
**ORDINARY MEETING
OF
PŪRORO ĀMUA | PLANNING AND ENVIRONMENT
COMMITTEE
AGENDA**

Time: 9:30am
Date: Thursday, 11 August 2022
Venue: Ngake (16.09)
Level 16, Tahiwi
113 The Terrace
Wellington

MEMBERSHIP

Mayor Foster
Deputy Mayor Free
Councillor Calvert
Councillor Condie
Councillor Day
Councillor Fitzsimons
Councillor Foon
Liz Kelly
Councillor Matthews
Councillor O'Neill
Councillor Pannett (Chair)
Councillor Paul (Deputy Chair)
Councillor Rush
Councillor Woolf
Councillor Young

Have your say!

You can make a short presentation to the Councillors, Committee members, Subcommittee members or Community Board members at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-803-8337, 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. All Council and committee meetings are livestreamed on our YouTube page. This includes any public participation at the meeting.

AREA OF FOCUS

The Pūroro Āmua | Planning and Environment Committee has the following responsibilities:

- RMA matters
- Urban Planning, District Plan
- Built environment
- Natural environment and biodiversity
- Future Development Strategy, Spatial Plans and Housing Supply
- Climate Change Response and Resilience
- Heritage
- Transport Strategy and Planning, including significant traffic resolutions
- Parking policy
- Submissions to Government or other local authorities
- Regulatory activity and compliance
- Planning and approval of business cases for Let's Get Wellington Moving, associated traffic resolutions and other non-financial statutory powers necessary for progressing the business cases (such as decisions under the Local Government Act 1974)
- Implementing and monitoring delivery of the affordable housing strategy

The Committee has the responsibility to discuss and approve a forward agenda.

To read the full delegations of this committee, please visit wellington.govt.nz/meetings.

Quorum: 9 members

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1. Meeting Conduct

1.1 Karakia

The Chairperson will open the meeting with a karakia.

Whakataka te hau ki te uru,	Cease oh winds of the west
Whakataka te hau ki te tonga.	and of the south
Kia mākinakina ki uta,	Let the bracing breezes flow,
Kia mātaratara ki tai.	over the land and the sea.
E hī ake ana te atākura.	Let the red-tipped dawn come
He tio, he huka, he hauhū.	with a sharpened edge, a touch of frost,
Tihei Mauri Ora!	a promise of a glorious day

At the appropriate time, the following karakia will be read to close the meeting.

Unuhia, unuhia, unuhia ki te uru tapu nui	Draw on, draw on
Kia wātea, kia māmā, te ngākau, te tinana,	Draw on the supreme sacredness
te wairua	To clear, to free the heart, the body
I te ara takatū	and the spirit of mankind
Koia rā e Rongo, whakairia ake ki runga	Oh Rongo, above (symbol of peace)
Kia wātea, kia wātea	Let this all be done in unity
Āe rā, kua wātea!	

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 2 August 2022 will be put to the Pūroro Āmua | Planning and Environment 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 Pūroro Āmua | Planning and Environment 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 Pūroro Āmua | Planning and Environment Committee.

Minor Matters relating to the General Business of the Pūroro Āmua | Planning and Environment 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 Pūroro Āmua | Planning and Environment 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 31.2 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. Petitions

PETITION: PEDESTRIAN CROSSING FOR MONORGAN ROAD

Whakarāpotopoto | Summary

Primary Petitioner: Karl Frost

Total Signatures: 85

Relevant Previous decisions

Financial considerations

Nil

Budgetary provision in Annual Plan / Long-term Plan

Unbudgeted \$X

Risk

Low

Medium

High

Extreme

Authors	Evandro Scherer, Senior Transport Engineer Zackary Moodie, T/L Transport Engineering
Authoriser	Soon Teck Kong, Transport Engineering and Operations Manager Brad Singh, Transport and Infrastructure Manager Siobhan Procter, Chief Infrastructure Officer

Taunakitanga | Officers' Recommendations

That the Pūroro Āmua | Planning and Environment Committee:

- 1) Receive the information.

Takenga mai | Background

1. Wellington City Council operates a system of Petitions whereby people can conveniently and electronically petition the Council on matters related to Council business.

2. Karl Frost opened a Petition on the Wellington City Council website on 20 August 2021.
3. The Petition details are as follows:
We strongly believe a pedestrian crossing is required on Monorgan Road near the intersection with Raukawa Street. This will create a safer crossing zone for people coming down from Raukawa and adjoining streets plus those coming up Monorgan Road, especially school students heading to Kahurangi School and Scots College. It will be of great benefit to all residents in the area as Monorgan Road is a busy feeder vehicle route to The Broadway and this makes it dangerous to cross at peak times.
4. The background information provided for the Petition was:
Our original request for a pedestrian crossing opposite the Monorgan Road play area/Helicopter Park in 2018 was rejected on the basis that the location was unsafe being too close to the base of a steep road. Subsequently we requested that other locations along Monorgan Road be reviewed due to lack of safety especially for children heading to school. While other action has been taken to improve traffic safety generally (road widening) nothing has been done to improve pedestrian safety.
5. The Petition closed on 20 November 2021 with 85 signatures. The list of authenticated signatures is presented as **Attachment 1**.

Whakautu | Officers' response

Whakarāpopoto | Executive Summary

6. Wellington City Council acknowledges the need for pedestrian safety improvements on Monorgan Road, near the intersection of the road with Raukawa Street and this project has been on our holding list for some time.
7. Our minor works programme budget allows for a certain number of projects to be designed and delivered in any given year and until this year, this pedestrian crossing did not meet the priority criteria for build.
8. As part of our minor works prioritisation process this year, the project has been scheduled for design in the current financial year (2022/23) and construction in the subsequent financial year (2023/24).
9. The project is currently in Scheme Design Stage. Public consultation will follow the completion of this stage. Please refer to the Next Actions section for more detail.
10. Further safety improvements are likely to be made within the next few years by way of Council's implementation of Waka Kotahi's Road to Zero strategy. Working with Waka Kotahi, Council will be required to make speed limit changes to 40% of schools by June 2024 and the remaining school areas by December 2027.
11. More information on the Speed Management Plan and its strategy is available through the following link:

Speed management planning | Waka Kotahi NZ Transport Agency (nzta.govt.nz)

<https://www.nzta.govt.nz/safety/partners/speed-and-infrastructure/speed-management/speed-management-planning/>

Takenga mai | Background

12. Monorgan Road is classified as a bus route, located in an urban area, and part of the Strathmore Park suburb. The road is approximately 8m wide, with current operating speeds of 50km/h. The road land use is predominantly residential, but also includes a school (Scots College) and recreational areas in the vicinity.
13. WCC Engineers have investigated the feasibility of a crossing facility on Monorgan Road. The outcome of the engineering investigation resulted in the addition of a Monorgan Road crossing to the WCC Minor Works Programme for 22/23. The crossing is scheduled for construction in the following financial year, 2023/24.

Kōrerorero | Discussion

14. Council acknowledges the safety concerns raised by the community and understands the need for a crossing facility. Officers will start public consultation once we have a preliminary design ready. Further to the consultation and once the best design is chosen, a road safety assessment will be undertaken and then, if no additional changes will be required, a construction panelist is chosen and construction starts.

Ngā mahinga e whai ake nei | Next actions

15. Below is a summary of the actions required by WCC for the pedestrian crossing project:

2022/23 FY

- Investigation stage (site-visit and data collection);
- Prepare scheme design;
- Prepare engagement plan and consult with all stakeholders;
- Finalise design;
- Prepare Business Case;
- Undertake Detail Design Assessment.

2023/24 FY

- Prepare Construction Tender Documents;
- Prepare Traffic Management Plan (TMP);
- Construction Starts.

Attachments

Attachment 1. Petition signatures [↓](#) 

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Petitions Report

Petition Details

Title:	Pedestrian crossing for Monorgan Road
Petition details:	We strongly believe a pedestrian crossing is required on Monorgan Road near the intersection with Raukawa Street. This will create a safer crossing zone for people coming down from Raukawa and adjoining streets plus those coming up Monorgan Road, especially school students heading to Kahurangi School and Scots College. It will be of great benefit to all residents in the area as Monorgan Road is a busy feeder vehicle route to The Broadway and this makes it dangerous to cross at peak times.
Signature Total:	85
Open Date:	20-Aug-21
Closed Date:	20-Nov-21

Principal Petitioner Details

First Name:	Karl
Last Name:	Frost
Suburb:	Strathmore Park
City:	Wellington
Organisation:	Strathmore Park Residents Association Inc

Signatory Details

Name	Suburb	City
Tim Kings-Lynne	Miramar	Wellington
Sooj Madz	Seatoun	Wlg
Silke Koepl	Strathmore Park	Wellington
Jane Campion	Strathmore park	Wellington
Linda Harris	Khandallah	Wellington
Miae Kang	Seatoun	Wellington
Kirsten Rose	Karaka Bays	Wellington
Tracey Rigby	Miramar	Wellington
Robyn Wong	Miramar	Wellington
Marilyn Northcotte	Khandallah	Wellington
Cooper Janet	Miramar	Wellington
Pantelis Lisa	Strathmore	Wellington

Jenny Beaumont	Wellington	Wellington
Rebecca Wilcox	Miramar	Wellington
Lote Miller	Strathmore	Wellington
Johnny King	Strathmore	Wellington
Mathilde Pette	Miramar	Wellington
Julia King	Strathmore	Wellington
Rebecca Johnston	Miramar	Wellington
Clare OConnor	Miramar	Wellington
Pierre Tellier	Strathmore park	Wellington
Tuioti Lolina	Strathmore	Wellington
Anna Perez	Miramar	Wellington
Belinda Olsen	Miramar	Wellington
Judith Mckee	Miramar	Wellington
Olivia Kirikiri	Miramar	Wellington
Sam Holmes	Wellington	Wellington
Sam Somers	Wellington	Wellington
Ingrid Cardiff	Seatoun	Wellington
Nadine Dodge	Wellington	Wellington
Ozzman Symes-Hull	Ngaio	Wellington
Grant Buchan	Mt Cook	Wellington
Jane Little	Aro Valley	Wellington
Brenda Wallace	Miramar	Wellington
Julia Rhee	Miramar	Wellington
Peter Noanoa	Strathmore Park	Wellington
Donna Rea	Miramar	Wellington
Louise williment	Miramar	Wellington
Sheree Leavai	Kilbirnie	Wellington
Alexandra Gossart	Strathmore park	Wellington
Charlotte Hird	Strathmore	Wellington
William Herrick	Miramar	Wellington
Irina Lebedinskaya	Strathmore Park	Wellington
Sonja Schroeder	Miramar	Wellington
Ramari Rakuraku	Strathmore	Wellington
Fiona Prestidge	Wellington	Wellington
M Millen	Strathmore Park	Wellington
Jane Gibney	Seatoun	Wellington
Tiffany Matsis	Hataitai	Wellington
Nina Obermaier	Wadestown	Wellington
Amanda Thomas	Wellington	Wellington
Anita Kameta	Strathmore Park	Wellington
Katie Wood	Ranui	Wellington
Maea Hohepa	Miramar	Wellington
Mike Dileva	Miramar	Wellington
Amore Dileva	Miramar	Wellington
Mary Murphy	Khandallah	Wellington
Liya Lupala	WELLINGTON	WELLINGTON
Elizabeth Eaves	Khandallah	Wellington
Tessa Miller	STRATHMORE, WELLINGTON	STRATHMORE, WELLINGTON
Anastasia George	Miramar	Wellington
Anna Kananghinis	Khsndallah	Wellington
Noa Noa Von Bassewitz	Kilbirnie	Wellington
Kristina Hepworth	Seatoun	Wellington

Catherine Usher	Seatoun	Wellington
Sarah Blair	Miramar	Wellington
Glenn Kingston	Strathmore Park	Wellington
BBianca Masters	Miramar	Wellington
Stephanie Kuttner	Strathmore Park	Wellington
Lize Immelman	Miramar	Wellington
Andrew Bartlett	Miramar	Wellington
Denise Shirley	Strathmore Park	Wellington
Simon Bowden	Wellington	Wellington
Lisa Morunga	Strathmore Park	Wellington
Jessica Wallace	Strathmore park	Wellington
Ben Powdrell	Wellington	Wellington
Kathy Sharpe	Strathmore Park	Wellington
Melody Holmes	Strathmore Park	Wellington
Mike Townsend	Wellington	Wellington
Penelope Cree	Miramar	Wellington
Hilleke Townsend	Strathmore Park	Wellington
Amber Kyles	Miramar	Wellington
Graeme Yule	Strathmore	Wellington
Kelsey Byrne	Strathmore park	Wellington
Karl Frost	Strathmore Park	Wellington

3. General Business

BOTANIC GARDEN KI PAEKĀKĀ TO CITY BIKE AND BUS IMPROVEMENTS - TRAFFIC RESOLUTION APPROVAL

Kōrero taunaki | Summary of considerations

Purpose

1. This report recommends the adoption of a traffic resolution to enable installation of the Botanic Garden ki Paekākā to City interim bike and bus improvements, as part of the accelerated delivery of the bike network, adopted by Paneke Pōneke in March 2022.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
- People friendly, compact, safe and accessible capital city
- Innovative, inclusive and creative city
- Dynamic and sustainable economy
- Functioning, resilient and reliable three waters infrastructure
- Affordable, resilient and safe place to live
- Safe, resilient and reliable core transport infrastructure network
- Fit-for-purpose community, creative and cultural spaces
- Accelerating zero-carbon and waste-free transition
- Strong partnerships with mana whenua

Strategic alignment with priority objective areas from Long-term Plan 2021–2031

Relevant Previous decisions

Council approved the Parking Policy in August 2020 which set out principles and priorities used to inform these proposed changes.

Through the development of the Long-term Plan 2021-2031, the Council provided \$226 million over 10-years for the delivery of a connected bike network. This included \$52 million that was brought forward to accelerate a rapid roll-out of the network in Years 1-3.

The Committee, at its meeting on 23 September 2021, approved the release of a draft Bike Network Plan (refreshed Cycleways Masterplan) for consultation and to an adapted version of the Innovating Streets process used for the Brooklyn Hill cycleway to progress with interim projects through the transitional programme. Council endorsed officers to “commence work to install transitional schemes for the routes from the City to Newtown and the City to the Botanic Gardens in partnership with LGWM”

In August 2021, Council approved the Let's Get Wellington Moving City Streets package which aims to improve connections for people on buses, bikes and walking on key routes between the central city and suburban centres. This package includes permanent improvements on Bowen St planned for 2024/25.

At the 10 March 2022 meeting, the Committee adopted the Bike Network Plan – Paneke Pōneke, alongside a strategic traffic resolution that confirmed the streets that make up the bike network, including Whitmore and Bowen Streets and Tinakori Rd.

Significance

The decision is **rated medium significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy. This project delivers on policies and plans that have all been considered of high significance and undertaken city-wide public consultation, including the Long-Term Plan, Parking Policy, Te Atakura and the Wellington Bike Network Plan (Paneke Pōneke). The Significance and Engagement Policy specifically identifies that work on main roads is considered of 'Medium' significance, as opposed to new roads or city-wide changes, which are considered 'High'.

Financial considerations

Nil Budgetary provision in Annual Plan / Long-term Plan Unbudgeted \$X

- 2. Funding for this project has been approved as part of the Long-Term Plan. It has also been approved by Waka Kotahi for 51% subsidy from the National Land Transport Fund.

Risk

Low Medium High Extreme

- 3. This project includes the re-allocation of street space to provide safer and easier low-carbon transport options. While the project is designed to reduce the safety risk on these streets, changes to carparking availability is likely to result in concerns from some members of the community who use these carparks. However, such changes are envisaged and enable by the Parking Policy.

Author	Claire Pascoe, Transitional Programme Manager
Authoriser	Liam Hodgetts, Chief Planning Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That Pūroro Āmua | Planning and Environment Committee:

- 1) Receives the information
- 2) Notes the submissions
- 3) Notes the summary of submissions, and responses to themes and design feedback shown in Attachments 1 and 2
- 4) Agrees to make the following changes to the traffic resolution:
 - a) Extend bus stop 4313 on the north side of Glenmore Street 2 meters eastwards
 - b) Relocate bus stop 5312 on the south side of Tinakori Road 5 meters westwards
- 5) Adopt the traffic resolution set out in Attachment 3, incorporating the changes set out in recommendation 4

Whakarāpopoto | Executive Summary

1. This report recommends the adoption of a traffic resolution to enable installation of the Botanic Garden ki Paekākā to City interim bike and bus improvements, as part of the accelerated delivery of the bike network, adopted by Paneke Pōneke in March 2022.
2. Following a court injunction challenging the use of a Temporary Traffic Management plan to install the interim improvements and the Ministry of Transport's impending Reshaping Streets Programme, which will provide Councils with more legislative certainty and clarity in using TMP's, a Traffic Resolution (TR) process is instead being sought.
3. Despite reverting to the more traditional traffic resolution process, experiential feedback and evaluation will still be collected so adaptations can be made in the short term, if appropriate and as part of the Let's Get Wellington Moving City Streets project along this route, planned for 2024/25.
4. In addition to the community engagement that has occurred since October 2021, public consultation on the traffic resolution was undertaken between July 5 and July 26. The submissions are published on the Council's website.
5. 638 responses were received during the consultation period, including 17 from organisations. 75% of submissions supported or strongly supported the proposed changes and 22% opposed or strongly opposed the changes.
6. Oral submissions were heard by the Committee on 2 August 2022 and a summary report of oral submissions is set out in Attachment 4.
7. There were a range of views on the proposals with a strong focus on the removal of carparks. Some members of the community viewed the parking removal as too extensive, and others viewed it as not extensive enough.

Officers have considered all the matters raised in submissions and have recommended the adoption of the traffic resolution with minor amendments.

Takenga mai | Background

8. This project is part of Council's decision to deliver a rapid-rollout of the bike network as part of the Long Term Plan, and as foreshadowed in the adoption of Paneke Pōneke, the Wellington Bike Network in March 2022.
9. An iterative design process was undertaken with a technical working group to develop a preferred option. A long list of options was shortened early on, discounting options that were out of scope for a transitional approach (eg. extensive kerb relocation) or did not meet minimum design standards. Four design options were assessed through a multi-criteria analysis including separated cycle lanes on both sides of the road and bi-directional cycling facilities. Road width constraints, safety concerns and public transport benefits were the primary reasons for the preferred design of an uphill cycleway and a shared bus/bike downhill lane.
10. Community and stakeholder engagement for this project started in October last year and has been on-going since that time. Formal public consultation on the draft traffic resolution was undertaken from July 6 – July 26 and a record of engagement feedback has been collected for both the on-going engagement and the formal consultation.
11. Despite reverting to the traffic resolution process, these improvements are still planned to be delivered in a faster and more agile way, using materials that can be adapted. An additional phase of public engagement will be undertaken once the changes have been installed and alongside empirical data, will support the business case for the permanent changes to be delivered through the Let's Get Wellington Moving City Streets project, planned for this route in 2024/25.

Kōrerorero | Discussion

12. This project has strong alignment with numerous Council strategies and policies and delivers on the Council decision in the long-term plan to rapidly-roll out a bike network. The route was confirmed as part of Paneke Pōneke, approved in March 2022, and the project has been informed by the Parking Policy approved by Council in March 2020. It also delivers on Te Atakura, Wellington's Climate Action Plan.
13. The proposed designs have been developed by technical experts with input from public consultation, including a design prepared by a group of Thorndon residents and businesses. To ensure the project met its objectives and safety requirements, some suggestions have not been incorporated but several key changes were made based on their recommendations, including changing the hours of the bus lanes from 24/7 on Tinakori Rd to 7-9am Monday to Friday to accommodate out of peak parking. This aspect of the proposed changes received significant attention by submitters during consultation, with many expressing opposition to part time rather than full time bus/bike lanes on Tinakori Rd. Including off-peak parking on Tinakori Rd may be re-assessed in the future, when the next stage of the route continues towards Karori and a wider population catchment is unlocked for the route.

14. Based on community feedback, a change to parking zoning of St Marys St and Patanga Cres off Tinakori Rd has also been proposed. A Request for Action form indicating majority support is set out in Attachment 5.
15. Public feedback indicated demand for the route to continue further up Glenmore St towards Karori and some people felt the improvements would not deliver full benefits until the route was extended. Officers acknowledge that these improvements are the first step along the Karori route and significant uptake would not be expected until more of the route is delivered. However, for the purpose of deliverability and highest need, the route has been split into sections to ensure progress can be made in a timely manner while planning commences on the next stage. The Botanic Garden ki Paekākā entrance was selected as the end point of this section so people could use the new route to access the gardens by bike, utilising the bike parking in the area.
16. Many submitters were concerned about the shared bus/bike lane in the downhill direction and requested fully separated cycleways in both directions. Given road width constraints, a design compromise has been accepted in the city-bound direction which includes a shared bus/bike lane. This option reflects the constraints of the transitional programme which does not involve widening streets, or moving kerbs, and the objective to achieve multi-modal outcomes, particularly improvements identified in the Bus Priority Action Plan, endorsed by Council in 2019. It also reflects the faster speeds of people travelling by bike in the downhill direction, reducing the speed differential between them and buses and requiring additional lane width for maneuverability.
17. A change in the speed threshold on Tinakori Rd, extending the 30kph zone further up the road to the Botanic Garden ki Paekākā entrance will be investigated through the wider speed management planning for the city.
18. The bus stop designs were a focus of some public submissions, particularly in relation to the interaction between bus passengers and people on bikes. An on-site focus group session with the disability community and an accessibility audit have been undertaken on the bus stop platform currently installed on Riddiford St and some small tweaks are being made to the design of the platforms to improve accessibility. Officers have worked with Metlink and Waka Kotahi on this bus stop design, including the new in-lane layout for the bus stop. It aligns with national best practice and is designed to reduce overall risk of harm and injury by minimising conflict with faster moving vehicles. The bus stop platform product being used has been installed in over 700 sites worldwide, with no injuries or accidents report to date.
19. Public submissions demonstrated a range of views on the impacts of this proposal on access to Botanic Garden ki Paekākā. Many submitters were concerned about the loss of on-street parking along Tinakori Rd and Bowen St for visitors. The Botanic Garden ki Paekākā will continue to have carparking available at the Lady Norwood Garden carpark (including 3 mobility parks), on-street in the surrounding suburbs and over 400 parks available in public carparks on Ballantrae Place and off the Terrace. The Botanic Garden ki Paekākā is unique in Wellington in that it is also accessible via a regular cable car service, as well as a regular bus service. It is also within walking distance of the central train station
20. Let's Get Wellington Moving is developing a business case for permanent changes on Tinakori Rd, Bowen St, and potentially Whitmore St, to be delivered in 2024/5 through their City Streets programme. Officers have been working alongside the LGWM project

manager and consultants who are planning to integrate feedback, insight and data from these transitional changes into their business case. This alignment provides an opportunity to not only reduce costs of the permanent LGWM project, but also to improve designs based on public feedback and evidence from the transitional project. This will also ensure a very comprehensive consultation process will have been undertaken by the time permanent designs are constructed. Several public submissions sought more pedestrian improvements along the route, including a better connection from Bowen St to Anderson Park and improved crossing facilities at the Tinakori and Bowen intersection. These suggestions will be passed on to the LGWM team, who will be better placed to deliver these more permanent improvements.

21. The following recommendations from public feedback, that do not require amendments to the traffic resolution, will also be progressed:
- a) Extend the pedestrian crossing phasing at the Tinakori/ Bowen intersection
 - b) Investigate installing a seat on Bowen Street
 - c) Red conflict road markings at pedestrian paths exiting on Bowen Street
 - d) Investigate bike parking at the Rose Gardens
 - e) Investigate contraflow bike lane out of Lady Norwood Garden

Kōwhiringa | Options

22. The preferred option is to approve the traffic resolution as designed, with amendments as outlined in this report. This will allow progress to be made on the accelerated roll-out of the Wellington bike network, as well as bus improvements, while more legal certainty can be provided about the appropriate powers Council can use to make interim, experimental changes to streets. The compromises included in the proposed changes are considered appropriate for the interim nature of the transitional programme.
23. There is an option to amend the current traffic resolution to make the city-bound bus lane on Tinakori Rd a full-time bike/bus lane rather than a part time bus lane from 7-9am on weekdays. This option would improve the project's alignment with Council strategies and policies but was considered to not sufficiently take into account the need for the local community to adapt to the changes over time.
24. Other design options, such as removing the separated bike lane in the uphill direction or the full-time shared bus/bike lane in the downhill direction on Bowen St were considered to undermine the project objectives and do not align with Council policies and strategies and were therefore discounted.
25. As Let's Get Wellington Moving is planning permanent changes to parts of this corridor in several years, an option to abort these transitional changes was considered. This was discounted given the benefits of delivering this central section of bike network sooner, and using the public feedback and evidence gathered following these initial changes in road space re-allocation to inform the permanent changes and support more evidence-based decision-making through that project.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

26. The accelerated delivery of this primary bike route and priority bus improvements are important to the city as they represent a significant step in our response to the climate and ecological emergency. These improvements are also part of delivering on the recently approved Paneke Pōneke – the Wellington Bike Network Plan and are consistent with the direction set in the Parking Policy, the Spatial Plan, and decisions to date on Let's Get Wellington Moving.

Engagement and Consultation

27. In October 2021, a working group was established to review and feedback on designs. This group included Waka Kotahi, Greater Wellington/Metlink, Cycle Wellington, Living Street Aotearoa, a community place-maker and a disability group representative.
28. Engagement on this project began in November 2021 with targeted stakeholder meetings to talk through design options. Stakeholders included Fire and Emergency, Blind and Low Vision, taxi companies and bus companies.
29. Engagement with the Thorndon Residents Association began in December and in late December the first e-newsletter was sent out to the compiled database of key stakeholders. Regular e-newsletters updates were sent in 2022 to a growing list of stakeholders.
30. Wider public engagement continued in January 2022 with a baseline survey, asking the community how they experience the route in the current layout. 309 people completed the baseline survey. Survey results showed that 67% of people think the street does not currently provide for active modes and only 20% of people are satisfied with the current layout. Of those that completed the survey, 135 had experienced a near miss or a crash in the previous 6 months.
31. In late February 2022, we released all the details of the proposed changes on our website, promoted that content via news channels and ran a webinar which had over 100 attendees. We also undertook a letter drop to businesses near the Terrace/Bowen intersection where work was planned to commence, and subsequently delayed due to protests. By June, officers had received and considered over 700 pieces of design feedback.
32. Public consultation on this traffic resolution was open for feedback from 5-26 July 2022. Feedback was collected via email, online and print forms. It was promoted through various channels including social media, direct mail, direct email, radio, print, website and posters. A public meeting with the Thorndon Residents Association was held on July 19th, and activation events were held on Bowen St, at the Thorndon markets and Pipitea Campus on July 14th, 16th and 26th respectively.

Implications for Māori

33. Officers have been developing a partnership with mana whenua through the Let's Get Wellington Moving mana whenua steering group.
34. Mana whenua have gifted the guiding narrative of Tupua-horo-nuku, Tupua-horo-rangi and developed a cultural overlay for the bike network programme. Mana whenua would

like to develop a whāriki – a woven mat of story panels or markers, tied together by the network. Officers have been working with mana whenua artists to identify and mark sites of significance and interest along the Botanic Garden ki Paekākā to city route.

35. The mana whenua artists have gifted patterns and design advice that will be incorporated into storytelling opportunities at place, in print and online.
36. If adopted by Council, mana whenua has expressed interest in tikanga around blessing and opening the route when installed.

Financial implications

37. The long-term plan 2021-2031 has provided \$226 million CAPEX over 10-years for the development of the strategic bike network, including \$52 million that was brought forward into years 1-3 to accelerate delivery.
38. The cost of the project is \$2,618,409
39. There is sufficient CAPEX budgeted in the current LTP to enable this project to be delivered. This project has received Waka Kotahi subsidy at the standard 51% Funding Assistance Rate.

Legal considerations

40. These are covered in the balance of the paper.

Risks and mitigations

41. There is likely to be vocal opposition if the changes get installed from those that currently use the carparking in this area. Officers have worked with the Thorndon community to mitigate impacts as much as possible and have provided information about alternative commuter parking sites on the project website. Changes in carparking along this route align with the 2020 Parking Policy.
42. Contractor availability is an on-going risk for the delivery of transport infrastructure projects in Wellington, particularly where uncertainty around timing exists. Resourcing is lined up to deliver the project in the second quarter of the 22/23 year, assuming that a traffic resolution is approved.
43. Given the transitional nature of the changes, which have been designed to deliver quickly, there may be elements of the design which may need amending in the future, prior to the more permanent works. Several safety audits have been undertaken to ensure the designs are safe, and officers have been coordinating with LGWM so that feedback from the transitional designs can be incorporated into the permanent changes due to be delivered in the 24/25 year. Functionality and safety tweaks can also be made in the shorter term as the materials being used are adaptable.

Disability and accessibility impact

44. An accessibility representative has been involved in the project since October, as part of the working group. An accessibility audit of the project was undertaken in December 2021, with several recommendations that have been adopted through the designs or passed on for incorporation into the permanent LGWM designs.

-
45. No mobility parking has been removed through this project. 3 mobility parks are currently available in the Lady Norwood carpark to support access to Botanic Garden ki Paekākā for people with disabilities. Demand on these carparks can be monitored so the need for additional parks in the future can be assessed. An additional mobility park has been incorporated on Bowen St, near the Ministry of Education.

Climate Change impact and considerations

46. Making it safe and easy to cycle, walk, and use public transport for everyday trips is a key part of cutting road transport emissions in Wellington and a focus for Wellington's Climate Action Plan. This is one of the primary purposes of the proposed changes.

Communications Plan

47. The decision made by the Committee will be communicated through a stakeholder newsletter, as well as provided on the website, social media and our news channel. If approved, further letter drops to directly affected residents, businesses and property owners will be made in advance of works starting.
48. Coordination with the LGWM project manager and communications and engagement leads will ensure a joined-up approach between the transitional and permanent upgrades.

Health and Safety Impact considered

49. The development of a connected citywide bike network is designed and expected to have a very positive impact on the health (mental and physical), safety and well-being of Wellingtonians now and in the future
50. Contractors delivering the improvements will be operating under a Traffic Management Plan, designed to keep them and the public safe during installation.

Ngā mahinga e whai ake nei | Next actions

51. Once the Committee adopts the traffic resolution, officers will proceed with the delivery of the improvements, working with contractors, key stakeholders and mana whenua partners.
52. Following installation, officers will be opening an additional round of consultation to gather public feedback on the changes following the opportunity to experience them on the street. Officers will also be gathering data to assess the impacts of the changes and providing both this quantitative and qualitative evaluation to Let's Get Wellington Moving, to inform the business case for permanent changes in the future.

Attachments

Attachment 1.	Consultation summary report ↓ 	Page 23
Attachment 2.	Response to consultation themes and design feedback ↓ 	Page 79
Attachment 3.	TR134-22 Botanic Garden ki Paekākā to City Bike and Bus Improvements Traffic Resolution ↓ 	Page 87
Attachment 4.	Oral submission summary ↓ 	Page 110
Attachment 5.	Request for Action for parking zone change ↓ 	Page 113



Botanic Garden ki Paekākā to city Consultation summary

5 July to 26 July 2022

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Engagement summary

The purpose of this document is to summarise community feedback received about the Botanic Garden ki Paekākā to city proposal. The large amounts of information from the community have been presented in themes and graphs to give councillors, officers, stakeholders, and the community a sense of the feedback. We've summarised all data and information provided to us during the consultation period. Unlike research, no representative adjustments or sampling has been done based on demographics; instead, we present all information and provide transparency about who provided feedback.

As part of decisions made in June on the Long-term Plan 2021-2031, Councillors agreed to invest \$226 million in a safe, connected bike network for the city. Paneke Pōneke is the new plan for how the network will be developed and changes made quickly - to make things safer and easier for more people of all ages and abilities to bike (or scoot), and to reduce transport carbon emissions as part of Te Atakura, the city's climate action plan. The Botanic Garden ki Paekākā to city project is one of the first following the adoption of Paneke Pōneke in March 2022.

This consultation is the latest phase of ongoing work with stakeholders and the community. Over 700 pieces of feedback informed the designs that went out for consultation. Detailed information has been available on the website since March 2022. The community have had opportunities to engage with the project through webinars, meetings, and drop-in sessions.

We consulted with the community between 5 to 26 July 2022. We sought feedback about the specific bike and bus route changes could bring. In total, we had 634 individuals and organisations provide feedback directly on the proposal.

Generally, people who provided feedback were very supportive of the proposed changes. 75% of submitters strongly supported or supported the proposed street changes. 84% of submitters believed that it is very important or important to make street changes so that buses faster and more reliable and 76% responded that it was either very important or important to have a connected network of bike routes across the city. The main concerns were around the removal of parking, the shared bus and bike lane, and operating times of the clearway.

We received a lot of detailed information about the specific routes and connections described in the plan. They have been summarised in this report.

Engagement

How many responses did we get?

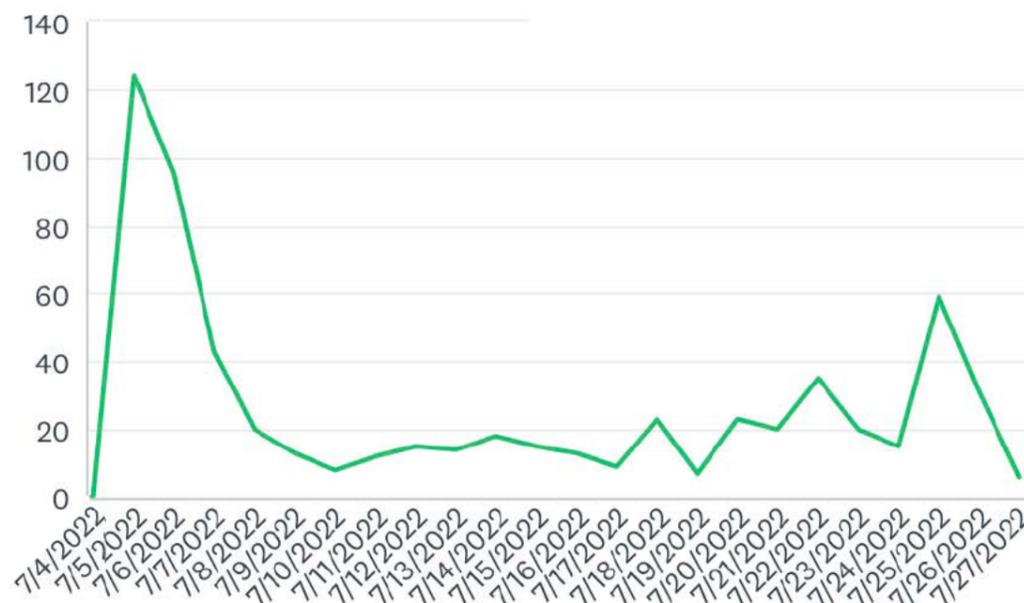
638
Responses

This includes:

17 submissions that came from organisations

This report includes all submissions received between 4 July and 26 July 2022. 3 late submissions were considered by the project team and presented to Council but not included in this summary

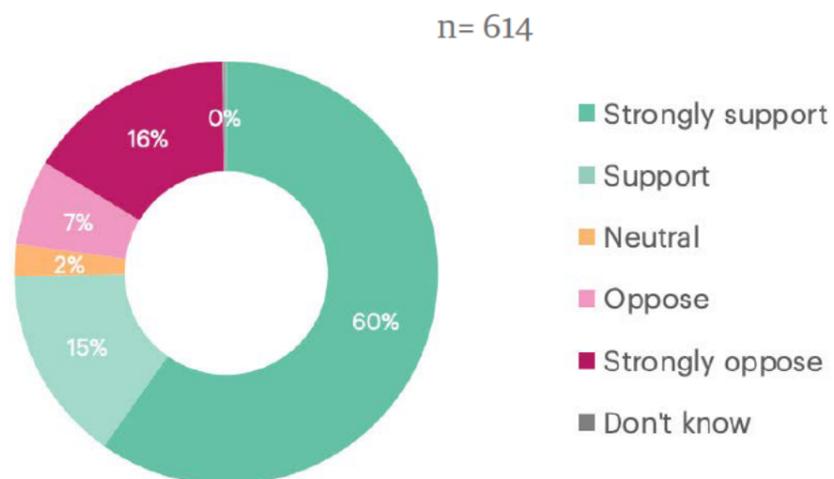
Number of daily submissions over duration of engagement:



What people thought

How people felt about the proposed changes

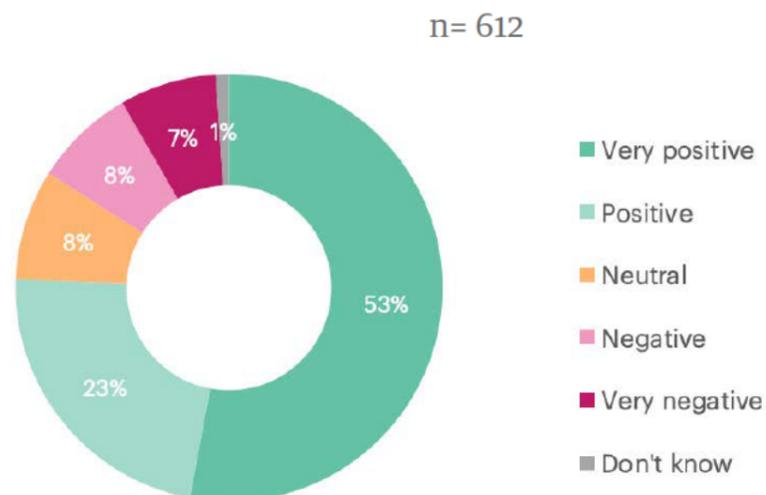
Do you support the proposed changes to the Botanic Garden ki Paekākā to city route? [These include traffic resolution TR134-22]



75% of respondents support or strongly support the proposed changes.

23% oppose or strongly oppose the changes.

Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long-term impact of the proposed changes to these routes will be:



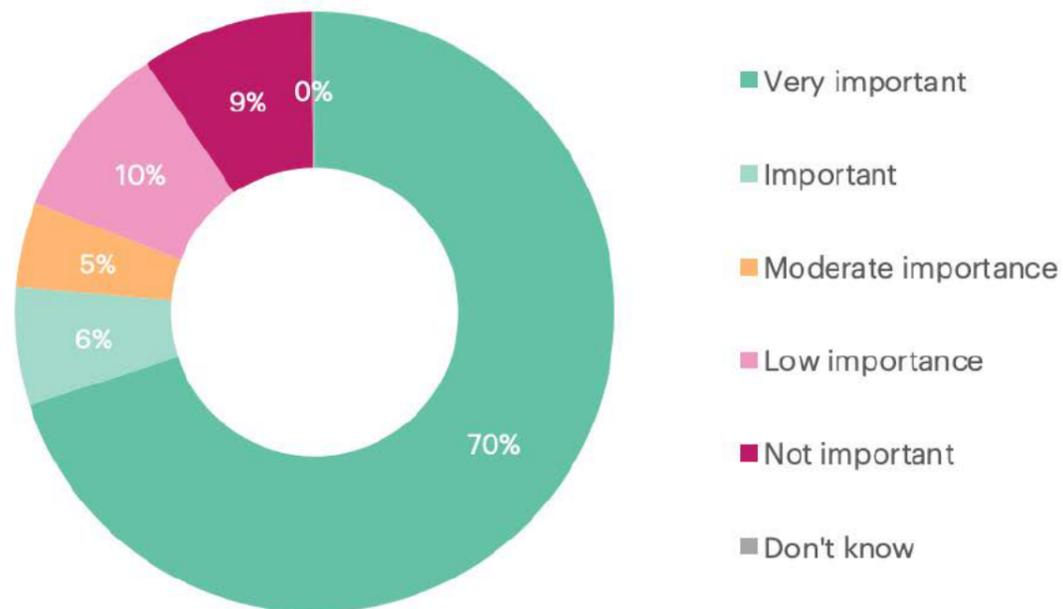
76% of respondents think this proposal will have a positive or very positive long-term impact.

15% think this proposal will have a negative or very negative long-term impact.

Wellington City Council

How important is it to have a connected and complete network of biking routes across the city?

n= 613

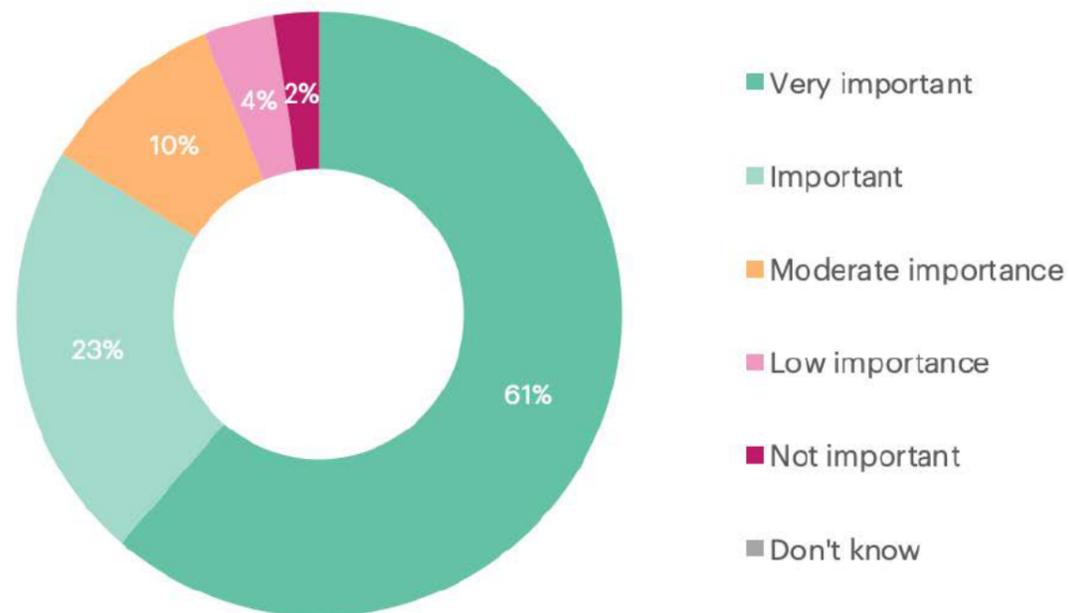


76% of respondents believe it is important or very important to have a connected and complete network.

19% believe it is of low importance or not important.

How important is it to make street improvements so buses are quicker and more reliable?

n= 613



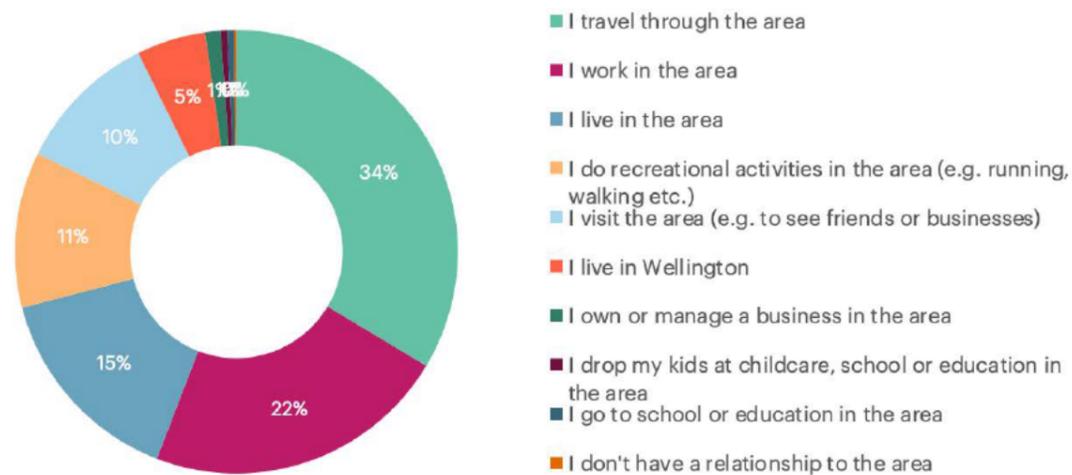
84% of respondents believe it is important or very important to have a connected and complete network.

6% believe it is of low importance or not important.

Relationships to the area

What is the main relationship you have to the area?

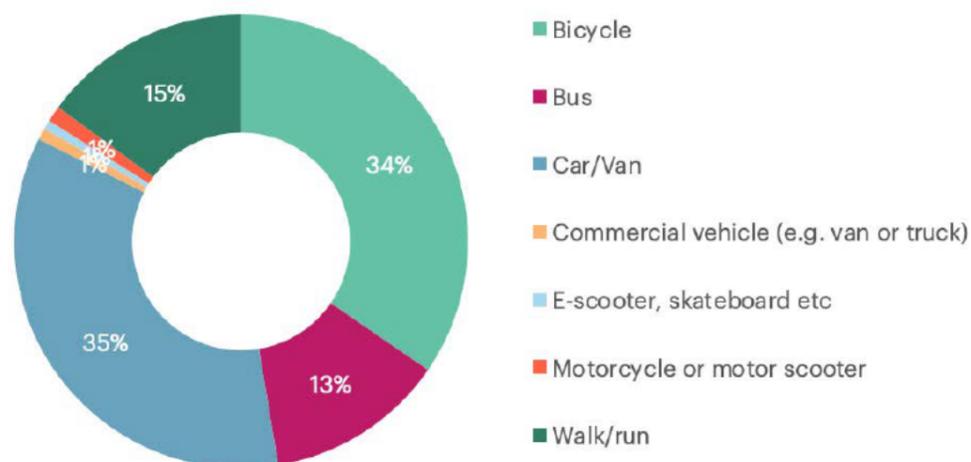
n= 615



34% of respondents state their main relationship is to travel through the area.

How do you normally travel along this route?

n= 610

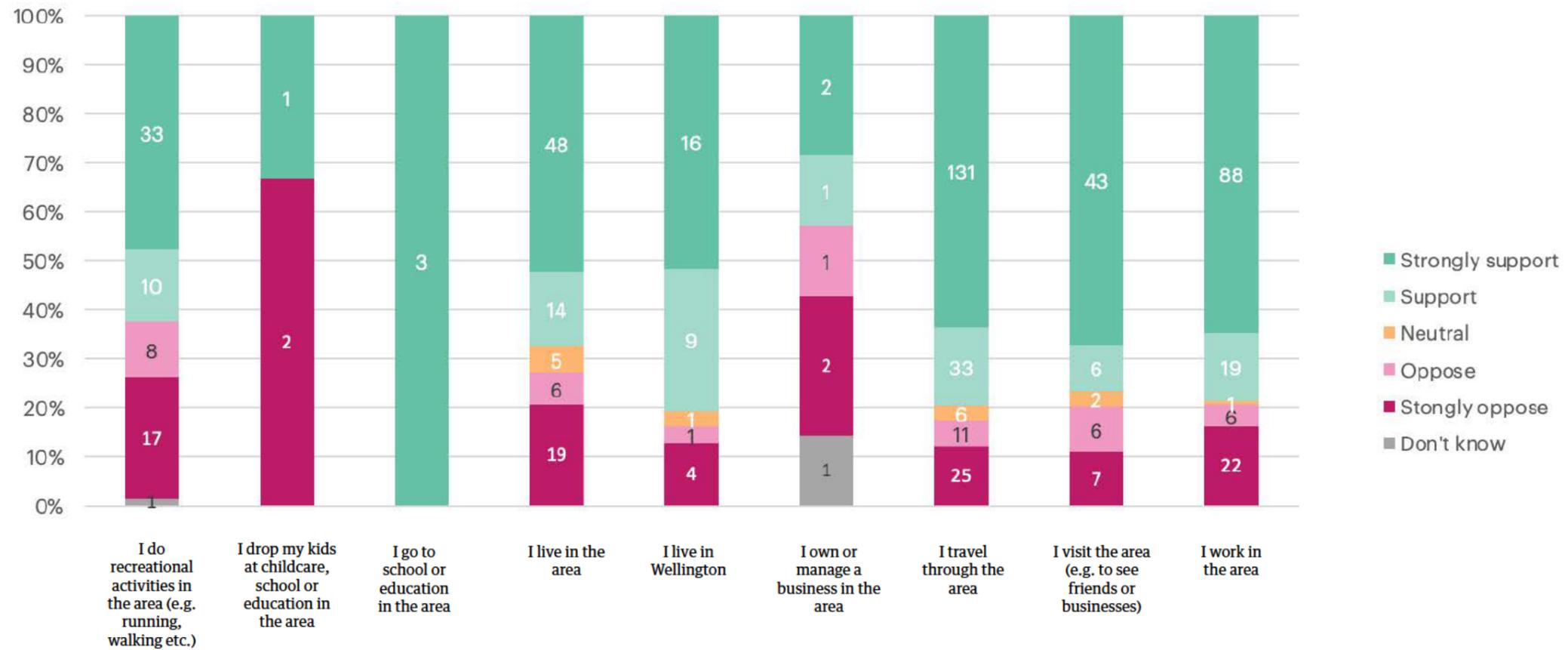


35% of respondents mainly use a car/van to travel along the route.

Wellington City Council

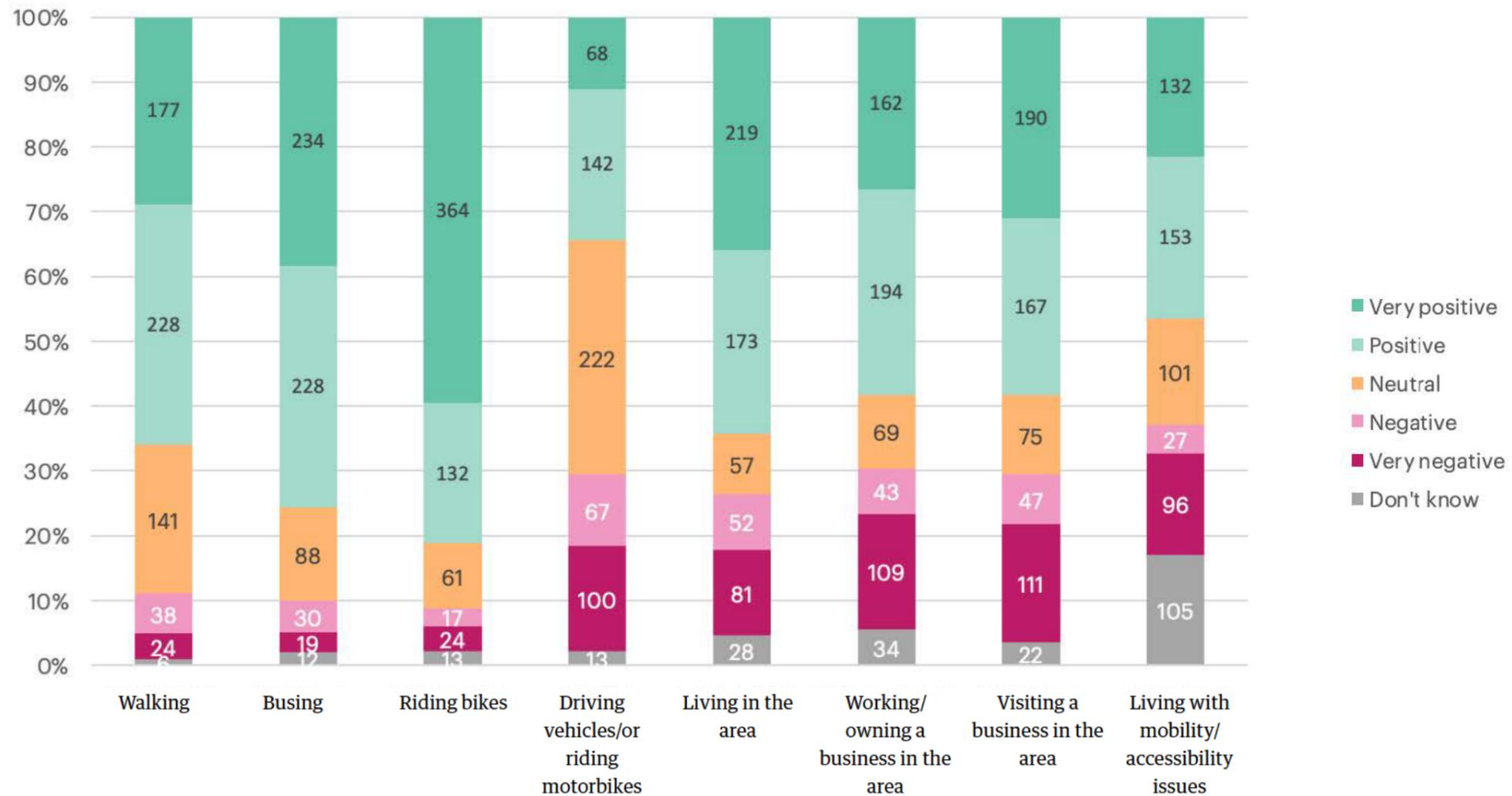
Level of support for the proposal based on 'main relationship' to the area

n= 611



Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

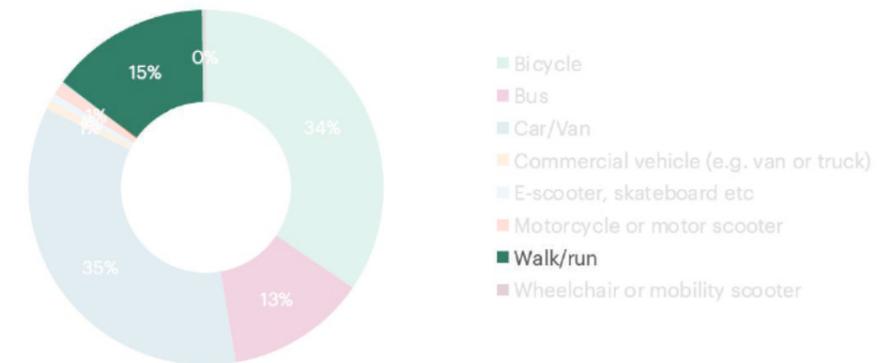
What everyone thought the impacts would be for different groups



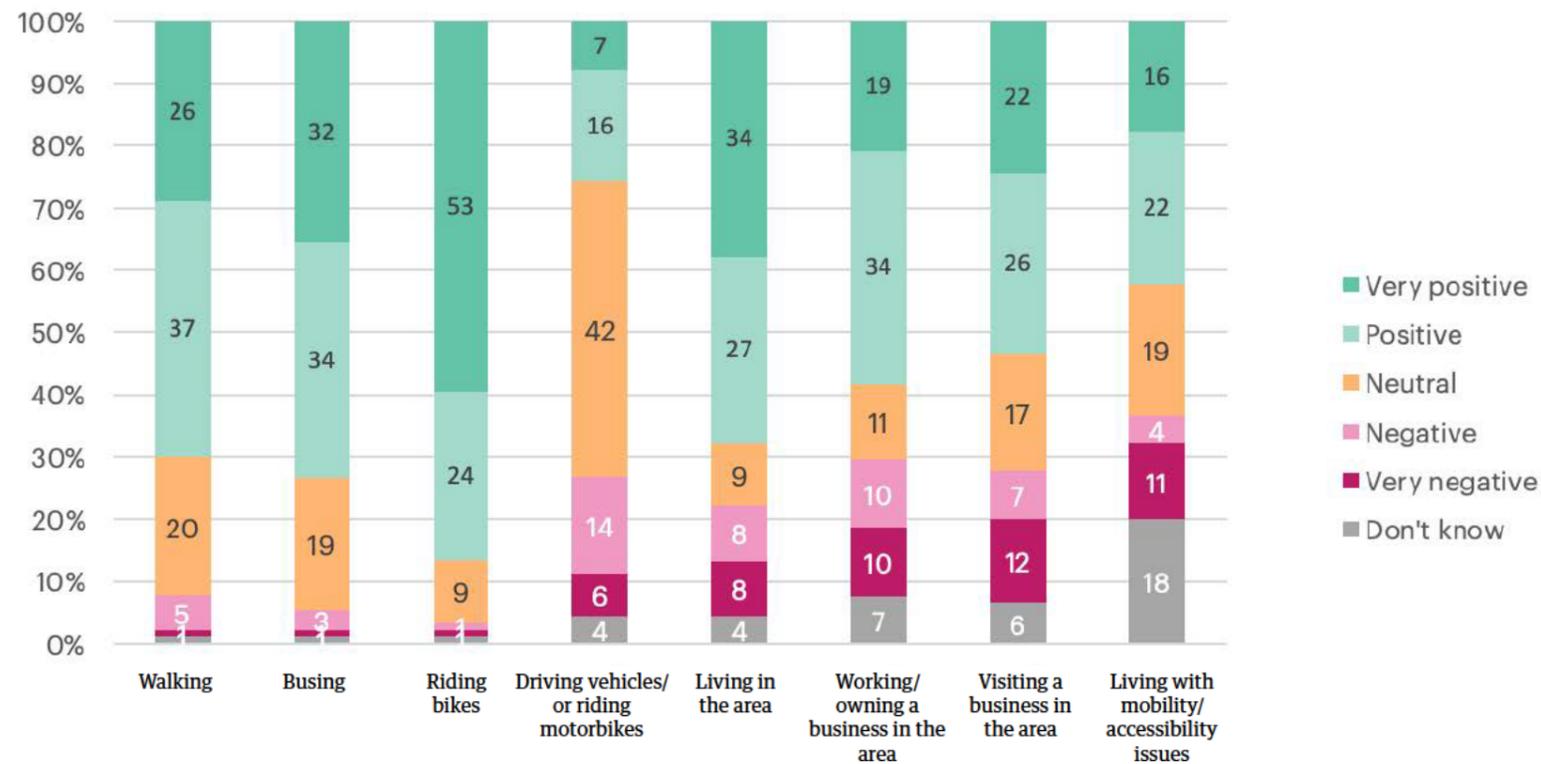
**How people feel about the impacts
of the proposed changes based on
their primary mode of travel**

People walking/running

What is the main way you travel along this route?

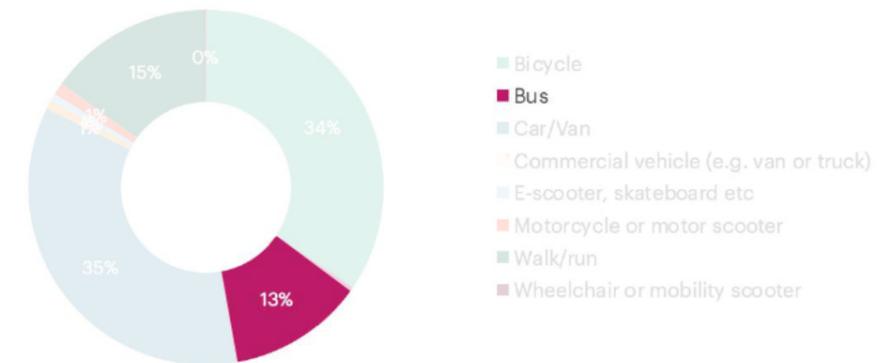


People who primarily walk/run along the route thought the impacts for different users would be...

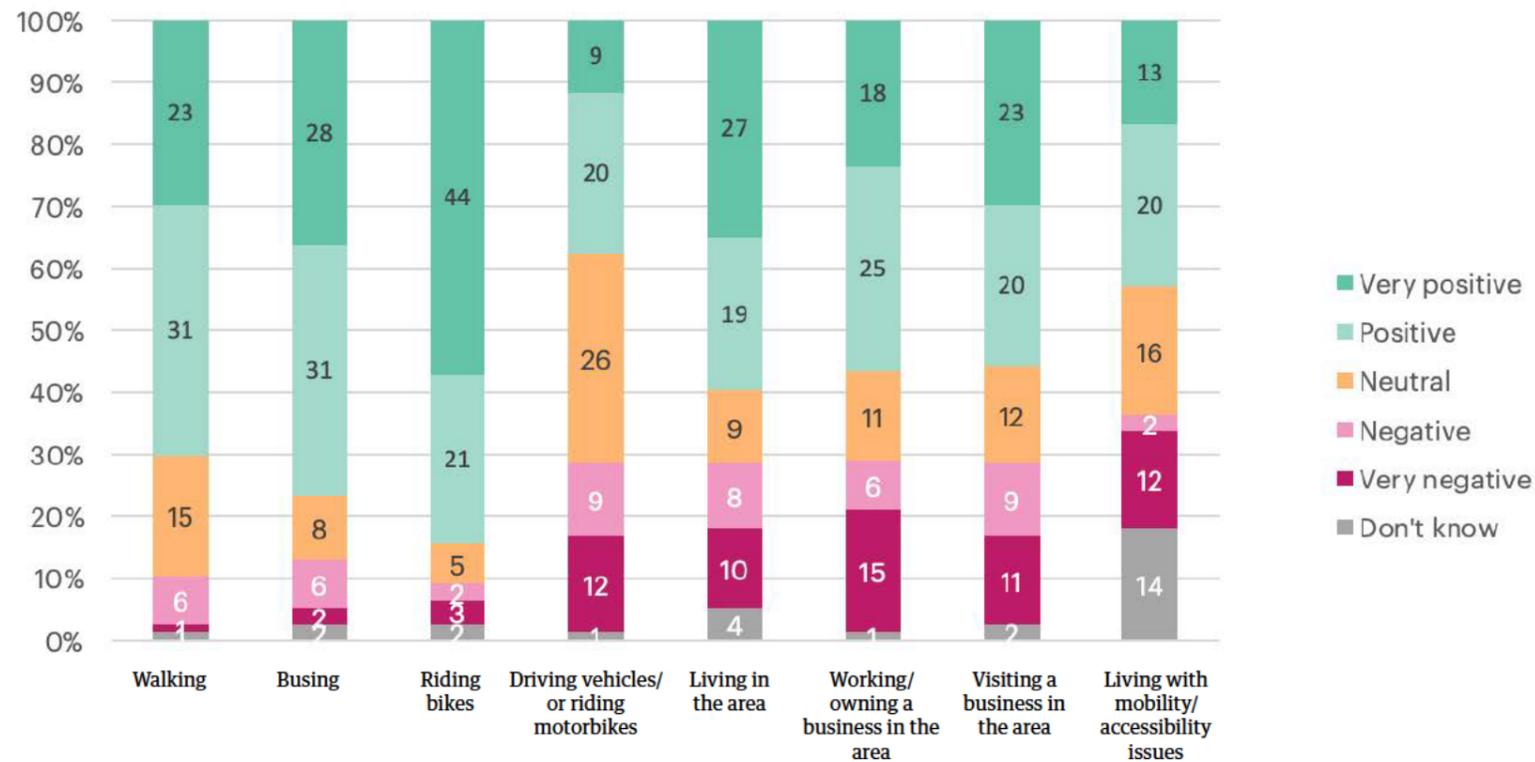


People using the bus

What is the main way you travel along this route?

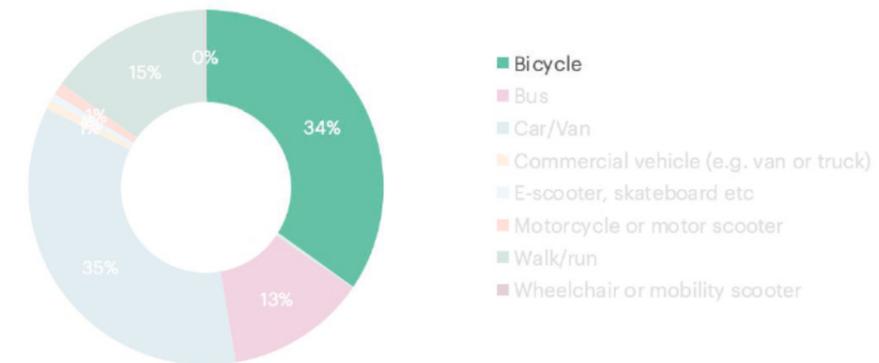


People who primarily use the bus on this route thought the impacts for different users would be...

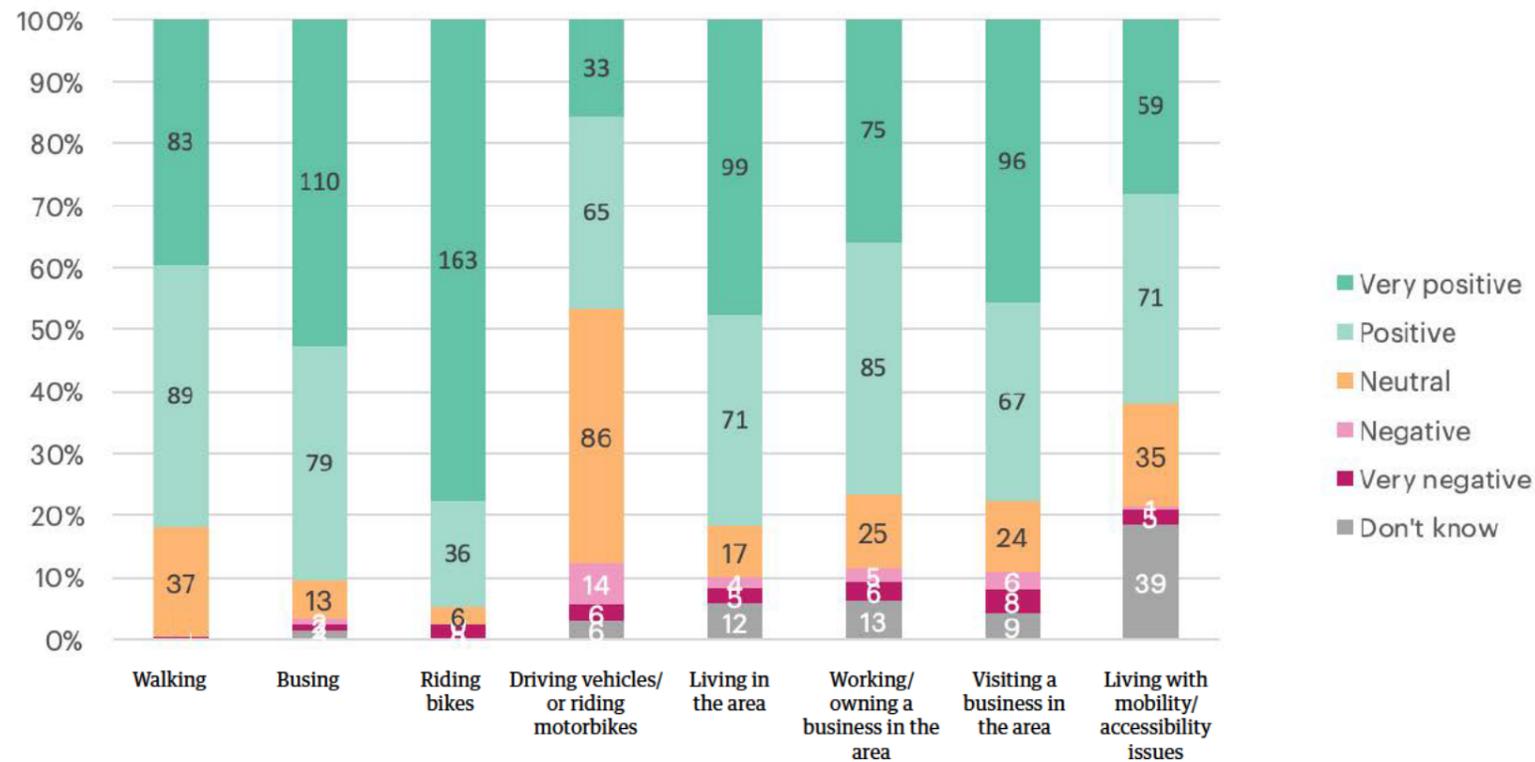


People on bikes

What is the main way you travel along this route?

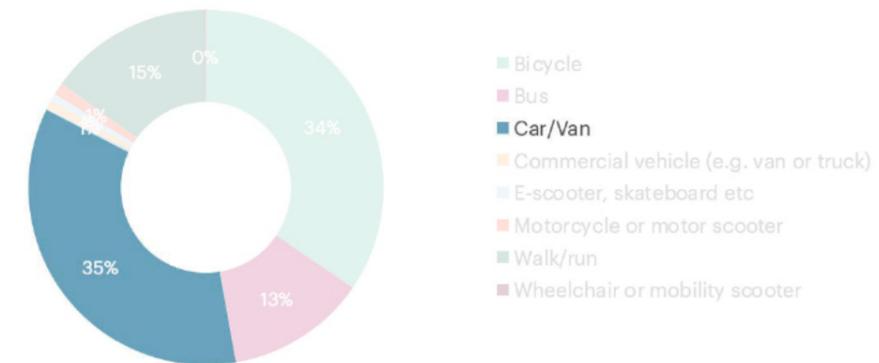


People who primarily bike along the route thought the impacts for different users would be...

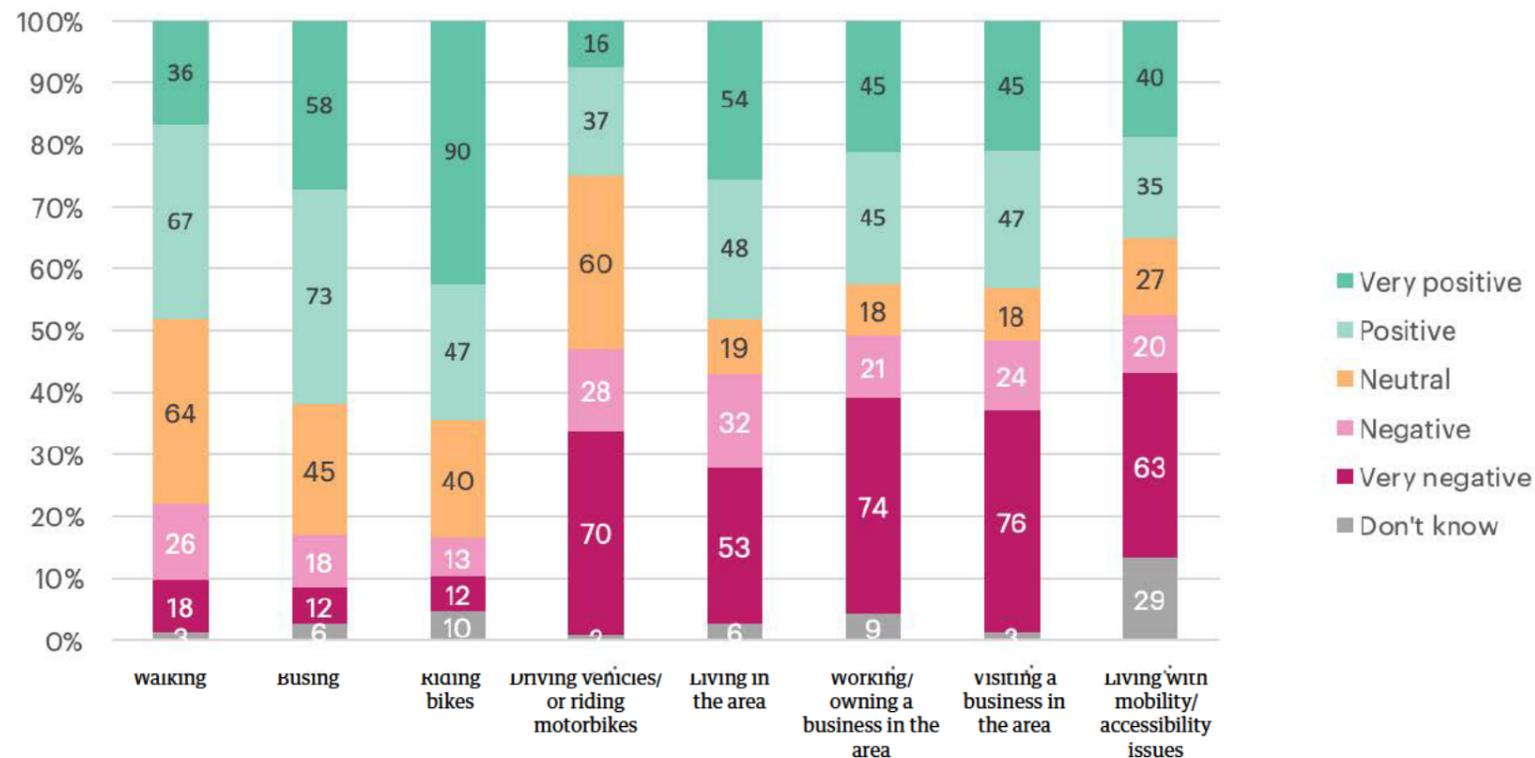


People driving a car/van

What is the main way you travel along this route?

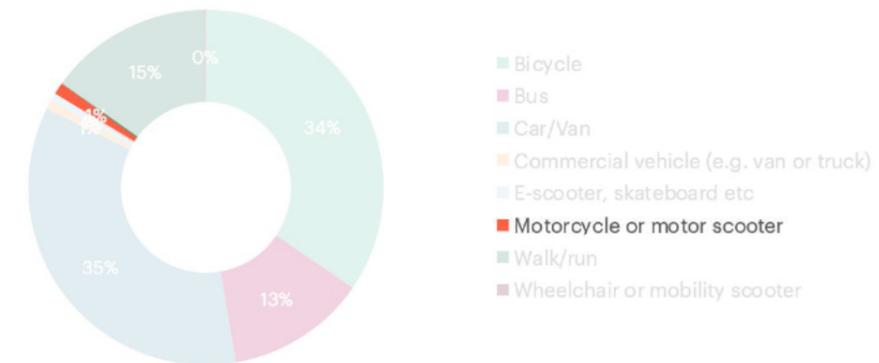


People who primarily drive a car/van along the route thought the impacts for different users would be...



People driving motorcycles or motor scooter

What is the main way you travel along this route?

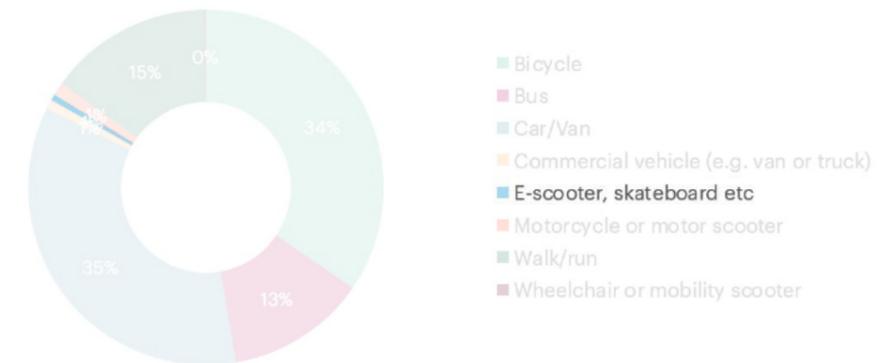


People who primarily ride a motorcycle or motor scooter along the route thought the impacts for different users would be...

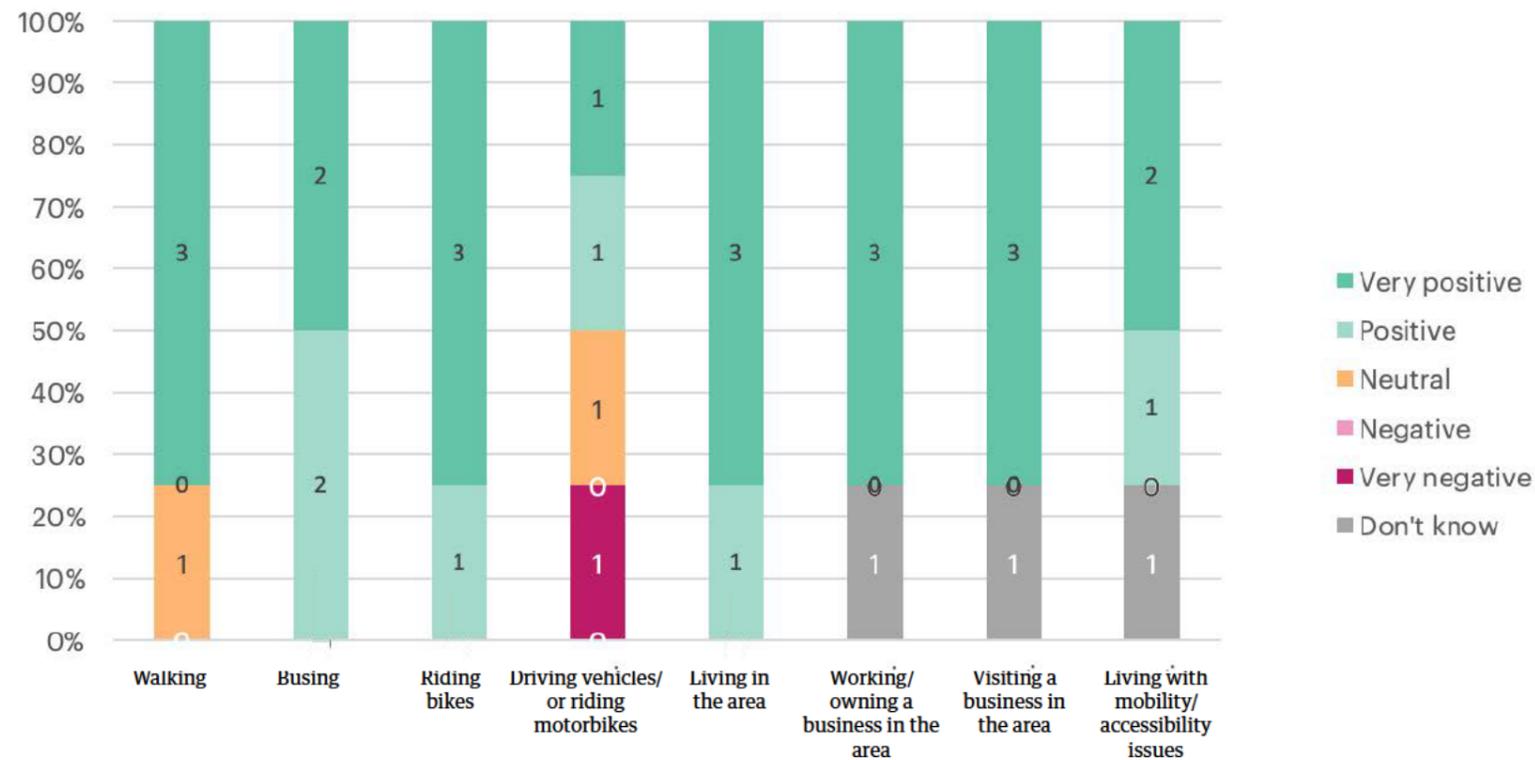


People riding e-scooters or skateboards

What is the main way you travel along this route?

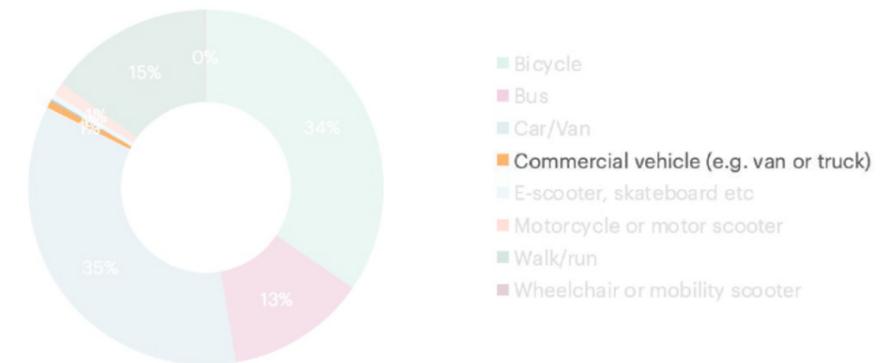


People who primarily ride e-scooters or skateboards along the route thought the impacts for different users would be...



People driving commercial vehicles

What is the main way you travel along this route?

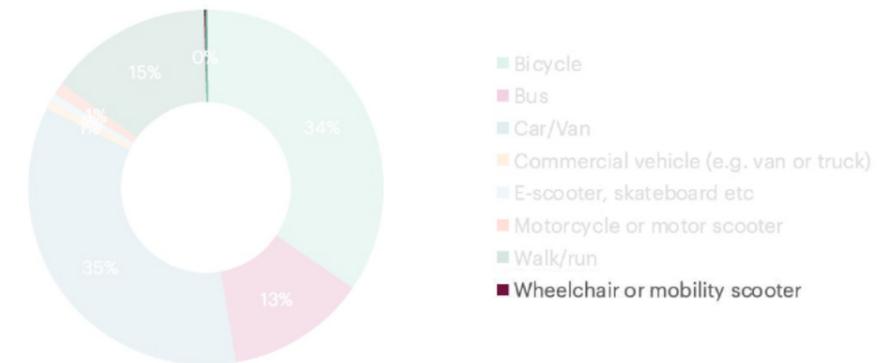


People who primarily drive commercial vehicles along the route thought the impacts for different users would be...

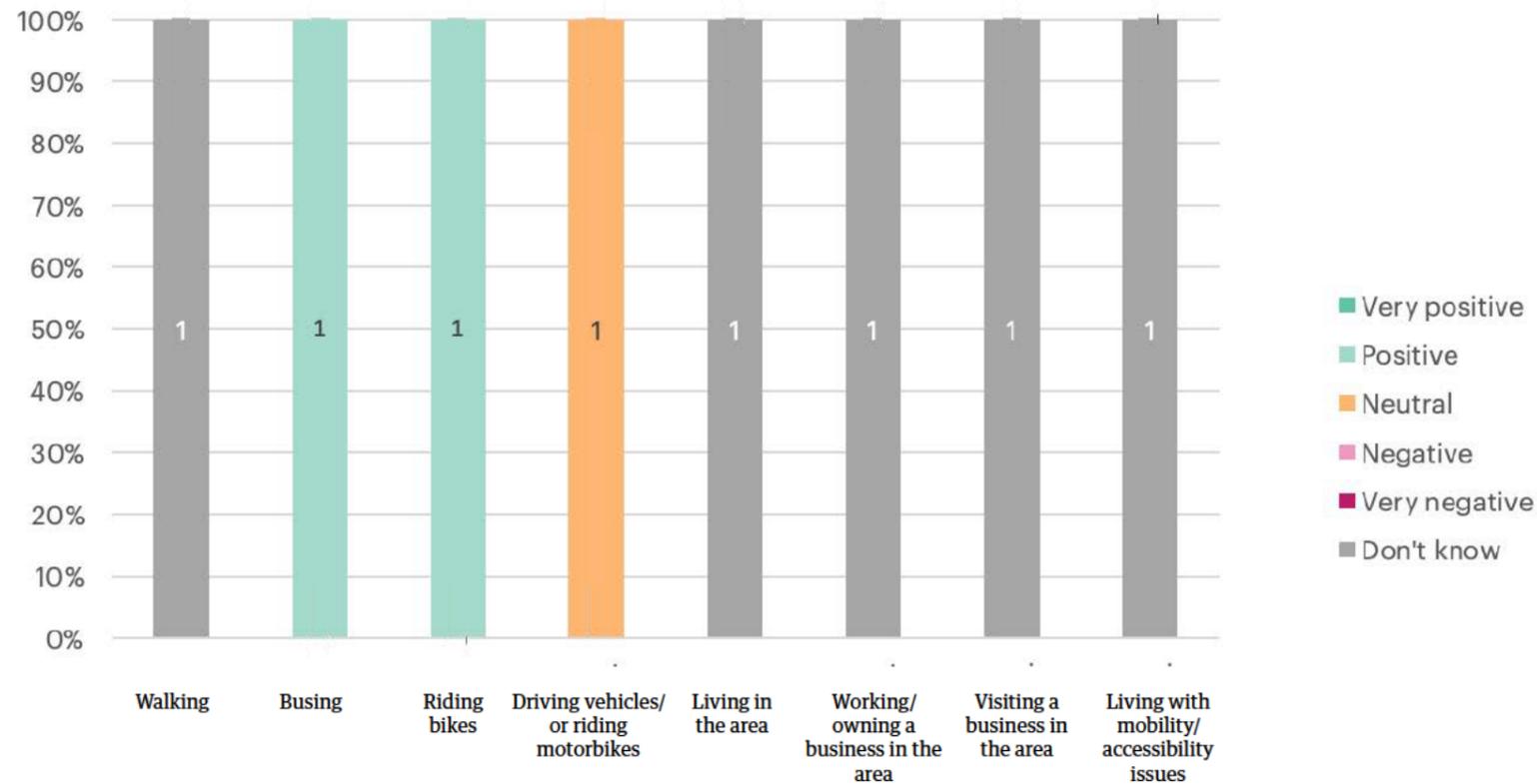


People on wheelchair or mobility scooter

What is the main way you travel along this route?



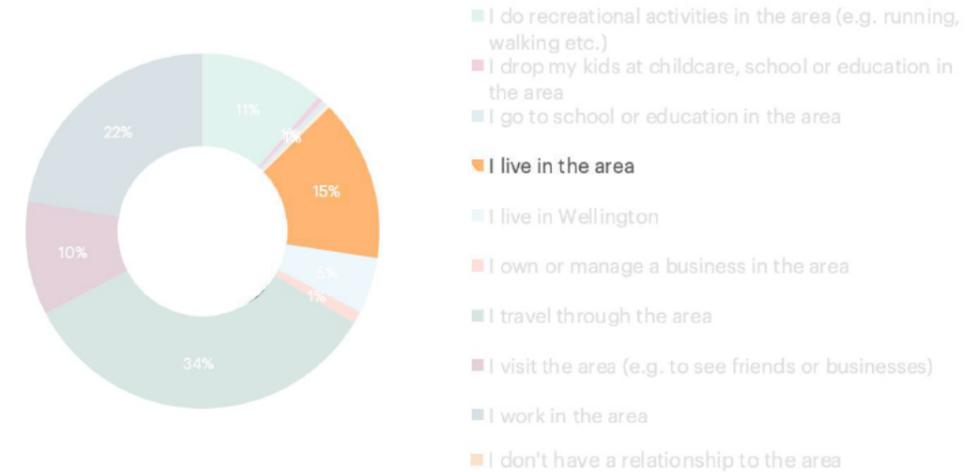
People who primarily travel along the route in a wheelchair or mobility scooter thought the impacts for different users would be...



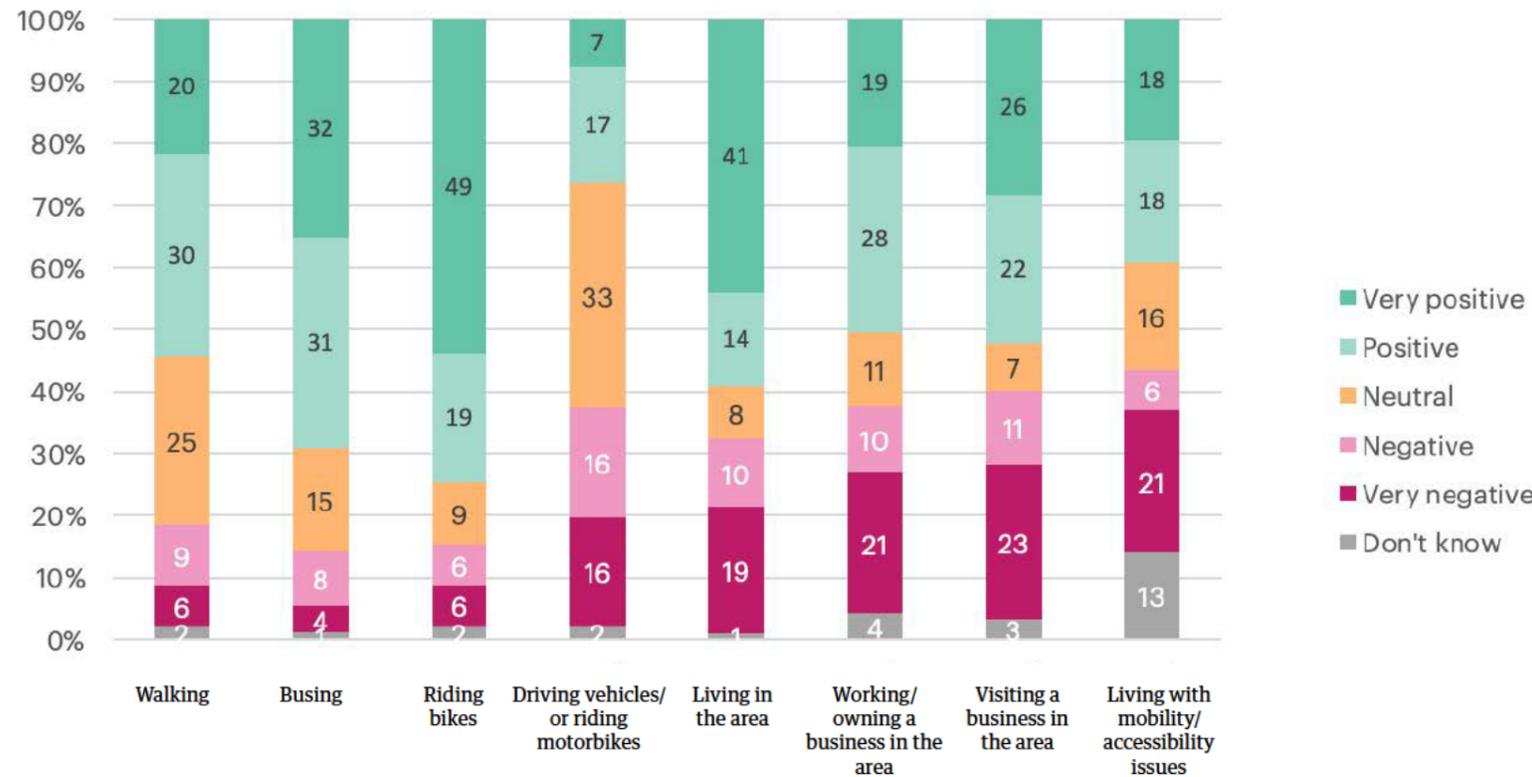
**How people felt about the impacts of the
proposed changes based on their
primary relationship to the area**

People who live in the area

What is the main relationship you have to the area?

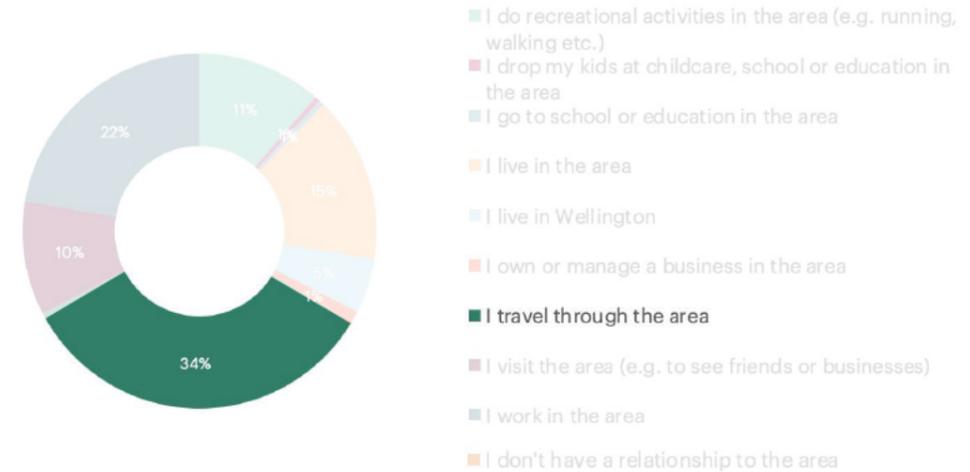


People who live in the area thought the impacts for different users would be...

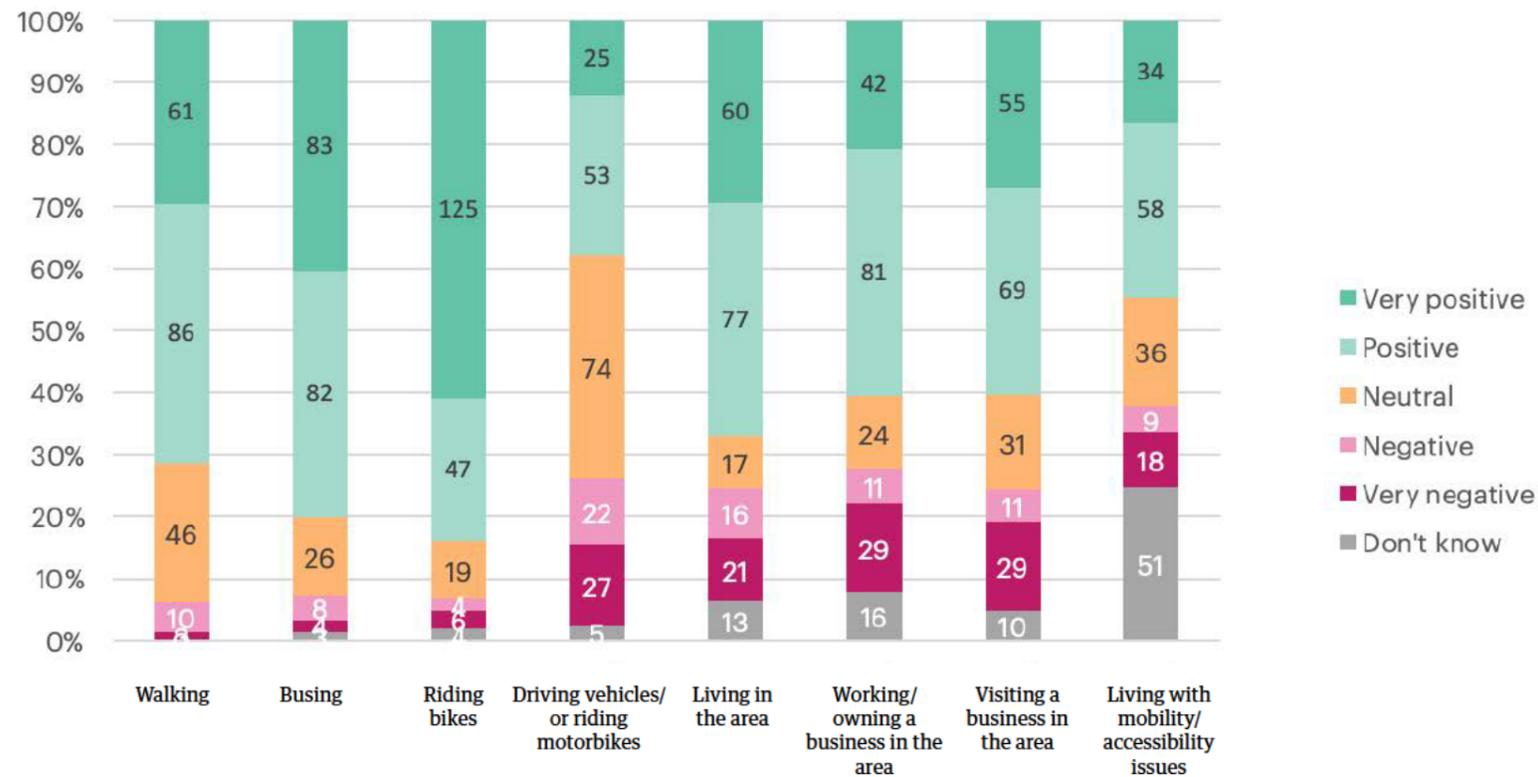


People who travel through the area

What is the main relationship you have to the area?



People who travel through the area thought the impacts for different users would be...



People who own or manage a business in the area

What is the main relationship you have to the area?

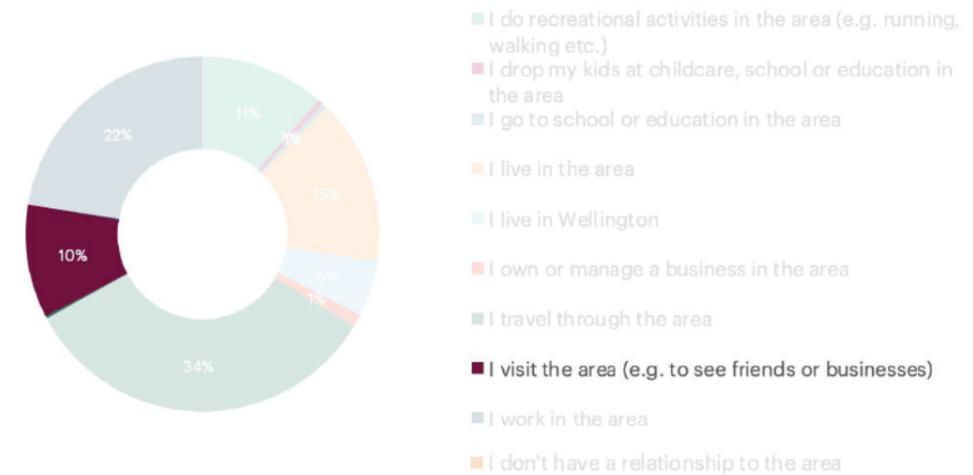


People who own or manage a business in the area thought the impacts for different users would be...

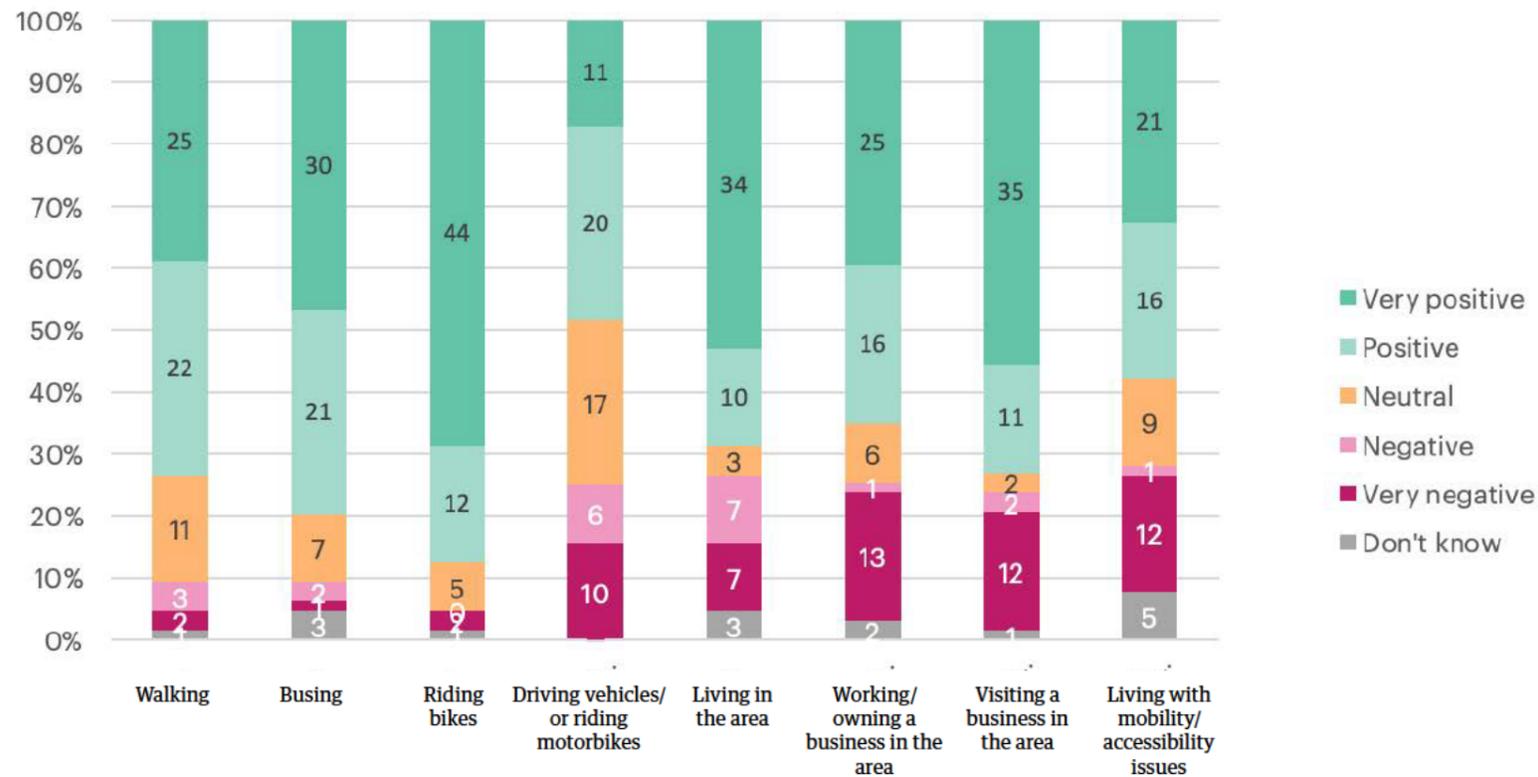


People who visit the area

What is the main relationship you have to the area?



People who visit the area thought the impacts for different users would be...

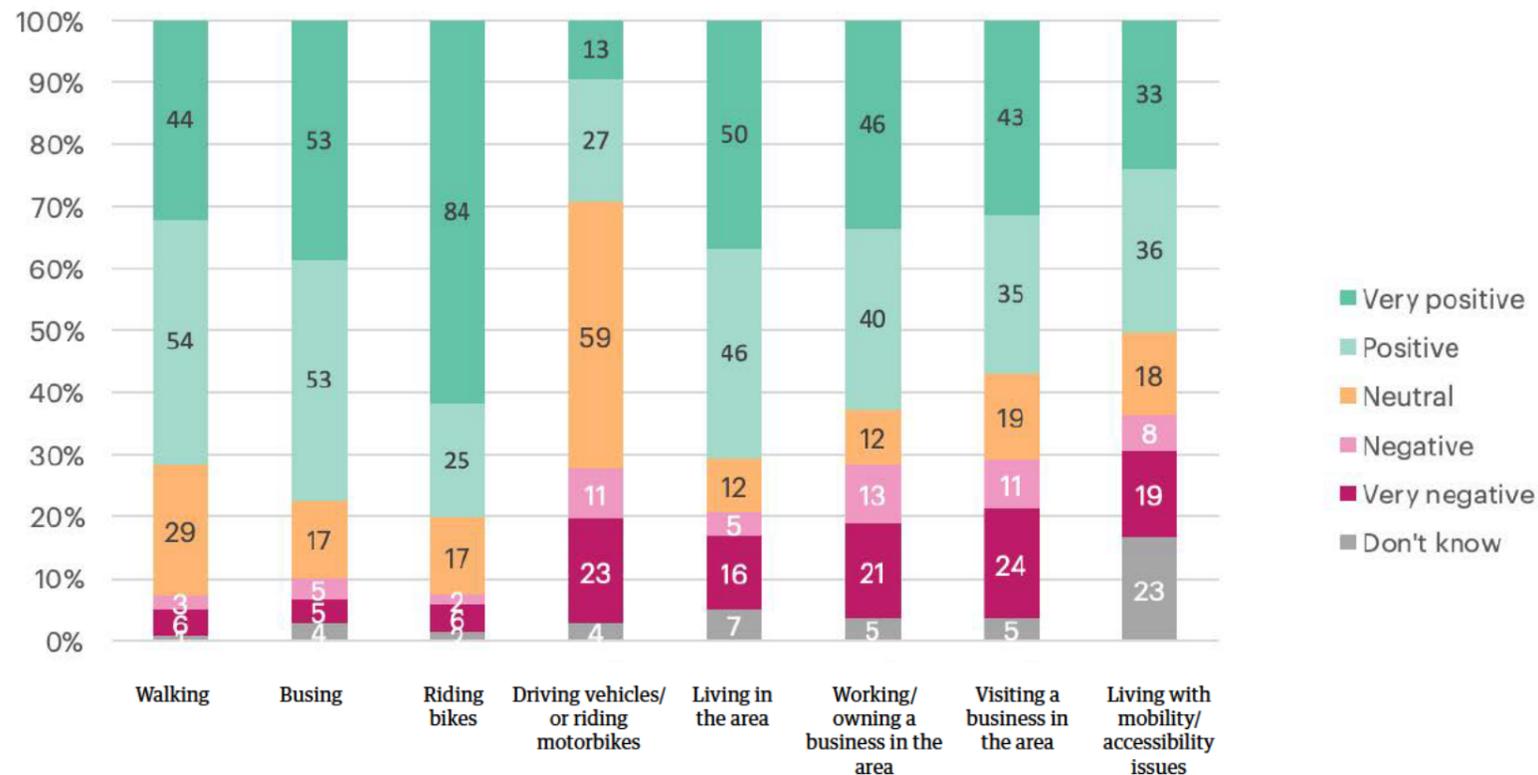


People who work in the area

What is the main relationship you have to the area?

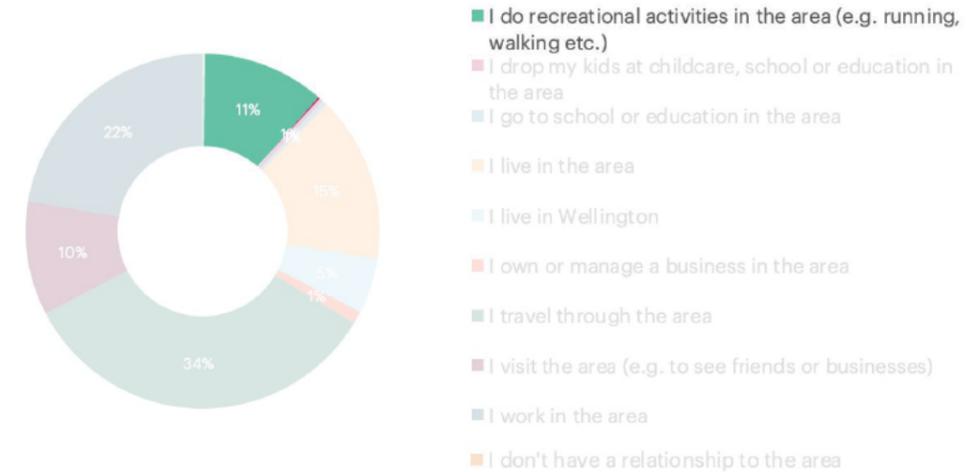


People who work in the area thought the impacts for different users would be...

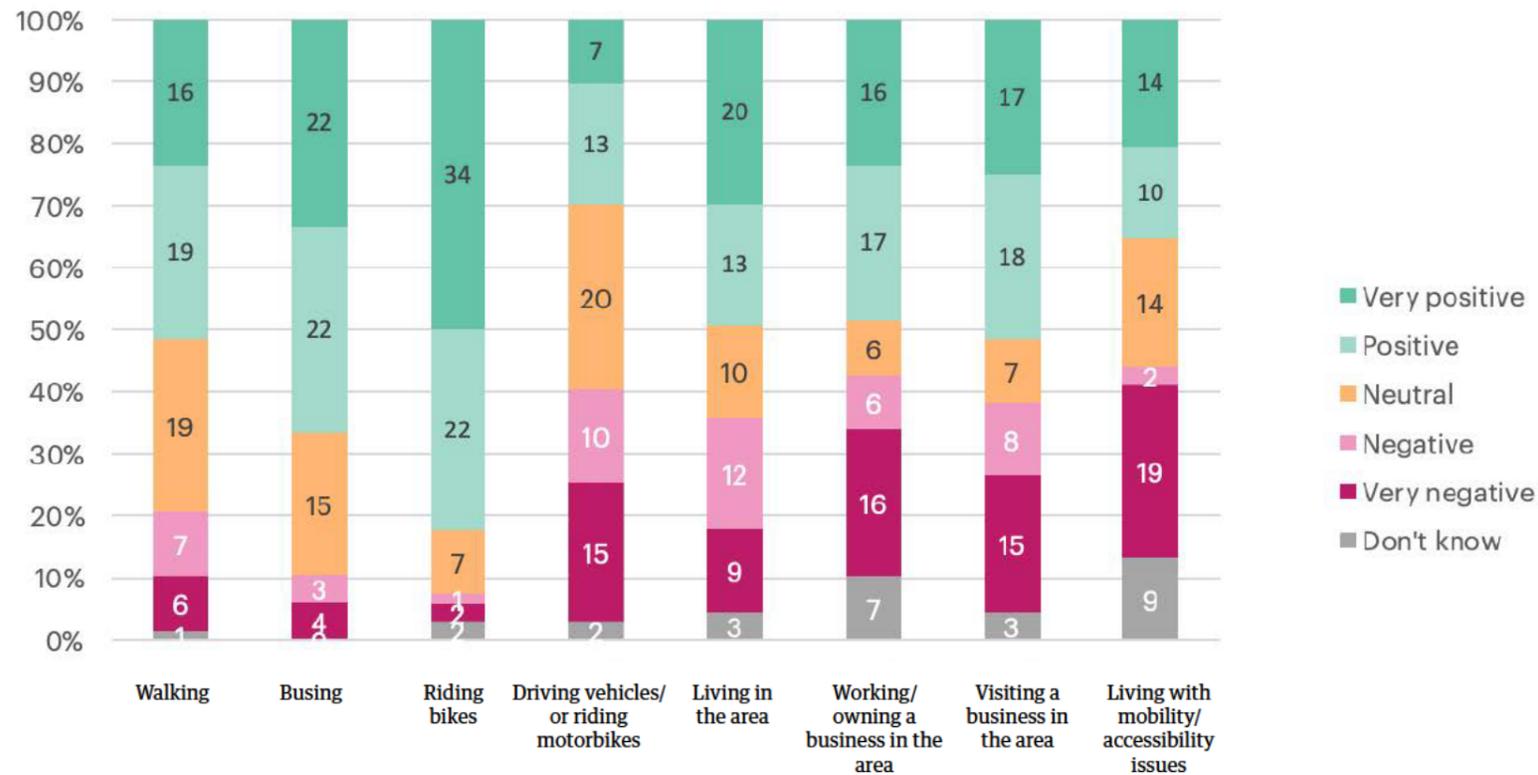


People who do recreational activities in the area

What is the main relationship you have to the area?

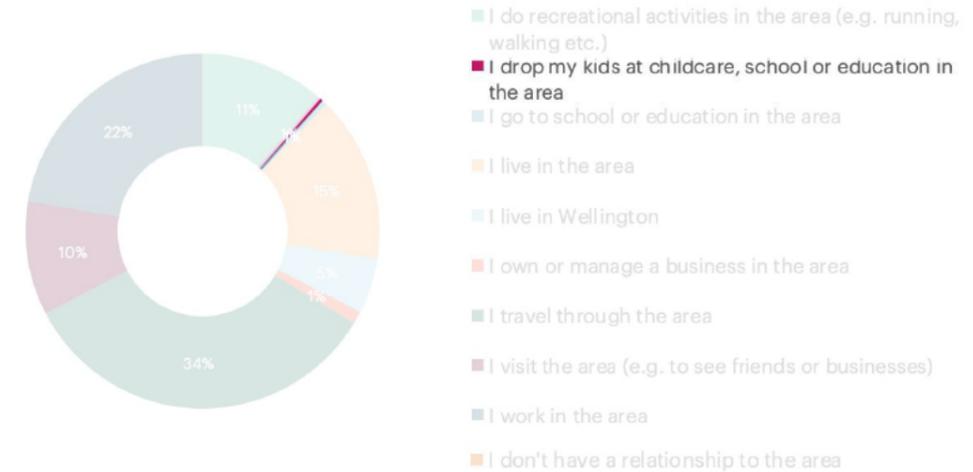


People who do recreational activities in the area thought the impacts for different users would be...

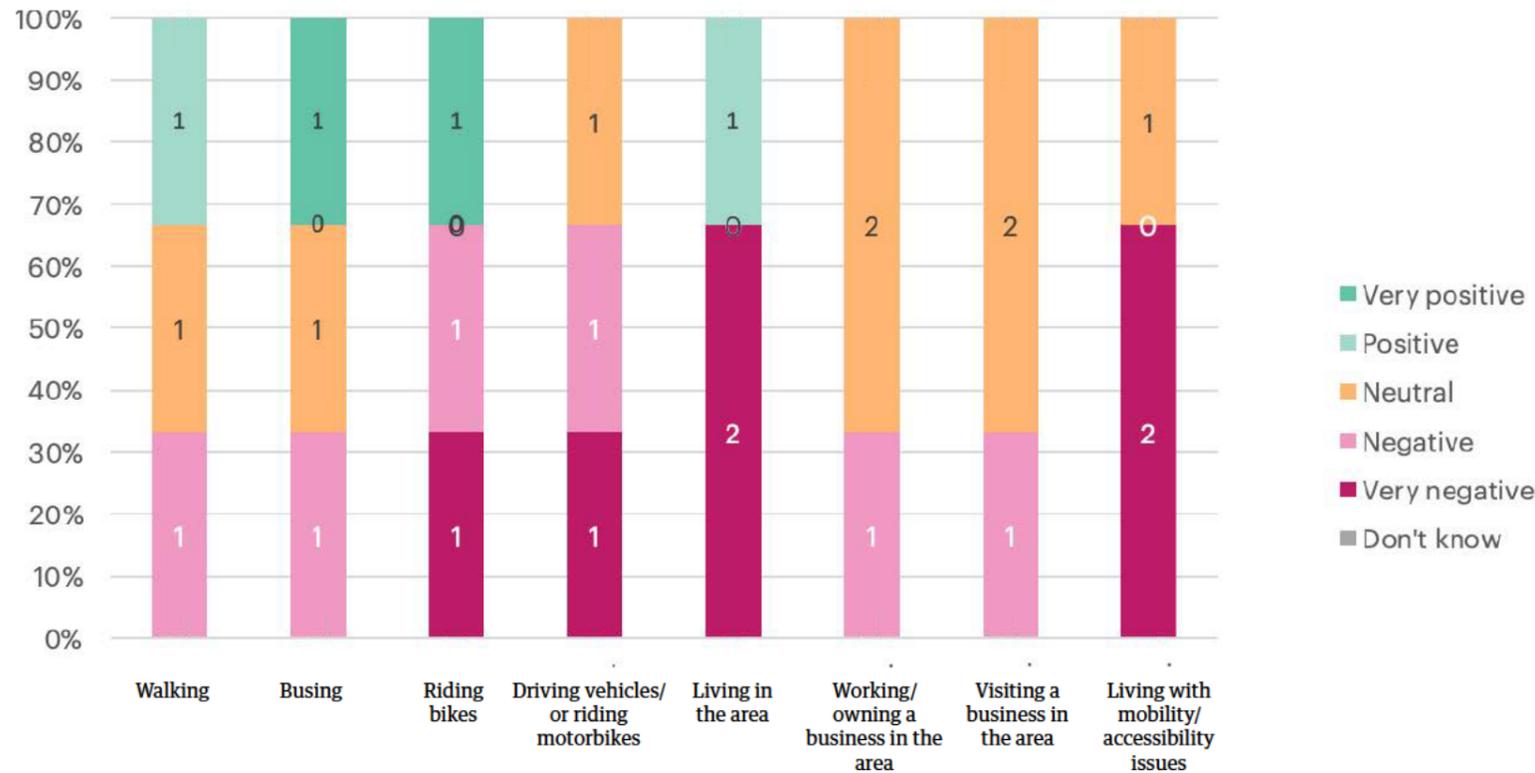


People who drop kids off at school or childcare in the area

What is the main relationship you have to the area?

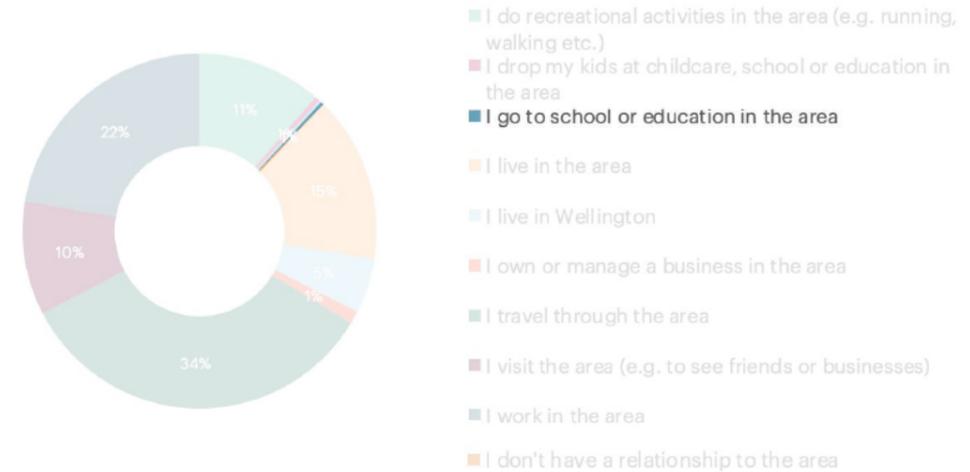


People who drop children off at school or childcare in the area thought the impacts for different users would be...

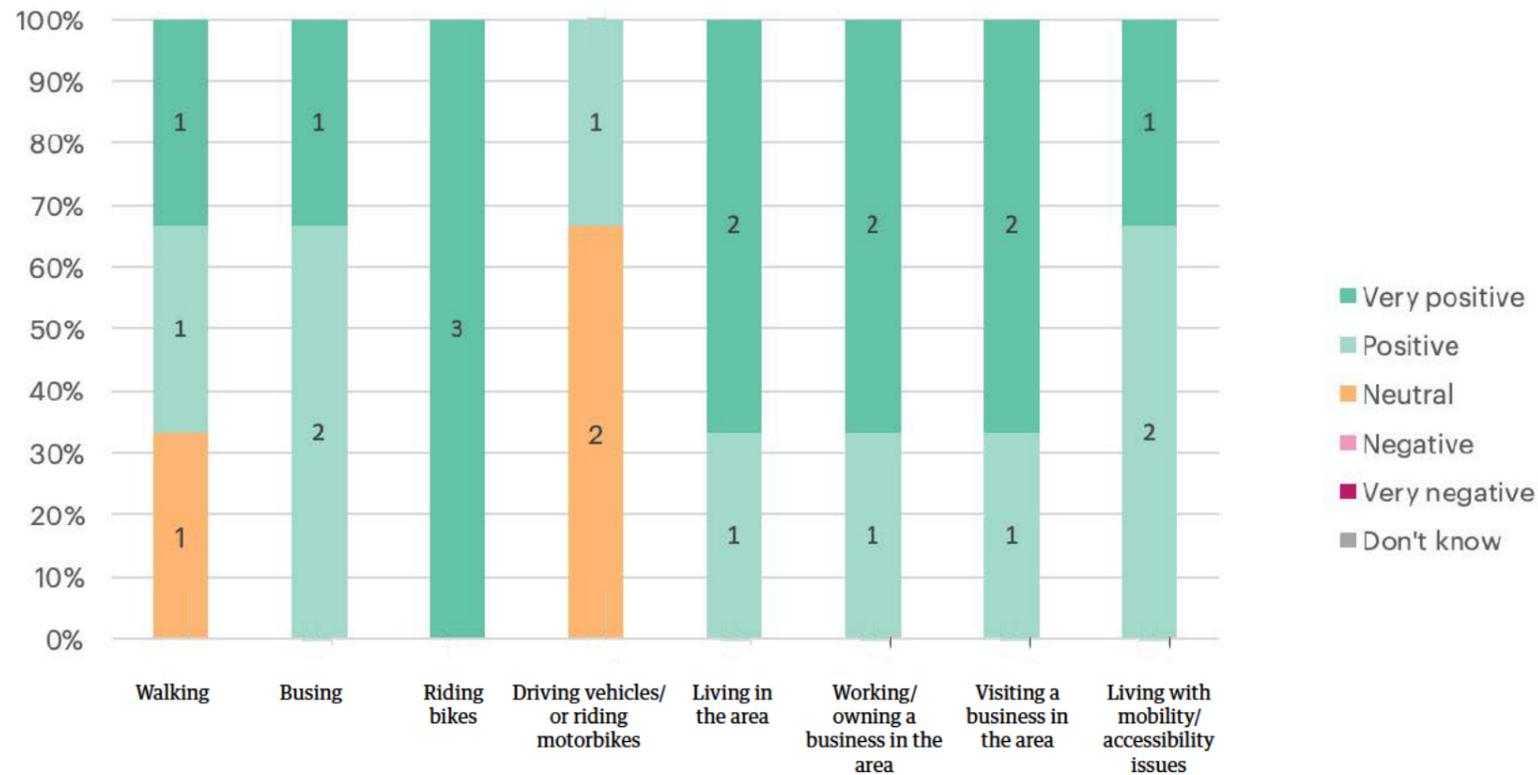


People who go to school or education in the area

What is the main relationship you have to the area?

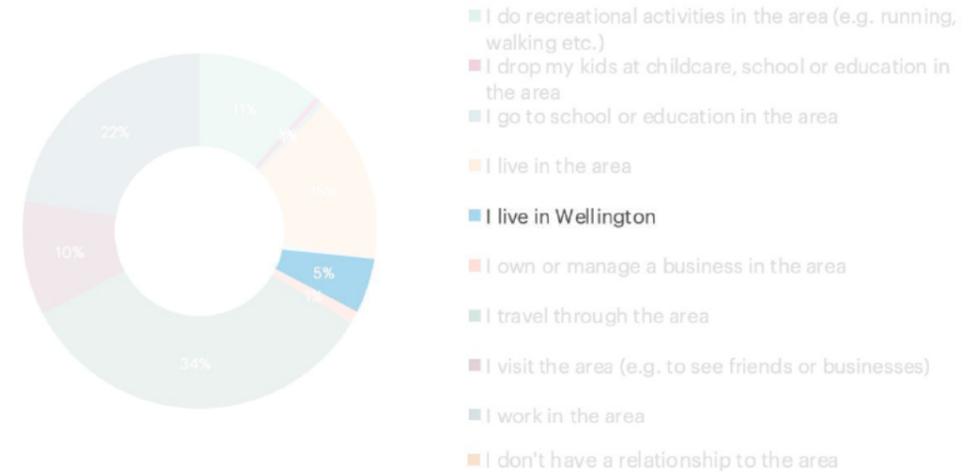


People who go to school or education in the area thought the impacts for different users would be...

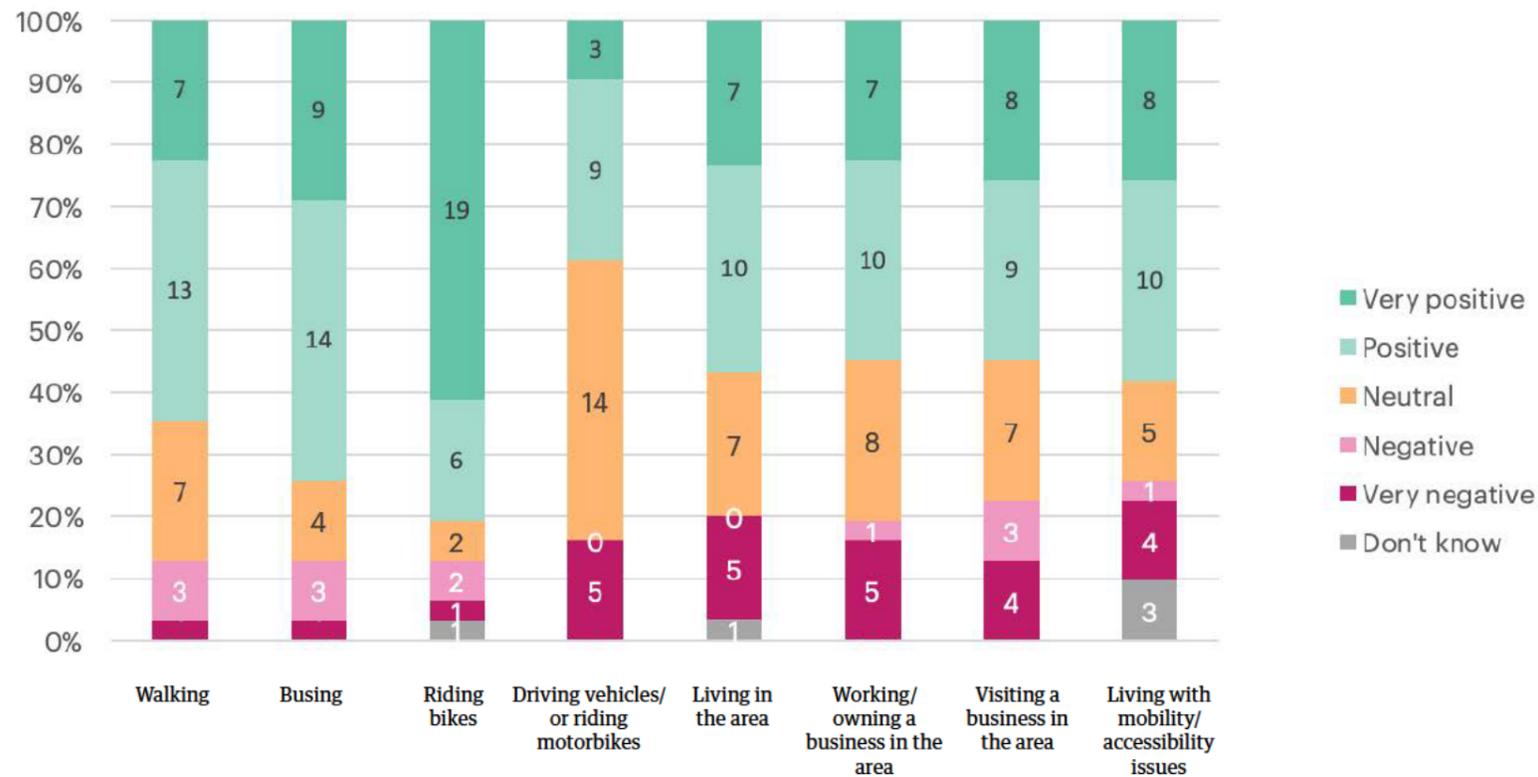


People who just live in Wellington

What is the main relationship you have to the area?



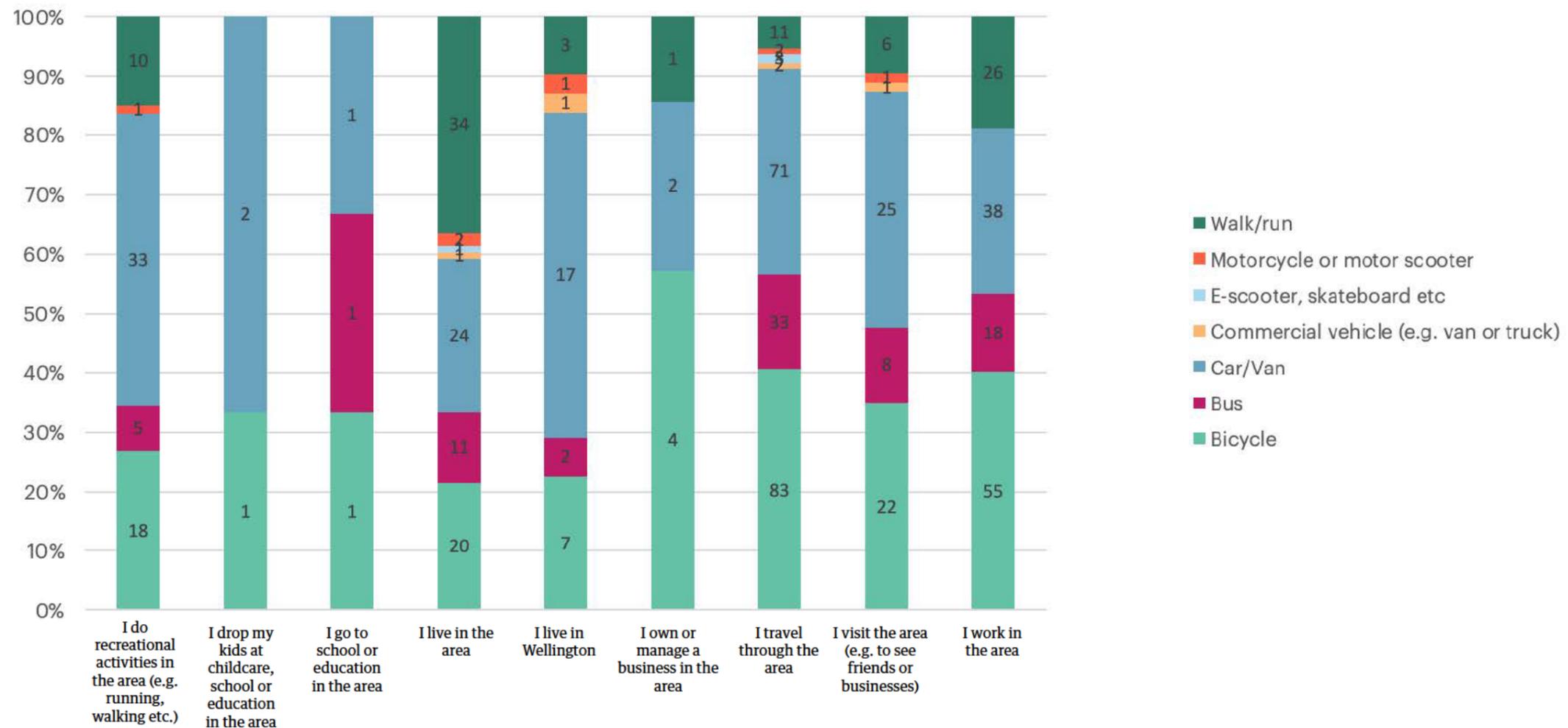
People who just live in Wellington thought the impacts for different users would be...



Wellington City Council

Relationship to the area by main mode of transport

n= 609



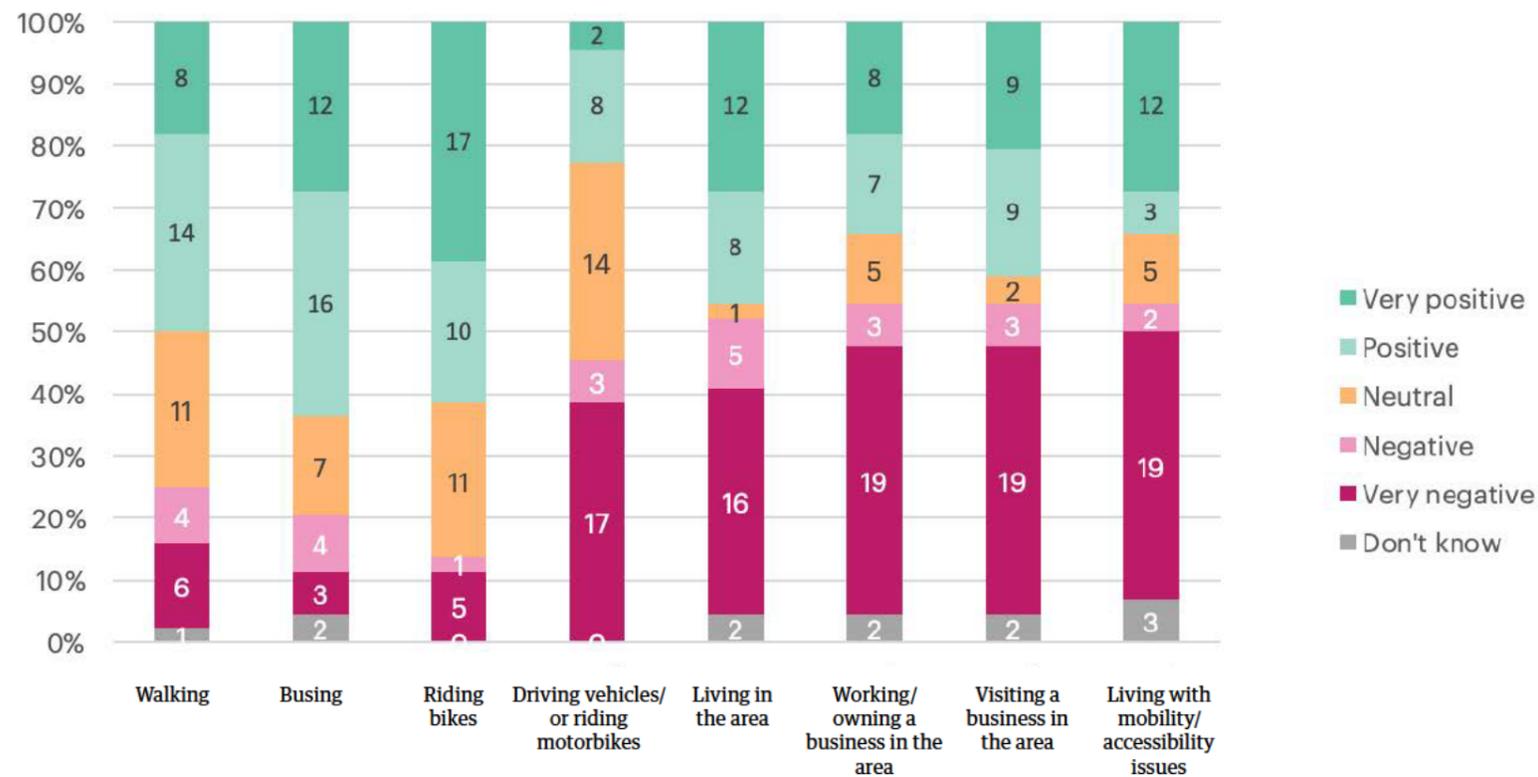
**How people with disability or
accessibility issues felt about the
impacts of the proposed changes**

People who live with a disability or accessibility issue

44 respondents

Answered 'yes' to living with a disability or accessibility issue

People who live with a disability or accessibility issue thought the impacts for different users would be...

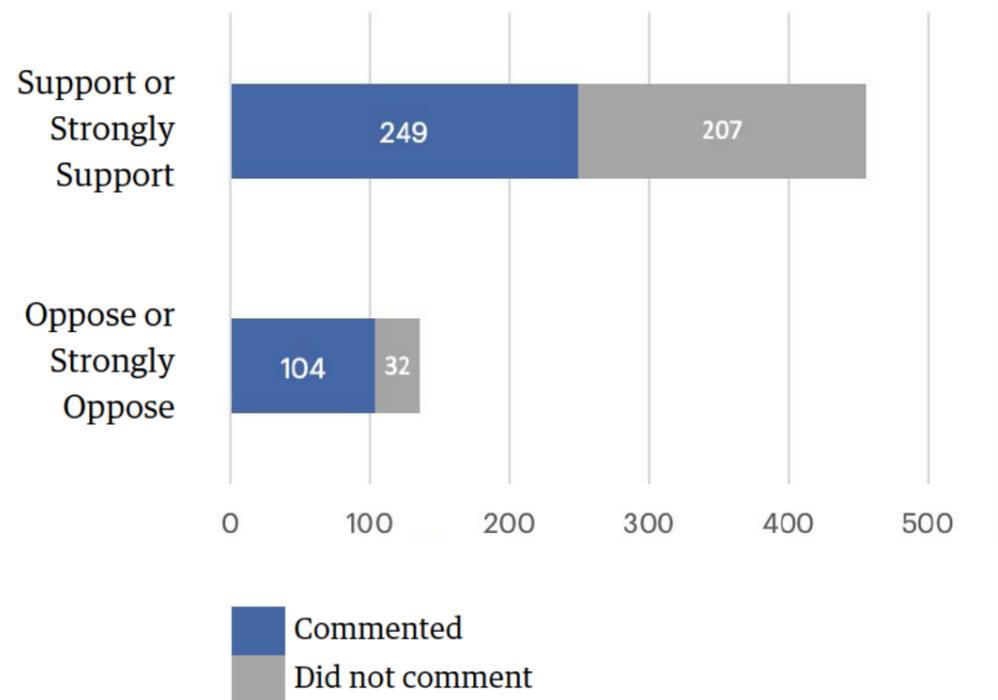


Comment themes

Wellington City Council

Who commented on the proposal?

61% of all respondents left a comment.



355

Total comments

55%

of people who supported/
strongly supported the proposal
left a comment

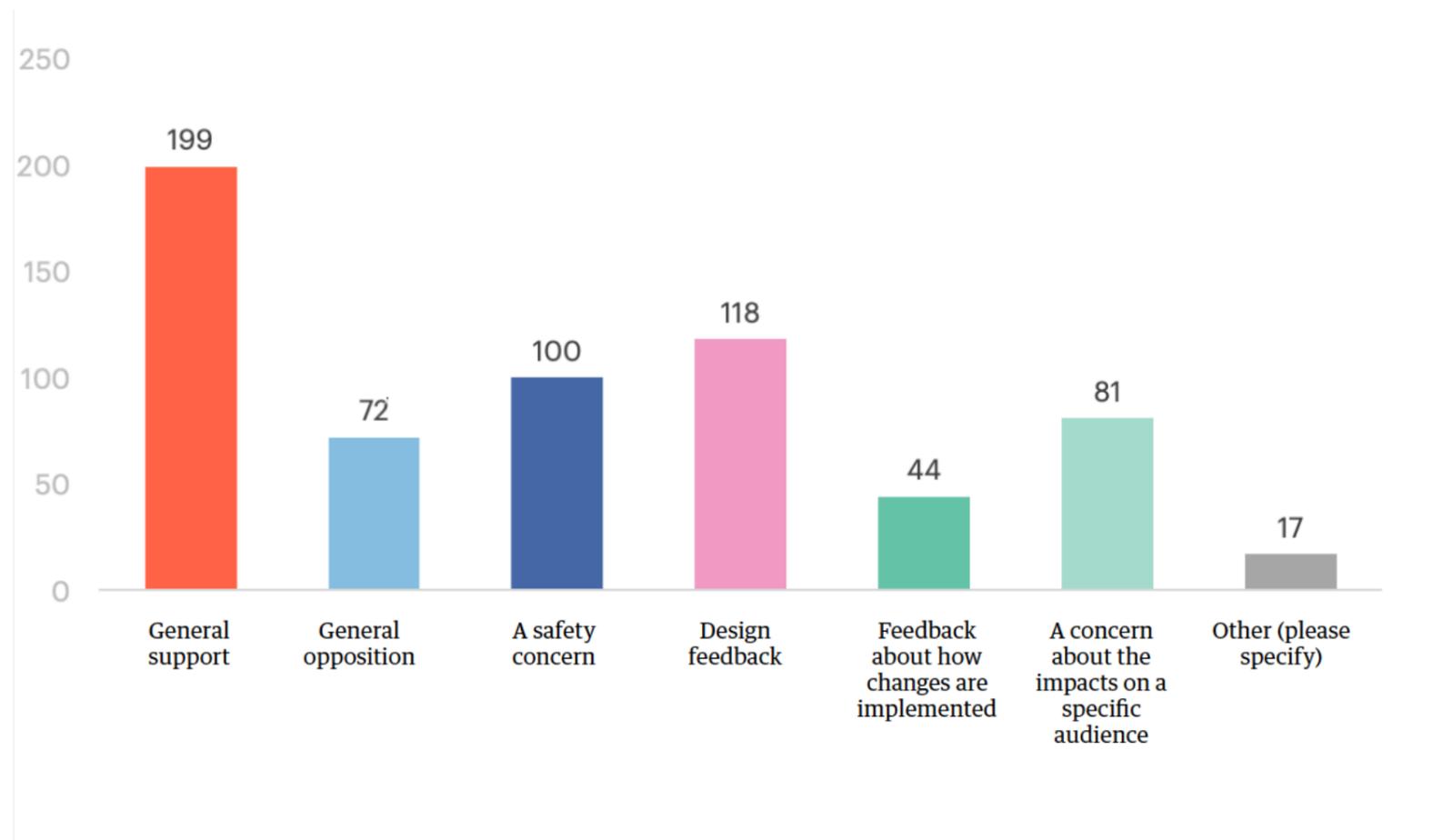
76%

of people who opposed/
strongly opposed the
proposal left a comment

Wellington City Council

How would you categorise your feedback?

Respondents could select multiple answers.

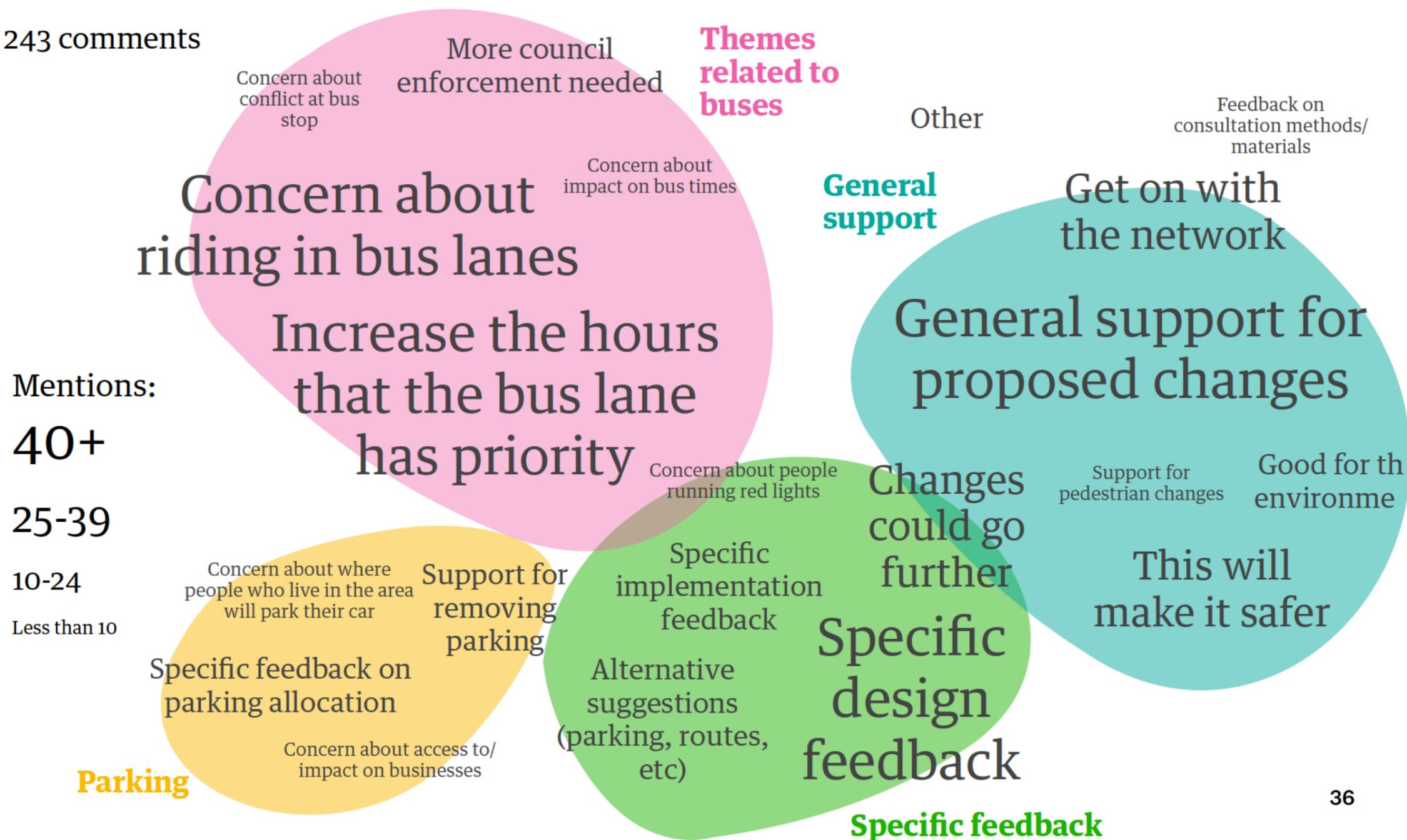


Wellington City Council

Support for the proposed changes - Themes

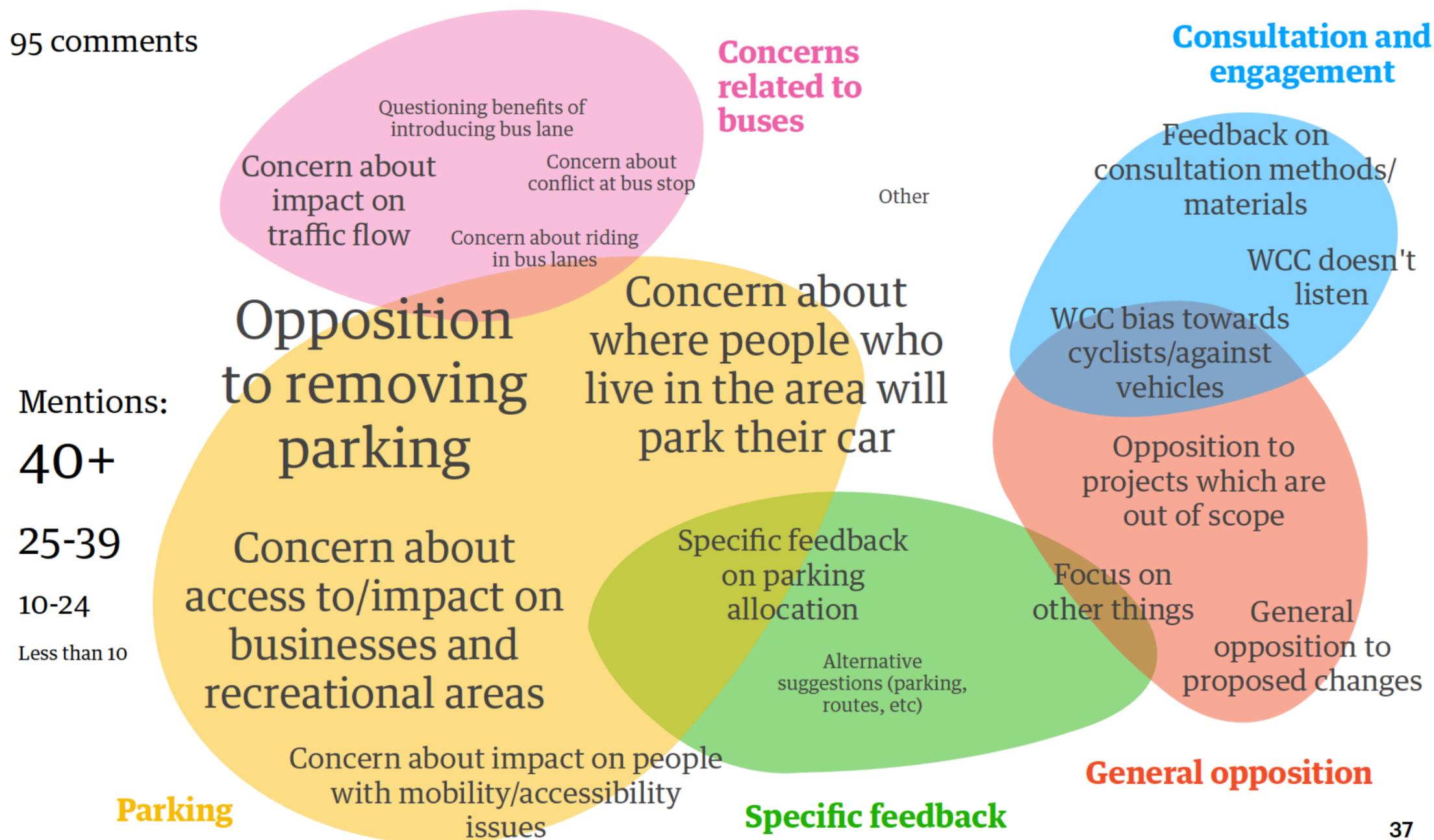
The themes below are based on the comments from people who said 'support' or 'strongly support' in answer to the question "Do you support the proposed changes to the Botanic Garden ki Paekākā to city route? These include traffic resolution TR134-22." One comment can contain multiple themes.

243 comments



Opposed to the proposed changes - Themes

The themes below are based on the comments from people who said 'oppose' or 'strongly oppose' in answer to the question "Do you support the proposed changes to the Botanic Garden ki Paekākā to city route? These include traffic resolution TR134-22." One comment can contain multiple themes.



Specific design feedback (1 of 7)

All comments in the engagement were analysed to capture specific design feedback.

Specific design feedback:

- Make sure bollards are more solid, durable and are not vandalised (Brooklyn used as an example to avoid)
- Ensure that cycleway is kept clear from obstacles (eg rocks, branches)
- Make changes applicable for 24/7 - not just commuter hours
- Extend the commuter hours to be longer (eg start at 6am)
- Consider gradually extending the hours to ease people into the changes
- Reverse time window to make bus lane the majority of the time and parking during selected business hours
- Make this lane just a biking lane during rush hours, and parking the rest of the time
- Make sure there is sufficient space and visibility at intersections (eg Tinakori/Bowen, Bowen/Terrace) - especially for cyclist to merge
- Avoid use of bicycle platforms at bus stops - particularly uphill.

... I think the morning commuter hours should be widened to start from 6am or 6.30am to be practical.

...The lane is often full of 'muck'/stones. This is because the muck gets caught in the cycle path/can't be blown out and the road sweepers can't fit....

...It's not clear from the proposal why clearway needs to operate outside business hours - if your intention is to support local businesses, it would be good to flip the timing: bus lane by default, but revert to carparks for just some hours during the weekday.

...My now remaining concern is the transition from Tinakori to Bowen, and Bowen to The Terrace, as it looks like cyclists will need to merge with traffic to make these turns. Please ensure that there is sufficient space allowed for this!

...I think it's a shame some of the changes are peak hour only though, we need better bus/bike lanes all the time, especially on weekends when going to recreational activities. Prioritising "commuters" feels very exclusive of families travelling and enjoying our cities and instead prioritising storing of (larger and larger) cars all day....

...I also don't fully support the bus platforms in the cycle ways. I understand the concept but would instead support bus lanes also being cycle lanes so that there is no need for platform. I have experience people waiting for buses stepping into the bicycle lane on platform when there are no buses nearby which is a significant hazard for bicycle riders and pedestrians. When a platform is on an uphill section, the need to stop to let bus passengers off really impacts cycling up the hill.

Specific design feedback (2 of 7)

All comments in the engagement were analysed to capture specific design feedback.

Specific design feedback:

- Ensure bus stops don't cause vehicle accidents (consider merging bus stops with main Botanic Garden bus stop)
- Have bus stops set up as to not have conflict with cycle lane when people are exiting buses.
- Introduce enforcement measures to ensure vehicles don't run red lights (especially Tinakori/Bowen, Bowen/Terrace)
- Include enforcement to ensure that vehicles don't drive in bus lanes
- Reduce vehicle speeds using traffic calming measures (eg speed bumps, narrow car lanes)
- Design doesn't cater well for cyclists heading north from the bottom of Bowen st (eg Victoria University's Pipitea Campus or heading up Molesworth St)
- Make shared lane feel like a 'Bike lane which buses can use'
- Make the uphill lane on Bowen St also commuter hours
- Make sure cycleways are separated/protected.

.... What steps is the Council taking to ensure people don't drive in bus/ bike lanes? Enforcement elsewhere is not effective enough.

Make both sides of the Bowen street cycleway fully protected

In addition to separate bike lanes, passive measure to reduce speed of cars will be necessary (bumps, narrower car lanes etc).

there is consistent red-light running at the Tinakori/Bowen and Bowen/The Terrace intersections during rush hour. This needs to be mitigated. As part of the design plan, please consider installing redlight cameras at these intersections.

The in-lane bus stop on Tinakori Road will cause driver frustration and could, as it is immediately after the corner, cause nose-to-tail accidents (especially 2-3 cars back from the stopped bus). The Council should consider amalgamating this bus stop with the main Gardens bus stop only 200m away (which is too short for two buses to stop at the same time and therefore itself needs extending anyway).

i strongly recommend against having bus stops to the right of the cycle lane. this will result in accidents as people stepping off a bus pay no attention to where they are going and are completely invisible to oncoming cyclists. pedestrians are even worse to share with than vehicles, especially when they are specifically directed to walk across in front of cyclists

The design works well if you're heading to the Botanic Gardens or the Terrace but it does not appear to work well for people like myself heading to Victoria University's Pipitea Campus or heading up Molesworth St. It will require that cyclists to turn left at the Quays and continue in fast moving, northbound traffic along Waterloo Quay, where there is no protected bike lane, to join the (problematic) bike lanes on Bunny St because there won't be a safe way to turn north from Whitmore St to Stout or Lambton Quay/Molesworth St.

Specific design feedback (3 of 7)

All comments in the engagement were analysed to capture specific design feedback.

Specific design feedback:

- Widen vehicle lanes to avoid conflict with buses
- Ensure sufficient decelerating space for cyclists travelling downhill to enter Ballantrae Place and Museum St safely
- Improve cycle access to waterfront by changing traffic lights on Whitmore Street to give bikes a green light on every rotation (not every second rotation)
- Make Ballantrae Place left turn in and left turn out only, this is too dangerous for right turns
- Make the left hand turn for cyclists from Bowen into The Terrace safer
- Reconfigure traffic lights to prevent cars turning left constantly (eg Whitmore St into Featherston St, and Whitmore St into Lambton Quay)
- Concern about usage of Patanga St parking - disruptive to traffic flow
- Tinakori Rd/Bowen St intersection - heading into town is prone to sun-strike.

... it is critical to provide sufficient space for cyclists traveling down Bowen st to be able to decelerate and turn into ballantrae place safely. The current proposal appears to remove space to safely slow down in the left lane and makes the turn more acute - this will make it more dangerous in wet conditions than what is the current situation and create more conflicts with pedestrians stepping out in front of cyclists. Given the heavily trafficked nature of the location and the fact that it is unsafe for cyclists to remove their left arm from the handle bars to signal they are turning left and as per the proposal buses will be in the same lane- it is essential to provide space for cyclists traveling to Ballantrae place safely.

.... The Tinakori Road/Bowen Street intersection heading into town is very prone to sun strike during winter and this plan will need to consider clear "separation" of motor vehicles and bikes/scooters at this intersection.

A peak period cycleway uphill can be done by using plastic speed hump material placed lengthways along the road, similar to what is used around driveways in Wellington's existing cycleways. This would provide separation when the cycleway is in operation and allow parking outside of peak period

I would seriously consider making ballantre Street left in, left out only. Right turning vehicles from Bowen St underestimate the speed of cyclists down Bowen St and often try and make the turn movement in front of them Reallocating the right turn bay space could also provide a bit more breathing room for cyclists on the western uphill path.....

... For Bowen St, if there is only an uphill cycle lane then please take the opportunity to widen vehicle lanes and improve geometry as buses seem incapable of staying in their lanes.

Specific design feedback (4 of 7)

All comments in the engagement were analysed to capture specific design feedback.

Specific design feedback:

- Provide more space than advised for the up hill cycle lane
- Close Bowen St to private vehicles during commuting hours
- Remove westward slip lane at Terrace/Bowen intersection
- Introduce cyclist only right turn on Stout/Whitmore St intersection (eg hook turn)
- Avoid too many road markings and signage confusion
- Address timing of light phases coming from waterfront - difficult for cyclists
- Ensure stop boxes aren't too advanced (particularly Whitmore and featherston st) - this can create issues for cyclist in cross-winds
- Include more separators on the left hand turn from Bowen St to Tinakori Rd - to avoid conflict with pedestrians
- Include more pedestrian amenities where Whitmore Street intersects Featherston Street and at Customhouse Quay.

... At the intersection of The Terrace and Bowen St. Is it worth removing the slip lane towards the west. Cyclists will generally be moving somewhat slowly along this intersection and sightlines will often be blocked by pedestrians. Slip lanes encourage motor vehicle operators to move quickly through them even with the crossing located there...

...At the intersection of Stout St and Whitmore St. It may be worth keeping a cyclist only right turn. Stout St connects directly into the cycle route heading north. Cyclists do come from the waterfront and turn right at that point to join that cycle route. Removing the right turn option will require cyclists to either go north to Molesworth and then down Kate Shepperd Place, or along Waterloo Quay and then up Bunny St. I guess cyclists could instead leave the waterfront along Lady Elizabeth Lane, however that would likely need signage to educate cyclists of the alternate path.

The light phases coming out of the waterfront are super quick and it is tricky to get across the intersection on a bike, before they go red. From the drawings it appears that the advanced stop boxes are even more advanced (whitmore vs featherston). This could be a problem in whitmore st, given the dangers associated with cross winds here for cyclists (I have almost been blown into cars - if I dont take the lane as a cyclist). The other extra advanced stop boxes at Whitmore and Lambton could be a bit confusing at first too.

The shared downhill bus/bike lane seems dangerous and likely to create conflict and not eliminate risk to cyclists from motor traffic. A solution that would massively improve things for both bus and bike transport modes would be to close Bowen street to cars during rush hour and have rush hour bus lanes in both directions over the road lanes. You can then fit a separated cycle lane in both directions at all times of the day. Walking, cycling and bus travel should be prioritised over car travel along Bowen street....

Provide more space than advised for the up hill cycle lane, especially from Lambton to the Terrace.

... There should be more physical separators at the left hand turn from Bowen Street on to Tinakori Road... The kerb lines at the Sydney Street West and the Ballantrae Place intersections should be adjusted to reduce crossing distance for pedestrians and a raised table added to slow down left turning motorists.

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Specific design feedback (5 of 7)

All comments in the engagement were analysed to capture specific design feedback.

Specific design feedback:

- Change light phasing for pedestrians crossing at Tinakori Rd/Bowen St intersection to give more time to pedestrians
- Make sure pedestrian islands are big enough to feel safe
- Improve attractiveness of the areas
- Turning arcs into and out of Sydney St W are very wide and make it feel unsafe to cross for pedestrians
- Improve pedestrians ability to cross Bowen St (particularly outside Anderson park)
- Consider making Patanga Cres a raised continuous footpath
- Move bus stop opposite Botanic Gardens entrance - buses block driver visibility of pedestrian crossing
- More provisions needed to enable cyclist to safety turn right at intersections along the corridor
- Lambton Quay will eventually not be open to cars, so a specific left turn bay from Whitmore St to Lambton Quay shouldn't be needed
- Improve Terrace bus lane signage
- Reduce Molesworth end of Whitmore street to two lanes - allows for more space and easier for cyclists to switch lanes
- Improve right turn from Whitemore to Lambton for cyclists.

... Consider also making Patanga Cres a raised continuous footpath

... The turning arcs into and out of Sydney St W are very wide and make it feel unsafe to cross. Could you make this a continuous footpath or reduce the crossing distance? ...

... Currently, it feels unsafe waiting with small kids to cross Bowen St at the Tinakori/Bowen intersection in a north-east direction. The corner is almost blind and cars speed round it. I hope the proposed solution with the additional crossing over the bike line gives very good visibility when crossing the bike lane to the island, as e-bikes can come up the hill fast. The island also needs to be big enough for pedestrians to feel safe waiting there ...

... Also, to ensure compliance with the Terrace bus lane, you should change the marking leading up to that left lane saying left turn only (except bus)...

... Lastly, you should move the bus stop opposite the botanic gardens entrance forward 10-15m. Currently, buses stop right by the zebra crossing, blocking a car going uphill's view of pedestrians waiting to cross towards the botans entrance...

Specific design feedback (6 of 7)

All comments in the engagement were analysed to capture specific design feedback.

Specific design feedback:

- Make left hand turn green light from Bowen St to the Terrace, the same phasing as the normal green light - currently conflicts with the stop boxes
- Add a head start traffic light for cyclists at multi-lane intersections
- Install some ramps near the shops, dairies and cafes along this route so that it is easy transition from bike path to footpath
- Include bicycle parking along the route
- Remove more parking or create space for opening doors
- Reduce all speeds to 30 kmph or 20 kmph
- Remove cycle lane in certain areas due to low speeds and possibility of sharing the road
- Extend the right turn lane into Featherston Street
- Ensure there is sufficient width for turning buses (eg Bowen and Lambton Quay corner)
- Ensure that cycle lane will work well with temporary bus stops (eg often on Whitmore St)
- More wheelchair accessible footpaths/road crossings.

... Only area of feedback is the uphill junction of Bowen and Terrace. Currently, the left hand turn onto Terrace goes green whilst uphill remains red. This creates some challenges with the proposed design as the green stop box for cyclists sits in front of the left turn lane only. Ideally would like the uphill to always be green at the same time as the left turn, so cyclists can safely sit and wait in that box without blocking traffic wanting to turn left, then go immediately forwards.

... Buses turning left from Lambton Quay into Bowen St heading uphill- buses generally straddle both lanes currently making the bend in Bowen St there. Concerns are that the single lane width (3.5m) wont be enough for turning buses and they may creep into the cycle lane... maybe start the cycle lane further up after that bend there.

As a wheelchair user I would like to see better footpaths and road crossing cutouts included when upgrading this route. I currently cannot visit the gardens alone as my wheels get stuck in the gutters when trying to cross the road at the Bowen/Tinakori road intersection and crossing the other roads on the downhill side of Bowen are not much better.

...Tinakori Road to St Mary Street- concerned about the off-peak, on-street parking. Prefer this to be removed and if it does remain then clear space allowed for a door zone and the importance of this space communicated with riders and people parking vehicles.

.... I recommend extending the right turn lane into Featherston Street all the way to the Stout Street intersection as more vehicles will be driving around there hunting for car parks and loading zones once the Golden Mile changes have been done.

Whitmore Street: I oppose a cycleway along here because it is flat terrain and has a 30kph speed limit. This means everyone can safely share the road. If required, providing bike pre signals at each intersection here would be more beneficial instead of the cycleway to give us a pre start at the lights.

... Please make all 30km per hour if not already

Specific design feedback (7 of 7)

All comments in the engagement were analysed to capture specific design feedback.

Specific design feedback:

- Ensure left turning lane is long/wide enough for buses turning left from Bowen to Tinakori Rd
- Concern about access to Bolton Street Cemetery
- Make Bowen cycleways fully separated but keep Tinakori (downhill) cycle/bus lane
- Ensure safety measures are taken at the end of cycle lane (Glenmore St), particularly for people turning into the botanic gardens
- Consider P5 parks on St Mary's Rd for businesses
- Prioritise Thorndon neighbourhood carshare
- Prioritise Thorndon neighbourhood residents' bike and scooter parking on aide streets
- Dual direction cycle lane should be further explored on the Botanics side
- Replace some commuter parking on side streets with temporary parks to visit businesses
- Make cycle lane divert past cenotaph to avoid Lambton Quay and conflict of modes
- Include a new Bowen St bus stop
- Currently no bus route that goes along Lambton Quay and up to Kelburn.

... Currently there are really poor bus routes from the city to Kelburn. There is no bus that goes along Lambton quay and up to Kelburn. Only the number two which stops outside the karori tunnel. And the buses are always very full....

.... Particularly the dairy on Tinakori Road may require one p5 zone on St Mary's Rd to make up for the loss of parking space on Tinakori Rd.

...Some temporary parking could be added for the first few spots of the side streets which if commuter parking is removed would not be a problem and allow people to park to visits business.

This proposal was developed without considering that the Bolton Street Cemetery is a very popular visitor destination....

Also, consider prioritising neighbourhood carshare (for residents), and residents' bike and scooter parking on the aide streets, to make it easier for Thorndon residents to love carfree

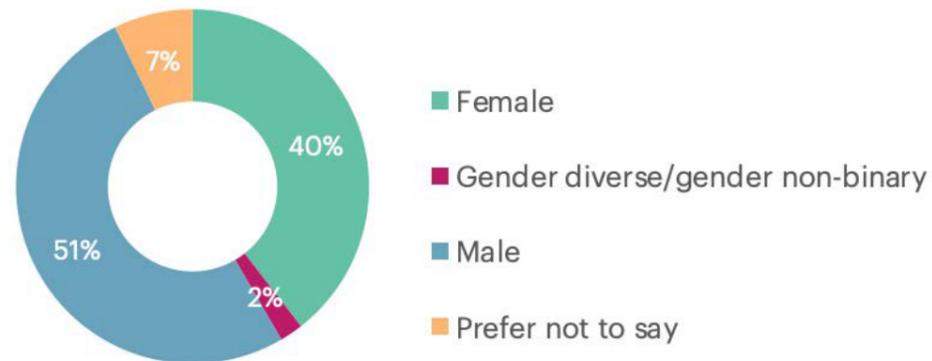
... I'm also concerned about the bit between the Terrace to Lambton Quay where the bike lane completely disappears. Have you thought about taking the bike lane around behind the Cenotaph and join up with the shared path on Bunny Street - this would be a great way to link up with the Train Station and could then go down to the water front via Lady Elizabeth Lane.

Who we heard from

Demographics

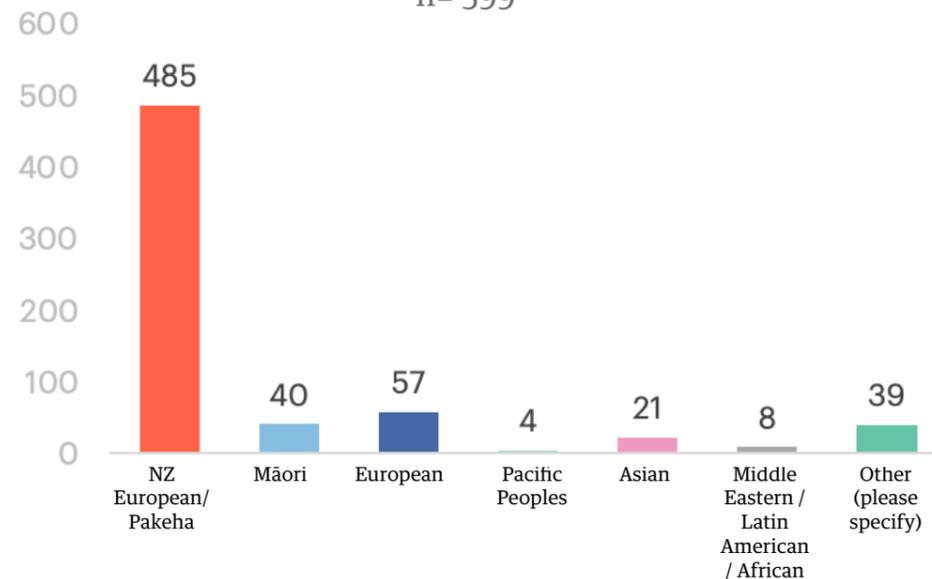
Please choose the gender that best identifies you:

n= 608



Please choose the ethnicity group/s you identify with:
(You can select more than one)

n= 599



Total does not add up to 100% as people can select more than one ethnicity.

81% of respondents identified as NZ European/Pakeha

7% identified as Māori

9% identified as European

1% identified as Pacific Peoples

4% identified as Asian

1% identified as Middle Eastern / Latin American / African

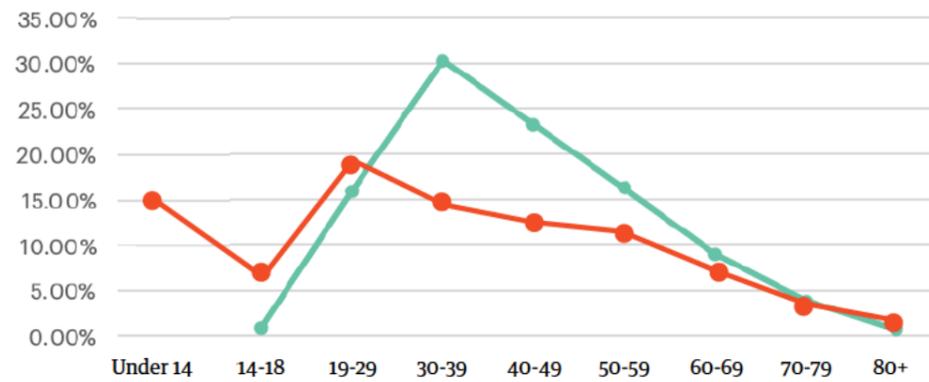
7% specified another ethnicity

Wellington City Council

Demographics

Please choose the age group you belong to:

n= 598



Age of Wellington population (StatsNZ)
Age of respondents

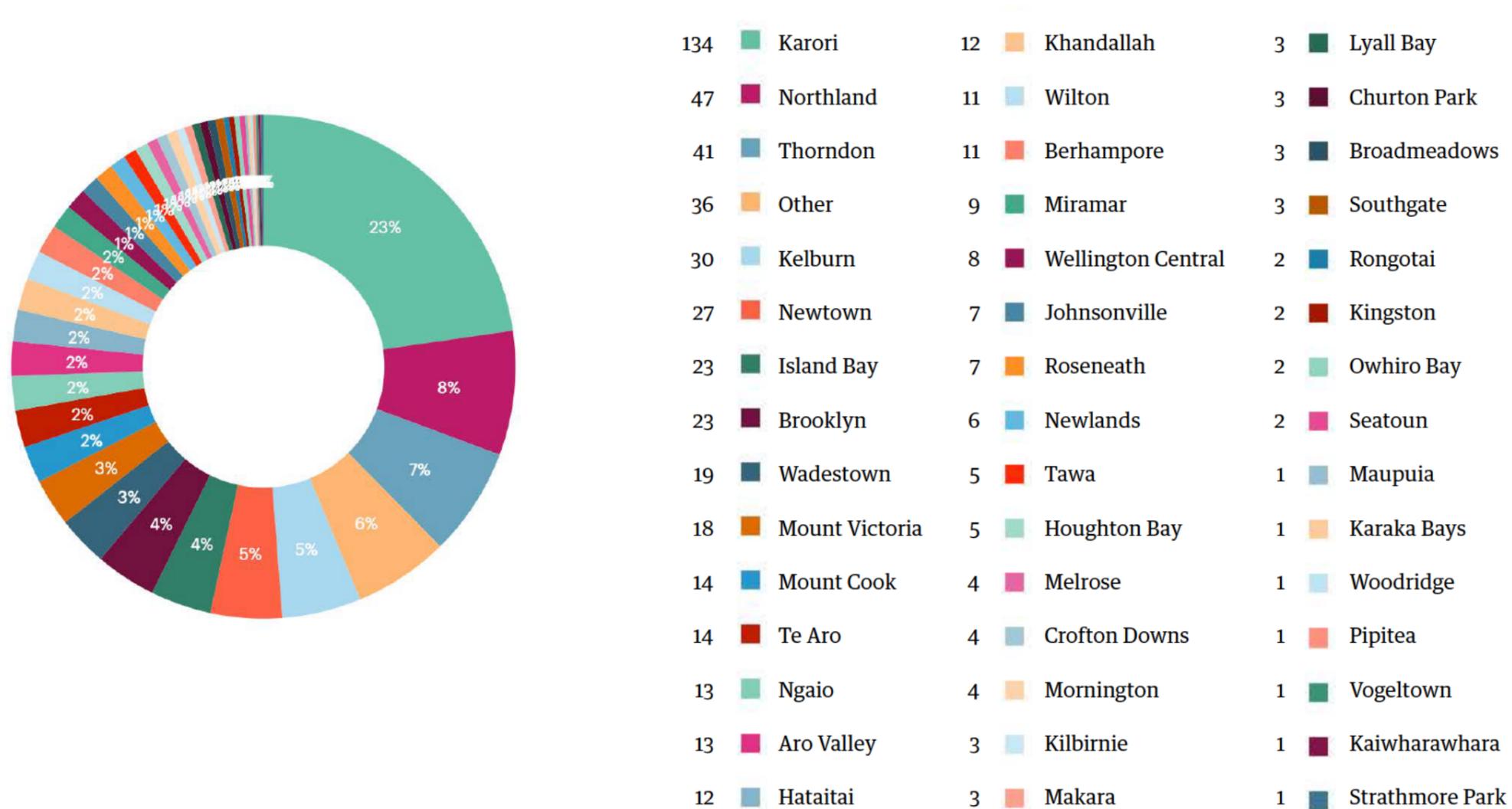
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Demographics

Which suburb do you live in?

If you live outside Wellington City, please select 'other'

n= 590



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Organisations we heard from

Abletech Ltd	Greater Wellington Regional Council (Metlink)
Aotearoa Accessibility Tourism travel to	Nocar Cargo
Creswick Valley Residents Association	PNP Cycle Club-("sports" cyclists)
Cycle Wellington	Secondo
Cycling Action Network	Switched on Bikes
Disabled Persons Assembly	Thorndon Residents Association
Friends of Bolton Street Cemetery	Urbanerds
Friends of the Wellington Botanic Garden	Wellington Collegians Cricket Club
Tinakori Rd Business and Residents group	

Other engagement activities

Community drop-ins and events

We hosted four drop-in sessions and events along the route. Community members could pop in, get the information they are interested in and ask questions of staff, as well as find out how to have their say during the formal consultation period. Over 250 community members attended. It was also an opportunity for people to find out about the proposed improvements to biking, busing and walking happening across the city.

Events were held in:

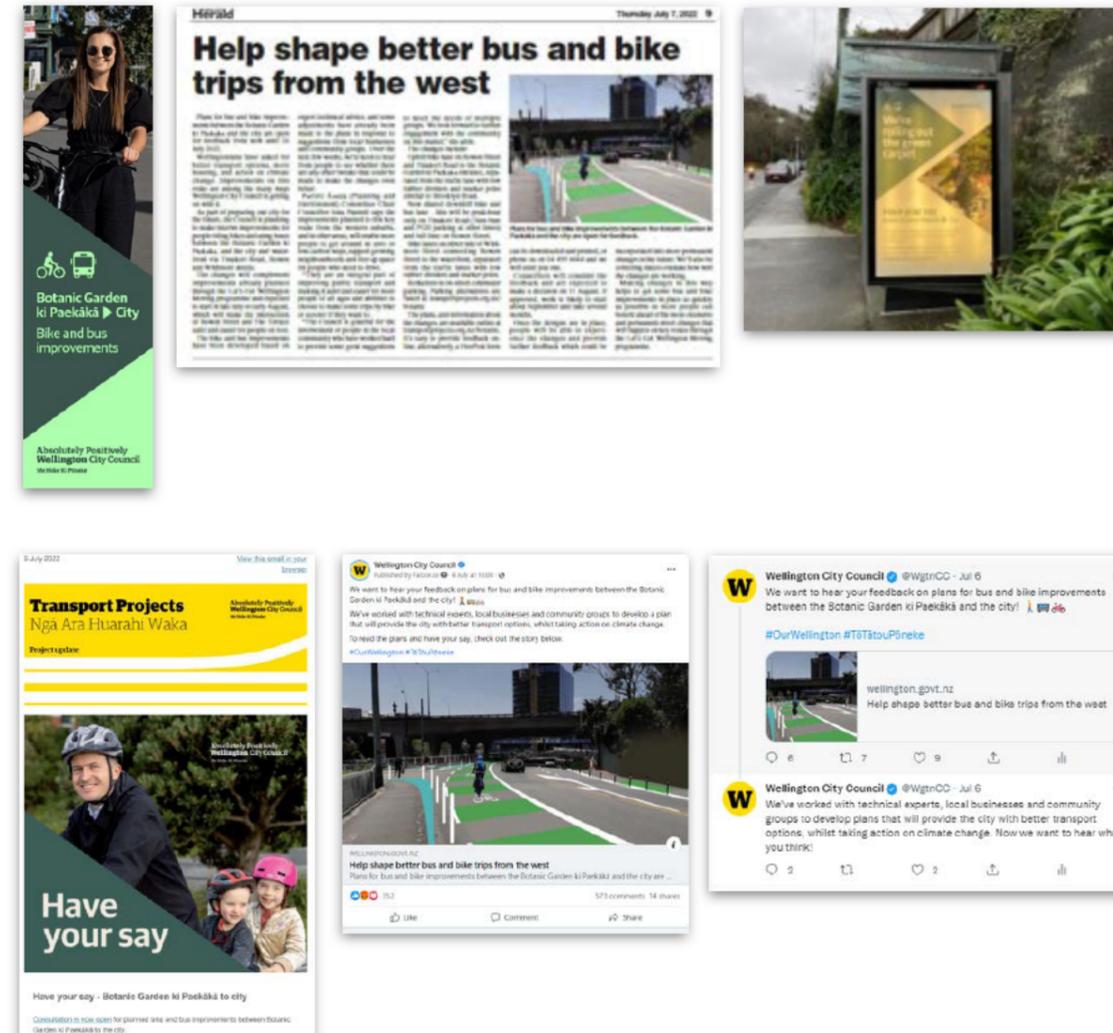
- Museum Street, Pipitea
- Thorndon Saturday morning markets
- Entrance to Wellington waterfront, Pipitea end opposite Whitmore Street
- Victoria University, Pipitea Campus.



Promotion and advertising

The consultation was promoted through media, email, radio advertising, Dominion Post ad, billsticking, Adshels, and a variety of digital channels, including Stuff, Google Display Network, Google Search, and Metservice. Promotion activities performed higher than industry average across the board.

As well as a media release and news stories, Council's social media channels were used to promote consultation. The campaign performed well above or at average across all channels. The Facebook post received the most comments of all posts in July.



Appendix: theme definitions

Theme name explanations

Theme name	Theme explanation/example
Alternative suggestions (parking, routes, etc)	Comments that advocate for alternative solutions in the Botanic Garden to City area. This includes comments advocating for different routes, parking buildings, etc.
Changes could go further	Comments advocating that the solution could be improved. This includes comments about 'making less compromises', 'extend this solution further'.
Concern about access to/impact on businesses	Comments which are concerned that the proposed changes will have a negative impact on business, or comments which mentioned increase difficulty accessing businesses. This is also includes accessing the Botanic Garden.
Concern about conflict at bus stop	Comments concerned with the conflict of modes at bus stops. This includes 'concern about bus platforms', 'cyclists going past bus entry/exits' or 'in-lane bus stops leading to vehicle accidents'.
Concern about impact on bus times	Comments which are concerned that the proposed solution will result in slower or more inconsistent bus times.
Concern about impact on people with mobility/accessibility issues	Expressing concern that the proposed changes do not cater to people with mobility issues, the elderly or children, or that they have disproportionate negative affects on them.
Concern about impact on traffic flow	Comments concerned that the proposed changes will lead to congestions or slower/less consistent traffic times.
Concern about people running red lights	Comments which mention current that vehicles are running red lights or concern with potentially running more red lights with the proposed solutions.
Concern about riding in bus lanes	Comments that are concerned about safety/comfort implications of riding a bicycle in the same lane as buses. This also references the difference between going uphill/downhill with buses.
Concern about where people who live in the area will park their car	Comments expressing concern that people who live in the area will not be able to park their vehicle, due to the lack of carparks, eligibility of certain parking type (eg residents parking) or due to allocation of parking types.
Feedback on consultation methods/materials	Comments which have feedback on how the Council is consulting and engaging on the route. This includes references to unclear information, preference for consultation timing/scope, etc.
Focus on other things	Comments advocating that the council should be focusing on other things (eg fix the pipes).
General opposition to proposed changes	Comments showing general opposition for the proposed changes. This includes comments about the proposal being 'a waste of money'.

Theme name explanations

Theme name	Theme explanation/example
General support for proposed changes	Comments showing general support for the proposed changes.
Get on with the network	Comments encouraging Council to speed up delivery.
Good for the environment	Comments suggesting that these changes would have benefit the environment, or lead to mode shift.
Increase the hours that the bus lane has priority	Comments advocating that the 7-9am commuting hour availability of the shared lane is not long enough and should be either extended (eg 6-10am), or be the majority of the time except key business hours, or 24/7.
More council enforcement needed	Comments which advocate that more Council enforcement is needed (ineffective in other areas) for this such as improper bus lane usage, clearway parking times, etc.
Opposition to projects which are out of scope	Comments which are showing opposition to cycleways outside the scope of proposed changes (eg Newtown).
Opposition to removing parking	Comments showing opposition to the reduction in number of parks or the times that car parking is available.
Other	Comments that are niche, miscellaneous, and/or unrelated to the proposal.
Questioning benefits of introducing bus lane	Comments which are unsure that a bus lane will provide any benefits to public transport times due to geography and traffic flow.
Specific design feedback	Comments that contain specific design feedback to improve the proposed changes - this is limited to changes that would affect the plans or layout of the proposed solution.
Specific feedback on parking allocation	Comments that contain specific feedback on the type or duration of parking that should be considered in certain areas.
Specific implementation feedback	Comments that contain specific feedback on implementation (not design) such as materials, surfaces, etc.
Support for pedestrian changes	Comments expressing support for changes affecting pedestrians.

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Theme name explanations

Theme name	Theme explanation/example
Support for removing parking	Comments which are supportive of the removal of parking.
This will make it safer	Comments advocating that the proposed changes will have a positive impact on safety.
WCC bias towards cyclists/against vehicles	Comments which proposed that WCC favours feedback or interests of cyclist over private vehicle users.
WCC doesn't listen	Comments suggesting that WCC does not listen to/seek feedback, or that engagement is not genuine.

Themes	Response
Opposition to removing parking	The parking removal in this project aligns with the principles and priorities of road space allocation set out in the Parking Policy in 2020. As a key transport route, space has been prioritised for the safe and efficient movement of people and goods. Effort has been made to prioritise short stay and residents parking on side streets. Off-street commuter parking alternatives are available on Ballantrae Place and the Terrace.
Location specific feedback	Responses provided as per below.
General support for proposed changes	No response required
Increase the hours that the bus lane has priority on Tinakori Rd	Earlier versions of the design plans included 24/7 bike and bus lanes down Tinakori Rd. Feedback from local residents and businesses has emphasised the need for visitor and short term parking in the area. As this is the first section of an entire route towards Karori, a compromise to allow out of peak parking was considered acceptable, given the full potential for new users will not be reached until it connects to the larger catchments further up the route. The timing of the bike/bus lanes may be reconsidered through future planning work.
Specific design feedback	Responses provided as per below.
Concern about riding in bus lanes	Given road width constraints, and the downhill gradient, a design compromise has been accepted in the city-bound direction which includes a shared bus/bike lane. This option reflects the constraints of the transitional programme which does not involve widening streets, or moving kerbs, and the objective to achieve multi-modal outcomes, particularly on key public transport routes. It also reflects the faster speeds of people travelling by bike in the downhill direction, reducing the differential between them and buses and requiring additional lane width for maneuverability.
Get on with the network	Officers acknowledge that these improvements are the first step along the Karori route and significant uptake would not be expected until more of the route is delivered. However, for the purpose of deliverability, the route has been split into sections to ensure progress can be made in a timely manner while planning commences on the next stage. The Botanic Garden ki Paekākā entrance was selected as the end point of this section so people could use the new route to access the gardens by bike, utilising the bike parking in the area.
Specific implementation feedback	Responses provided as per below.
WCC Bias towards cyclists/against vehicles	The proposed scheme has been developed having regard to the Parking Policy adopted by Council in 2020, and is delivering on agreed Council strategies and plans such as the Climate Action Plan, Bus Priority Action Plan and the Wellington Bike Network Plan.
This will make it safer	No response required
Focus on other things	Wellington is growing, and more people will be living in apartments or townhouses – in suburban areas on main transport routes as well as the central city. To support this growth, we’re changing to a more sustainable transport system that will reduce harmful emissions and give new residents better options for how they can get around. The Council is working on a number of other priorities at the same time as developing these transport improvements.
Changes could go further	This project is part of a rapid roll-out of the Bike Network and focusses on interim improvements that can be delivered quickly. Let’s Get Wellington Moving is developing a business case for permanent changes on Tinakori Rd, Bowen St, and potentially Whitmore St, to be delivered in 2024/5 through their City Streets programme. Officers have been working alongside the LGWM project manager and consultants who are planning to integrate feedback, insight and data from these transitional changes into their business case. This alignment provides an opportunity to not only reduce costs of the permanent LGWM project, but also to improve designs based on real-time public feedback and evidence and ensure a more comprehensive consultation process has been undertaken by the time permanent designs are constructed.

Concern about access to/impact on businesses	Officers have been in discussions with businesses in the area and have incorporated feedback into the design to mitigate the impact as much as possible.
Concern about where people who live in the area will park their car	We are reallocating the residents parking from Tinakori Road to Patanga Crescent, adding an additional residents parking space. The current guidelines for residents parking restricts the amount of parking that can be allocated for residents parking to 50% of the street. This is to ensure there is still adequate parking for visitors and those that are not eligible for residents parking permits. We have made the maximum of 50% of the parking on both Patanga Crescent and St Mary Street residents parking. We are proposing to change the boundaries of the residents parking zones to reduce residents from Kelburn driving into these parks and using them as commuter parking spaces. Area wide parking plans will be done in the future, including further community engagement. Council records indicate that over 90% of the properties on the affected section of Tinakori Road have off-street carparking available on their property.
Alternative suggestions (Parking, routes, etc)	Responses as below
Opposition to projects which are out of scope	No response required
Feedback on consultation methods/materials	Consultation is carried out in accordance with principles of consultation outlined in the Significance and Engagement policy. The consultation gives people a reasonable opportunity to present their views in an appropriate way. Officers and elected members listen to, and consider those views, with an open mind. There are a range of questions asked through the consultation as this helps to get a better picture of feedback about the proposal, who it is coming from and if proposals align with previous decisions and wider city goals.
Concern about impact on people with mobility/accessibility issues	An accessibility representative has been involved in the project since October, as part of the working group. An accessibility audit of the project was undertaken in December 2021, with several recommendations that have been adopted through the designs or passed on for incorporation into the permanent designs. One additional mobility park added on Bowen St. no mobility parks are removed.
Support for removing parking	No response required
More council enforcement needed	WCC parking enforcement team will be enforcing the bike and bus lanes when they are operational to reduce vehicles parking or driving in these dedicated facilities. Over time the Council is working to install a network of static cameras that will monitor bus lanes on a 24/7 basis.
General opposition to proposed changes	Wellington is growing, and more people will be living in apartments or townhouses – in suburban areas on main transport routes as well as the central city. To support this growth, we're changing to a more sustainable transport system that will reduce harmful emissions and give new residents better options for how they can get around. The Council is working on a number of other priorities at the same time as developing these transport improvements.
Specific feedback on parking allocation	Responses as below
Support for pedestrian changes	No response required
Concern about conflict at bus stop	Safety and accessibility audits have been undertaken on the bus stop platform currently installed on Riddiford St and some small tweaks are being made to the design of the platforms to improve accessibility. Officers have worked with Metlink and Waka Kotahi on this bus stop design, including the new in-lane layout for the bus stop, and it is aligned with national best practice and designed to reduce overall risk of harm and injury by minimising conflict with faster moving vehicles. The bus stop platform product being used has been installed in over 700 sites worldwide, with no injuries or accidents report to date.
Concern about impact on traffic flow	Modeling has been done to determine the impact on traffic flow as a result of this project with no significant consequences being identified. We have monitored the travel time prior to any changes being made to this route and plan to follow up with this monitoring post installation to determine any impacts that have been made

WCC doesn't listen	We have worked with various members of the community and key stakeholders throughout the project to determine the operational needs and concerns of the area. Through this engagement we have made various changes to the design such as altering the timing of the Tinakori Road bus lane to be 7am-9am and changing the parking arrangements on the side streets. We will continue to review feedback and make adjustments as required
Concern about impact on bus times	This project looks to make bus journeys faster and more efficient. This proposal adopts recommendations from the Bus Priority Action Plan with full time bus lanes and in lane bus stops. There are current delays to buses on this route during peak times the bus stop to stop speed is reduced to between 10-20km/hr. The full time bus lanes down Bowen Street will aim to address some of these delays
Questioning benefits of introducing bus lane	This project looks to make bus journeys faster and more efficient. This proposal adopts recommendations from the bike network plan with full time bus lanes and in lane bus stops. There are current delays to buses on this route during peak times the bus stop to stop speed is reduced to between 10-20km/hr. The full time bus lanes down Bowen Street will aim to address some of these delays
Good for the environment	This project aligns with Te Atakura WCC climate change policy looking to reduce emissions, with transport being Wellington cities highest contribution to emissions.
Concern about people running red lights	Red-light running is a Police enforcement issue. If this problem is heightened due to the installation of the project, we will encourage Police to focus enforcement on this area.

Key
Adaptation made
Will be fed into LGWM City Streets project
Out of scope
Future section of bike network

Specific Design & Implementation Feedback	Response
Make sure bollards are more solid, durable and are not vandalised (Brooklyn used as an example to avoid)	Since the Brooklyn Hill cycleway was installed, officers have worked with manufacturers, road safety specialists and urban designers to come up with a better physical separation system that is designed to minimise damage to bollards. We will be monitoring the difference the new system is making however initial observations from the section installed on Riddiford St show they are holding up well
Put handrails at intersections so cyclists do not have to unstrap from pedals	This feedback will be passed on to the Let's Get Wellington Moving team, who are developing plans for more permanent changes along this corridor.
Ensure that people can exit the cycleway when needed and don't feel 'trapped'	The physical separation system has been purposely designed with 4 meter gaps to increase permeability and allow people on bikes to enter and exist the facility.
Ensure that cycleway is kept clear from obstacles (eg rocks, branches)	Once the new route has been installed, it will become included in the on going maintenance programme developed to ensure the bike lanes are kept clear of any debris. We will continue to monitor areas which may be particularly prone to erosion or tree debris on the route and plan to undertake tree trimming work in conjunction with the installation to proactively address any overgrown vegetation.
Make changes applicable for 24/7 - not just commuter hours - Reverse time window to make bus lane the majority of the time and parking during selected business hours	Earlier versions of the design plans included 24/7 bike and bus lanes down Tinakori Rd. Feedback from local residents and businesses has emphasised the need for visitor and short term parking in the area. As this is the first section of an entire route towards Karori, a compromise to allow out of peak parking was considered acceptable, given the full potential for new users will not be reached until it connects to the larger catchments further up the route. The timing of the bike/bus lanes may be reconsidered through future planning work.

Make both sides of the Bowen street cycleway fully protected	Given road width constraints, and the downhill gradient, a design compromise has been accepted in the city-bound direction which includes a shared bus/bike lane. This option reflects the constraints of the transitional programme which does not involve widening streets, or moving kerbs, and the objective to achieve multi-modal outcomes, particularly on key public transport routes. It also reflects the faster speeds of people travelling by bike in the downhill direction, reducing the differential between them and buses and requiring additional lane width for maneuverability
Make sure there is sufficient space and visibility at intersections (eg Tinakori/Bowen, Bowen/Terrace) - especially for cyclist to merge	Safety audits have been undertaken on this route, as part of this visibility is considered at intersections to ensure safety for all road users. The physical separation system has been purposely designed with 4 meter gaps to increase permeability and allow people on bikes to enter and exist the facility.
Avoid use of bicycle platforms at bus stops - particularly uphill. Ensure bus stops don't cause vehicle accidents (consider merging bus stops) Have bus stops set up as to not have conflict with cycle lane when people are exiting buses.	Safety and accessibility audits have been undertaken on the bus stop platform currently installed on Riddiford St and some small tweaks are being made to the design of the platforms to improve accessibility. Officers have worked with Metlink and Waka Kotahi on this bus stop design, including the new in-lane layout for the bus stop, and it is aligned with national best practice and designed to reduce overall risk of harm and injury by minimising conflict with faster moving vehicles. The bus stop platform product being used has been installed in over 700 sites worldwide
Introduce enforcement measures to ensure vehicles don't run red lights (especially Tinakori/Bowen, Bowen/Terrace)	Red-light running is a Police enforcement issue. If this problem is heightened due to the installation of the project, we will encourage Police to focus enforcement on this area.
Include enforcement to ensure that vehicles don't drive in bus lanes	WCC parking enforcement team will ensure there is enforcement of the bike and bus lanes when they are operational to reduce vehicles parking or driving in these dedicated facilities. Over time the Council is working to install a network of static cameras that will monitor bus lanes on a 24/7 basis.
Reduce vehicle speeds using traffic calming measures (eg speed bumps, narrow car lanes)	This project is focussed on improving safety for people on bikes by separating them from traffic. Traffic calming is a particular focus for design where people are required to share space eg. town and suburb centres or where speeding has been identified as a key safety concern in the area. We are aiming to reduce vehicle speeds where there is conflicting movement such as at the Ballantrae Place intersection, by installing hit sticks to reduce the radius of the kerbs ensuring vehicles will reduce speed when making turns through this intersection.
Design doesn't cater well for cyclists heading north from the bottom of Bowen st (eg Victoria University's Pipitea Campus or heading up Molesworth St)	The connection for bikes along Mulgrave and Molesworth Street, Bunny Street and the section of Lambton Quay to Victoria University Pipitea Campus is currently being investigated through the Thorndon connections project. More information regarding these routes will become available on the Transport.projects website in the following months.
Widen vehicle lanes to avoid conflict with buses	This widths of the bus and vehicle lanes are constrained along the Bowen Street corridor with 3 meters vehicle lanes and 3.4 meter bus lanes. These are compliant with Waka kotahi standards. These widths reflect the constraints of the transitional programme which does not involve widening streets, or moving kerbs, and the objective to achieve multi-modal outcomes, particularly on key public transport routes
Ensure sufficient decelerating space for cyclists travelling downhill to enter Ballantrae Place and Museum St safely	To maximise the safety of people riding in the bus lane, tightening the corner of the left turn from Bowen Street into Ballantrae place was designed to support slower vehicle speeds for people turning across the shared bus and bike lane. Parliament is also making adjustments to the entrance of Museum Street to reduce the conflict of vehicles and bikes, pedestrians at this intersection
Avoid too many road markings and signage confusion	We will aim to reduce road marking and signage clutter as much as possible, however ensuring that what we install meets all the legal requirements to allow enforcement to occur and any conflict zones highlighted. There may also be additional temporary signage during construction and while people are adapting to the changes.
Improve cycle access to waterfront by changing traffic lights on Whitmore Street to give bike's a green light on every rotation (not every second rotation)	We will check out the cycle detection at this location to ensure it is operating properly. We have investigated requests before now to provide additional 1-2s for vehicles and cyclists crossing from Waterfront to Whitmore,. Our findings have been that the time provided is satisfactory. What isn't well known is that once these signals turn amber, there is an all-red period of 5 seconds to clear vehicles /cyclists from the intersection before the next phase gets a green display

Make Ballantrae Place left turn in and left turn out only, this is too dangerous for right turns	To maximise the safety of people riding in the bus lane, tightening the corner of the left turn from Bowen Street into Ballantrae place was designed to support slower vehicle speeds for people turning across the shared bus and bike lane.
Tinakori Rd/Bowen St intersection - heading into town is prone to sunstrike	We are making changes to the intersection that will improve road safety for all users.
Reduce Whitmore street to two lanes (molesworth end) - allows for more space and easier for cyclists to switch lanes.	The proposed designs for Whitmore Street has two lanes of traffic only, extending to three at the intersection of Lambton Quay where an additional turning bay is required to ensure the network can continue to operate safely. There will however be seperated bike lanes on both sides of Whitmore Street ensuring there is a dedicated facility for safe bike movements. Widening the bike lanes further would require removal of traffic islands which is not in scope of the programme which aims to use quick and adpatable methods of installation.
Lambton Quay will eventually not be open to cars, so a specific left turn bay from Whitmore St to Lambton Quay shouldn't be needed.	This is something that will be investigated as part of the Golden Mile project, this left hand lane is still required at this stage to facilitate the left hand movement into Lambton Quay.
More provisions needed to enable cyclist to safety turn right at intersections along the corridor	Hook turn boxes are being implemented to facilitate the right turn movement for less confident cyclists who do not wish to take the lane to make this menouver. These hook turn boxes are used else where in New Zealand, such as Christchurch were they have been sucessful. The hook turn box allows cyclist to move with the flow of traffic rather than in conflict with vehicles. We will be carrying out an enducational campaign on how they are used when installed.
Move bus stop opposite Botanic Gardens entrance - buses block driver visibility of pedestrian crossing.	Thank you for this feedback, we have extended the bus stop 2 meters eastwards to bring the bus forward to increase the visability of pedestrians waiting to cross at the pedestrian crossing.
Make sure pedestrian islands are big enough to feel safe	The transitional project does not involve altering any pedestrian islands. This feedback will be passed on to the Let's Get Wellington Moving team, who are developing plans for more permanent changes along this corridor.
Change light phasing for pedestrians crossing at Tinakori Rd/Bowen St intersection to give more time to pedestrians	Thank you for this feedback, we have adapted the phasing at this intersection to allow additional time for pedestrians to cross Bowen Street.
Improve pedestrians ability to cross Bowen st (particularly outside Anderson park)	This feedback will be passed on to the Let's Get Wellington Moving team, who are developing plans for more permanent changes along this corridor. The additional buffer room with the installation of the cycleway will provide greater visability for pedestrians.
Consider making Patanga Cres a raised continuous footpath	The transitional programme does not involve widening streets, or moving kerbs/ footpaths, the objective to achieve multi-modal outcomes, particularly on key public transport routes. This feedback will be passed on to Let's Get Wellington Moving to consider.
Ensure stop boxes aren't too advanced (particularly Whitmore and featherston st) - this can create issues for cyclist in cross-winds.	There is only one advance stop box at the Whitmore Street / Featherston Street intersection to cater for confident cyclists wanting to take the lane to make the right turn from Whitmore into Featherston Street. The advanced stop box and limit lines for cyclists is fixed by the location of the traffic signal pole. The other advance stop boxes will be removed as the seperated cycle facility caters for the straight through movement. There is a Hook turn box that is advance of the seperated cycleway, this is located in this advanced position to ensure that cyclist coming from featherston street wishing to turn right up Whitmore Street are able to travers over to this hook turn box without conflicting with pedestrian movements.
Include more separators on the left hand turn from Bowen St to Tinakori Rd - to avoid conflict with pedestrians	The bike by pass around the corner from Bowen Street to Tinakori Road will have clear pedestrian crossing markings alongside red road markings on the bike lane to advise bikes of the conflict point and to slow down and give way to pedestrians. Additional seperators may result in a barrier for pedestrians wishing to cross at the intersection.
Improve beautification of these routes	We are working with mana whenua on designs to incoporate within the route, this is including artwork within the seperated bike lane at places of intersection with water tributires. We also have identified opportunities to install murals and investigating how these blank spaces can be used. We also plan to install a couple of planter boxes at The Terrace/ Bowen intersection.

Include more pedestrian amenities where Whitmore Street intersects Featherston Street and at Customhouse Quay	Whitmore/Featherston was part of the central city pedestrian improvement projects completed December last year. There is no work planned for Whitmore/Customhouse Quay as work was done there a year or two back.
Improve Terrace bus lane signage	We will ensure there is adequate bus lane signage on The Terrace bus lane.
Improve right turn from Whitmore to Lambton for cyclists.	A hook turn has been included within the design to help make the right turn from Whitmore to Lambton safer and easier
Make left hand turn green light from Bowen St to the Terrace, the same phasing as the normal green light - Currently conflict with the stop boxes.	Traffic light phasing has been designed to minimise conflict and queuing. This intersection is likely to require further upgrades through Let's Get Wellington Moving permanent project so phasing will be monitored.
Add a head start traffic light for cyclists at multi-lanes intersections	At key intersection with high volumes of conflicting traffic this will be investigated
Could you please install some ramps near the shops, dairies and cafes along this route so that it is easy transition from bike path to footpath	Will require more specific location details as very few shops, cafes or dairies located along this route. Can investigate further if a specific location is proposed.
Include bicycle parking along the route	Additional bicycle parking is being investigated
Remove more parking or create space for opening doors	Very limited parking will remain along route with proposed changes. Out of peak hours on Tinakori Rd, people on bikes will be expected to take the lane.
Reduce all speeds to 30 kmph or 20 kmph	Reducing speeds along this section will be investigated as part of the city-wide speed management planning work currently underway
Remove cycle lane in certain areas due to low speeds and possibility of sharing the road	Due to width constraints, a shared section of road has been accepted for these interim changes in the section of Bowen St from Museum St to Lambton Quay. This section is in the 30kph city zone and has a downhill gradient so speed differentials between people on bikes and vehicles are lower.
Extend the right turn lane into Featherston Street	There is insufficient space in the carriageway to extend the right turn lane for traffic into Featherston Street.
Ensure there is sufficient width for turning buses (eg Bowen and Lambton Quay corner)	Vehicle tracking has been done to ensure there is sufficient room for vehicles including buses to safely make this manoeuvre.
Ensure that cycle lane will work well with temporary bus stops (eg often on Whitmore St)	Officers are working with Metlink on temporary bus stop requirements with a focus on the coordination with Let's Get Wellington Moving Golden Mile project.
More wheelchair accessible footpaths/road crossings	An upgrade to the Terrace/Bowen St intersections will improve accessibility. Additional pedestrian crossing improvements will be investigated by the Let's Get Wellington Moving project.
Ensure Left turning lane is long/wide enough for buses turning left from Bowen to Tinakori Rd	Vehicle tracking has been done to ensure there is sufficient room for vehicles including buses to safely make this manoeuvre.
Concern about access to Bolton Street Cemetery	Bolton St cemetery is a short walk from regular bus stops and the central train station. There is parking available in the nearby Kelburn Streets and off-street carparking available on Ballantrae Place and The Terrace.
Make Bowen cycleways fully separated but keep Tinakori (downhill) cycle/bus lane	Given road width constraints, and the downhill gradient, a design compromise has been accepted in the city-bound direction which includes a shared bus/bike lane on both Tinakori Rd and Bowen St. This option reflects the constraints of the transitional programme which does not involve widening streets, or moving kerbs, and the objective to achieve multi-modal outcomes, particularly on key public transport routes. It also reflects the faster speeds of people travelling by bike in the downhill direction, reducing the differential between them and buses and requiring additional lane width for maneuverability.
Ensure safety measures are taken at the end of cyclelane (Glenmore St), particularly for people turning into the botanic gardens	We have extending the green bike lane markings over the entrance to the botanic gardens to ensure that this driveway and conflict zone is clearly defined.
Prioritise Thorndon neighbourhood carshare	An additional carshare space in Thorndon is being investigated on Sydney St West
Additional bike parking should be included in plan	Additional bike parking on side streets and at the Lady Norwood Garden will be investigated. If significant growth in bike trips results in insufficient space at the current bike parking at the Botanic Garden entrance, additional parking there will also be investigated.
Dual direction cycle lane should be further explored on the Botanic side	This option was discounted given the gradients of the road and issues with connectivity.
Replace some commuter parking on side streets with temporary parks to visit businesses	Parking allocation has prioritised residents and short stay parking on the side streets over commuter parking.

Make cycle lane divert past cenotaph to avoid Lambton Quay and conflict of modes.	This area has a high volume of pedestrians and is not well suited as a shared space. It also does not provide a direct connection to the majority of destinations in the city.
Include a new Bowen St bus stop	This will be investigated as part of the Let's Get Wellington Moving project
Currently no bus route that goes along Lambton Quay and up to Kelburn	Thank you for this feedback we will ensure we pass this onto Metlink to investigate further.
Concern about removing right hand turn into Stout from Whitmore St for vehicles	The effects of removing this right hand turn was modelled and determined to have a negligible impact on vehicle travel times or queuing.
Concerns about the width of Whitmore cycle lanes given camber of road	Officers acknowledge the constraints of the cycle lane widths at some sections of Whitmore St. Removing/relocating the traffic islands along the middle of the road were investigated to provide additional width but were discounted due to the civil works and signal pole implications which were deemed not sufficiently reversible given the potential re-routing that may happen through future Let's Get Wellington Moving projects. Based on feedback and observations, this is one change that may be sought once we have experience of these changes and more information about future projects in the area. This has been identified as a key area to monitor and potentially upgrade if required.

Feedback on consultation methods/materials

Response

Concern about survey bias	Consultation is carried out in accordance with principles of consultation outlined in the Significance and Engagement policy. The consultation gives people a reasonable opportunity to present their views in an appropriate way. Officers and elected members listen to, and consider those views, with an open mind. There are a range of questions asked through the consultation as this helps to get a better picture of feedback about the proposal, who it is coming from and if proposals align with previous decisions and wider city goals.
Thorndon Residents Association doesn't represent all residents of Thorndon - Ensure wide range of interests represented	In addition to engagement through the Thorndon Residents Association, a letter drop to all residents along the route was undertaken and pop-up activation events along the route were delivered to ensure community broader reach.
Unclear information in plans	Key changes to the streets were summarised on the website, through a webinar that was delivered earlier in the year and the traffic resolution. Officers have been available to clarify information where required.
Unclear information on website	Key changes to the streets were summarised on the website, through a webinar that was delivered earlier in the year and the traffic resolution. Officers have been available to clarify information where required.
Full route to Karori should be consulted on at the same time - concern about changes done in isolation	The full route to Karori is over 6kms. To ensure the network could be delivered quickly, it needed to be planned and delivered in sections. The next phase of the project that extends to Karori will commence planning later in 2022. While designs have not yet been developed, options will follow the same design principles used for this section to maximise uptake and safety.
Unclear in plans how cyclists will safely turn onto Whitmore from Featherston (from north) or turn off Bowen onto Terrace.	People on bikes can either will turn right from the right hand turn lane on Featherston and merge into the bike lanes on Whitmore St or use the hook turn facility on the waterfront side of Whitmore to reduce conflict with traffic.
Concern that a lack of more detailed information about the next stages of the network (particularly Thorndon Village and up Glenmore towards Karori) and surrounding area makes it hard to understand the wider network impacts that may come in the future.	As part of accelerating the roll-out of the bike network, planning and delivery was required to be prioritised and delivered in sections. The approach and principles to design will be similar across the network, and town centres within 30kph zones and secondary parts of the network are likely to be treated differently than higher speed, primary sections of the network. Parking assessments and management plans will be developed for each section of the network as it gets planned, and will be included within public consultation.

Specific feedback on parking allocation

Response

Reduce the residents parking outside 332 Tinakori Rd on Lewisville Terrace - Cars blocking driveways and not staying inside parks	Thank you for this feedback, this is outside the scope of this project however will be passed onto our traffic engineering team for further investigation.
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Charge more the current parking eg implement a \$2 overnight charge	Council is currently investigating a new approach to parking charges which will guide how prices are changed and reviewed. This includes both Central City parking fees and parking fees in the suburbs. Council is looking to introduce demand-based pricing within the 2023-24 financial year, following the adoption of new technology, to support the Council's parking policy and the implementation of LGWM and other city initiatives.
Consider P5 park's on St Mary's Rd for businesses	Consultation with businesses in the area confirmed that a loading zone was preferred over additional P10 parking. Two of the three P10 parks outside the local businesses are proposed to be retained out of peak hours.
Consider introducing no parking times (7-9am and 4-6pm) on Glenmore Road	This will be investigated through the design of the next stage of the route
Unsure for the need of p10 parking zone along Tinakori Road - get limited use	P10s have been identified as important by the local community

Alternative Suggestions

Response

Close Bowen St down to cars during rush hour	The objective of this project is to achieve multi-modal outcomes, particularly on key public transport routes. This is a key corridor for all road users and access for vehicles is still required to cater for those who are unable to use alternative means of transport.
Continue proposed solution up Glenmore st	The full route to Karori is over 6kms. To ensure the network could be delivered quickly, it needed to be planned and delivered in sections. The next phase of the project that extends to Karori will commence planning later in 2022. While designs have not yet been developed, options will follow the same design principles used for this section to maximise uptake and safety.
Divert cyclists through the Botanic Gardens	The primary route up Bowen St and Tinakori Road was confirmed in March 2022, as part of the Wellington Bike Network. Routes were designed to maximise uptake. The Botanic Gardens is a recreational space, restricted to pedestrian use only.
Proposal to change the separated uphill cycle lane on Tinakori Rd to a peak hour cycle clearway that can be used for off-peak and weekend parking	This option was discounted as providing a connected, separated bike lane in the uphill direction was deemed necessary for the project to achieve its objectives, including safety.
Support for more pedestrian improvements	A new pedestrian crossing phase and a raised platform at the Bowen/Terrace intersection will be delivered as part of this project, on behalf of the Let's Get Wellington Moving. Other pedestrian improvements requested involve more permanent upgrades, including kerb changes. This feedback will be incorporated into the Let's Get Wellington Moving City Streets project that is designing permanent changes along this route.

We are proposing a change in your area

<p>Reference</p>	<ul style="list-style-type: none"> • TR134-22 Botanic Gardens, Ki Paekākā to Wellington City – Proposed cycle and bus lanes
<p>Why we are proposing the change</p>	<p>Wellingtonians have asked for better transport options and action on climate change and housing, so Wellington City Council is getting on with it.</p> <p>Our population is expected to grow by up to 80,000 people over the next 30 years, dramatically affecting the way our city looks, feels, and operates. If we continue at our current rate of car use, our transport network will be choked with congestion.</p> <p>We’re preparing our city for the future by rebalancing how we use our existing street space to give people more choices for how they get around. It’s vital we enable more people to get around safely in zero or low-carbon ways, so we can support growing neighbourhoods and keep traffic flowing for freight and people who need to drive.</p> <p>The bike and bus lanes we’re proposing on this route will be interim improvements – so they won’t be perfect or include much landscaping but will make it easier and safer for more people to go by bike, e-scooter, or bus. These changes will take time to get used to, but we need to adapt to keep people moving around our city.</p> <p>Making changes in this way will help to get the bike network and bus improvements in place quickly at a lower cost, so more people can benefit sooner. Whether walking, riding, or using public transport, more people will have more choice for how they can get to and from work, school, or tertiary study, dropping kids at day care, local shops, or sports and recreation, including visiting the Botanic Garden ki Paekākā</p>
<p>What we’d like to do</p>	<ul style="list-style-type: none"> • Install a separated cycleway in the up-hill direction (south, west side) from the Wellington Waterfront to the Botanic Gardens Ki Paekākā, on Whitmore Street, Bowen Street and Tinakori Road. • Install a separated cycleway on Whitmore Steet (north, east side) from Lambton Quay intersection to the Wellington Waterfront. Remove metered parking restriction on Whitmore Street. Relocation of Taxi stands from Whitmore Street to Stout Street. • Ban the right hand turn from Whitmore Street into Stout Street. • Install a shared bus and cycle lane in the downhill direction on Tinakori Road and Bowen Street from the entrance of the Botanic Gardens (opposite Kilmister Avenue) to The Terrace intersection. • The section of shared bus and cycle lane on Tinakori Road to St Mary Street will operate 7am-9am Monday- Friday, with P120 parking at all other times and two P10 parking spaces. • Remove one P10 time restricted parking space outside 348 Tinakori Road • The top of Bowen Street from the Tinakori Road intersection to Sydney Street West will be a clearway 7am-9am Monday – Friday with P60 parking at all other times. The rest of the Bowen Street section will be a 24/7 bus and cycle lane. • Remove coupon parking restriction and clearway restriction on Bowen Street. • Relocate the 5 residents parking spaces on Tinakori Road to Patanga Crescent. Add 1 additional residents parking space to Patanga Crescent.

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	<ul style="list-style-type: none"> Alter the boundaries of the existing residents parking zones for Thorndon and Kelburn areas. Relocating the Thorndon Residents Zone boundary to include Patanga Crescent, St Mary Street and an additional section of Tinakori Road up to the intersection with Glenmore Street at Kilmister Ave. Improves safety and accessibility for cyclists, pedestrians, and bus passengers. Delivers a key section of the Wellington bike network and improves the bus network on a priority route Pedestrian impact – positive as street changes encourage people on bikes and micromobility devices off the footpath into a safe protected facility.
Impact	<ul style="list-style-type: none"> Net parking impact: <ul style="list-style-type: none"> - Removal of 108 coupon parking spaces - Removal of 30 metered parking spaces. - Removal of 22 time restricted parking spaces. - Additional 1 residents parking space. - Reallocation of 35 residents and 9 coupon exemption permits from Kelburn zone to the new Thorndon Zone. The Botanic Garden ki Paekākā to city route will be part of the western connection from Karori and make it safer for many more people to bike/scoot between Tinakori Road and the waterfront. A new bus lane will also mean quicker journeys for people taking the bus. Residents of St Mary Street and Patanga Crescent have completed a request for action form indicating their request for the change in residents parking zones to address the concern that it is currently being used by commuters outside the immediate area.
Location – where we propose to make the change	<ul style="list-style-type: none"> Tinakori Road, Bowen Street, Whitmore Street, Thorndon – outside Botanic Garden ki Paekākā entrance to the Wellington Waterfront
How this relates to the parking policy	<ul style="list-style-type: none"> This route is a key transport route and is therefore prioritised for the safe and efficient movement of people and goods. These changes have been designed to facilitate a shift to using active (eg. Walking and cycling) and public transport through parking management and the re-allocation of road space A draft parking management plan was undertaken to inform the design of these changes and feedback from the community has subsequently been incorporated into the proposed parking changes As outlined in the Parking Policy 2020, short term and residents parking has been prioritised over commuter parking which is the lowest priority for road space allocation.
Additional Information	<ul style="list-style-type: none"> This Botanic Garden Ki Paekākā project is a key initiative to deliver on several strategic outcomes for the city, including the Bus Priority Action Plan, The Spatial Plan, Te Atakura and Paneke Pōneke plan for a citywide network of connected bike/scooter routes that will be combined with improvements for people walking and taking the bus. The improvements are being made using lower cost, adaptable materials that can be tweaked based on public feedback, and data, once these initial installations are in place. Designs were developed by technical experts and with input from a technical working group to ensure the project delivers on its objectives without compromising road safety, within a constrained road corridor. Engagement

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	<p>with key stakeholders and the community happened in parallel and resulted in design tweaks.</p>
	<ul style="list-style-type: none"> • The objectives of this project are to: <ul style="list-style-type: none"> - Increase the percentage of people travelling along these streets on bikes and buses - improve the safety and perceived safety of people walking and cycling, - improve the diversity of people involved in the process and travelling by bike - decrease the time taken to deliver strategic transport projects. • Ongoing work will be done to investigate slower speed limits including extending the existing 30km zone around the area as part of the larger speed management programme for the city. • This has been identified as a key route for <i>Let's Get Wellington Moving</i> and the programme will be delivering the permanent improvements in 2024. These will be informed by the community feedback and insights received on these proposed interim improvements. • This project is part of delivering a connected route to Karori, and interim improvements on the next sections are likely to be investigated next year. • Baseline data collected along this route indicates that there are currently 430 trips made per day by bike on this route, with 67% of people feeling this corridor doesn't provide for active modes. Bus Priority Action Plan identified there are 5700 number of bus passengers on this route daily with extensive delays along Bowen Street with bus stop to stop speeds reduced to 10-20km/hr at times. • Averages daily bus passenger number – 5700 (Karori to city). • Average daily traffic count - 6,666. • Average daily cycle count – 430. • Annual parking revenue impact - loss of \$644k. • 57 crashes have been recorded in police crash database in the last 5 years. 8 were involving people on bikes and 6 involved people walking. • To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Tuesday 5th July 2022 at transportprojects.org.nz/botanic or you can call (04) 499 4444 and we will send one out to you.
<p>Feedback</p>	<ul style="list-style-type: none"> • If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on transportprojects.org.nz/botanic or emailing us at botanicgardentocity@wcc.govt.nz • Please note if you are giving feedback the consultation period opens at 9.00 am Tuesday 5th July 2022 and finishes at 5.00 pm Tuesday 26th July 2022. • What we do with your personal information: • All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.

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Next Steps	<ol style="list-style-type: none">1. Feedback collated by Wednesday 27 July 2022.2. The proposal will go to the Planning and Environment Committee on Thursday 11th August 2022.3. If approved, the proposal will be installed from September to December 2022.
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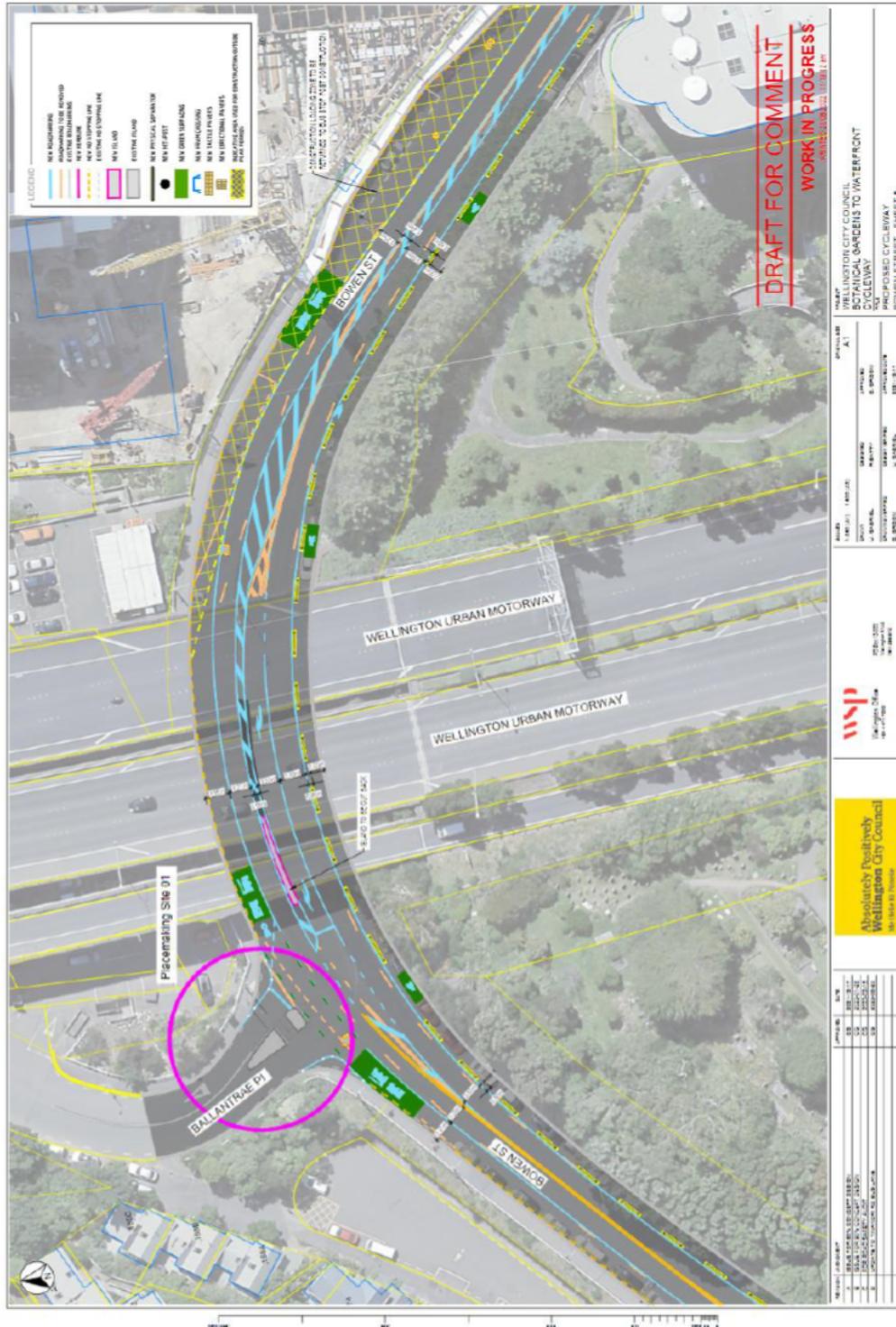
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Traffic Resolution Plan: TR134-22 Botanic Gardens Ki Paekākā to Wellington City– Proposed cycle and bus lanes

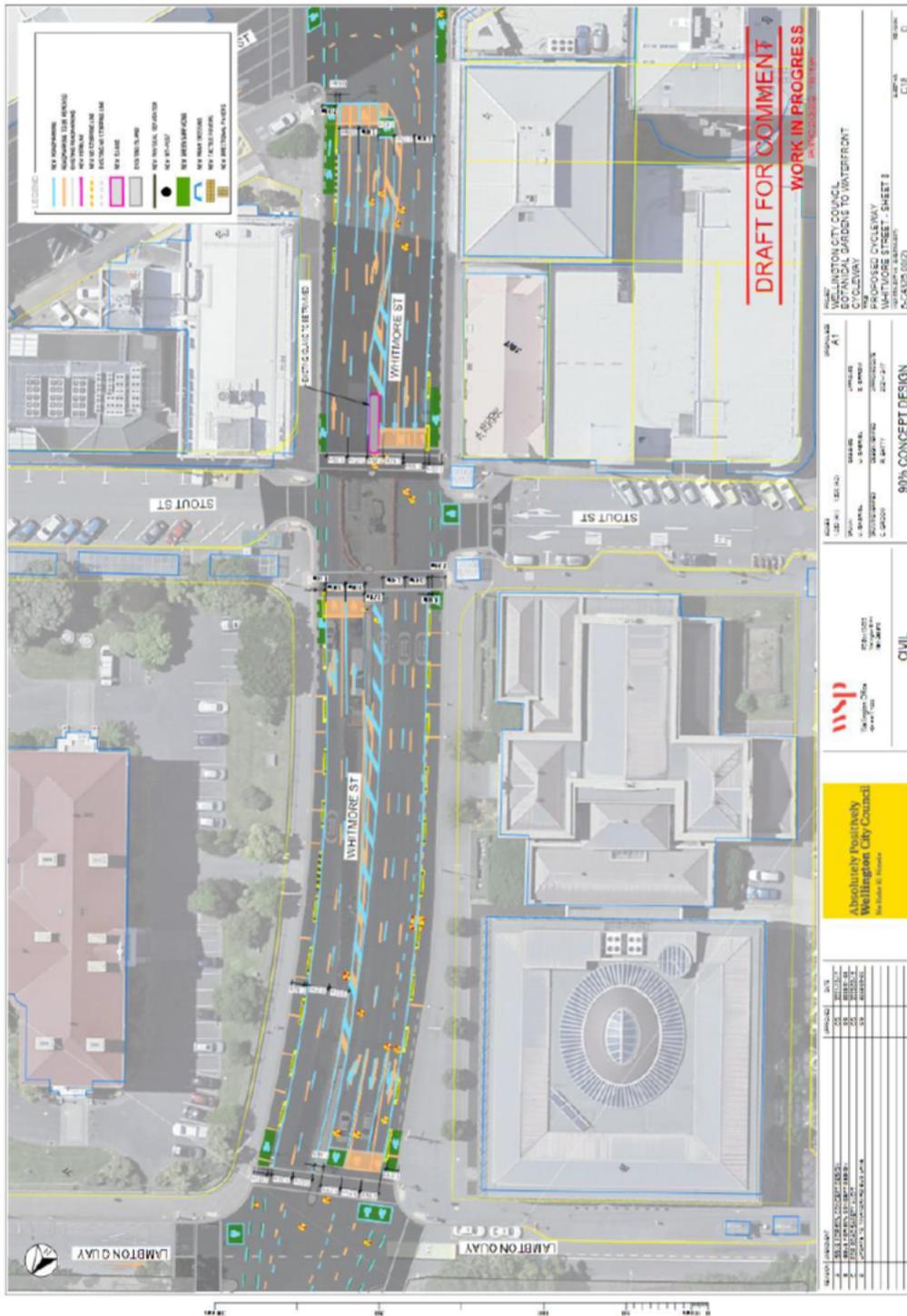


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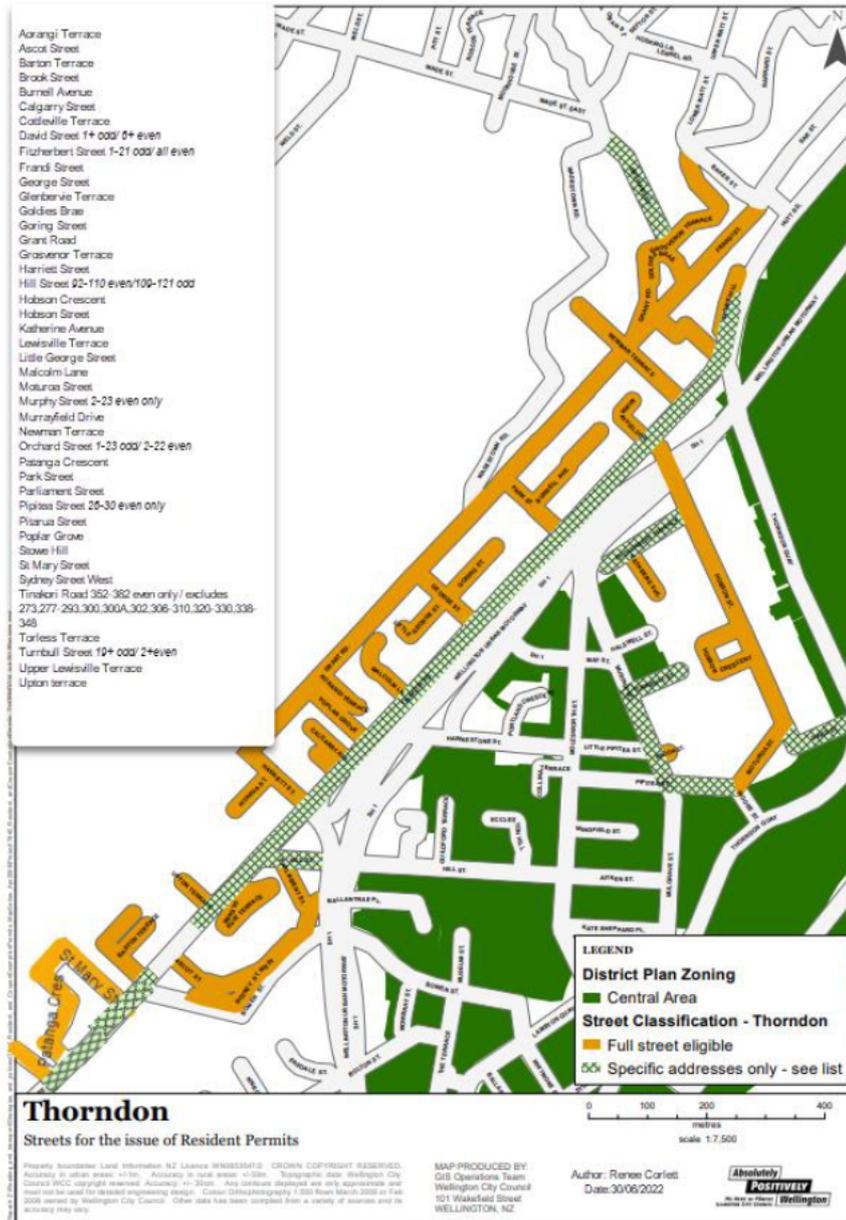


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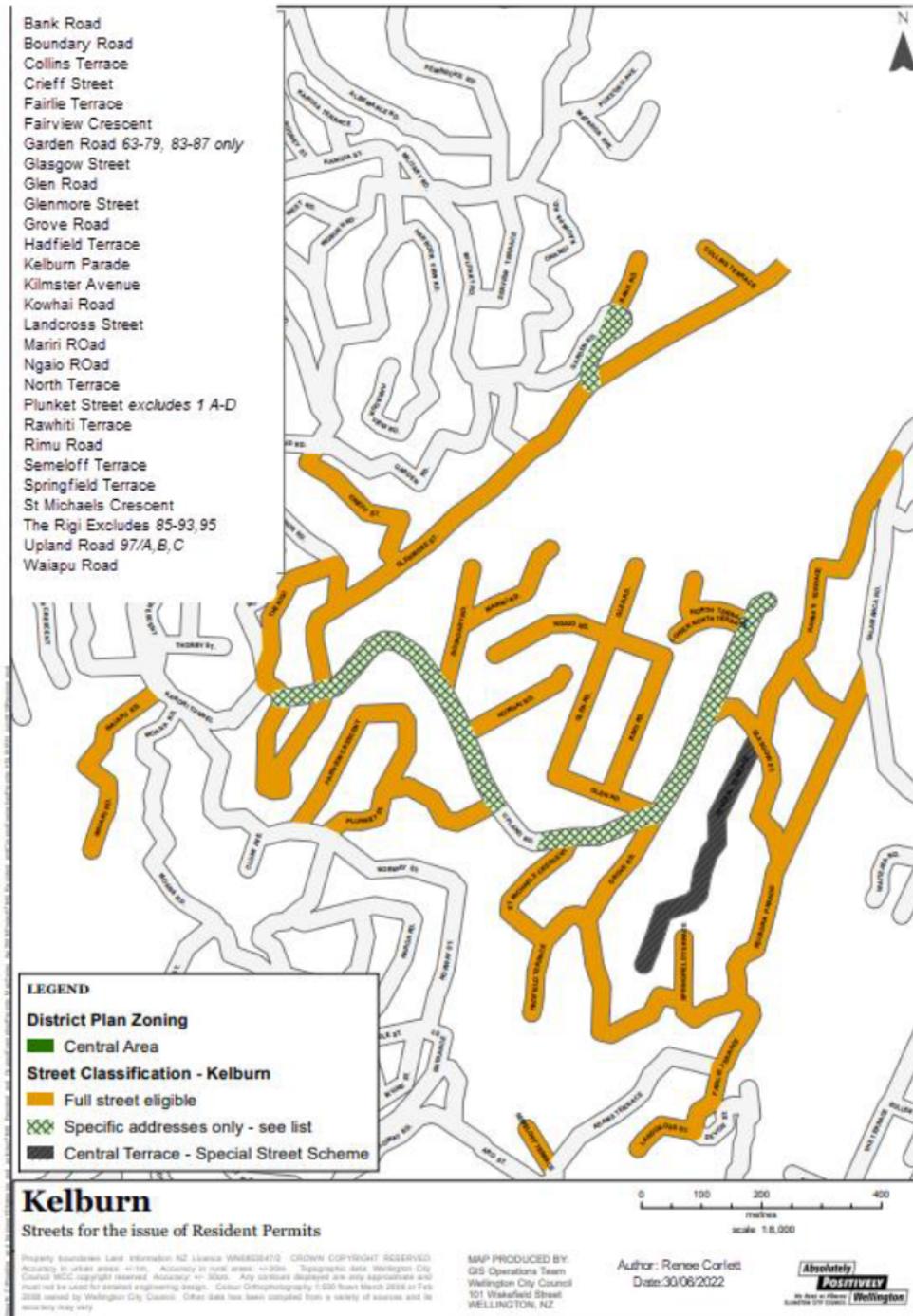
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Legal Description:

Add to Schedule I (Cycleway) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Whitmore Street	Cycleway, at all times	South west side, commencing 6.3 metres west of its intersection with Customhouse Quay (Grid coordinates X= 1,748.968.3m Y=5,428,442.1m) and extending in an north westerly direction following the south west kerb for 275.9 metres.
Bowen Street	Cycleway, at all times	South west side, commencing 13.8 metres west of its intersection with Lambton Quay (Grid coordinates X= 1,748,812.7m Y= 5,428,698.0m) and extending in an north westerly direction following the south west kerb for 791.5 metres.
Tinakori Road	Cycleway, at all times	South east side, commencing 11.1 metres west of its intersection with Bowen Street (Grid coordinates X= 1,748,172.9m Y= 5,428,769.2.0m) and extending in a westerly direction following the south east kerb line for 201.3 metres.
Whitmore Street	Cycleway, at all times	North east side, commencing 9.7 metres south of its intersection with Lambton Quay (Grid coordinates X= 1,748,833.9m Y= 5,428,685.5m) and extending in a south easterly direction following the north east kerb line for 301.1 metres.

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

Column One	Column Two	Column Three
Tinakori Road	Bus lane 7am-9am Monday Friday	North west side, commencing 348.7 metres north east of its intersection with Garden Road (Grid coordinates X= 1, 747,676.0m Y=5,428,409.0m) and extending in a north easterly direction following the north west kerb line for 224.4 metres.
Bowen Street	Bus lane, at all times	North side, commencing at its intersection with Sydney Street West (Grid coordinates X= 1,748,276.9m Y= 5,428,747.6m) and extending in a easterly direction following the northern kerb line for 506.4 metres.

We are proposing a change in your area

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

The Terrace	<i>Bus lane 7am-9am and 4pm-6pm Monday Friday.</i>	<i>West side, commencing at its intersection with Bolton Street (Grid coordinates X= 1,748,685.2m Y= 5,428,698.0m) and extending in a northerly direction following the western kerb line for 60.6 metres.</i>
Tinakori Road	<i>Bus Stop, at all times</i>	<i>North west side, commencing 73.6 metres north east of its intersection with Patanga Cres (Grid coordinates X= 1,748,045.7m Y= 5,428,654.6m) and extending in a north easterly direction following the north west kerb line for 30 metres.</i>
Stout street	<i>Taxi stands, At all times</i>	<i>South east side, commencing 9 metres northeast of its intersection with Whitmore Street (Grid coordinates x= 1,748,890.5 m, y= 5,428,587.1 m), and extending in a north-easterly direction following the southern kerb line for 34.7 metres. (6 parallel carparks)</i>

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

Column One	Column Two	Column Three
Tinakori Road	<i>P120 Parking 9am-8pm Monday Friday, 8am-8pm Saturday – Sunday.</i>	<i>North west side, commencing 375.7 metres north east of its intersection with Garden Road (Grid coordinates X= 1, 747,676.0m Y=5,428,409.0m) and extending in a north easterly direction following the north west kerb line for 21 metres. (4 parallel parks)</i>
Tinakori Road	<i>P120 Parking 9am-8pm Monday Friday, 8am-8pm Saturday – Sunday.</i>	<i>North west side, commencing 7 metres north east of its intersection with Patanga Cres (Grid coordinates X= 1,748,045.7m Y= 5,428,654.6m) and extending in a north easterly direction following the north west kerb line for 16 metres. (3 parallel parks)</i>
Tinakori Road	<i>P120 Parking 9am-8pm Monday Friday, 8am-8pm Saturday – Sunday.</i>	<i>North west side, commencing 39.2 metres north east of its intersection with Patanga Cres (Grid coordinates X= 1,748,045.7m Y= 5,428,654.6m) and extending in a north easterly direction following the north west kerb line for 5.5 metres. (1 parallel park)</i>
Tinakori Road	<i>P120 Parking 9am-8pm Monday Friday, 8am-8pm Saturday – Sunday.</i>	<i>North west side, commencing 62.6 metres north east of its intersection with Patanga Cres (Grid coordinates X= 1,748,045.7m Y= 5,428,654.6m) and extending in a north easterly direction following the north west kerb line for 11 metres. (2 parallel parks)</i>

We are proposing a change in your area

**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
Stout street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am -</i>	<i>South east side, commencing 43.7 metres northeast of its intersection with Whitmore Street (Grid coordinates x= 1,748,890.5 m, y= 5,428,587.1 m), and extending in a north-easterly direction following the southern kerb line for 16 metres. (3 parallel carparks)</i>

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

Column One	Column Two	Column Three
Thorndon Residents Zone	<i>No Stopping Except for Authorised Resident Vehicles, At All Times</i>	<i>Thorndon Residents Zone boundary to include Patanga Crescent, St Mary Street and an additional section of Tinakori Road up to the intersection with Glenmore Street at St Kilmister Ave. Please refer to map below.</i>
Kelburn Residents Zone	<i>No Stopping Except for Authorised Resident Vehicles, At All Times</i>	<i>Kelburn Residents Zone boundary to remove Patanga Crescent, St Mary Street and a section of Tinakori Road up to the intersection with Glenmore Street at St Kilmister Ave. Please refer to map below.</i>
Patanga Crescent	<i>No Stopping Except for Authorised Resident Vehicles, At All Times</i>	<i>East side, commencing 31 metres northwest of its intersection with Tinakori Road Street (Grid coordinates x= 1,748,045.8 m, y= 5,428,655.7 m), and extending in a north-westerly direction following the easter kerb line for 17 metres. (3 parallel carparks)</i>
Patanga Crescent	<i>No Stopping Except for Authorised Resident Vehicles, At All Times</i>	<i>East side, commencing 73 metres northwest of its intersection with Tinakori Road Street (Grid coordinates x= 1,748,045.8 m, y= 5,428,655.7 m), and extending in a north-westerly direction following the easter kerb line for 17 metres. (3 parallel carparks)</i>

We are proposing a change in your area

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

Delete from Schedule A (Time limited) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Tinakori Road	<i>P10 parking, Except 7:00am - 9:00am, Monday to Friday</i>	<i>West side, commencing 4.5 metres north of its intersection with St Mary Street and extending in a northerly direction following the western kerbline for 6 metres.(1 parallel park)</i>
Tinakori Road	<i>P120, Except for Authorised Vehicles, Monday to Saturday, 6:00pm - 9:00pm, Sunday, 8:00am - 9:00pm</i>	<i>East side, commencing 144.5 metres south of its intersection with Bowen Street and extending in a southerly direction following the eastern kerbline to its intersection with Glenmore Street. (9 parallel parks)</i>
Tinakori Road	<i>P120, Except for Authorised Vehicles, Monday to Saturday, 6:00pm - 9:00pm, Sunday, 8:00am - 9:00pm</i>	<i>East side, commencing 54.5 metres south of its intersection with Bowen Street and extending in a southerly direction following the eastern kerbline for 61 metres (10 parallel parks)</i>

Delete from Schedule B (Class restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Whitmore Street	<i>Taxi stands, At all times</i>	<i>West side, commencing 28 metres north of its intersection with Stout Street (Grid Coordinates x= 1748868.9 m, y= 5428583.9 m), and extending in a northerly direction following the western kerbline for 41 metres.</i>
Tinakori Road	<i>Bus Stop, at all times</i>	<i>West side, commencing 24 metres south of its intersection with St Mary Street and extending in a southerly direction following the western kerbline for 24.5 metres.</i>

We are proposing a change in your area

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

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

Column One	Column Two	Column Three
Whitmore Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Northeast side, commencing 10 metres southeast of its intersection with Lambton Quay (Grid coordinates x= 1748834.9 m, y= 5428655.8 m), and extending in a south- easterly direction following the kerbline for 39.5 metres. (7 parallel carparks)</i>
Whitmore Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Northeast side, commencing 59 metres southeast of its intersection with Lambton Quay (Grid coordinates x= 1748834.9 m, y= 5428655.8 m), and extending in a south- easterly direction following the kerbline for 22.5 metres. (4 parallel carparks)</i>
Whitmore Street	<i>P120 Maximum, Monday to Thursday 9:00am - 4:00pm, Friday 9:00am - 4:00pm, 6:00pm - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>Southwest side, commencing 8.5 metres northwest of its intersection with Featherston Street (Grid coordinates x= 1748917.6 m, y= 5428512.7 m), and extending in a north-westerly direction following the kerbline for 23 metres. (4 parallel carparks)</i>
Whitmore Street	<i>P120 Maximum, Monday to Thursday 9:00am - 4:00pm, Friday 9:00am - 4:00pm, 6:00pm - 8:00pm, Saturday and Sunday 8:00am - 6:00pm</i>	<i>Southwest side, commencing 50 metres northwest of its intersection with Featherston Street (Grid coordinates x= 1748917.6 m, y= 5428512.7 m), and extending in a north-westerly direction following the kerbline for 11 metres. (3 parallel carparks)</i>
Stout Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Southeast side, following the kerbline 9 metres northeast of its intersection with Whitmore Street (Grid coordinates x= 1748890.5 m, y= 5428587.1 m), and extending in a north-easterly direction for 53.5 metres. (9 parallel carparks)</i>
Bowen Street	<i>P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm</i>	<i>Northeast side, following the kerbline 146 metres east of its intersection with Ballantrae Place (Grid coordinates x= 1748472.5 m, y= 5428880.3 m), and extending in a south-easterly direction for 59.5 metres. (10 parallel carparks)</i>

We are proposing a change in your area

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

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

Column One	Column Two	Column Three
Bowen Street	Clearway, Monday to Friday 4:00pm - 6:00pm	South side, commencing 46 metres west of its intersection with The Terrace (Grid coordinates x= 1748696.9 m, y= 5428766.8 m), and extending initially in a westerly direction, and then following the direction of the kerbline for a total of 461.5 metres.
Whitmore Street	Clearway, Monday to Friday 7:00am - 9:00am, 4:00pm - 6:00pm	Southwest side, commencing 8.5 metres northwest of its intersection with Featherston Street (Grid Coordinates X=2658939.416169 m, Y=5990224.814168 m) and extending in a north-westerly direction following the kerbline for 52.5 metres.
Tinakori Road	Clearway, Monday to Friday, 7:00am - 9:00am	West side, commencing 48.5 metres south of its intersection with St Mary Street and extending in a southerly direction following the western kerbline for 73.5 metres

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

Column One	Column Two	Column Three
Tinakori Road	No Stopping Except for Authorised Resident Vehicles, At All Times	East side, commencing 115.5 metres south of its intersection with Bowen Street and extending in a southerly direction following the eastern kerbline for 29 metres. (5 parallel parks)

Prepared By: Renee Corlett **(Transitional Programme– Project lead)**
Approved By: Dennis Davis **(Principal Transport Engineer)**
Date: 30/06/2022

Amendments post consultation:

We are proposing a change in your area

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

- Extend Bus Stop 4313 on the north side of Glenmore Street 2 meters eastwards
- Relocate bus stop 5312 on the south side of Tinakori Road 5 meters westwards

Summary of oral submissions – Botanic Garden ki Paekākā to city

When	Community Hearings Panel – 2 August
Who	19 submitters – Five representing organisations and fourteen individuals

Opposing views

- Unclear about the success criteria for the project.
- Proposal needs to better consider all users – needs to be a footpath on both sides of Bowen Street.
- Current street set up is fine as is, leave it alone.
- Opposition to the removal of car parking. Removal of car parking hurts businesses. Concern for people with disabilities, families with young children and the elderly to access the Botanic Garden, the Bolton Street Cemetery and shops. Concern about limited parking for people using the Anderson Park sports ground. Ensure that disability parks are not removed.
- Proposal should stop 120m earlier on the uphill side of Tinakori road, after the bus stop to better accommodate parking. Parking is under pressure from different usages.
- Bike lanes are not well used.
- No usage data for parking on Tinakori Road. Evidence is needed before changes are made.
- Currently no plans for Glenmore Road and Tinakori Road. Concern about parking removal continuing up Glenmore Street.
- There needs to be more discussion and consultation. Some of the questions in the consultation are disingenuous.
- Concern about the maintenance of separated bike lanes.
- Concern about the raised bus platforms, the bike lane crossing it and passing buses on the left and the bus stopping in the vehicle lane.
- Concern about the wind in Wellington, and wind tunnels created by buildings.
- Concern that the bus and using bikes is not a suitable alternative for many people – driving and parking is the only answer for some people.
- Concern about the shared bike and bus lane – wonder if a two-way bike lane was possible. Concern for bus/bike conflict and interaction between people on bikes and bus drivers.
- Concern about the clearway – this doesn't support people that want to ride at all times of the day. Disappointment that parking has been retained instead of providing a 24/7 clearway. Concern about the passing distances and the risk to people on bikes when the clearway isn't operating.

Neutral views

- Footpaths are narrow on Bowen Street
- Removing parking can reduce people's reliance on private cars.
- Pedestrian crossing at the entrance of the Botanic Garden is already hazardous.
- Better pedestrian access is needed across Bowen Street to access the Bolton Street Cemetery. Need pedestrian priority.
- Difficulty with reconciling the proposed street changes with the Botanic Garden management plan 2014.

- Frustrated that cyclists are being pitted against the rest of the community.
- Wellington's roads do not support separated bike lanes, we need to make compromise.
- Need to look at weekend and evening bike lanes.
- Bike lanes should be considered in the flat areas of the Botanic Gardens.
- Intersections are the part of the network that are hardest part to navigate by bike.
- Need to consider other challenges for people on bikes than only infrastructure changes. There needs to be a greater sharing culture for both people on bikes and in cars.
- Concern about the current state of road surface on Whitmore Street and how the proposed changes might work knowing that resealing might be needed.
- Desire for coupon parking to be changed to P120.
- Importance of mobility parking and accessible designs for people with disabilities

Supporting views

- General support of more riding facilities in the city, and this project as part of the network.
- Cars go too fast causing a safety issue, speed needs to be reduced.
- There are benefits to the environment and lowering carbon emissions. This is acknowledged in the context of the climate emergency. Transport emissions is where the council can make the greatest impact.
- Worry about people on bike getting hurt or worse, killed, on our roads.
- Support for the removal of carparking as it makes it easier for people who are less confident riders
- Traffic noise in the area is overwhelming.
- The current situation feels unsafe to use as a vulnerable road user.
- It's important to allocated space to allow other modes, other than cars.
- Desire for a separated downhill bike lane as well.
- There needs to be ample bike parking, especially at the Botanic Garden.
- Good enforcement of the clearways, bike lanes and bus lanes.
- Active transport is important for people's mental health.
- This proposal supports a lot of people who already want to get around by bike.
- We need infrastructure that is fully separated. As bike lane is on the side of the road, it needs to be kept clear of landslips and falling rubble.
- Priority should be separated uphill lanes as that is where is the greatest risk due to speed difference between people on bikes and in cars.
- This proposal is important for the network – the network is only as strong as its weakest section. It connects two important places in the city – the waterfront and the Botanic Garden.
- Bike lane likely to support events like Garden's Magic.
- It's important to think about kids on the back of bikes and how they can be kept safe. Support for living in a city that prioritises the safety of children.
- The bike network can support bike 'last mile' deliveries. There is a lot of growth potential for this in the city.
- Enjoy seeing the project progress at a fast pace. It is encouraging that there will be further work after the first changes are made as full separation is needed both uphill and downhill. There is a need for legislation change to support faster change in the future.
- This corridor is really important for the city and it's important that it is improved for people who walk, ride and take the bus.

- Please support the policies and plans that you have already adopted as a council – Paneke Pōneke, Te Atakura, Parking Policy and the Bus Priority Action Plan.
- Suggestions for improving conflict for bikes turning right onto Bowen Street – would like a turning bay or special lights, similar to bus priority lights.
- Support for pedestrian improvements at the intersection of Bowen Street and The Terrace.

**REQUEST FOR ACTION FORM
Changes to Parking Restrictions**

Contact Name: David Middleton Day Phone: [REDACTED]
Address: [REDACTED]
Suburb: [REDACTED] Date: 1 July 2022
Email: [REDACTED]

Parking Restrictions Changes
Street Name: St Mary Street, Patanga Crescent, Tinakori Road
Total length of street or frontage no.:
From To Not applicable
Change requested (parking restrictions):
From Kelburn Residents Parking To Thorndon Residents Parking
(e.g., Unrestricted parking (No Stopping At All times))

**Please describe problems and concerns/ indicate reasons for changes.
(Please use separate sheet if required)**

At present, the Thorndon Residents Parking Zone stops at the Bowen Street/Tinakori Road intersection, despite the Thorndon suburb boundary being near the main entrance to the Botanic Garden, on Glenmore Street. St Mary Street, Patanga Crescent and Tinakori Road are in Thorndon.

Residents in this part of Thorndon have to compete with Kelburn residents who use their Kelburn Parking Zone entitlements to leave their cars all day as part of their commute into the city.

Extending the Thorndon Parking Zone would free up the parking spaces for local residents and support an objective of the Parking Management Plan by discouraging commuting by car.



Have you obtained the consent of the affected parties in your street? Yes

Please attach a list of their names, addresses, signatures and contact numbers to this form to support the requested parking restrictions changes.

Please return forms to;

Transport and Infrastructure
transportenquiries@wcc.govt.nz



Parking Restrictions Changes – Affected Parties

Street Name:
 Total length of street or frontage no.:
 From:
 To:
 Change requested (parking restrictions):
 From:
 To:

Name First Name Last Name	Address	Contact Number	Signature	Agree/Disagree	Comments
David Middleton	[Redacted]	[Redacted]		Agree	
NIMESH PATEL	[Redacted]	[Redacted]		Agree	
Kenny Hollerman	[Redacted]	[Redacted]		Agree	
Ryan Wilson	[Redacted]	[Redacted]		Agree	
Melissa Dixon	[Redacted]	[Redacted]		Agree	
Michael Penzli	[Redacted]	[Redacted]		Agree	
Samy Man	[Redacted]	[Redacted]		Agree	
Elizabeth Gilhrit	[Redacted]	[Redacted]		Agree	
Aver Adams	[Redacted]	[Redacted]		Agree	
Jessie Hutton	[Redacted]	[Redacted]		Agree	
KATH KENNY	[Redacted]	[Redacted]		Agree	
D-5 KENNY	[Redacted]	[Redacted]		Agree	
Robert Hunter	[Redacted]	[Redacted]		Agree	
Jessica Watson	[Redacted]	[Redacted]		Agree	
Stuart Mackinnon	[Redacted]	[Redacted]		Agree	



Parking Restrictions Changes – Affected Parties

Street Name:
 Total length of street or frontage no.:
 From To
 Change requested (parking restrictions):
 From: To:

Name First Name Last Name	Address	Contact Number	Signature	Agree/Disagree	Comments
Taylor Kent	[REDACTED]	[REDACTED]	[Signature]	Agree	
Sally Guinness			[Signature]	Agree	
Neil Harrop			[Signature]	Agree!	
Robert Brown			[Signature]	Agree	
Toni Stevens			[Signature]	agree	
Rob Haig			[Signature]	agree	
Sally Barrett			[Signature]	Agree	
FLORIANE STAD			[Signature]	AGREE	
Ki Snell			[Signature]	Agree	
Dinah Priestly			[Signature]	Agree.	
Sarah Bolton			[Signature]	Agree.	
Liam Fairbairn			[Signature]	Agree	
Adrian Severn	[Signature]	Agree			
Sarah Scott	[Signature]	Agree			
Chloe Fin	[Signature]	Agree			

**Absolutely
POSITIVELY
Wellington**

Parking Restrictions Changes – Affected Parties

Street Name: St Mary St., Patanga Cres., Tinakori Rd.
 Total length of street or frontage no.:
 From: Not applicable
 To: Not applicable
 Change requested (parking restrictions):
 From: Kelburn Residents Parking
 To: Thorndon Residents Parking

Name First Name Last Name	Address	Contact Number	Signature	Agree/Disagree	Comments
Alison Kuiper			Alison Kuiper	Agree	
Craig Bristol			Craig Bristol	Agree	
KIT JACKSON			KIT JACKSON	Agree	
Kenneth Kuiper			Kenneth Kuiper	Agree	
Lindley DeFrater			Lindley DeFrater	Agree	
Debbie Godwin			Debbie Godwin	Agree	
Parash Patel			Parash Patel	Agree	
Kayne Hosie			Kayne Hosie	Agree	
Alison Hosie			Alison Hosie	Agree	
DAZEL SEZNEC			DAZEL SEZNEC	Agree	
Nigel Moore			Nigel Moore	Agree	
Phillipa Bowler			Phillipa Bowler	Agree	
Trana Benn			Trana Benn	Agree	
Ann Boland			Ann Boland	Agree	
Helen Widdellston			Helen Widdellston	Agree	



Parking Restrictions Changes – Affected Parties

Street Name:

Total length of street or frontage no.:
From To

Change requested (parking restrictions):
From: To:

Name First Name Last Name	Address	Contact Number	Signature	Agree/Disagree	Comments
Kris Taylor	[Redacted]	[Redacted]	[Signature]	Agree	
Taylor Scott	[Redacted]	[Redacted]	[Signature]	Agree	
Kayne Hosie	[Redacted]	[Redacted]	Kayne Hosie	Agree.	
Freyja Saksen	[Redacted]	[Redacted]	[Signature]	Agree	
Samuel Velly	[Redacted]	[Redacted]	[Signature]	Agree	
Jasmine Chalmers	[Redacted]	[Redacted]	[Signature]	Agree	
Olivia Bunkley	[Redacted]	[Redacted]	[Signature]	Agree	
VENESSA STEELE	[Redacted]	[Redacted]	[Signature]	AGREE.	
Tim Smith	[Redacted]	[Redacted]	[Signature]	Agree.	
ALLAN MARSHALL	[Redacted]	[Redacted]	[Signature]	AGREE	
Vivienne Rebell	[Redacted]	[Redacted]	[Signature]	AGREE	
RICHARD CHRISTENSEN	[Redacted]	[Redacted]	[Signature]	AGREE.	
BARBY LARK	[Redacted]	[Redacted]	[Signature]	Agree	
CAROL MUMFORDS	[Redacted]	[Redacted]	[Signature]	Agree	
LIV LAMBOURN	[Redacted]	[Redacted]	[Signature]	Agree	

FORWARD PROGRAMME

Kōrero taunaki | Summary of considerations

Purpose

1. This report provides the Forward Programme for the Pūroro Āmua | Planning and Environment Committee for the next two meetings.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
 - People friendly, compact, safe and accessible capital city
 - Innovative, inclusive and creative city
 - Dynamic and sustainable economy
- Strategic alignment with priority objective areas from Long-term Plan 2021–2031**
- Functioning, resilient and reliable three waters infrastructure
 - Affordable, resilient and safe place to live
 - Safe, resilient and reliable core transport infrastructure network
 - Fit-for-purpose community, creative and cultural spaces
 - Accelerating zero-carbon and waste-free transition
 - Strong partnerships with mana whenua

Relevant Previous decisions

Not applicable.

Financial considerations

- Nil Budgetary provision in Annual Plan / Long-term Plan Unbudgeted \$X

Risk

- Low Medium High Extreme

Author	Leteicha Lowry, Democracy Advisor
Authoriser	Liam Hodgetts, Chief Planning Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That the Pūroro Āmua | Planning and Environment Committee:

1. Receive the information.

Whakarāpopoto | Executive Summary

2. The Forward Programme sets out the reports planned for Pūroro Āmua meetings in the next two meetings that require committee consideration.
3. The Forward Programme is a working document and is subject to change on a regular basis.
4. The meeting of Pūroro Āmua on 9 September 2022 is the last scheduled meeting of the committee in the 2019-2022 triennium.

Kōrerorero | Discussion

5. Thursday 9 September 2022:
 - *There are currently no items scheduled on the Forward Programme for this meeting.*

Attachments

Nil

ACTIONS TRACKING

Kōrero taunaki | Summary of considerations

Purpose

1. This report provides an update on the past actions agreed by the Pūroro Āmua | Planning and Environment Committee at its previous meetings.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
- People friendly, compact, safe and accessible capital city
- Innovative, inclusive and creative city
- Dynamic and sustainable economy
- Functioning, resilient and reliable three waters infrastructure
- Affordable, resilient and safe place to live
- Safe, resilient and reliable core transport infrastructure network
- Fit-for-purpose community, creative and cultural spaces
- Accelerating zero-carbon and waste-free transition
- Strong partnerships with mana whenua

Strategic alignment with priority objective areas from Long-term Plan 2021–2031

Relevant Previous decisions

Not applicable.

Financial considerations

- Nil
 | Budgetary provision in Annual Plan / Long-term Plan
 | Unbudgeted \$X

Risk

- Low
 | Medium
 | High
 | Extreme

Author	Leteicha Lowry, Democracy Advisor
Authoriser	Liam Hodgetts, Chief Planning Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Pūroro Āmua | Planning and Environment Committee:

1. Receive the information.

Whakarāpopoto | Executive Summary

2. This report lists the dates of previous committee meetings and the items discussed at those meetings.
3. Each clause within the resolution has been considered separately and the following statuses have been assigned:
 - In progress: Resolutions with this status are currently being implemented.
 - Complete: Clauses which have been completed, either by officers subsequent to the meeting, or by the meeting itself (i.e. by receiving or noting information).
4. All actions will be included in the subsequent monthly updates but completed actions will only appear once.

Takenga mai | Background

5. At the 13 May 2021 Council meeting, the recommendations of the Wellington City Council Governance Review were endorsed and agreed to be implemented.
6. The purpose of this report is to ensure that all resolutions are being actioned over time. It does not take the place of performance monitoring or full updates. The committee could resolve to receive a full update report on an item if it wishes.

Kōrerorero | Discussion

7. Following feedback, the status system has been changed so that resolutions either show as 'in progress' or 'complete'.
8. Of the 30 resolutions of the Pūroro Āmua | Planning and Environment Committee in July 2022:
 - 8 are in progress.
 - 22 are complete.
9. 41 in progress actions have been carried forward from the previous (June 2022) action tracking report. 34 are still in progress.
10. Further detail is provided in Attachment One.

Attachments

Attachment 1. [Actions Tracking](#)  

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Meeting date	ID	Title	Clause number	Clause	Status	Comment
Thursday, 24 June 2021	114	3.2: Approval of 30-year Spatial Plan	6	Agree that officers will report on the implementation of the Spatial Plan and the supporting Action Plan on an annual basis, or more regularly as required.	In progress	Progress on implementing the Spatial Plan's actions will be reported on in September.
Thursday, 24 June 2021	115	3.2: Approval of 30-year Spatial Plan	14	Agree that Council will seek to get the agreement of Kāinga Ora to develop at least one Specified Development Project through under the Urban Development Act 2020 to facilitate more affordable and sustainable housing.	In progress	Officers are in ongoing conversations with Kāinga Ora about the potential to use the tools provided under the Urban Development Act 2020. There may be potential to use a Specified Development Project as part of the implementation of LGWM. LGWM is continuing to work with Kāinga Ora on a potential SDP. Councillors were updated on this in a LGWM workshop session on Urban Development
Thursday, 24 June 2021	116	3.2: Approval of 30-year Spatial Plan	15	Request officers to provide a report by September 2021 to identify underutilised sites across the city that are close to major public transport routes; including land that is: a) vacant or occupied by derelict buildings; or b) used largely or solely for car parking, or storage of cars or machinery; or c) occupied by lower quality 1-3 storey commercial buildings that do not contribute to streetscape or do not have heritage value."	In progress	The results of the underutilised sites analysis were reported to the District Plan Councillor Working Group on 24 May and a web viewer is being created to display the findings. This is being finalised and will be made available in the next few weeks.
Thursday, 24 June 2021	117	3.2: Approval of 30-year Spatial Plan	16	Propose measures to prioritise and significantly increase the rate of realisation of residential and mixed-use development capacity on underutilised sites over the next three, ten and 20 years.	In progress	Many Council workstreams already contribute to encouraging the development of underutilised sites and are focused on the short to medium term (next 3-10 years). The use of further measures has not been assessed at this point but could include targeted engagement with landowners and investigation of financial tools like targeted rates etc.
Thursday, 24 June 2021	118	3.2: Approval of 30-year Spatial Plan	28	Report back to Council how to daylight more of our underground streams.	In progress	Daylighting of streams is identified in the Green Network Plan as an opportunity for greening the city and contributing to water sensitive urban design. Daylighting of the city's underground streams will be challenging and needs to be considered within a strategic, catchment-wide context. This will require working with Wellington Water, GWRC and mana whenua as part of wider catchment-scale stormwater planning to identify opportunities for daylighting. It will also need to consider climate change and flood hazard issues. This work has not been scoped but opportunities to integrate daylighting of piped streams as part of specific urban renewal/development projects will be investigated as opportunities arise.
Thursday, 24 June 2021	119	3.2: Approval of 30-year Spatial Plan	29	Request officers report back on the capacity to implement the National Policy Statement on Indigenous Biodiversity once it is released, as well as options for incentivising maintenance of Significant Natural Areas (SNAs), such as a rates rebate on the percentage of private land designated as a Significant Natural Area.	In progress	Consider the implications and options as part of the Backyard Taonga implementation, the District Plan review, SNA incentives development, and the Annual Plan/Long Term Plan funding processes. Awaiting finalisation of the National Policy Statement on Indigenous Biodiversity (NPS-IB) by the Ministry for the Environment.
Thursday, 24 June 2021	120	3.2: Approval of 30-year Spatial Plan	31	Support whenua Māori (Māori Land) exemption from national SNA designation under the National Policy Statement on Indigenous Biodiversity.	In progress	Awaiting finalisation of the National Policy Statement on Indigenous Biodiversity (NPS-IB) by the Ministry for the Environment.
Thursday, 24 June 2021	121	3.2: Approval of 30-year Spatial Plan	37	Request officers include provision for more vegetable/community gardens and composting systems throughout the central and inner suburbs in the Green Network plan.	In progress	Forms part of considerations in the Green Network Plan's implementation, the Sustainable Food Plan, and Waste Action Plan development.

Meeting date	ID	Title	Clause number	Clause	Status	Comment
Thursday, 24 June 2021	122	3.2: Approval of 30-year Spatial Plan	43	Request officers review the provision of open and green space in Johnsonville as part of the District Plan review.	In progress	Analysis of Johnsonville's open space provision has been undertaken as part of the 'Our Capital Spaces' strategy review. A qualitative assessment has been completed and a communications/ stakeholder plan is being developed.
Wednesday, 4 August 2021	123	2.2 Traffic and Parking Bylaw Review	15	Request officers add to the work programme to request engine braking noise monitoring by Waka Kotahi NZ Transport Agency on Brooklyn Hill Rd and Ohiro Road due to the high number and frequency of trucks that travel to and from the three landfills. Officers to commence engagement with waste operators to explore voluntary measures to reduce engine braking noise disturbance.	Completed	Officers have consulted with Waka Kotahi on the engine braking and noise monitoring as requested by the Brooklyn community (information attached). Officer advised the Residents Association for suggestion on how to engage with the local residents experiencing the problem to follow-up with the operators. Officer is awaiting on information of specific incident regarding engine braking and noise.
Wednesday, 25 August 2021	124	3.1 Brooklyn Road Bike Lane Trial	3	Agree that upgraded pedestrian facilities will be investigated as a part of this work.	In progress	A public consultation is planned for late 2022.
Thursday, 23 September 2021	125	2.2 Frank Kitts Car Park and Fale Malae	4	Direct officers to prepare a development plan and report back to Council by June 30 2022, recognising that there is an existing resource consent and commitment in Council's Long-term plan for the Garden of Beneficence (Chinese Garden).	In progress	"New schedule has been approved by SRO which will allow for greater engagement with our partners, stakeholder and members of the public. Key dates for the new schedule include: 1 (Purpose and Principles Workshops): May- July 2 (Design) July – Nov 3 Public Engagement- Nov 4 Design Refinement Dec/Jan 5 Public engagement (preferred option)- Feb 6 Preferred Development Plan Option- March Emails/ comms have been released to key stakeholders with follow-up meetings scheduled throughout May. Update provided to councillors at the Infrastructure Committee meeting (27/04)"
Thursday, 23 September 2021	126	2.2 Frank Kitts Car Park and Fale Malae	5	If the recommendation to demolish is agreed to then direct officers to prepare a demolition plan to be reported back to council alongside the development plan by June 2022.	In progress	"• Holmes Consulting with geotechnical advice from Tonkin + Taylor Limited (T+T) advise the seismic rating for the underground car park remains the same as that provided to councillors in the September 2021 report – that it is not safe for public use. • A business case is being developed to support the funding approach for the car park. • Council officers are continuing to progress with demolition planning, the timing of which will be subject to the redesign of Frank Kitts Park including the Chinese garden redesign and subsequent Fale Malae landowner approval outcome.
Thursday, 23 September 2021	127	2.2 Frank Kitts Car Park and Fale Malae	6	Agree that if the Fale Malae project goes ahead on Frank Kitts Park that compensatory open green space will be created elsewhere in the central city which will be designed in line with Water Sensitive Urban Design principles and that the overall objective of the Council's planning work is to significantly increase the amount of green open space overall. Note that part of the Fale Malae will be open space.	In progress	Open space assessment currently underway and liaising closely with team leading the Green Network Plan however until final development plan is confirmed this work will not fully progress.
Thursday, 23 September 2021	128	2.2 Frank Kitts Car Park and Fale Malae	8	Direct officers to assist the eight businesses connected to the Frank Kitts car park with relocation.	In progress	Further to the meeting held with business owners 9 May 2022, business owners are included in the communications and engagement with updates on progress as required.

Meeting date	ID	Title	Clause number	Clause	Status	Comment
Wednesday, 27 October 2021	129	2.1 Let's Get Wellington Moving - Golden Mile Single Stage Business Case	4	Note that LGWM will report back to Council in Q2 2022 providing updates on cost management and engagement, and seeking approval for detailed design, funding and traffic resolutions.	Completed	An update on the 3 year delivery programme, including Golden Mile, was provided on 6 May 2022. Approval for detailed design, funding, and traffic resolutions was always intended to be brought for approval at the end of 2022/early 2023.
Wednesday, 27 October 2021	130	2.1 Let's Get Wellington Moving - Golden Mile Single Stage Business Case	5	Require LGWM to engage closely with the local business community on design and delivery implementation to ensure the needs of business are as best as possible met through detailed design of the project.	In progress	Golden Mile project is currently out for feedback on detailed design until 14 August 2022. As part of this engagement with businesses, key stakeholders and mana whenua continues.
Wednesday, 27 October 2021	131	2.1 Let's Get Wellington Moving - Golden Mile Single Stage Business Case	7	Note the funding allocation report will need to explicitly incorporate the loss of parking revenue to Council.	In progress	Noted. This will be included with the funding application.
Wednesday, 27 October 2021	132	2.2 Wellington Central City Green Network Plan	4	Request officers to identify a te reo Māori name for the GNP.	Completed	This will be reported back to committee 12 May with the proposal that there is an ongoing discussion with Mana Whenua.
Wednesday, 27 October 2021	133	2.3 Te Whanganui-a-Tara Whaitua Implementation Programme And Te Mahere Wai O Te Kāhui Taiao	2	Note that officers will continue to work with Greater Wellington Regional Council to understand the impact of the Te Whanganui-ā-Tara Whaitua Implementation Plan and will report back on implementation to the Committee.	In progress	Report back scheduled for the 2022-25 triennium
Wednesday, 10 November 2021	134	2.1 The Parade Upgrade - Design Options	2a	Agree to progress with a) Safety Improvements option integrated with the resurfacing works until LGWM MRT upgrade	Completed	The safety improvements option was progressed, presented, and (largely) approved by the P&EC during the 10 March meeting. The Committee voted to proceed with the residential improvements. Construction along the southern residential area has begun (started on April 19) and will be completed by 27 May. Construction of the northern residential area will follow. We aim to complete this by 30 June 2022.
Wednesday, 10 November 2021	135	2.1 The Parade Upgrade - Design Options	2i	Agree to include safety improvements and cycle facilities through the town centre in the Safety Improvements option (1-D).	In progress	During the 10 March 2022 meeting, the P&EC resolved to defer a decision on the town centre improvements in late 2022. The project team will return to the P&EC on 8 December 2022 for an update and decision on the town centre improvements.
Wednesday, 10 November 2021	136	2.1 The Parade Upgrade - Design Options	2iii	Request officers develop the traffic resolution to ensure that at least the existing amount and type of time limited parking remains available as close to businesses and community facilities as practical under the new scheme, in line with the Parking Policy.	Completed	A traffic resolution was developed, proposed, and approved by the P&EC on 10 March 2022. This is completed for the residential areas, and is to follow for the town centre
Wednesday, 10 November 2021	137	2.1 The Parade Upgrade - Design Options	2iv	Note that officers will come back with some further information on options to improve place making in the Village Centre 2022 and then undertake the work in the 2022-2023 year.	In progress	Options for the public space improvements project are being developed which will be proposed to the committee. To be presented at December 8th Committee.
Wednesday, 10 November 2021	138	2.1 The Parade Upgrade - Design Options	2v	Note that the current Long Term Plan has up to \$14m for improvements to The Parade and that this funding will remain ringfenced until formal decisions are made on Mass Rapid Transit."	Completed	Noted. No further action required."
Wednesday, 10 November 2021	139	2.2 Fossil Fuel Free Central City	4	Agree that officers investigate options for bike libraries and e-bike schemes.	In progress	The RFP for public share e-bike scheme delayed until October. Working with ReBicycle on a pilot cargo bike library and e-bike conversion scheme we funded through the Climate and Sustainability Fund.
Wednesday, 10 November 2021	140	2.2 Fossil Fuel Free Central City	5	Agree that officers investigate opportunities for low traffic streets in areas outside of the scope of LGWM, in line with Council's strategic vision and within current programmes of work and budgets.	In progress	There is not currently funding for additional or new projects within existing programmes. We are however looking to include low-traffic options in our in-progress projects.

Meeting date	ID	Title	Clause number	Clause	Status	Comment
Wednesday, 10 November 2021	141	2.2 Fossil Fuel Free Central City	7	Agree to open up Dixon Street (Taranaki Street - Victoria Street) as budgeted in the Pōneke Promise and agree to open up Cuba Street (Ghuznee Street - Vivian Street) to people by limiting private vehicle access, for consideration in the LTP 24-34 process.	In progress	Dixon St project is preparing for installation in June. Work continues with key Stakeholders. We will prepare a budget proposal for opening Cuba St for the 24 LTP process
Wednesday, 10 November 2021	142	2.2 Fossil Fuel Free Central City	8	Support Cuba Street businesses this summer to explore possible people-centric layouts, via formal research and temporary trials such as "open street" events and trial parking arrangements.	In progress	3 trial parklets are in place and have been well received by businesses and Wellingtonians. Will consider re-initiating a month of Sundays next summer.
Wednesday, 24 November 2021	143	3.1 Evans Bay Parade Stage 2 - Greta Point to Cobham Drive	3	Agree to approve the traffic resolution (Attachment 1) and proceed to detailed design and construction, but request officers to do further investigation on creating additional time-limited car parking between Rata Rd and the northern end of the dog exercise area at Cog Park.	In progress	Detail Design is yet to commence and will include "further investigation on creating additional time-limited car parking between Rata Rd and the northern end of the dog exercise area at Cog Park"
Wednesday, 24 November 2021	144	3.1 Evans Bay Parade Stage 2 - Greta Point to Cobham Drive	5	Note that Council officers intend to bring a paper to the Pūroro Hātepe Regulatory Processes Committee outlining parking restrictions for the marina and public boat ramp areas. This expenditure is not included in the current budget.	In progress	
Thursday, 10 March 2022	145	2.4 TR20-22 The Parade, Island Bay - Safety Improvements	3a	Approve the following Traffic Resolution, pursuant to the provisions of the Traffic and Parking Bylaw 2021, TR20-22 The Parade, Island Bay – Safety Improvements (Option C) with traffic resolutions brought to Pūroro Āmua Planning and Environment Committee for decision.	In progress	Implementation of the approved TR is due to be completed by end July. New TR's to be brought to P&E in September and December.
Thursday, 10 March 2022	146	2.4 TR20-22 The Parade, Island Bay - Safety Improvements	4	Agree that officers in conjunction with ward Councillors start working with the committee of the Island Bay Residents Association to ensure that relationships are built and that local voices can be heard as any decisions are implemented.	In progress	Continued engagement with local businesses with a resulting TR for northern & southern businesses expected to be presented to September 2022 Pūroro Āmua Planning and Environment Committee.
Thursday, 14 April 2022	147	2.1 Halt roadworks of Riddiford St North	7	Direct officers to require compliance with the agreement that 20 public parks are provided in the Countdown supermarket carpark.	Completed	New public parking signage in the lower basement of Countdown has now been completed. A new locky dock to promote and support bikers in the area has also been installed.
Thursday, 14 April 2022	148	3.3 Forward Programme	2	Agree to request that Officers bring a report to the Pūroro Āmua Planning and Environment Committee by the end of September 2022 to outline a process to ensure there remains an access road between Strathmore and Moa Point.	In progress	Paper booked for the 9 Aug Pūroro Āmua Planning and Environment Committee
Thursday, 12 May 2022	149	2.2 Let's Get Wellington Moving - City Streets Targeted Improvements Single Stage Business Case	5	Request WCC officers to investigate options to address long-standing significant safety concerns at the Chaytor-Curtis-Raroa intersection.	In progress	The team has done a number of investigations into this intersection. A paper is being prepared to bring to the September P&E to inform Councillors of work done and recommended pathways forward.
Thursday, 12 May 2022	150	2.4 Wellington Central City Green Network Plan Update	2	Adopt the finalised Green Network Plan – (Attachment 1).	In progress	
Thursday, 12 May 2022	151	2.4 Wellington Central City Green Network Plan Update	3	Adopt the targets for delivery in the central city over the next 10 years: a. No net loss b. Double the number of trees c. Improve the greening of 20 existing public open spaces d. Deliver two new urban parks	In progress	
Thursday, 12 May 2022	152	2.4 Wellington Central City Green Network Plan Update	4	Adopt the Green Network Plan Implementation Framework – (pages 27- 38 of Attachment 1).	In progress	

Meeting date	ID	Title	Clause number	Clause	Status	Comment
Thursday, 12 May 2022	153	2.4 Wellington Central City Green Network Plan Update	5	Note that officers will continue to work with mana whenua as a part of our partnership and engagements around the Open Space and Recreation Strategy and through the LGWM Iwi Partnership Working Group to ensure that their values and aspirations are incorporated into the delivery of the Green Network Plan objectives and targets	In progress	
Thursday, 12 May 2022	154	2.4 Wellington Central City Green Network Plan Update	6	Note that officers are developing a business case as input into the 2024/25-34 LTP.	In progress	
Thursday, 9 June 2022	155	2.2 Petition: Parking changes for residents of Te Wharepouri St	2	Request officers provide further traffic engineering solutions to enable safer exiting from Te Wharepouri Street.	In progress	Officers have consulted with the residents and are awaiting feedback from the residents. There is support for improving the visibility at the intersection and prior to starting the TR process further dialogue with the residents to minimise on-street parking changes and potential crossing point for pedestrians.
Thursday, 9 June 2022	156	3.2 Housing Strategy and Proactive Development Programme	2	Request officers report back on prevalence of homelessness in Wellington City including gender and ethnicity analysis and impact of COVID-19 on homelessness (2020-2022) by end of September 2022 to either Pūroro Āmua Planning and Environment Committee or Pūroro Rangaranga Social, Cultural and Economic Committee.	In progress	Paper scheduled for early September
Thursday, 9 June 2022	157	3.2 Housing Strategy and Proactive Development Programme	3	Request officers report back on the criteria of the Te Kāinga programme.	In progress	Report back due September 2022
Thursday, 9 June 2022	158	2.1 Approval of Proposed District Plan for Public Notification	2	Note that Officers have undertaken a full District Plan Review as directed by the Council on 27 June 2018 and recommend altering the District Plan as identified in the Proposed District Plan and in this Report.	Completed	
Thursday, 23 June 2022	159	2.1 Approval of Proposed District Plan for Public Notification	3	Approve the Wellington City Proposed District Plan 2022 as presented to the Pūroro Āmua - Planning and Environment Committee for notification on 18 July 2022, pursuant to Schedule 1 Part 1 and Part 6 of the Resource Management Act 1991.	Completed	
Thursday, 23 June 2022	160	2.1 Approval of Proposed District Plan for Public Notification	4	Note the resolution of the 13 May 2022 Pūroro Āmua - Planning and Environment Committee to split the District Plan into those matters which will follow the Intensification Streamlined Planning Process to operative status in November 2023; and those matters which will follow a Part 1, Schedule 1, Resource Management Act 1991 decision making process to operative status.	Completed	

Meeting date	ID	Title	Clause number	Clause	Status	Comment
Thursday, 23 June 2022	161	2.1 Approval of Proposed District Plan for Public Notification	5	<p>Tomorrow – He Mahere Mokowā mō Pōneke A Spatial Plan for Wellington City 2021, and in particular provides for:</p> <p>a) Greater recognition of mana whenua values and the promotion of an active partnership in resource management processes.</p> <p>b) Zoning to enable more housing capacity and housing choice in and around the City centre, suburban centres, and the City's train stations.</p> <p>c) Intensification and more mixed use within the existing urban area which supports the City's goal of becoming carbon neutral by 2050.</p> <p>d) Character protections in the inner suburbs focused on higher quality character areas, and the removal of the blanket pre-1930s building protections.</p> <p>e) New rules to protect the City's areas of important indigenous biodiversity and significant landscapes through significant natural areas (SNAs) and landscape controls.</p> <p>f) A risk-based approach to managing natural hazards, and the impacts of sea level rise and climate change that balances intensification with adaptation.</p> <p>g) The heritage listing of new areas, buildings, objects,</p>	Completed	
Thursday, 23 June 2022	162	2.1 Approval of Proposed District Plan for Public Notification	6	Note that the Proposed District Plan gives effect to the National Policy Statement on Urban Development by implementing the intensification and qualifying matters as directed by Policies 3 and 4 of this National Policy Statement.	Completed	
Thursday, 23 June 2022	163	2.1 Approval of Proposed District Plan for Public Notification	7	Note that the Proposed District Plan gives effect to the Government mandated medium density residential standards, and includes a proposed city outcomes framework.	Completed	
Thursday, 23 June 2022	164	2.1 Approval of Proposed District Plan for Public Notification	8	Agree to remove the assisted (affordable) housing chapter from the notified District Plan and instead investigate the use of a targeted rate on land in identified growth areas of the city where additional height has been enabled by the PDP to fund an assisted (affordable) housing fund as part of the wider review of the Rating Policy.	In progress	<p>There are two parts of this action:</p> <p>Remove assisted housing chapter - complete</p> <p>Investigate targeted rate - in progress (This should be action for strategy and policy team)</p>
Thursday, 23 June 2022	165	2.1 Approval of Proposed District Plan for Public Notification	9	Note that the Proposed District Plan must strike the right balance between enabling more intensification, ensuring infrastructure capacity is available to service this development, and managing climate change effects and damaging high rainfall events. This will be achieved through a significant increase in three waters infrastructure investment through the Long-Term Plan, and through Proposed District Plan provisions that will require private development to actively mitigate on-site flood risks.	Completed	
Thursday, 23 June 2022	166	2.1 Approval of Proposed District Plan for Public Notification	10	Note that significant natural areas on public and rural land are identified and protected in a manner consistent with the requirements of the Resource Management Act 1991, and directive policies 23 and 24 in the Regional Policy Statement (2013).	Completed	
Thursday, 23 June 2022	167	2.1 Approval of Proposed District Plan for Public Notification	10b	Agree that Significant Natural Areas (SNA)s on residentially zoned properties be removed from the notified District Plan until the National Policy Statement on Biodiversity has been gazetted and a SNA incentives programme has been developed and considered by Council.	Completed	

Meeting date	ID	Title	Clause number	Clause	Status	Comment
Thursday, 23 June 2022	168	2.1 Approval of Proposed District Plan for Public Notification	11	Note that Sites of Significance to Māori will follow a Part 1, Schedule 1, Resource Management Act 1991 decision making process to operative status.	Completed	
Thursday, 23 June 2022	169	2.1 Approval of Proposed District Plan for Public Notification	12	Agree that a significant natural areas incentives programme be considered as part of the 2023/24 Annual Plan, to assist affected landowners with the protection of these ecologically important areas.	In progress	Myfanwy Emeny may be best to comment on this one as it will be led by PSR with District Plan team support.
Thursday, 23 June 2022	170	2.1 Approval of Proposed District Plan for Public Notification	13	Note that the Kāpiti and Hutt/Melling lines meet the definition of rapid transit lines in the National Policy Statement on Urban Development, and that this requires district plans to enable building heights up to 21 metres (6 storeys) within walking catchments of rapid transit stops on these lines.	Completed	
Thursday, 23 June 2022	171	2.1 Approval of Proposed District Plan for Public Notification	13b	Agree that Johnsonville Railway Line will not be included as a rapid transit line and that any stops on the line will not be identified as rapid transit stops in respect of the National Policy Statement on Urban Development, with the effect that the walking catchment areas and additional height enabled around the rail stations will no longer apply, and instead building heights and densities of urban form commensurate with the level of commercial activity and community services under Policy 3d of the NPS-UD will apply.	Completed	
Thursday, 23 June 2022	172	2.1 Approval of Proposed District Plan for Public Notification	14	14) Approve the Chairperson and Deputy Chairperson of the Planning and Environment Committee and the Chief Executive to be able to make minor changes and edits, as required, to the Proposed District Plan prior to public notification.	Completed	
Thursday, 23 June 2022	173	2.1 Approval of Proposed District Plan for Public Notification	15	Agree to add the following paragraph on the importance of managing first flush rainfall for urban stream health to the introduction of the Three Waters chapter: "Degradation of water quality in urban freshwater ecosystems can occur when stormwater runoff from impervious surfaces is channelled directly into streams and rivers. The first flush of stormwater during a rain event can include higher levels of contaminants. New development using copper or zinc building materials (two common contaminants) will need to treat these surfaces or the stormwater from these surfaces to avoid copper or zinc from entering stormwater. New development will also need to include water sensitive design methods so that development contributes to promoting positive effects and avoids, remedies or mitigates adverse effects on the health and well-being of water. The adoption of stormwater capture and retention and water sensitive design techniques will assist in managing the environmental effects of the first flush of stormwater as well as peak flows and volumes.	Completed	
Thursday, 23 June 2022	174	2.1 Approval of Proposed District Plan for Public Notification	16	Agree to require best practice approach to water sensitive design by changing the wording of THW-P1 (iii) to "Demonstrate best practice approach to the management of stormwater quality and quantity" and THW-R4 Matters of discretion item 3. To "adoption of best practicable option for stormwater retention and treatment"	Completed	

Meeting date	ID	Title	Clause number	Clause	Status	Comment
Thursday, 23 June 2022	175	2.1 Approval of Proposed District Plan for Public Notification	17	Agree that a grey water reuse incentives programme be considered as part of the 2024-2034 Long Term Plan, to assist affected landowners with the retention and reuse of grey water. This will be done with Wellington Water and Greater Wellington Regional Council and give particular emphasis to Mana Whenua with respect to water reuse.	In progress	Note that this action will be a joint action between District Planning and Strategy and Policy Teams
Thursday, 23 June 2022	176	2.1 Approval of Proposed District Plan for Public Notification	18	Remove standards requiring 1.5m front yard and 1m side yards in the medium density residential zones and high density residential zones for the construction, addition or alteration of buildings and structures where no more than three residential units occupy a site, so that it would be permitted for a building to be built up to the front and side boundaries of a site.	Completed	
Thursday, 23 June 2022	177	2.1 Approval of Proposed District Plan for Public Notification	19	Request that officers investigate options to incentivise development on underdeveloped land as part of the wider review of the Rating Policy, including land value only rating (as recommended by the Productivity Commission) and a targeted rate on underdeveloped land in the city centre, metropolitan, local and neighbourhood centres.	In progress	Note this is an action for the Strategy and Policy Team
Thursday, 23 June 2022	178	2.1 Approval of Proposed District Plan for Public Notification	20	Agree that officers report back early in the new triennium on the short stay accommodation market in Wellington provided by AirBnB and other providers, and the effectiveness of options used here in New Zealand and abroad to manage and or regulate the short stay accommodation market provided by AirBnB and other providers.	In progress	Note this is an action for the Strategy and Policy Team
Thursday, 23 June 2022	179	2.1 Approval of Proposed District Plan for Public Notification	21	Instruct officers to remove the proposed heritage listing for 355 The Parade, Island Bay from the Schedule of Heritage Buildings prior to the Notification of the District Plan.	Completed	
Thursday, 23 June 2022	180	2.1 Approval of Proposed District Plan for Public Notification	22	Note that officers will update the WCC website with information on how to delist a heritage building.	Completed	
Thursday, 23 June 2022	181	2.1 Approval of Proposed District Plan for Public Notification	23	Agree that the walking catchments recommended by officers, in respect of the spatial plan, to be reinstated as follows: <ul style="list-style-type: none"> • 20 mins walking catchment around City Centre Zone (CCZ) and metropolitan centres except where limited by natural hazard • 20 mins walking catchment around Tawa and Kenepuru stations. • 8 mins walking catchment around the other stations designated as rapid transit along the Hutt/Melling Kapiti lines. 	Completed	
Thursday, 23 June 2022	182	2.1 Approval of Proposed District Plan for Public Notification	24	Identify the Outer Green Belt including those areas broadly intended to be included into the OGB as Amenity Landscapes.	Completed	
Thursday, 23 June 2022	183	2.1 Approval of Proposed District Plan for Public Notification	25	Approve the extension of the Thorndon Character Area to include an additional property at 290 Tinakori Road and correct a mapping error made within the Proposed District Plan.	Completed	
Thursday, 23 June 2022	184	2.1 Approval of Proposed District Plan for Public Notification	26	Apply Minimum sunlight access – public space standards to open space zoned parks adjacent to sites zoned High Density Residential Zone instead of height in relation to boundary controls. Sunlight access must be maintained in a minimum of 70% of the area during 10am and 3pm at either of the equinoxes (i.e. 21 March or 23 September)	Completed	