction is made.

Parking loss : 1

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper 23 October 2018
- 2) Feedback period closes. 9 November 2018
- 3) If no objections received report sent to City Strategy Committee for approval. 6 December 2018
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

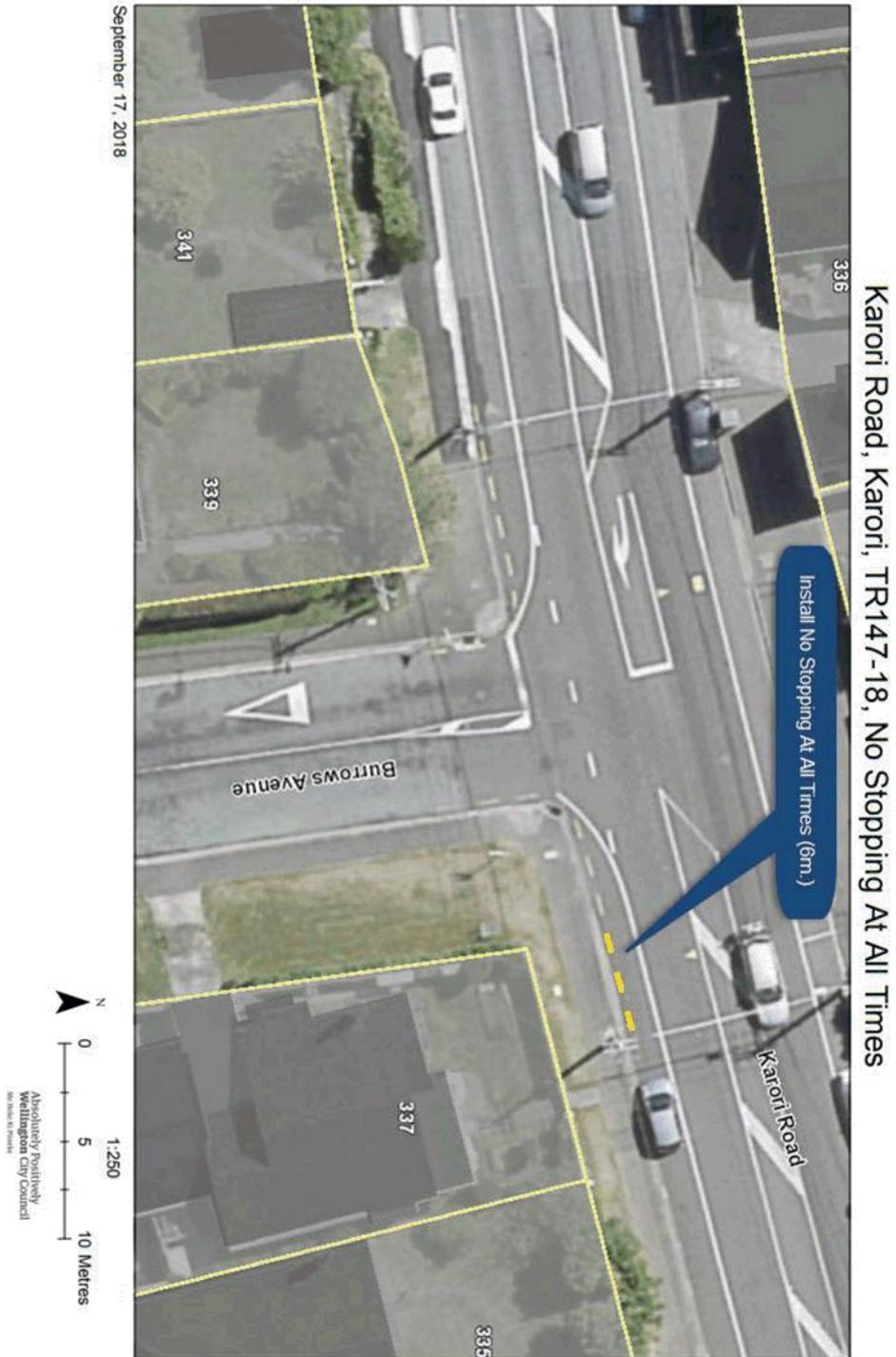
Karori Road	<i>No Stopping At All Times</i>	<i>South side, commencing 6.0 metres east of its intersection with Burrows Avenue, starting at the end of the existing 6 metres No Stopping At All Times from its intersection with Burrows Avenue, (Grid Coordinates: X = 1,744,955.6 m, Y = 5,427,983.8 m) and extending in an easterly direction following the southern kerbline for 6 metres.</i>
--------------------	---------------------------------	---

Prepared By: Isabelle DeLange
Approved By: Steve Spence
Date: 22/11/18

**(Area Traffic Engineer)
 (Chief Transport Advisor)**

WCC Contact:

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FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Chris Scanlon
Suburb: Karori
Agree: No

Whilst I agree with the proposal to extend the existing no stopping restriction on the southern side of Karori Road east of Burrows Ave from the present 6 meters to 12 meters, I do not agree with the proposal to reduce the current 12 meter no stopping restriction to the southern side of Karori Road west of Burrows Ave. Over recent years the volume of traffic from South Karori has increased immensely and the removal of the safety zones on Karori Road for pedestrians has resulted in the gradual increase in speed of vehicles using Karori Road to more than the reported average speed of approx. 50 kmph. I base my speed statement on regular observations of the speed monitor located on a pole on the north side of Karori Road opposite Craig's garage - this monitor gives a clear indication of the speed of cars approaching from South Karori. Thus when exiting Burrows Ave onto Karori Road, drivers are confronted with having to contend fast traffic from both east and west, Thus clear visibility both ways is paramount for safety sake. The proposal in question has the effect of simply fixing 1 concern by creating another. In my view, the commendable effort to retain 1 carpark is not worth the potential risk to life and limb.

Officers Response:

Thank you for your response. We have considered your response and monitored the situation on site again. Our recommendation has been amended to:

- Extend the 6m. of broken yellow lines to 12m on the south side of Karori Road to the west of Burrows avenue; and
- the current no stopping restrictions on the south side of Karori Road to the west of Burrows Avenue will remain unaltered.

Name: Bryan Wieblitz
Suburb: Karori
Agree: No

I would like to provide feedback regarding the extension of the no parking zone. In your proposed solution you believe that an increase of the zone to 12 m from 6 m will create a safer gap. I believe that this increase is not sufficient in creating a safe environment while turning right. In your Arial photograph you can see a vehicle is parked a distance from the t intersection and the proposed changes, while a vehicle is in this spot anybody turning right from Burrows Ave onto Karori Road is unable to see any oncoming traffic. This is caused by the sloping of the road (cars coming over a crest) and slight bend in the road just before the t intersection. I believe that this has been the cause of a recent major incident that I was direct witness to. I suggest visiting the site yourself to get a better understanding.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Officers Response:

Thank you for your response. We have been on site and measured out the required sight lines. Increasing the broken yellow lines from 6 to 12 metres will ensure the sight lines are more than sufficient. Further increase of these broken yellow lines would not significantly improve the sight lines. Therefore, we are not recommending additional broken yellow lines at this stage but we will continue to monitor the situation.

Name: Rhona Hewitt
Suburb: Karori
Agree: Yes

GWRC supports the supports the introduction of a no stopping zone on Karori Road near Burrows Avenue as this will improve safety. The current practice of parking within 6 meters of this intersection results in poor visibility on this busy route used by the high frequency no. 2 bus route. However, GWRC is concerned that removing these parks will result in more people parking adjacent to the bus stop. To ensure there is a clear demarcation between the bus stop and parking, we recommend that the no parking restrictions incorporate a marked bus stop area with a 9m entry taper, 15m bus stop box, and 6m exit taper.

Officers Response:

Thank you for your response. We are recommending to Council the implementation of the restrictions as per the proposed plan.

With regard to the bus stop, we will monitor the situation but as this is a separate matter this will have to be resolved separately by formal consultation and Council approval. Site measurements indicate that on the departure side of the bus stop box there is only 3 metres to the driveway of 333 Karori Road so cars should not park in this location.. Installing a no stopping restriction for the bus exit taper will require a formal traffic resolution process. The next round for public consultation is February 2019 and the additional no stopping will be investigated for this round.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 150 – 18

Location: Lakewood Avenue, Churton Park

Proposal: No Stopping At All Times (NSAAT)

Information: Council officers have received requests from parents at Churton Park Primary School and residents from the wider Churton Park area to explore suitable safe crossing options on Lakewood Avenue, near the Churton Park shops. Currently, people cross Lakewood Avenue just north of Burbank Crescent to get to and from the shops and the residential area north of Westchester Drive. People generally find it difficult to safely cross the road due to the lack of a crossing facility.

It has been assessed that central pedestrian refuge islands are the most suitable pedestrian facility at this site. This will provide improved safety to pedestrians when crossing Lakewood Avenue and encourage drivers to slow down when travelling through this section of Lakewood Avenue due to narrowed traffic lane width, central pedestrian refuge and road marking proposed. Kerb projections were considered but the resulting lane widths were compromised.

No Stopping At All Times parking restrictions are needed to ensure there is adequate clearance to the proposed islands and adequate sight lines are available to pedestrians /drivers of vehicles. Proposed no stopping restriction will also ensure that there is enough space for the right turning movement for buses exiting Burbank Crescent onto Lakewood Avenue.

Council officers, therefore propose, in total, 77.5 metres of No Stopping restrictions and as per plan attached.

The parking demand in the area has been surveyed on both weekdays and weekends. It is confirmed that the parking availability in the project area will not be significantly affected.

Net parking loss: 8 unrestricted parking spaces

PROPOSED TRAFFIC RESOLUTION Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper. 23 October 2018
- 2) Feedback period closes. 9 November 2018
- 3) If no objections received, report sent to City Strategy Committee for approval. 6 December 2018
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

Legal Description:

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

Lakewood Avenue	<i>No Stopping, At All Times</i>	<i>West side, commencing 56.3 metres south of its intersection with Westchester Drive (Grid coordinates: X = 1,751,619.1 m, Y = 5,437,236.9 m) and extending in a southerly direction following the western kerbline for 45.0 metres.</i>
Lakewood Avenue	<i>No Stopping, At All Times</i>	<i>East side, commencing 23.8 metres north of its intersection with Burbank Crescent (Grid coordinates: X= 1,751,666.5 m, Y= 5,437,135.4 m) and extending in a northerly direction following the eastern kerbline for 32.5 metres.</i>

PROPOSED TRAFFIC RESOLUTION **Absolutely Positively Wellington City Council**
Me Heke Ki Pōneke

Prepared By: Isabelle DeLange **(Area Traffic Engineer)**
Approved By: Steve Spence **(Chief Transport Advisor)**
Date: 22/11/18

WCC Contact:
Isabelle DeLange
Area Traffic Engineer
Transport & Infrastructure
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 27 803 0642

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
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Feedback Received:

Name: Stuart Lavin
Suburb: Churton Park
Agree: No

I have answered no to this proposal on the grounds that I believe this does not resolve the major issue of traffic in the area. The Lakewood Avenue/Westchester area has become a major problem. Since the development of the Westchester Road through to Middleton Road and the development of Stebbings Valley via Melksham the traffic is consistently increasing. The speed of traffic is an issue in the area particularly on Westchester in both directions. Congestion at the intersection of Lakewood and Westchester and parking in lower Lakewood Avenue are also issues contributing to the traffic problem in this area, Parking of Lakewood reduces the visibility for the residents negotiating backing out their driveways as well as creates an issue at the intersection. We would like the council to consider implementing what they have suggested but extending it to 1. Painting yellow lines from the bus stop to the Lakewood Avenue/ Westchester corner on the Community Centre side of the road and on the other side from the corner to past the first driveway. 2. Changing the give way sign at the bottom of Melksham to a stop sign. We have seen many near misses and one accident at the intersection.

Officers Response:

We have reviewed all the feedbacks received during the public consultation and have decided to recommend the current parking restrictions to the City Strategy Committee.

We have investigated the three main concerns you have raised in your submission. Please find below our response:

- Traffic speed on Westchester Drive

Wellington City Council undertakes regular traffic speed and volume surveys at both the western and eastern ends of Westchester Drive. We are aware that the vehicular speed through certain sections of this road needs to be managed.

We have recently proposed a new pedestrian crossing facility to be installed outside 109 Westchester Drive. We expect the introduction of pedestrian refuge islands will improve pedestrian safety and serve as a traffic calming device.

We will continue to monitor the speed along Westchester Drive and evaluate how the new pedestrian crossing facility affects driver behaviour.

- Congestion at the intersection of Lakewood Avenue and Westchester Drive

We will undertake more investigation at this intersection and report back to you in the first quarter of 2019. We will assess if additional no parking restrictions on Lakewood Avenue can improve the operation of Westchester Drive/ Lakewood Avenue intersection.

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- Existing Give-way control on Melksham Drive

Some residents in the area have raised similar concerns and Wellington City Council has investigated this matter. Approval has been granted by Council's City Strategy Committee to change the Give Way traffic control at this intersection to traffic approaching on Mauldeth Terrace. We expect this change will be implemented in the next 3 – 6 months, depending on how it fits into our Contractor's existing construction programme.

Name: Annette Thomas
Suburb: Churton Park
Agree: No

I feel you are only dealing with part of the problem. Lakewood Avenue is too narrow for the amount of traffic especially at the weekends. This will only increase with our growing population It is too narrow for the trucks to turn from the driveway into Lakewood Avenue. Some of the land marked for housing should be used to make the road wider to make the turn easier. (come and stand outside the exit) initially this exit was not to be used by trucks. I know of 3 trucks have clip cars that have been parked on Lakewood Avenue. Many families use the entrance opposite 56 Lakewood Avenue. As there is no foot path up this entrance it is an accident waiting to happen. Also use the land currently marked for hosing for a footpath.

Officers Response:

We have reviewed all the feedbacks received during the public consultation and have decided to recommend the current parking restrictions to the City Strategy Committee.

We have investigated the two main concerns you have raised in your submission. Please find below our response:

- Road width on Lakewood Avenue

The road widths along Lakewood Avenue complies with Wellington City Council's Code of Practice for Land Development 2012.

We have reviewed the traffic speed on Lakewood Avenue. The operating speed (85th percentile speed) at this section of Lakewood is within the posted speed limit of 50 km/hr and the mean speed is below 45 km/hr. The narrowness at parts of Lakewood Avenue is a likely contributing factor to the safe speed the vehicles are travelling at. Widening the road may make it easier to drive along Lakewood Avenue but it will mostly likely result in increased traffic speed and may cause safety issues.

We consider the road width to be adequate and no modification of the road is required at this stage.

- Safety at the vehicle entrance opposite 56 Lakewood Avenue

Footpath has been provided within the Council road reserve to allow pedestrian passage along Lakewood Avenue and towards the pedestrian access way opposite 62 Lakewood Avenue. Pedestrians are able to safely use this access way to walk to New World and other parts of the shopping area/ community centre. Any additional footpath at the vehicle

PROPOSED TRAFFIC RESOLUTION

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entrance opposite 56 Lakewood Avenue will need to be constructed by the land owner of 69 Lakewood Avenue.

Name: Mike Mellor, Living Streets
Suburb: Not given
Agree: Yes

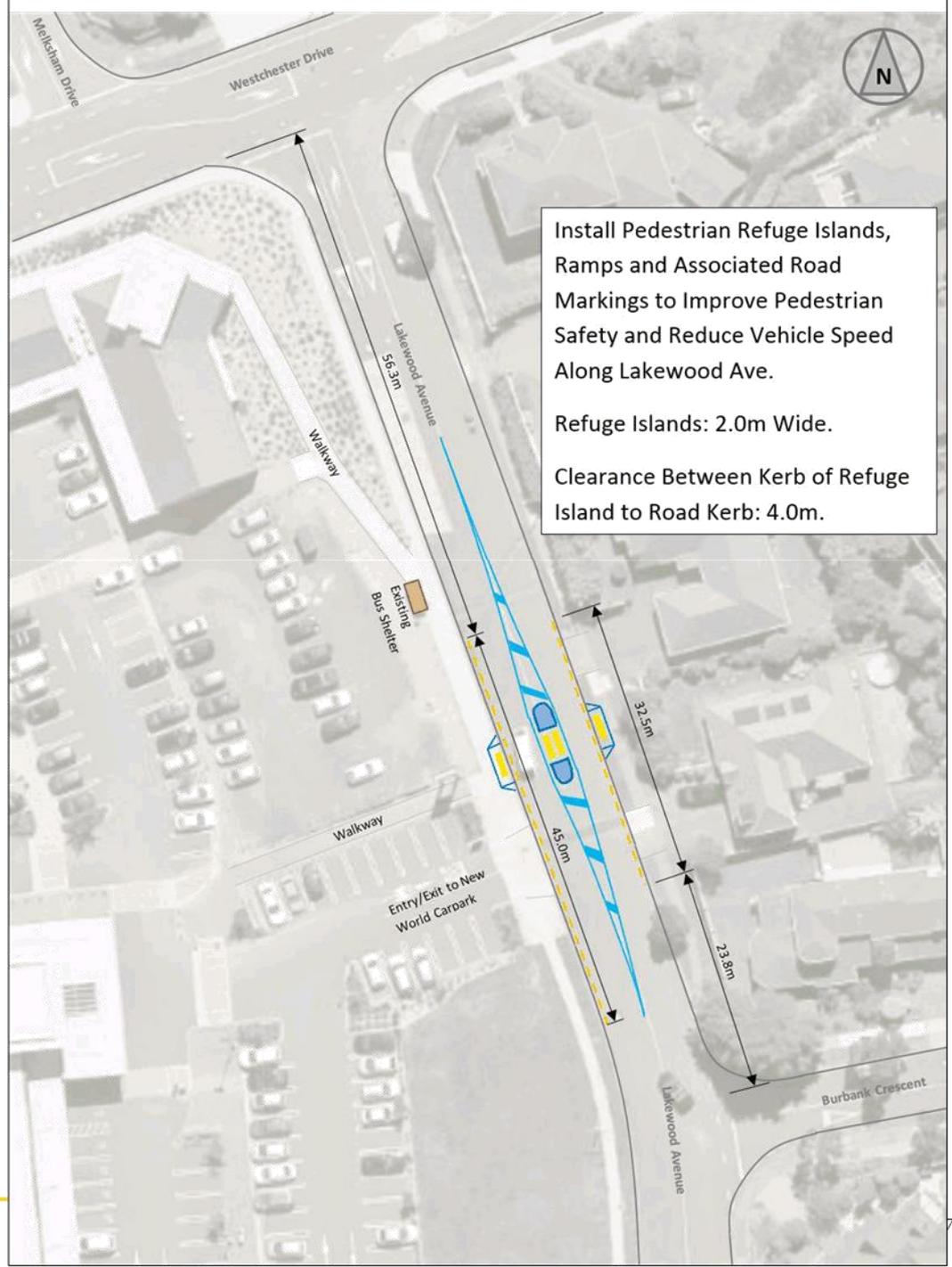
We support the improved pedestrian crossing opportunity in this area and would like to see the use of pedestrian islands reviewed in one year to see if they have achieved their goal.

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Lakewood Avenue, Churton Park, TR 150-18

No Stopping At All Times, pedestrian refuge islands, ramps and road markings



PROPOSED TRAFFIC RESOLUTION

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- Reference:** TR 151 – 18
- Location:** Westchester Drive, Churton Park
- Proposal:** No Stopping At All Times (NSAAT)

Information: Council officers have received requests from parents at Churton Park Primary School and residents from the wider Churton Park area to explore suitable safe crossing options on Westchester Drive, near the Churton Park shops. Separately, requests have also been received from the residents asking the Council to look into measures to reduce vehicle speed at this section of Westchester Drive and improve sight lines at carpark entrances/exits and residential driveways.

Currently, people cross Westchester Drive between the bus stop outside 109 Westchester Drive and the vehicle access at 107 Westchester Drive to get to and from the shops and the residential area north of Westchester Drive. People generally find it difficult to safely cross the road due to the lack of crossing facility. Visibility for drivers leaving their driveways/ the carpark at 107 Westchester Drive is often restricted due to parked cars and the gradient of the street.

It has been assessed that a central pedestrian refuge island is the most suitable pedestrian facility at this site. This will provide improved safety to pedestrians when crossing Westchester Drive, encourage drivers to slow down when travelling through this section of the road and significantly improve driver visibility when leaving driveways of 108 – 116 & 109 Westchester Drive and the carpark at 107 Westchester Drive. Kerb projections were considered but the resulting lane widths were compromised.

No Stopping At All Times parking restrictions are proposed to ensure there is adequate clearance to the proposed islands and adequate sight lines are available to pedestrians /drivers of vehicles.

Council officers, therefore propose, in total, 73.4 metres of No Stopping restrictions and as per plan attached.

Net parking loss: 5 unrestricted parking spaces.
Parking demand in the area has been surveyed on both weekdays and weekends. It is confirmed that the parking availability for the residents will not be significantly affected.

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Key Dates:

- | | |
|---|-----------------|
| 1) Advertisement in the Dominion Post Newspaper. | 23 October 2018 |
| 2) Feedback period closes. | 9 November 2018 |
| 3) If no objections received, report sent to City Strategy Committee for approval. | 6 December 2018 |
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Legal Description:

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

Westchester Drive	<i>No Stopping, At All Times</i>	<i>North side, commencing 72.2 metres west of its intersection with Melksham Drive (Grid coordinates: X = 1,751,584.6 m, Y =5,437,236.0 m) and extending in a westerly direction following the northern kerbline for 28.4 metres.</i>
Westchester Drive	<i>No Stopping, At All Times</i>	<i>South side, commencing 91.2 metres west of its intersection with Lakewood Avenue (Grid coordinates: X = 1,751,617.8m, Y =5,437,237.7 m) and extending in a westerly direction following the southern kerbline for 45.0 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By:	Isabelle DeLange	(Area Traffic Engineer)
Approved By:	Steve Spence	(Chief Transport Advisor)
Date:	22/11/18	

WCC Contact:

Isabelle DeLange
Area Traffic Engineer
Transport & Infrastructure
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 27 803 0642

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
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Me Heke Ki Pōneke

Feedback Received:

Name: Margaret McKay
Suburb: Churton Park
Agree: Yes

I agree with the proposal but I would like to see the NSAAT extended to my driveway at 108A Westchester Drive. I have the same visibility issues when leaving my driveway as residents further up Westchester Drive. In addition the entrance/exit at 107 (Medical Centre) and 109 (Multiple residential exit) makes exiting my driveway difficult. A couple of months ago I had exited my driveway, was starting to progress down Westchester Drive, when a vehicle came out of the Medical centre and hit the rear of my car. That driver said he was finding visibility up and down the street difficult. The two parks outside 108A and 110A are often used illegally with vehicle fronts or rears protruding over our driveways exacerbating the already impaired visibility up and down the street. To illustrate this point I am sending a couple of photos to the authors of this submission, Lindsey Hill and Isabelle DeLange. Please give this additional NSAAT area outside 108A and 110A due consideration and include it in your Proposed Traffic Resolution (TR 151-18 - Westchester Drive).

Name: Jill Peterson
Suburb: Churton Park
Agree: Yes

I am in receipt of the above proposed traffic resolution and support the proposal in principle. However, my neighbour at 108A and I (110A) would like the parking restriction extended past the driveway of 110A to 108A - two parks which are presently impeding our views and cause safety issues. We also have three entry/exit access ways opposite one of which is a service entry to the supermarket used by large trucks etc. In addition we are experiencing inappropriate parking practices which impact on visual safe egress as shown in the photos sent to Isabelle DeLange and Lindsey Hill. I would therefore like to suggest that the no stopping at all times be extended to include the two parks outside properties 110A and 108A. I have witnessed three accidents with cars entering/exiting the vehicle access to 107B and advised the WCC on one occasion when a WCC officer came to discuss this with me. At the time I suggested that the two parks outside 110A and 108A be eliminated but this did not progress. To further ensure the safety in this area I now believe that this should be considered given the changes proposed and especially now that the new bus route with a stop on our side of the road has increased the visibility problems. In addition we have noted that some buses have taken to stopping outside our places on both sides of the road in idle mode presumably while filling in time before going to the bus stop for correct departure times or visiting the shopping centre.

Officers Response:

Officers will consider the extension of the no stopping restriction to #108A as part of a separate traffic resolution and after the current proposals are implemented on site and

PROPOSED TRAFFIC RESOLUTION

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Me Heke Ki Pōneke

monitored. It is noted that parking demand is particularly high in the area at certain times of the day. Truck manoeuvring will also be considered. The current proposals with the no stopping restrictions provide good sight lines to pedestrians who will use the proposed facility.

Name: Brian Sheppard
Suburb: Churton Park
Agree: Yes

Thank you for the opportunity to comment on proposed traffic regulations TR150-18 and 151-18 regarding safe crossing options by bus stops in Churton Park. While we fully support the concept, we ask that decisions be held until decisions are made by the Greater Wellington Regional Council on the possible relocation of these stops. This will follow the GWRC's current review of the bus services in Churton Park.

Officers Response:

GWRC have confirmed that they are not proposing a relocation of the well-established bus stop on Westchester Drive. This bus stop has a shelter and is considered to be well positioned to service the shopping area.

Name: Mike Mellor, Living Streets
Suburb: Churton Park
Agree: Yes

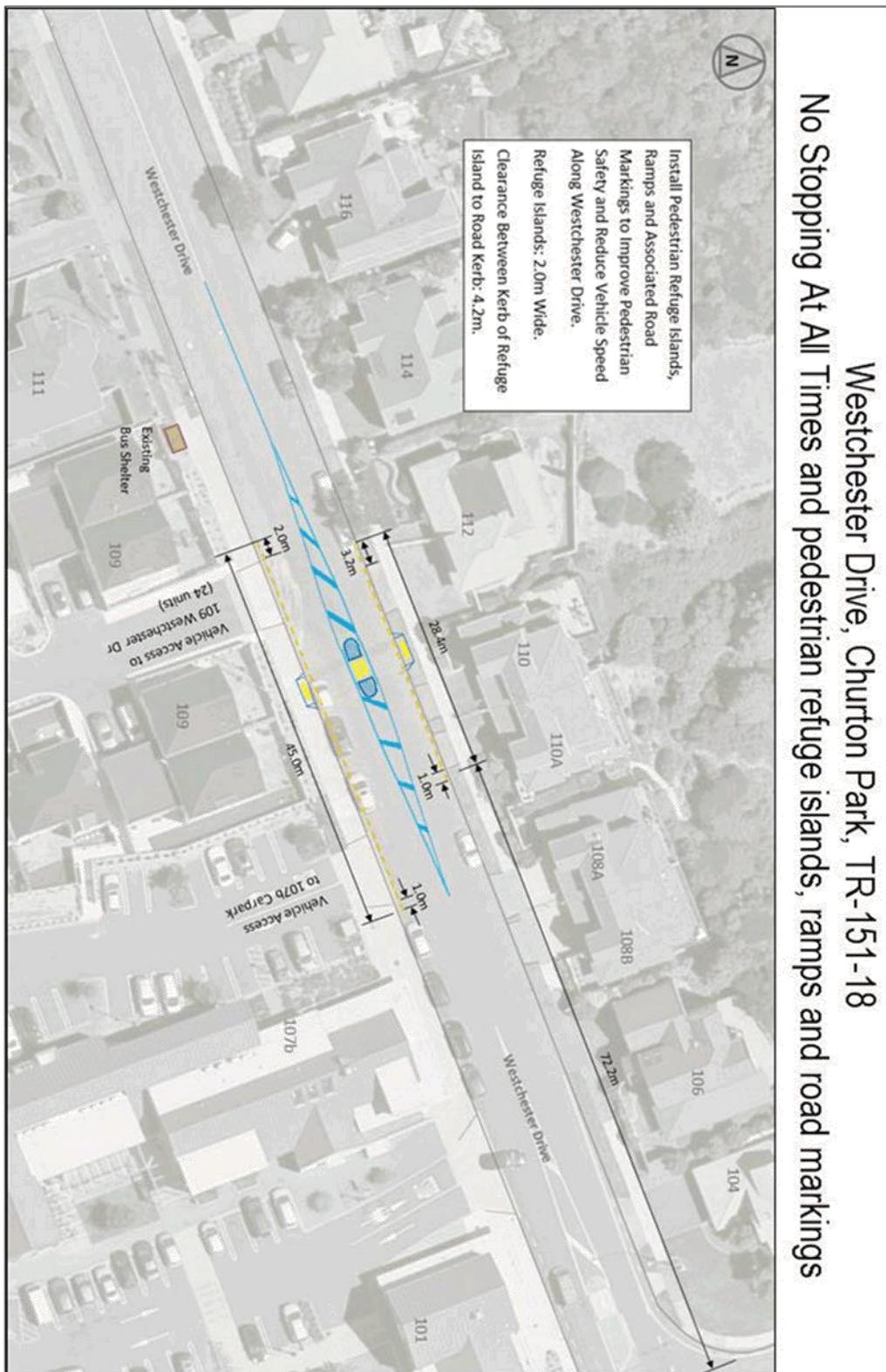
We support the improved pedestrian crossing opportunity in this area.

Name: Rhona Hewitt, Greater Wellington Regional Council
Suburb: Churton Park
Agree: Yes

GWRC supports no stopping restrictions and the creation of a pedestrian refuge on Westchester Drive, Churton Park as this will improve safety for people accessing the bus stop. To ensure that the loss of parking does not result in an increase in parking obstructing the bus stop GWRC recommends that the traffic resolution incorporates a marked bus stop area with a 9m entry taper, 15m bus stop box, and 6m exit taper.

Officers Response:

The request will be further considered after implementation of the pedestrian facilities.



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
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Reference Number: TR152 - 18

Location: Quebec Street, Kingston

Proposal: Pedestrian Facility - Quebec Street, Kingston.

Background: In mid-July 2018 Greater Wellington launched a new bus network across Wellington City. On implementing the new network it was confirmed that access to the new bus stops on Quebec Street was an issue for bus users.

While this issue was raised in considering the new bus stops in March it was left to be monitored following the changes. Although traffic volumes are low there is a desire from the community for a safe crossing facility to buses on the opposite side of the street from the catchment they serve.

Consultation

Having considered a number of options with community representative, including locating bus stops on the other side of the street, it was concluded the bus stops should remain in their current location and a pedestrian facility installed across Quebec Street.

The proposed location of the pedestrian facility best serves both bus stops but because of site constraints and geometry it does not comply in all respects with best practice. Sight lines for pedestrians leaving the East side of the street are compromised when a bus is stopped at Bus Stop A. To install the crossing further North by Montreal Grove would take the facility too far away from where users want to cross in the area. On balance the proposed location will provide a worthwhile amenity for all users to access the bus stops.

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Absolutely Positively
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Key Dates:

Advertisement in the Dominion Post Newspaper	23 October 2018
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Legal Description:

Add to Schedule D (no stopping restrictions) of the Traffic Resolution Schedule

Column One	Column Two	Column Three
Quebec Street	No Stopping, at all times	West side, commencing 40 metres South of its intersection with Montreal Grove (Grid Coordinates x= 1747567.401, y= 5423883.751) and extending in a Southerly direction following the Eastern kerbline for 9 metres.

Prepared By : **Stephen Harte**
 Approved By: **Steve Spence**
 Date: **22/11/18**

(Implementation Manager Network Improvements)
 (Chief Transport Advisor)

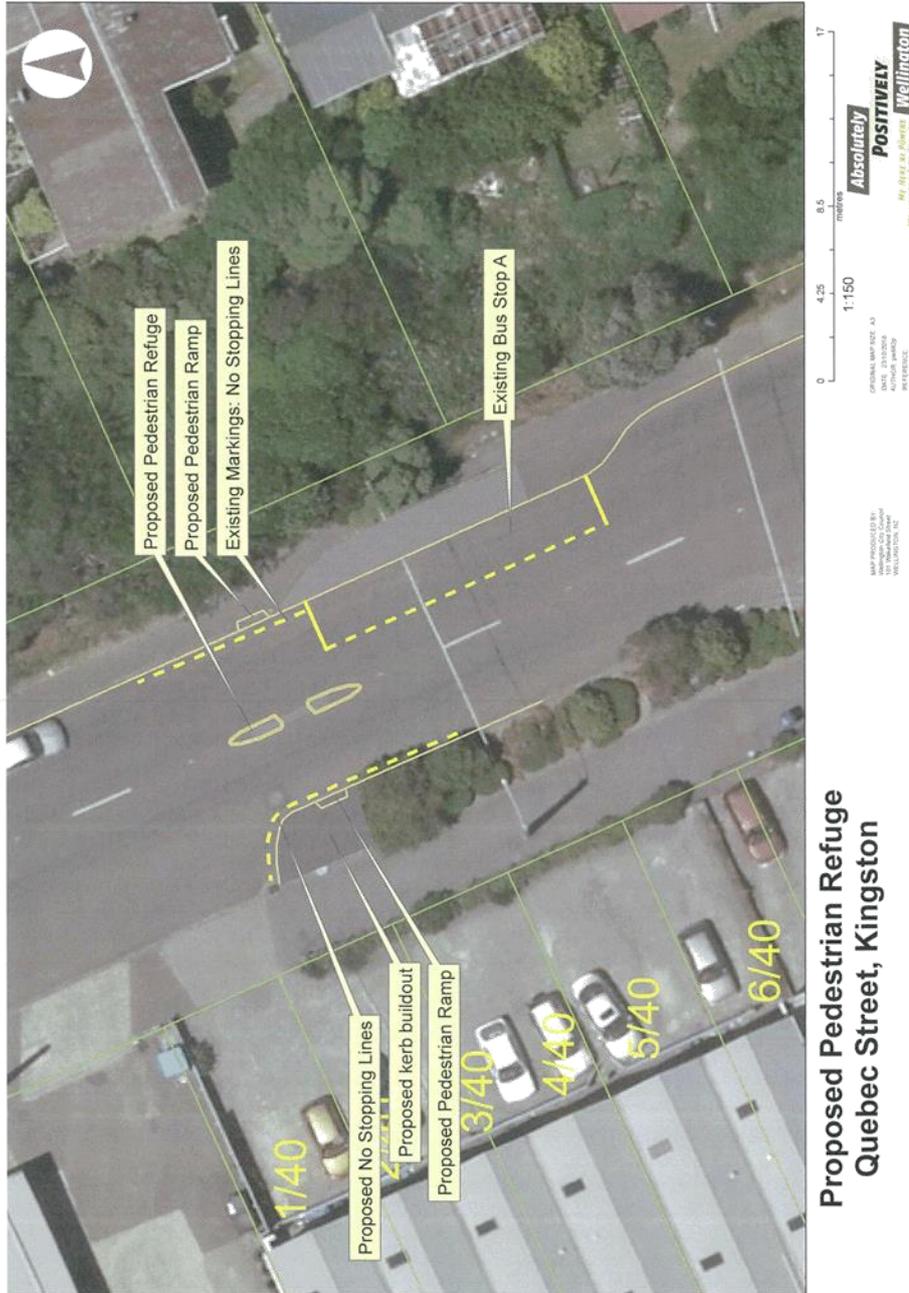
WCC Contact:

Stephen Harte
 Implementation Manager Network Improvements
 Wellington City Council
 101 Wakefield Street / PO Box 2199,
 Wellington
 Phone: +64 4 803 8084
 Email: Stephen.Harte@wcc.govt.nz

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PROPOSED TRAFFIC RESOLUTION

Attachment 1: Indicative layout Pedestrian Facility Quebec Street, Kingston



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Mike Mellor, Living Streets
Suburb: Not given
Agree: Yes

Good idea, but even better would be to revert to the previous bus stop arrangement, adjacent to the shops, avoiding the need to many bus users to cross the road here.

Name: Rhona Hewitt, Greater Wellington Regional Council
Suburb: Not
Agree: Yes

GWRC supports the installation of a pedestrian refuge in Quebec Street Kingston and associated no stopping lines to enable better pedestrian access to the bus stop as this will improve safety for boarding and alighting passengers.

Officers Response:

Community representatives have expressed a view that the proposed pedestrian facility does not give them the protection that they expect. Their preference is for a zebra pedestrian crossing. In this location a zebra crossing is not warranted because it cannot meet visibility requirements and the number of pedestrians together with the volume of traffic is relatively low. The proposed treatment will provide a useful improvement for pedestrians and the central median will provide a good cue to motorists to look for pedestrians. This improvement is a worthwhile amenity for pedestrians. It will also provide an increased level of safety for pedestrians while other options for the area are considered.

MAYORAL DELEGATION TO CANBERRA

Purpose

1. This paper provides the City Strategy Committee with a report on Mayoral travel to Canberra, Australia, between 31 October and 2 November 2018.

Summary

2. Mayor Lester conducted visits, in an official capacity to Canberra, Australia from 31 October 2018 to 2 November 2018.

Recommendation/s

That the City Strategy Committee:

1. Receives the information.

Background

3. Wellington and Canberra signed a Sister City Agreement (SCA) in June 2016. The SCA, unlike many other similar agreements between cities around the world, set out 14 areas of common economic, cultural, social and environmental interest.
4. In the two years since the signing of the agreement, all 14 clauses of the SCA have substantially been delivered on. A range of activities, facilitated by the establishment of the SCA, now operate freely:
 - a) Memorandum of Understanding between the Canberra Business Chamber and the Wellington Chamber of Commerce.
 - b) Memorandum of Understanding between Mulligan's Flat Woodland Reserve and Zealandia.
 - c) Memorandum of Understanding between the Canberra Innovation Network and Collider.
 - d) Memorandum of Understanding between Screen Canberra and Screen Wellington.
 - e) The Council's events team and ArtsACT have established the Indigenous Artist In Residence exchange programme.
5. Wellington Zoo, Singapore Zoo and the National Zoo of Australia recently signed a Memorandum of Understanding in Canberra. That agreement seeks to leverage off the comparative expertise of each of the zoos to develop a richer zoo experience for tourists. Work has already commenced with sharing of keeper grading and sustainable water use expertise, already delivering on an agreement only a month old.
6. Work to develop economic partnership opportunities is continuing in the screen sector and botanic garden management. In addition, there are economic partnership opportunities at the regional level between Wellington and the Australian Capital Territory.

7. The SCA has been a solid platform on which new social, cultural, economic and environmentally focused initiatives are being enabled. The SCA was developed with tangible outputs to support a strengthening of the relationship between the two cities.

Summary of Engagements

8. The programme undertaken reflects mutual interest between a range of agencies, in both Australia and New Zealand, to enhance existing opportunities and develop new ones. Of particular interest is learning from Canberra's experience in delivering light rail over the last two years, a project that will largely be delivered on time and very close to budget.

Light Rail

9. The Master Plan for Canberra, the city's original plan enshrined in law, has always provided for the development and implementation of light rail. It was not until the late 1990s that serious discussion and planning work commenced. Following three territory elections where light rail was a key issue, it was not until 2016 when work finally commenced.
10. Stage One of the light rail network will be operational from January 2019, about a month later than forecast. Stage one extends north from the city's centre, known as Civic, along a 13km stretch of Northbourne Avenue to Canberra's largest and fastest growing suburb, Gungahlin.
11. In three meetings, the delegation met with the following key ACT Officials:
- Chief Minister Andrew Barr
 - Stephen Miners
 - Sue Vroombout
 - Duncan Edghill
 - Megan Oldfield
 - Key staff leading the implementation and the Operations and Management Team of Canberra Light Rail.
12. Briefings were provided on a range of key areas of interest:
- Value uplift analysis and extraction
 - Communications and engagement
 - Project governance
 - Funding and finance
 - Operational management
 - Training and development
 - Urban planning
 - Business case development.
13. The delegation was also briefed on a number of the key lessons arising from the implementation of stage one of the project, including:
- Well-led communication and engagement is key. Like the implementation of major infrastructure projects in other cities around the world, Canberra experienced very similar and predictable media and opposition commentary.
 - Recognise the need to acquire experienced people who understand how to develop and implement transformational infrastructure such as light rail.

- Implement the project early so that the project “hits the ground running” rather than waiting, because it will take six months to gain momentum. Part of this includes making hard decisions as soon as they’re needed.
 - This is not “business as usual” and it is important to ensure that there is role clarity between the new infrastructure project and the day-to-day responsibilities of officials.
14. Generally, the delegation considered that Canberra’s Light Rail Project team had demonstrated enormous capability. The outcome of the approach taken by the Project Team is that Stage One will be delivered close to timeframe and close to its budget. It is expected that phases two and three will be far more complex, but the delegation believed the Project Team had engendered good will through its competency.

Tourism and Attraction

15. The delegation met with Executive Director of VisitCanberra Jonathan Kobus to discuss direct tourism and business and tourism attraction.
16. Singapore Airlines flew from Singapore to Wellington via Canberra for 18 months. VisitCanberra has also been working with New Zealand tourism operators and wholesalers to develop and enhance direct tourism offerings. This engagement has included the food and beverage sectors and Wellington International Airport Limited.
17. As a single set of indicators, the tourism impact and route performance of the connection between Canberra and Wellington can be shown as follows:

Additional passenger arrivals to Wellington

- a) Arrivals from Asia are up 24% overall:
- b) Arrivals from Singapore increased by 103%
- c) Arrivals from India increased by 94%
- d) Arrivals from Indonesia increased by 69%.

Additional visitor spend in Wellington

- e) Visitor spend in Wellington increased by 23% or an extra \$NZD93m
- f) Visitor spend increases in Wellington were three times greater than the rest of New Zealand.

Route performance from Canberra to Wellington

- g) Demand for the Wellington/Canberra leg grew 35% in the second of its two years
- h) Loadings, which is a measure of how full the planes were, for the Wellington/Canberra leg were above 80% in the second of its two years.

Route performance from Wellington to Canberra

- i) The service was well supported and the market grew in each year it operated. In the last six months the market grew by 20%.
- j) 28% of the market was business travellers, reflecting the strong Government and commercial links between Canberra and Wellington.
- k) Visitation from New Zealand makes up 7.1% of the international market and grew 18% in the last 12 months of the direct service.
- l) For the year ending March 2018 the number of international overnight visitors climbed to 248,428, a 15.8% increase from the previous year, with the length of time they stayed jumping by a record 20.9%.

18. It is understood that the new route via Melbourne is performing very well. While a decision by Singapore Airlines to move the route to Melbourne was disappointing from one perspective, that there is currently no direct connection between the capitals, the performance of both the original route and the new route have been encouraging. It is worth noting that Singapore now offers a daily service between Singapore and Canberra and officers are hopeful that a more frequent service to Melbourne will be offered at a later date.
19. Council officers are supportive of preliminary discussions with a range of airlines towards the re-establishment of a direct link between Canberra and Wellington. Given the performance of Singapore Airlines on the route, it is considered that the route is commercially viable.

Canberra Region Joint Organisation

20. The delegation met with newly appointed Canberra Region Joint Organisation (CRJO) Chief Executive David Rowe.
21. The CRJO consists of eight local government authorities located in southern New South Wales (the ACT resides within New South Wales). They include the coastal councils of Eurobodalla and Bega Valley, the rural councils of Goulburn-Mulwaree, Upper Lachlan, Hilltops and Snowy Monaro and two councils located adjacent to the ACT – Yass Valley and Queanbeyan-Palerang. With eight councils covering a wide geographic area, the CBRJO is extremely diverse, not just in terms of population dynamics, but the various influences on these in each LGA.
22. In 2011, the population of the CRJO was 208,570 and by 2017, it had reached 216,578. By 2036, the population of the region is forecast to reach 264,074.
23. The key functions of the CRJO are broad and include:
 - a) Act in an advocacy role for the Region
 - b) Lead and facilitate regionally focused planning
 - c) Provide a forum to address Regional Issues
 - d) Coordinate Local Government services and facility provision
 - e) Facilitate resource sharing between and cost savings for Councils
 - f) Enhance the image of Local Government
 - g) Facilitate information dissemination and exchange
 - h) Facilitate economic development in the region
 - i) Seek and administer financial assistance/grants from other sources
 - j) Promote communication and cooperation
 - k) Provide a forum for the discussion of any matter which has a regional interest to Local Government Councils.
24. In practice, the CRJO is an organisational equivalent to WREDA and the Wellington Region Mayoral Forum. The delegation discussed opportunities for region to region cooperation that could leverage off our comparative advantages.
25. It was agreed that the CRJO would convene a workshop with ACT Government officials and key staff from the Council's Office of the Chief Executive and the Mayor's Office in order to determine areas of potential cooperation. Subsequent to this workshop, it was also agreed that the Mayor would seek agreement from the Wellington Region Mayoral Forum to invite a delegation from the CRJO to meet in Wellington in early 2019.

ArtsACT

26. The delegation met with ArtsACT Director Sam Tyler to discuss the recently established Indigenous Artists in Residence Exchange Programme and to view Canberra's Gorman House.

Gorman House

27. ArtsACT notes that Gorman House Arts Centre is a significant heritage complex that has been adapted for arts use. It is occupied by some of the ACT's Key Arts Organisations, smaller arts groups and individual artists.
28. The Centre accommodates intimate performance spaces, dance studios and workshops, a gallery, artists' studios, small offices for arts business, meeting rooms and a weekend art, craft and second-hand market. The Centre supports a range of innovative and accessible arts activities and is within easy pedestrian access to Civic.
29. Ainslie and Gorman Arts Centres are managed by an independent not-for-profit organisation, Gorman House Arts Centre Incorporated, under head licence from the ACT Government.
30. Gorman House was constructed in the 1920s as a hostel for government workers and is highly valued by the local community for its link with this early stage in Canberra's development. Gorman House is listed on the ACT Heritage Places Register.
31. The delegation was able to view the facility, meet with artists and understand how the "eco-system" of artists and administrators supports the arts and culture goals of the ACT. The facilities are impressive and on a very "Australian" scale. Ms Tyler noted the very high esteem in which the Council's Arts and Events team are held.

Exchange Programme

32. The Council's City Arts and Events team and ArtsACT are working together to strengthen indigenous cultural connections as part of the Sister City Agreement.
33. This work includes an Indigenous Artist Exchange Programme that will support a Canberra-based Aboriginal artist to visit Wellington and a Wellington-based Māori artist to go to Canberra. ACT Canberra has selected Dean Cross, a First Nations trans-disciplinary artist, to visit Wellington. He arrives late April and will be resident for 6 weeks.
34. The Mayor recently called for nominations from Wellington artists to be selected to travel to Canberra as part of our new reciprocal arrangement and a decision on the successful candidate will be announced before the end of 2018.

Future Opportunities

35. Following on from the successful implementation of the exchange and the site visit to Gorman House, ACT Chief Minister Andrew Barr met with the Council's Arts and Events team and undertook a site visit the residence at 26 Bolton Street.
36. Officers are currently investigating whether the Council could participate in Australia's National Local Government Cultural Forum. The Forum seeks to promote stronger cultural development practice in local government across Australia by articulating and developing a national perspective.

37. The ACT Government notes that the Cultural Forum meets twice a year, bringing together representatives from local government: the seven state and territory local government associations represented by staff of the policy units; the eight Australian capital cities who offer practical application and leadership, plus the national peak body for local government, Australian Local Government Association. The other members are major national stakeholders, the Australia Council for the Arts – Community Partnerships and the Commonwealth Ministry for the Arts
38. New Zealand Government Ministers have long been invited to attend portfolio minister meetings in Australia, including Ministers for the Arts most recently attended by Hon Grant Robertson.

Urban Regeneration

39. The delegation met with Canberra Renewal Authority Development Director Nick Holt.
40. Urban renewal is a core priority of the ACT Government for 2015 as vital to growing Canberra's economy and strengthening its communities. As Canberra grows into its potential as a larger city, the ACT Government wants to ensure that Canberrans have a wide choice in how and where they live.
41. The city's structure means that much of that choice can be delivered in existing town and city centres and along key transport routes, allowing people to live close to work and convenient public transport.
42. The ACT Government notes that while urban renewal is a long-term process, it is already significantly under way. Canberra's CBD (Civic) and each of the town centres is undergoing renewal, adding to the diversity and choice of lifestyle available to Canberrans. Other major urban renewal projects at the planning stages include the public housing renewal programme, Kingston Arts Precinct (adjoining the Kingston Foreshore), the Canberra Brickworks and surrounding areas at Yarralumla and Deakin, Northbourne Avenue and various town and group centres.
43. The land release programme is critical to revitalising Canberra's suburbs and to the Government's economic, social and sustainability strategies to support the needs of a growing population. It includes greenfield sites in Gungahlin, Belconnen, Woden and Molonglo, low to medium-scale developments in Weston Creek and the Tuggeranong Valley, and others in inner-city areas like Campbell and Kingston.
44. The Canberra Renewal Authority notes that successful urban renewal sensitively brings together the old and the new, to the benefit and enrichment of both. As in any process of growth and change there are challenges, and the Government will make sure that in this process of change existing communities are consulted and everyone gets the chance to experience the benefits of renewal.
45. The delegation visited several sites around Lake Burley Griffin, where a "public amenity-led approach is being taken. In New Acton, land will be released lakeside for the development of new housing. However the development agency has already developed public amenity around the site in order to take advantage of the economic uplift.
46. A multi-year, multi-billion-dollar development programme is expected to "reconnect" the city with the lake, overcoming the barrier imposed by several arterial roads and a currently inwardly designed city-scape.

47. The focus on amenity has also led to the development and implementation of cycling infrastructure. The site visit was made by bike and the delegation noted how easy it was to move around the lake and the city. While Canberra is “blessed” with space within which to deliver new infrastructure, the ACT Government is focused on infill and creating a more dense and even more vibrant environment in which to live. It’s delivery of high-quality cycling infrastructure has led to noticeably high numbers of commuters and recreational users.
48. It was also noted that several school groups were using the cycling infrastructure. Officers who spoke with teachers were advised that, in many cases where possible, schools chose cycling and active modes of transport.

New Memorandum of Understanding

49. The delegation attended the signing of a Memorandum of Understanding (MOU) between the National Arboretum of Australia and the Wellington Botanic Gardens. It was originally intended that the MOU would include Singapore’s botanic gardens, but more work is required to align the priorities of all three bodies and an agreement is intended at a later date.
50. Much like the existing agreements, including the most recently established agreement between the Zoos of Canberra, Singapore and Wellington, and the Sister City Agreement itself, the MOU is tangible, measurable and outcomes focused. Wellington’s Botanic Gardens Manager David Sole was the signatory to the agreement. He spoke well to local media about the work that has been undertaken to develop the agreement as well as about the opportunities that arise because of it.
51. The MOU will deliver in eight ways:
 - a) Academic exchange of researchers and staff
 - b) Cooperation in joint staff training and education
 - c) Exchange of academic information and materials
 - d) Organisation and implementation of joint research projects of mutual interest
 - e) Assistance in facilitating logistics and resources to support joint field work
 - f) Organisation of joint conferences and workshops
 - g) Mutual recognition organisational membership
 - h) Other academic exchanges as may be agreed.

Dedication to Mr Seed

52. It was intended that the delegation would preside over a ceremony dedicating one of three New Zealand forests at the National Arboretum to H. E. Mr Chris Seed, the New Zealand High Commissioner to Australia. The ceremony was to acknowledge Mr Seed’s contribution to the relationship between New Zealand and Australia but, more specifically, to acknowledge his active support of the relationship between Canberra and Wellington.
53. Unfortunately Mr Seed was called away and unavailable for the surprise event. This will now form part of his formal acknowledgements at a later date as he departs Australia.

General Comments

54. The relationship between Canberra and Wellington is strong. It has delivered on the Sister City Agreement and is now a strong platform of cooperation that goes beyond the terms of the now largely completed Sister City Agreement itself.
55. The delegation is grateful to counterparts in Australia for their friendship, their openness and willingness to share their experiences with us. The relationship is in extremely good shape and there are emerging opportunities for exchange that can be leveraged as part of a wider economic partnerships approach.

Attachments

Nil

Author	Kaine Thompson, Chief Advisor to the Chief Executive
Authoriser	Kevin Lavery, Chief Executive

SUPPORTING INFORMATION

Engagement and Consultation

N/A

Treaty of Waitangi considerations

N/A

Financial implications

N/A

Policy and legislative implications

N/A

Risks / legal

N/A

Climate Change impact and considerations

N/A

Communications Plan

N/A

Health and Safety Impact considered

N/A

4. Committee Reports

REPORT OF THE COUNCIL CONTROLLED ORGANISATIONS SUBCOMMITTEE MEETING OF 27 NOVEMBER 2018

Members: Mayor Lester, Councillor Fitzsimons, Councillor Lee, Councillor Marsh, Councillor Woolf (Chair).

Note: It was resolved that the Council Controlled Organisations Subcommittee:
Note that officers will prepare final Letters of Expectation incorporating the directions of the sub-committee for signing by the Chair of the sub-committee; including reference to and seeking response from each Council Controlled Organisation through their Statement of Intent on the following issues:

- a) *The inclusion of Wellington City Council's Te Taihū Te Reo Māori Policy in Council Controlled Organisation strategy and operation activities.*
- b) *Increasing the visibility of the relationship between each Council Controlled Organisation and Wellington City Council.*
- c) *Instruct Council Controlled Organisations to participate in Wellington City Council's Leisure Card Review.*
- d) *For the Museums Trust, Zealandia and Wellington Zoo to consider expanding school holiday offerings for Wellington children and caregivers.*
- e) *For Westpac Stadium and the Basin Reserve Trust to consider active steps to prevent all forms of harassment consistent with Wellington City Council's Long Term Plan objectives.*

This resolution was also passed in respect to the Letter of Expectation to Wellington Regional Economic Development Agency Ltd. including clause e).

The Committee recommends:

LETTERS OF EXPECTATION TO COUNCIL CONTROLLED ORGANISATIONS

Recommendation/s

That the City Strategy Committee:

1. Receive the information.

LETTER OF EXPECTATION TO WELLINGTON REGIONAL ECONOMIC DEVELOPMENT AGENCY LTD

Recommendation/s

That the Council Controlled Organisations Subcommittee:

1. Receive the information.

Attachments

Attachment 1.	Report to the Council Controlled Organisations Subcommittee on Letters of Expecations for Council Controlled Organisations ↓ 	Page 209
Attachment 2.	Report to the Council Controlled Organisations Subcommittee on Letter of Expecations for WREDA ↓ 	Page 236

**COUNCIL CONTROLLED ORGANISATIONS
SUBCOMMITTEE**
27 NOVEMBER 2018

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

**LETTERS OF EXPECTATION TO COUNCIL CONTROLLED
ORGANISATIONS**

Purpose

1. To seek the Council Controlled Organisations sub-committee's consideration and input into the Letters of Expectation addressed to the following Council Controlled Organisations (CCOs).
 - Basin Reserve Trust
 - Karori Sanctuary Trust
 - Wellington Cable Car Limited
 - Wellington Museums Trust
 - Wellington Regional Stadium Trust
 - Wellington Zoo Trust

The letters will help to inform the CCOs 2019/20 Statements of Intent.

Recommendations

That the Council Controlled Organisations Subcommittee:

1. Receive the information.
2. Confirm the messages in the draft Letters of Expectation to the following organisations:
 - a. Basin Reserve Trust
 - b. Karori Sanctuary Trust
 - c. Wellington Cable Car Limited
 - d. Wellington Museums Trust
 - e. Wellington Regional Stadium Trust
 - f. Wellington Zoo Trust
3. Note that officers will prepare final Letters of Expectation incorporating the directions of the sub-committee for signing by the Chair of the sub-committee.
4. Recommends that the City Strategy Committee receives the information.

Background

2. Council Controlled Organisations are required by the Local Government Act 2002 to prepare a draft Statement of Intent for the Council by 1 March of the preceding financial year. The Council sets out its expectations of its CCOs in a Letter of Expectation.
3. This report includes the draft Letters of Expectation that, when finalised, are intended to assist the entities with business planning and with the preparation of their 2019/20 Statements of Intent.

COUNCIL CONTROLLED ORGANISATIONS
SUBCOMMITTEE
27 NOVEMBER 2018Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

-
4. The letters serve to reiterate or emphasise some of the Councils enduring expectations while also alerting the entities to new Council initiatives or programmes, or expected outcomes from the entities.
 5. Officers will incorporate any feedback from this sub-committee into the draft letters and the final letters will be signed by the Chair of this sub-committee.

Attachments

- Attachment 1. Basin Reserve Trust draft Letter of Expectation
- Attachment 2. Karori Sanctuary Trust draft Letter of Expectation
- Attachment 3. Wellington Cable Car Ltd draft Letter of Expectation
- Attachment 4. Wellington Museums Trust draft Letter of Expectation
- Attachment 5. Wellington Regional Stadium Trust draft Letter of Expectation
- Attachment 6. Wellington Zoo Trust draft Letter of Expectation

Author	Warwick Hayes, Project Manager Economic & Commercial
Authoriser	Danny McComb, Manager Economic & Commercial

**COUNCIL CONTROLLED ORGANISATIONS
SUBCOMMITTEE**
27 NOVEMBER 2018

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

SUPPORTING INFORMATION

Consultation and Engagement
Not applicable.

Treaty of Waitangi considerations
Not applicable.

Financial implications
The CCOs work within the confines of the Council's overall Long Term Plan and Annual Plan framework.

Policy and legislative implications
Not relevant.

Risks / legal
Not relevant.

Climate Change impact and considerations
The CCOs work with the Council and other organisations as part of considering environmental sustainability in their operations, including with the Council's Our Living City programme.

Communications Plan
Officers will incorporate feedback from the Committee into the formal Letters of Expectation that will be sent to the chair of the relevant CCO.

Health and Safety Impact considered
Not relevant.

14 December 2018

Alan Isaac
Chair
Basin Reserve Trust
PO Box 578
WELLINGTON 6140

By email only: isaacadvisory52@gmail.com

Dear Alan

Re: 2019/20 Statement of Intent and Wellington City Council Expectations

This letter sets out the Council's expectations of the Basin Reserve Trust for 2019/20. It is intended to assist the Trust in its business planning and with the preparation of its 2019/20 Statement of Intent.

To some degree, the Council's expectations of the Trust are enduring and this letter serves to reiterate or emphasise some of these while also alerting the Trust to new Council initiatives or programmes, or expected outcomes from the Trust. With this in mind, the Council continues to expect that the Trust will align its priorities with the Council's strategic direction and make a strong contribution towards advancing the achievement of the Council's aims as signalled in the 2018-28 Ten Year Plan and through the Economic Growth Agenda and relevant Council strategies, and the Statement of Intent will reflect this.

Council's 2018-28 Ten Year Plan includes a number of new performance measures. The Trust is expected to support Council's own reporting framework by supplying its performance measures to Council and observing the reporting timetable attached to this letter.

The Council has confirmed its commitment to the seismic strengthening and refurbishment of the Museum Stand in conjunction with a \$1.0m fund raising commitment by the Trust. The Council expects the Trust to outline its fund raising strategy that will support the Museum Stand project. The strategy should include the Trust's funding target and appropriate timeframes. The Trust will inform Council of its progress via its quarterly reporting.

The Trust has made noticeable progress in increasing and diversifying the utilisation of the Basin Reserve. The Council expects the Trust to continue to seek opportunities to increase its usage by community and other sports organisations and to also drive the utilisation of the RA Vance Stand.

The Council appreciates the support it receives from Cricket Wellington, in terms of its management agreement with the Trust and in relation to the operational flexibility and cooperation that supports the programme of upgrade works at the Basin Reserve. However, the Council would like to see the ground presented to a high standard throughout the year, subject to accommodating the various development and upgrade projects. Council expects the Trust to confirm its intentions to maintaining and presenting the ground to a standard befitting its international status.

2

With the redevelopment works well underway, the Council expects the Trust to ensure it is well positioned to deliver a programme of premium test and international cricket matches and to maximise opportunities to host ICC Women's World Cup matches in 2021.

The Trust should reaffirm its commitment to work with Council to reinstate public access to the ground 24 hours per day, 7 days per week except when the ground is required to be closed for events, sports training or in the interests of public safety.

Governance

The Council expects the Trust to maintain a high degree of awareness of legislation that is applicable to its activities and in particular on relevant Health and Safety legislation. While this is an enduring Council expectation, this needs to be a key focus given the amount of construction work happening at the Basin Reserve.

The Council expects the Trust to comply with its obligations under the Health and Safety at Work Act 2015. This includes having in place an effective health and safety management framework that identifies and prioritises the management of critical areas of health and safety risk and that this management framework is reviewed, monitored and verified for effectiveness. Where the Council and the Trust have shared responsibilities and overlapping duties as they relate to the health and safety risks of the activities and services of the Trust and the Council, then all parties will ensure that there is effective consultation, co-operation and co-ordination of activities and responsibilities to eliminate or minimise the health and safety risks and that our organisations are aligned and influencing good outcomes that keep all those in or in the vicinity of our workplaces safe and free from harm.

The Trust board is expected to meet best practice governance standards and, in support of this, to undertake a performance review of the overall board, individual board members and the board chair. On completion of this review, the Council's Chief Executive should receive an update that describes the form the review took and the outcomes of the review in relation to the Council appointed Trustees. The review is to be completed by 30 September 2019.

Timetable

We look forward to receiving the Trust's draft Statement of Intent no later than 1 March 2019. Please refer to the reporting timetable attached for other reporting dates.

Should you have any queries or comments in regard to this letter, or wish to discuss the Council's strategies and the outcomes we are seeking in more detail, please contact Warwick Hayes in the first instance on 021 247 8377.

Yours sincerely

Cr Simon Woolf
Chair, Council-controlled Organisations Sub-committee
Ph: (027) 975 3163
Email: simon.woolf@wcc.govt.nz

3

cc: Cam Mitchell, Chief Executive, Cricket Wellington
cam@firebirds.co.nz

DRAFT

4

Performance Measures

The measures below are examples for discussion. The final measures will be agreed with stakeholders for inclusion in the Trust's Statement of Intent.

	Target	Report Frequency	
		Quarter	Annual
Attendance at all events*	Annual	yes	yes
Event income*	Annual	yes	yes
Operational grant per attendance*	Annual	yes	yes
Event days (incl. community events)*	Quarter	yes	yes
Practice facility usage*	Quarter	yes	yes
Number of functions*	Quarter	yes	yes

* For inclusion with the Trust's highlights, numbers & variances report (subject to confirmation of reporting timeframes with stakeholders)

Reporting Timetable

A timetable for entity highlights and reports for the remainder of the 2018/19 year and for 2019/20 follows.

Report	Reference Date	Due Date	Committee Date
2nd Quarter Report <ul style="list-style-type: none"> Highlights, numbers & variances report Full Q2 report 	31 Dec 2018	7 Jan 2019 31 Jan 2019	TBA
Draft Statement of Intent	n/a	1 Mar 2019	TBA
3rd Quarter Report <ul style="list-style-type: none"> Highlights, numbers & variances report Full Q3 report 	31 Mar 2019	7 Apr 2019 30 Apr 2019	TBA
Statement of Intent	n/a	30 Apr 2019	TBA
Annual Report & Financial Statements	30 Jun 2019	30 Sep 2019	TBA
1st Quarter Report <ul style="list-style-type: none"> Highlights, numbers & variances report Full Q1 report 	30 Sep 2019	5 Oct 2019 31 Oct 2019	TBA
2nd Quarter Report <ul style="list-style-type: none"> Highlights, numbers & variances report Full Q2 report 	31 Dec 2019	7 Jan 2020 31 Jan 2020	TBA

DRAFT

14 December 2018

Denise Church
Chair
Karori Sanctuary Trust
PO Box 9267
Marion Square
WELLINGTON 6141

By email only: denise.church@leadershipmatters.co.nz

Dear Denise

Re: 2019/20 Statement of Intent and Wellington City Council Expectations

This letter sets out the Council's expectations of the Karori Sanctuary Trust for 2019/20. It is intended to assist the Trust in its business planning and with the preparation of its 2019/20 Statement of Intent.

To some degree, the Council's expectations of the Trust are enduring and this letter serves to reiterate or emphasise some of these while also alerting the Trust to new Council initiatives or programmes, or expected outcomes from the Trust. With this in mind, the Council continues to expect that the Trust will align its priorities with the Council's strategic direction and make a strong contribution towards advancing the achievement of the Council's aims as signalled in the 2018-28 Ten Year Plan and relevant Council strategies, and the Statement of Intent will reflect this.

Council's 2018-28 Ten Year Plan includes a number of new performance measures. The Trust is expected to support Council's own reporting framework by supplying its performance measures to council and observing the reporting timetable attached to this letter. Predator-free Wellington is a Council initiative that is intended to make Wellington, New Zealand's first predator-free city. It is expected that the Trust will continue to provide proactive support for the project.

The Trust should update Council on its progress toward developing the business cases for future capital projects, particularly those involving Council.

Council expects that the Trust will maintain appropriate asset management planning tools and protocols for its key assets and should inform Council of its plans for the maintenance and renewal of the sanctuary fence. Management of strategic assets, including new assets, should be discussed in the Trust's Statement of Intent.

The Living Wage is a core Council policy and the Trust is expected to maintain the alignment of its remuneration policies with Council's as they pertain to the Living Wage.

The Council would like to see the Trust collaborate with the Cable Car and Experience Wellington to continue to improve the overall visitor experience in the Kelburn precinct at the top of the Cable Car.

Governance

The Council expects the Trust to maintain a high degree of awareness of legislation that is applicable to the activities of the Trust and in particular on relevant Health and Safety legislation.

The Council expects the Trust to comply with its obligations under the Health and Safety at Work Act 2015. This includes having in place an effective health and safety management framework that identifies and prioritises the management of critical areas of health and safety risk and that this management framework is reviewed, monitored and verified for effectiveness. Where the Council and the Trust have shared responsibilities and overlapping duties as they relate to the health and safety risks of the activities and services of the Trust and the Council, then all parties will ensure that there is effective consultation, co-operation and co-ordination of activities and responsibilities to eliminate or minimise the health and safety risks and that our organisations are aligned and influencing good outcomes that keep all those in or in the vicinity of our workplaces safe and free from harm.

The Trust board is expected to meet best practice governance standards and, in support of this, to undertake a performance review of the overall board, individual board members and the board chair. On completion of this review, the Council's Chief Executive should receive an update that describes the form the review took and the outcomes of the review. The review is to be completed by 30 September 2019.

Timetable

We look forward to receiving the Trust's draft Statement of Intent no later than 1 March 2019. Please refer to the reporting timetable attached for other reporting dates.

Should you have any queries or comments in regard to this letter, or wish to discuss the Council's strategies and the outcomes we are seeking in more detail, please contact Warwick Hayes in the first instance on 021 247 8377.

Yours sincerely

Cr Simon Woolf
Chair, Council-controlled Organisations Sub-committee
Ph: (027) 975 3163
Email: simon.woolf@wcc.govt.nz

cc: Paul Atkins, Chief Executive
paul.atkins@visitzealandia.com

Performance Measures

The measures below are examples. The final measures will be agreed with stakeholders for inclusion in the Trust's Statement of Intent.

	Target	Report Frequency	
		Quarter	Annual
Visitors*	Quarter	yes	yes
Education visits*	Quarter	yes	yes
Individual memberships	Annual	yes	yes
Volunteers	Annual	yes	yes
Percentage satisfied visitors	Annual	yes	yes
Conservation measures	Annual	no	yes
Council operating grant*	Annual	yes	yes
Cash subsidy (grant) per visit*	Annual	yes	yes
Membership subscription revenue	Annual	yes	yes
Non-council revenue earned	Annual	yes	yes
Non-Council donations & funding	Annual	yes	yes
Average revenue per visitor	Annual	yes	yes
Total revenue earned	Annual	yes	yes
Council's property ownership costs	Annual	yes	yes
Total cost to Council incl. grant + property costs	Annual	yes	yes
Full cost to Council per visitor	Annual	yes	yes

*For inclusion with the Trust's highlights, numbers & variances report (subject to confirmation of reporting timeframes with stakeholders)

Reporting Timetable

A timetable for entity highlights and reports for the remainder of the 2018/19 year and for 2019/20 follows.

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2nd Quarter Report <ul style="list-style-type: none"> Highlights, numbers & variances report Full Q2 report 	31 Dec 2018	7 Jan 2019 31 Jan 2019	TBA
Draft Statement of Intent	n/a	1 Mar 2019	TBA
3rd Quarter Report <ul style="list-style-type: none"> Highlights, numbers & variances report 	31 Mar 2019	7 Apr 2019	

Report	Reference Date	Due Date	Committee Date
<ul style="list-style-type: none"> Full Q3 report 		30 Apr 2019	TBA
Statement of Intent	n/a	30 Apr 2019	TBA
Annual Report & Financial Statements	30 Jun 2019	See below	TBA
<ul style="list-style-type: none"> Related party template 	30 Apr 2019	11 May 2019	n/a
<ul style="list-style-type: none"> Related party balances & transactions 	30 Apr 2019	31 May 2019	n/a
<ul style="list-style-type: none"> Performance measures 	30 Jun 2019	11 Jul 2019	n/a
<ul style="list-style-type: none"> Consolidation template (as applicable) and draft financial statements 	30 Jun 2019	16 Jul 2019	n/a
<ul style="list-style-type: none"> Audit clearance or audited financial statements, and draft report commentary 	30 Jun 2019	7 Sep 2019	n/a
<ul style="list-style-type: none"> Letter of representation to Council's CFO 	30 Jun 2019	7 Sep 2019	n/a
<ul style="list-style-type: none"> Audited annual report and financial statements 	30 Jun 2019	7 Sep 2019	TBA
1st Quarter Report	30 Sep 2019		
<ul style="list-style-type: none"> Highlights, numbers & variances report 		7 Oct 2019	
<ul style="list-style-type: none"> Full Q1 report 		31 Oct 2019	TBA
2nd Quarter Report	31 Dec 2019		
<ul style="list-style-type: none"> Highlights, numbers & variances report 		7 Jan 2020	
<ul style="list-style-type: none"> Full Q2 report 		31 Jan 2020	TBA

14 December 2018

Anthony Wilson
Chair
Wellington Cable Car Ltd
61 Ridgewood Drive
R.D.1
NEW PLYMOUTH

By email only: willeby@xtra.co.nz

Dear Anthony

Re: 2019/20 Statement of Intent and Wellington City Council Expectations

This letter sets out the Council's expectations of the Wellington Cable Car Limited for 2019/20. It is intended to assist the Company in its business planning and with the preparation of its 2019/20 Statement of Intent.

To some degree, the Council's expectations of the Company are enduring and this letter serves to reiterate or emphasise some of these while also alerting the Company to new Council initiatives or programmes, or expected outcomes from the Company. With this in mind, the Council continues to expect that the Company will align its priorities with the Council's strategic direction and make a strong contribution towards advancing the achievement of the Council's aims as signalled in the 2018-28 Ten Year Plan and through the Economic Growth Agenda and relevant Council strategies, and the Statement of Intent will reflect this.

Council's 2018-28 Ten Year Plan includes a number of new performance measures. The company is expected to support Council's own reporting framework by supplying its performance measures to Council and observing the reporting timetable attached to this letter.

The ride on the Cable Car is one that many visitors to Wellington will experience and it serves as the gateway to an important visitor precinct. The Council would like to see the Company collaborate with ZEALANDIA and Experience Wellington to continue to improve the overall visitor experience in the Kelburn precinct at the top of the Cable Car.

The company should discuss its plans to appropriately fund the maintenance and renewal of its assets.

The Living Wage is a core Council policy and the Trust is expected to maintain the alignment of its remuneration policies with Council's as they pertain to the Living Wage.

Governance

The Council expects the Company to comply with its obligations under the Health and Safety at Work Act 2015. This includes having in place an effective health and safety management framework that identifies and prioritises the management of critical areas of health and safety risk and that this

management framework is reviewed, monitored and verified for effectiveness. Where the Council and the Company have shared responsibilities and overlapping duties as they relate to the health and safety risks of the activities and services of the Company and the Council, then all parties will ensure that there is effective consultation, co-operation and co-ordination of activities and responsibilities to eliminate or minimise the health and safety risks and that our organisations are aligned and influencing good outcomes that keep all those in or in the vicinity of our workplaces safe and free from harm.

The Council will continue to invest in robust infrastructure that supports business and it is the Council's enduring expectation that the Company would consider opportunities to utilise the Council's shared service capabilities which are fit for the purpose and scale of the Company's activities, as and when these opportunities are presented.

Timetable

We look forward to receiving the Company's draft Statement of Intent no later than 1 March 2019. Please refer to the reporting timetable attached for other reporting dates.

Should you have any queries or comments in regard to this letter, or wish to discuss the Council's strategies and the outcomes we are seeking in more detail, please contact Warwick Hayes in the first instance on 021 247 8377.

Yours sincerely

Cr Simon Woolf
Chair, Council-controlled Organisations Sub-committee
Ph: (027) 975 3163
Email: simon.woolf@wcc.govt.nz

cc: Simon Fleisher, Chief Executive
simon.fleisher@wellingtoncablecar.co.nz

Performance Measures

The measures below are examples. The final measures will be agreed with stakeholders for inclusion in the Company's Statement of Intent.

	Target	Report Frequency	
		Quarter	Annual
Total Passengers*	Quarter	yes	yes
Fare income*	Quarter	yes	yes
Cable Car reliability*	Annual	yes	yes
Non-council revenue earned	Annual	yes	yes
Council capital grant	Annual	yes	yes
Total revenue earned	Annual	yes	yes

*For inclusion with the Company's highlights, numbers & variances report (subject to confirmation of reporting timeframes with stakeholders)

Reporting Timetable

A timetable for entity highlights and reports for the remainder of the 2018/19 year and for 2019/20 follows.

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Statement of Intent	n/a	30 Apr 2019	TBA
Annual Report & Financial Statements	30 Jun 2019	See below	TBA
<ul style="list-style-type: none"> • Related party template 	30 Apr 2019	11 May 2019	n/a
<ul style="list-style-type: none"> • Related party balances & transactions 	30 Apr 2019	31 May 2019	n/a

Report	Reference Date	Due Date	Committee Date
<ul style="list-style-type: none"> Performance measures 	30 Jun 2019	11 Jul 2019	n/a
<ul style="list-style-type: none"> Consolidation template (as applicable) and draft financial statements 	30 Jun 2019	16 Jul 2019	n/a
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<ul style="list-style-type: none"> Letter of representation to Council's CFO 	30 Jun 2019	7 Sep 2019	n/a
<ul style="list-style-type: none"> Audited annual report and financial statements 	30 Jun 2019	7 Sep 2019	TBA
1st Quarter Report <ul style="list-style-type: none"> Highlights, numbers & variances report Full Q1 report 	30 Sep 2019	7 Oct 2019 31 Oct 2019	TBA
2nd Quarter Report <ul style="list-style-type: none"> Highlights, numbers & variances report Full Q2 report 	31 Dec 2019	7 Jan 2020 31 Jan 2020	TBA TBA

14 December 2018

Jackie Lloyd
Chair
Wellington Museums Trust
PO Box 893
WELLINGTON 6140

By email only: jackie.lloydnz@gmail.com

Dear Jackie

Re: 2019/20 Statement of Intent and Wellington City Council Expectations

This letter sets out the Council's expectations of the Wellington Museums Trust for 2019/20. It is intended to assist the Trust in its business planning and with the preparation of its 2019/20 Statement of Intent.

To some degree, the Council's expectations of the Trust are enduring and this letter serves to reiterate or emphasise some of these while also alerting the Trust to new Council initiatives or programmes, or expected outcomes from the Trust. With this in mind, the Council continues to expect that the Trust will continue to work with the Wellington Regional Development Agency Ltd to promote the activities of the Trust. It will align its priorities with the Council's strategic direction and make a strong contribution towards advancing the achievement of the Council's aims as signalled in the 2018-28 Ten Year Plan, the Capital of Culture and relevant Council strategies, and the Statement of Intent will reflect this.

The Trust's activities make a positive contribution to Wellington and the Trust's Statement of Intent should articulate its plans to deliver a programme of international art exhibitions noting that these would likely require funding support from the City Growth or Major Event Funds.

The City Gallery is likely to be impacted by the earthquake strengthening works within Civic Square. It is expected that the Trust will mitigate the impacts from those works to ensure that the gallery maintains a strong programme and contribution to Wellington. The Council expects that the Trust will seek innovative ways to promote City Gallery during what could be a disruptive period of construction work at the Town Hall. The Trust is expected to seek opportunities to proactively contribute to the Decade of Culture including the cornerstone Matariki event.

The Trust's Statement of Intent should discuss the key strategic findings of the review of Space Place and how these will be responded to.

The Living Wage is a core Council policy and the Trust is expected to maintain the alignment of its remuneration policies with Council's as they pertain to the Living Wage.

The Council would like to see the Trust collaborate with the Cable Car and ZEALANDIA to continue to improve the overall visitor experience in the Kelburn precinct at the top of the Cable Car.

Governance

The Council expects the Trust to maintain a high degree of awareness of legislation that is applicable to its activities and in particular on relevant Health and Safety legislation.

The Council expects the Trust to comply with its obligations under the Health and Safety at Work Act 2015. This includes having in place an effective health and safety management framework that identifies and prioritises the management of critical areas of health and safety risk and that this management framework is reviewed, monitored and verified for effectiveness. Where the Council and the Trust have shared responsibilities and overlapping duties as they relate to the health and safety risks of the activities and services of the Trust and the Council, then all parties will ensure that there is effective consultation, co-operation and co-ordination of activities and responsibilities to eliminate or minimise the health and safety risks and that our organisations are aligned and influencing good outcomes that keep all those in or in the vicinity of our workplaces safe and free from harm.

The Trust is expected to meet best practice governance standards and, in support of this, to undertake a performance review of the overall board, individual board members and the board chair. On completion of this review, the Council's Chief Executive should receive an update that describes the form the review took and the outcomes of the review. The review is to be completed by 30 September 2019.

Timetable

We look forward to receiving the Trust's draft Statement of Intent no later than 1 March 2019. Please refer to the reporting timetable attached for other reporting dates.

Should you have any queries or comments in regard to this letter, or wish to discuss the Council's strategies and the outcomes we are seeking in more detail, please contact Warwick Hayes in the first instance on 021 247 8377.

Yours sincerely

Cr Simon Woolf
Chair, Council-controlled Organisations Sub-committee
Ph: (027) 975 3163
Email: simon.woolf@wcc.govt.nz

cc: Pat Stuart, Chief Executive
pats@experiencewellington.org.nz

Performance Measures

The measures below are examples. The final measures will be agreed with stakeholders for inclusion in the Trust's Statement of Intent.

Measures provided by entity as per current reporting by the Trust	Target	Report Frequency	
		Quarter	Annual
Education visits*	Annual	yes	yes
Visitors*	Annual	yes	yes
Percentage satisfied visitors	Annual	no	yes
First time visitors	Annual	no	yes
Council operating grants & underwrites*	Annual	yes	yes
Cash subsidy (grant) per visit*	Annual	yes	yes
Non-council revenue earned	Annual	yes	yes
Average revenue per visit	Annual	yes	yes
Total Revenue Earned [^]	Annual	yes	yes
Council's property ownership costs ^{^^}	Annual	yes	yes
Total cost to Council incl. grants + property costs	Annual	yes	yes
Full cost to Council per visitor	Annual	yes	yes
[^] excluding rental grants for Council owned properties			
^{^^} includes rental grant for Capital E			

*For inclusion with the Trust's highlights, numbers & variances report (subject to confirmation of reporting timeframes with stakeholders)

Reporting Timetable

A timetable for entity highlights and reports for the remainder of the 2018/19 year and for 2019/20 follows.

Report	Reference Date	Due Date	Committee Date
2nd Quarter Report <ul style="list-style-type: none"> • Highlights, numbers & variances report • Full Q2 report 	31 Dec 2018	7 Jan 2019 31 Jan 2019	TBA
Draft Statement of Intent	n/a	1 Mar 2019	TBA
3rd Quarter Report <ul style="list-style-type: none"> • Highlights, numbers & variances report • Full Q3 report 	31 Mar 2019	7 Apr 2019 30 Apr 2019	TBA
Statement of Intent	n/a	30 Apr 2019	TBA

Report	Reference Date	Due Date	Committee Date
Annual Report & Financial Statements	30 Jun 2019	See below	TBA
<ul style="list-style-type: none"> • Related party template 	30 Apr 2019	11 May 2019	n/a
<ul style="list-style-type: none"> • Related party balances & transactions 	30 Apr 2019	31 May 2019	n/a
<ul style="list-style-type: none"> • Performance measures 	30 Jun 2019	11 Jul 2019	n/a
<ul style="list-style-type: none"> • Consolidation template (as applicable) and draft financial statements 	30 Jun 2019	16 Jul 2019	n/a
<ul style="list-style-type: none"> • Audit clearance or audited financial statements, and draft report commentary 	30 Jun 2019	7 Sep 2019	n/a
<ul style="list-style-type: none"> • Letter of representation to Council's CFO 	30 Jun 2019	7 Sep 2019	n/a
<ul style="list-style-type: none"> • Audited annual report and financial statements 	30 Jun 2019	7 Sep 2019	TBA
1st Quarter Report	30 Sep 2019		
<ul style="list-style-type: none"> • Highlights, numbers & variances report 		7 Oct 2019	
<ul style="list-style-type: none"> • Full Q1 report 		31 Oct 2019	TBA
2nd Quarter Report	31 Dec 2019		
<ul style="list-style-type: none"> • Highlights, numbers & variances report 		7 Jan 2020	
<ul style="list-style-type: none"> • Full Q2 report 		31 Jan 2020	TBA

DRAFT

14 December 2018

John Shewan
Chair
Wellington Regional Stadium Trust
PO Box 2080
WELLINGTON 6011

By email only: john.shewan@hotmail.com

Dear John

Re: 2019/20 Statement of Intent and Wellington City Council Expectations

This letter sets out the Council's expectations of the Wellington Regional Stadium Trust for 2019/20. It is intended to assist the Trust in its business planning and with the preparation of its 2018/19 Statement of Intent.

To some degree, the Council's expectations of the Trust are enduring and this letter serves to reiterate or emphasise some of these while also alerting the Trust to new Council initiatives or programmes, or expected outcomes from the Trust. With this in mind, the Council continues to expect that the Trust will align its priorities with the Council's strategic direction and make a strong contribution towards advancing the achievement of the Council's aims as signalled in the 2018-28 Ten Year Plan and through the Economic Growth Agenda and relevant Council strategies, and the Statement of Intent will reflect this.

The Stadium makes a positive contribution to Wellington and the Council welcomes the high quality and diversified event programme which has become part of the Stadium's contribution to Wellington. The Council continues to encourage the Trust to work with the Wellington Regional Development Agency Ltd to deliver a strong and diverse event programme, particularly bringing concerts to Wellington.

The Council supports the Trust's programme of investment in the Stadium and expects that the Statement of Intent will continue to outline its major capital projects in relation to the Stadium Master Plan. The Council expects that the Trust will discuss the status of upgrade programmes funded by the Council.

Governance

The Council expects the Trust to maintain a high degree of awareness of legislation that is applicable to its activities and in particular on relevant Health and Safety legislation.

The Council expects the Trust to comply with its obligations under the Health and Safety at Work Act 2015. This includes having in place an effective health and safety management framework that identifies and prioritises the management of critical areas of health and safety risk and that this management framework is reviewed, monitored and verified for effectiveness. Where the Council and the Trust have shared responsibilities and overlapping duties as they relate to the health and safety risks of the activities and services of the Trust and the Council, then all parties will ensure that there is effective consultation, co-operation and co-ordination of activities and responsibilities to eliminate or minimise the health and safety risks and that our organisations are aligned and influencing good outcomes that keep all those in or in the vicinity of our workplaces safe and free from harm.

The Trust is expected to meet best practice governance standards and, in support of this, to undertake a performance review of the overall board, individual board members and the chair. On completion of this review, any matters of concern should be drawn to the attention of the Chief Executives of the settlor councils.

Timetable

We look forward to receiving the Trust's draft Statement of Intent by 16 March 2019. Please refer to the reporting timetable attached for other reporting dates.

Should you have any queries or comments in regard to this letter, or wish to discuss the Council's strategies and the outcomes we are seeking in more detail, please contact Warwick Hayes in the first instance on 021 247 8377.

Yours sincerely

Cr Simon Woolf
Chair, Council-controlled Organisations Sub-committee
Ph: (027) 975 3163
Email: simon.woolf@wcc.govt.nz

cc: Shane Harmon, Chief Executive
sharmon@stadiumtrust.org.nz

Dave Humm, Chief Financial Officer, Greater Wellington Regional Council
dave.humm@gw.govt.nz

Performance Measures

The measures below are examples. The final measures will be agreed with stakeholders for inclusion in the Company's Statement of Intent.

	Target	Report Frequency	
		Half year	Annual
Events schedule (no.) and attendances	Semi annual	yes	yes
Net operating cash flows	Annual	yes	yes
Surplus cash after loan repayments	Annual	yes	yes
Bank Loan at year end	Annual	yes	yes
Net debt (Loan less cash)	Annual	yes	yes
Non-Financial Performance Measures	Annual	yes	yes

Reporting Timetable

A timetable for reports for the remainder of the 2018/19 year and for 2019/20 follows.

Report	Reference Date	Due Date	Committee Date
First Half Report	31 Dec 2018	16 Feb 2019	TBA
Draft Statement of Intent	n/a	16 Mar 2019	TBA
Statement of Intent	n/a	30 Apr 2019	TBA
Annual Report & Financial Statements	30 Jun 2019	30 Sep 2019	TBA
Second Half Report	30 Jun 2019	30 Sep 2019	TBA
First Half Report	31 Dec 2019	15 Feb 2020	TBA

14 December 2018

Craig Ellison
Chair
Wellington Zoo Trust
200 Daniell St
Newtown
WELLINGTON 6021

By email only: craig.raniera@gmail.com

Dear Craig

Re: 2019/20 Statement of Intent and Wellington City Council Expectations

This letter sets out the Council's expectations of the Wellington Zoo Trust for 2019/20. It is intended to assist the Trust in its business planning and with the preparation of its 2019/20 Statement of Intent.

To some degree, the Council's expectations of the Trust are enduring and this letter serves to reiterate or emphasise some of these while also alerting the Trust to new Council initiatives or programmes, or expected outcomes from the Trust. With this in mind, the Council continues to expect that the Trust will align its priorities with the Council's strategic direction and make a strong contribution towards advancing the achievement of the Council's aims as signalled in the 2018-28 Ten Year Plan and relevant Council strategies, and the Statement of Intent will reflect this.

The Council expects that the Trust will continue to develop its school-age educational offerings at the Zoo and continue to provide opportunities for lower decile schools and maintain its good work in relation to local and international conservation partnerships.

The Council expects the Trust will provide an update of progress in relation to the investment case for snow leopards at Wellington Zoo.

With stage one of the Zoo Capital Plan (ZCP) now complete, Council would like to understand the Trust's approach to its asset management planning to provide for the ongoing maintenance and renewal of assets that ensures the ZCP investment is well maintained.

The Living Wage is a core Council policy and the Trust is expected to maintain the alignment of its remuneration policies with Council's as they pertain to the Living Wage.

Governance

The Council expects the Trust to maintain a high degree of awareness of legislation that is applicable to its activities and in particular on relevant Health and Safety legislation.

The Council expects the Trust to comply with its obligations under the Health and Safety at Work Act 2015. This includes having in place an effective health and safety management framework that

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The Trust is expected to meet best practice governance standards and, in support of this, to undertake a performance review of the overall board, individual board members and the board chair. On completion of this review, the Council's Chief Executive should receive an update that describes the form the review took and the outcomes of the review. The review is to be completed by 30 September 2019.

Timetable

We look forward to receiving the Trust's draft Statement of Intent no later than 1 March 2019. Please refer to the reporting timetable attached for other reporting dates.

Should you have any queries or comments with regard to this letter, or wish to discuss the Council's strategies and the outcomes we are seeking in more detail, please contact Warwick Hayes in the first instance on 021 247 8377.

Yours sincerely

Cr Simon Woolf
Chair, Council-controlled Organisations Sub-committee
Ph: (027) 975 3163
Email: simon.woolf@wcc.govt.nz

cc: Karen Fifield, Chief Executive
karen.fifield@wellingtonzoo.com

Performance Measures

The measures below are examples. The final measures will be agreed with stakeholders for inclusion in the Trust's Statement of Intent.

	Target	Report Frequency	
		Quarter	Annual
Visitors*	Quarter	yes	yes
Education visits*	Quarter	yes	yes
Volunteer engagement survey	Annual	yes	yes
People participating in Animal Close Encounters	Annual	yes	yes
Measure visitor feedback and satisfaction	Annual	no	yes
Council operating grant*	Annual	yes	yes
Cash subsidy (grant) per visit*	Annual	yes	yes
Non-council revenue earned	Annual	yes	yes
Average revenue per visit	Annual	yes	yes
Total revenue earned	Annual	yes	yes
Council's property ownership costs	Annual	yes	yes
Total cost to Council incl. grant + property costs	Annual	yes	yes
Full cost to Council per visitor	Annual	yes	yes
Percentage of operating costs generated by the Trust	Annual	yes	yes
Trust generated income as percentage of WCC grant	Annual	yes	yes
% of OPEX directly contributed to field conservation	Annual	yes	yes

*For inclusion with the Trust's highlights, numbers & variances report (subject to confirmation of reporting timeframes with stakeholders)

Reporting Timetable

A timetable for entity highlights and reports for the remainder of the 2018/19 year and for 2019/20 follows.

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Draft Statement of Intent	n/a	1 Mar 2019	TBA
3rd Quarter Report	31 Mar 2019		

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Report	Reference Date	Due Date	Committee Date
<ul style="list-style-type: none"> Highlights, numbers & variances report Full Q3 report 		7 Apr 2019 30 Apr 2019	TBA
Statement of Intent	n/a	30 Apr 2019	TBA
Annual Report & Financial Statements	30 Jun 2019	See below	TBA
<ul style="list-style-type: none"> Related party template 	30 Apr 2019	11 May 2019	n/a
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<ul style="list-style-type: none"> Highlights, numbers & variances report Full Q1 report 		7 Oct 2019 31 Oct 2019	TBA
2nd Quarter Report	31 Dec 2019		
<ul style="list-style-type: none"> Highlights, numbers & variances report Full Q2 report 		7 Jan 2020 31 Jan 2020	TBA

COUNCIL CONTROLLED ORGANISATIONS
SUBCOMMITTEE
27 NOVEMBER 2018Absolutely Positively
Wellington City Council
Me Heke Ki PōnekeLETTER OF EXPECTATION TO WELLINGTON REGIONAL
ECONOMIC DEVELOPMENT AGENCY LTD**Purpose**

1. For the Committee to note the Letter of Expectation (LoE) for Wellington Regional Economic Development Agency (WREDA) in respect of 2019/20

Recommendation/s

That the Council Controlled Organisations Subcommittee:

1. Receive the information.
2. Note the Letter of Expectation will be considered by the Wellington Regional Strategy Committee at its meeting on 27 November 2018.
3. Recommends that the City Strategy Committee receives the information.

Background

2. All council controlled organisations (CCO) are required by the Local Government Act to complete a draft Statement of Intent and deliver to the shareholders by 1 March of the preceding year.
3. As a matter of good process the Council sends to each CCO a LoE to assist them in their preparation of their 2019/20 Statement of Intent.
4. In respect of WREDA, the LoE is considered by the Wellington Regional Strategy Committee (WRSC). Wellington City Council has 4 representatives on the WRSC out of a total of 10. All 10 Council's formal input into the WREDA LoE is via their representatives on the WRSC.
5. The WRSC will consider the LoE at its meeting of 27 November and provide feedback to WCC's representatives on the WRSC.
6. In the case of other CCOs, Council has provided an outline of agreed performance measures and reporting timetables in the LoE. This practice will be done by separate communication with WREDA so as not to involve other stakeholders with this Council's expectations or reporting timetables.

Attachments

Attachment 1. WREDA Letter of Expectation

Author	Barry Turfrey, Economic Development Unit
Authoriser	Danny McComb, Manager Economic & Commercial

**COUNCIL CONTROLLED ORGANISATIONS
SUBCOMMITTEE**
27 NOVEMBER 2018

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

SUPPORTING INFORMATION

Engagement and Consultation
Not relevant

Treaty of Waitangi considerations
Not relevant

Financial implications
WREDA works within the financial constraints of the Council's Long Term Plan

Policy and legislative implications
Not relevant

Risks / legal
Not relevant

Climate Change impact and considerations
Not relevant

Communications Plan
Not relevant

Health and Safety Impact considered
Not relevant

Peter Biggs
Chair
Wellington Regional Economic Development Agency

Dear Peter

This letter sets out the Wellington Regional Strategy (WRS) Committee's expectations for the Wellington Regional Economic Development Agency and its subsidiary, Creative HQ (WREDA) regarding their Statement of Intent (SOI) for 2019-21.

The following areas have been identified as requiring a particular focus in the SOI;

- Delivery of specific projects in the draft Wellington Regional Investment Plan including:
 - **Skills and workforce development** – lead a focus on skill enhancement for the regional workforce to support future growth, particularly but not exclusively in the knowledge economy.
 - **Business Acceleration** – A greater focus on acceleration of companies and for this to be regional in nature (leveraging Creative HQ in particular).
 - **Maori economy** - to work closely with our iwi partners, the WRS Office and Ara Tahi in their development of a Māori Regional Economic Development Plan with a focus on the eventual delivery of actions.
 - **Destination** – the development of a region wide destination plan to make the region a more attractive proposition for visitors, students, talent and business.
- To support the Wairarapa councils and the Kapiti Coast District Council in their applications to the Provincial Growth Fund and, where relevant to WREDA's core business, to provide delivery of projects.
- The SOI will note the key activities planned to market the Wellington region, to a range of audiences and to drive growth in visitation, international student attraction and events.
- Minimise the impact of the extended closure of the St James by utilising the existing facilities and innovative use of other venues.
- Continuing the work and support for the development of an Indoor Arena and the Convention and Exhibition Centre.

The SOI should reflect a strong focus on efficiency in delivering activities and the cost of delivery. WREDA is expected to take every opportunity to utilise shared services available in partnership with Councils to reduce its cost base. The core funding provided by the Councils is seed funding and WREDA is expected to utilise this funding to partner in delivering activities, the SOI should demonstrate an emphasis on partnerships and partner funding to deliver programmes.

With respect to all of these points and the SOI in general we expect clear actions, expected outcomes with clear and measurable KPIs. Wherever possible there should be a clear line of sight between WREDA's actions and the outcomes being measured.

The Committee expects WREDA to be able to demonstrate compliance with the relevant Health and Safety legislation and have objectives relating to the measurement and reduction of greenhouse gas emissions.

Justin Lester
Chair, Wellington Regional Strategy Committee

DRAFT

5. Public Excluded

Recommendation

That the City Strategy Committee:

1. Pursuant to the provisions of the Local Government Official Information and Meetings Act 1987, exclude the public from the following part of the proceedings of this meeting namely:

General subject of the matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
5.1 Central Business District Building Conversion Update	<p>7(2)(b)(ii) The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.</p> <p>7(2)(i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p>	<p>s48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7.</p>
5.2 Strategic Housing Investment Plan Update	<p>7(2)(b)(ii) The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.</p> <p>7(2)(h) The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities.</p>	<p>s48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7.</p>

7(2)(i)

The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).