
ORDINARY MEETING

OF

TRANSPORT AND URBAN DEVELOPMENT COMMITTEE

AGENDA

Time: 9:15am
Date: Thursday, 5 February 2015
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

MEMBERSHIP

Mayor Wade-Brown

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

Have your say!

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

AREA OF FOCUS

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

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

Quorum: 4 members

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1 Meeting Conduct

1.1 Apologies

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

1.2 Conflict of Interest Declarations

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

1.3 Confirmation of Minutes

The minutes of the meeting held on 3 December 2014 will be put to the Transport and Urban Development Committee for confirmation.

1.4 Public Participation

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

1.5 Items not on the Agenda

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

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

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

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

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

2. General Business

POTENTIAL CYCLEWAY DEVELOPMENT PROGRAMME

Purpose

1. This report sets out information about potential cycleway development programmes to enable the Committee to recommend a draft programme to the upcoming Long Term Plan process. The report also presents a process for quickly developing a 'city cycling strategy', acknowledging that investment from the National Land Transport Programme and the new Urban Cycleway Fund must be applied for by April 2015.

Summary

2. Officers have developed a cycleway programme for 150km of high standard cycle lanes, at an estimated cost of \$93m. The current budget being considered in the draft LTP for the next ten years looks to invest \$45m. At the current investment levels it would take in excess of 20 years to complete the key routes programme.
3. The Government in a move to increase the rollout of high quality cycle lanes that improve safety, assist with managing travel demand and lifestyle and economic attractiveness have incentivised major metro areas with an additional \$100m of crown funding to be spent over the next three years.
4. Advice from NZTA given at a Councillor briefing in December 2014 was that a programme of up to \$55m in Wellington City would not be ruled out.
5. A process of developing a plan for delivery has been proposed, this would run in conjunction with the draft LTP consultation and in parallel with NZTA applications.
6. To enable delivery of an accelerated programme a process for community engagement will need to be developed.

Recommendations

That the Transport and Urban Development Committee:

1. Receive the information.
2. Agrees to recommend to Governance, Finance and Planning Committee that the draft Long Term Plan reflect an investment for cycling of \$54.5m for the first three years.
3. Instructs officers to proceed with the steps necessary to make an application for funding from the Transport Agency reflecting the agreed level of investment in the draft Long Term Plan.
4. Nominates four Councillors to participate in the Investment Logic Mapping workshops.
5. Instructs officers to proceed with a process to develop a detailed cycleway development programme (Master Plan/Cycling Strategy) including a detailed consultation plan that reflects the agreed level of investment in the draft Long Term Plan.
6. Instructs officers to develop a detailed consultation plan for route development and implementation

Background

7. The draft programme has its genesis in Council's Cycling Policy which was adopted in 2008. The policy identifies key routes which generally connect major suburbs to the Central Business District (CBD).
8. More recently the programme was strengthened through the adoption of the city's 2040 vision and the development of the Urban Growth Plan.
9. In 2011 the Council increased funding to allow construction to start on a new shared pathway through Tawa. This project was built over three years and opened in 2014.
10. In 2012 initial assessments were undertaken for four routes:
 - Hutt Road (Ngauranga to Thorndon)
 - CBD to Island Bay
 - Lyall Bay to Owhiro Bay (south coast, part of the Great Harbour Way vision)
 - Middleton Road (Tawa to Johnsonville).
11. The Hutt Road report became an input to a wider study lead by NZTA looking at a cycling connections between Wellington and Hutt cities. NZTA appear likely to confirm a preferred option for this in 2015 and we continue to work with them to find the best solution for the city's needs. We are also at an early stage of developing plans to upgrade facilities for people on bikes along Hutt Road and Thorndon Quay with a view to consulting on proposals later this year.
12. The CBD to Island Bay route was divided into four sections reflecting the different areas through which the route passes and the relationship with other major projects (such as the bus rapid transport programme and the Basin Reserve bridge) which significantly affect the scope and timing of potential cycleway improvements. The draft 2014/15 Annual Plan signalled construction of the Island Bay section as a priority for 2014/15. Planning for the Island Bay section is well advanced following 18 months of research and nearly a year of consultation. Construction is scheduled to commence in mid February 2015 subject to approval being granted by the Council's process – the process being somewhat uncertain at present due to a notice of motion to be considered by the Council on 3 February.
13. In 2013 assessments were carried out on the remaining key routes. This was reported as the '19 Routes Gap Study'. This produced two lists – a list of major projects which have been included in the proposed Cycleway Development Programme and a large list of minor works which are being addressed based on safety priority.
14. To date little work has been done to determine how bike friendliness can be significantly provided throughout the CBD. As a first step, green advance stop boxes were painted at nearly all intersections in the CBD in 2014. The proposal to expand the 30km/h speed limit from the Golden Mile to many streets in the CBD was considered a good second step but this idea failed to gain sufficient support in 2014 and is currently shelved. The current upgrade of part of Victoria Street will make some provision for cycle lanes but there is little else on the books.
15. The potential draft cycleway investment programme has been assembled using the background information set out above. The draft programme contains some 30 routes which require the development of around 150 km of cycle lanes.

16. A route prioritisation method was developed as part of the gap study and agreed with the study's stakeholders. Prioritisation takes account of:
- The improvement in cycle level of service
 - The potential to attract new people using bikes to the route
 - The current cyclist injury rate (reported crashes per km)
 - The estimated construction cost (per km)
 - The number of access conflicts (per km)
 - The number of existing cyclists
 - The potential of the transport route to also have recreational benefits.
17. These factors are weighted as follows:

Factor	Weight (%)
Improvement in level of service	30
Potential new users	15
Construction cost	15
Access conflicts	10
Cyclist injury crashes	10
Peak hour riders	10
Recreational route	10

18. The gap study stakeholder group considered alternate weightings but was satisfied that the above factors provided a reasonable basis for initial prioritisation within the programme.
19. The Committee's meeting on 21 August 2014 considered a report on the cycleway network. This report recommended an integrated approach be taken to advancing bus rapid transport and cycleway development programmes to ensure that appropriate space allocation was undertaken in corridors and that this coordinated approach resulted in one set of joined up consultations with affected communities. The Committee supported this approach and made the following resolutions:
- *"agree to the recommended change to the forward programme by integrating complementary programmes of cycle improvements and bus reviews" and*
 - *"adopt the proposed process and timeframe for consultation, design and development of phase one and two of the Island Bay to Central Area cycleway".*
20. The first resolution has been given effect in the draft programme by advancing the timing of those projects that also have a significant bus priority element.

Discussion

Financial Considerations

21. The estimated cost of developing 150km of bike friendly infrastructure is in the order of \$61 million. In addition it may be necessary to create alternative space to replace displaced on-street car parking. This has been estimated to be in the order of \$32 million, bringing the potential programme cost to \$93 million. These figures are initial estimates based on costs derived from research undertaken in the 19 routes gap study and for sections one and two of the Island Bay to CBD route. Final estimates will not

be able to be confirmed until the scope of parking replacement is confirmed following local consultations and detailed scheme design work has been completed.

22. The current Long Term Plan (2012-2022) assumed an annual investment in cycleway development of \$1.3 million. For the current financial year the Council allocated an additional \$3.0 million bringing the total investment to \$4.3 million. The Council has yet to determine the investment level for the 2015-2025 Long Term Plan.
23. The Council's cycleway development programme should be eligible to attract standard financial assistance from the National Land Transport Fund (NLTF). The subsidy would normally be around 50% of the project cost. Recently the Government has provided an additional \$100 million over the next three years to accelerate the development of urban cycleways. Wellington may attract a share of this new funding. The Transport Agency has indicated that a three year programme of up to \$54 million for capital works and co-ordinated road use behaviour change promotion is possible. Funding may be shared one third each between local share (rates), the NLTF and the Urban Cycleways Fund.
24. To maximise the Council's return on its investment by attracting around 67% subsidy, each project must 'stack up' in its own right and be consistent with an overall agreed programme for Wellington. This means we need to quickly develop a realistic draft three year programme.
25. A three year accelerated programme has been developed with a heavy weighting towards planning in year one moving towards construction in years 2 and 3 and then reverting to the currently budgeted \$4.5m

	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25
Planning	\$4.6	\$2.3	\$0.7							
Construction	\$7.0	\$13.6	\$22.6							
Minor Works	\$1.25	\$1.35	\$1.25							
Total	\$12.8	\$17.2	\$24.5	\$4.5						

26. The potential \$54.5m three year programme would be on the basis that it attract subsidy from both the National Land Transport Fund and the Urban Cycleways Fund. The table below shows the funding sources:

	15/16	16/17	17/18
WCC Share	\$3.92	\$5.28	\$7.51
NLTF	\$4.61	\$6.19	\$8.82
Urban Cycleways	\$4.27	\$5.73	\$8.17
Total	\$12.8	\$17.2	\$24.5

Development programme adoption process

27. A draft development programme with options to accelerate investment to take advantage of the additional Crown funding and see results quickly was presented to Councillors in December. A draft programme, based on \$4.5m spread evenly over the next 10 years has been included the current version of the draft Long Term Plan financials. A key question for the upcoming consultation on the Long Term Plan should

be whether there is support for an accelerated investment in protected bike lanes to take advantage of additional Crown funding and to see the forecast programme delivered in 3 years rather than 10 or more.

28. A suggested process for developing the programme is set out below. Regardless of any accelerated programme we will need to follow this (or similar) process in order to receive any subsidy from either government source:

Timing	Step	Scope
March to June 2015	Consult on and adopt cycling elements of the Urban Growth Plan and financial provisions through the Long Term Plan	Initial consultation on Urban Growth Plan completed October 2014. Policy positions to be further consulted on and financial provisions to be identified, consulted on and adopted as part of the Long Term Plan.
February and March 2015	Investment Logic Mapping (ILM)	Facilitated workshops to determine why we're investing, in what, by when. Workshops with WCC Councillors and officers may also include: <ul style="list-style-type: none"> • NZTA officials • Greater Wellington transport officers • CAW representatives • AA representatives • Federation of Progressive Associations • Chamber of Commerce • Accessibility Advisory Group The output will be a refined Cycleway Investment Programme.
April 2015	Funding application submitted to NZTA	
April - preparation May - consultation June - consideration of submissions	Consultation on a more detailed Cycleway Investment Programme (Master Plan/Cycling Strategy)	A non-statutory consultation which builds on the principles in the Urban Growth Plan and ILM. More detail can be provided than as part of the Long Term Plan. The Council will need to determine how it wants to consider submissions. Note: This will go before full Council for approval
<p>At this point Council is likely to have agreed that:</p> <ul style="list-style-type: none"> • Wellington is far from being bike friendly and therefore losing ground on this increasingly important measure of liveability and international competitiveness • safety issues must be addressed principally by providing protected bike lanes on main access corridors • the key routes network has been identified • the likely type of improvements (including both cycleways and bus priority) on each key route is reasonably well understood • the impacts and costs of those improvements is reasonably well understood 		

- the priorities for making improvements is reasonably well understood; and
- a cycleway development programme should be completed over a timeframe (as indicated by funding provisions in the Long Term Plan)

From July 2015	Detailed route planning and consultation	Accelerated route planning and consultation on implementation details and mitigation measures.
As soon as possible	Route implementation	Construction of a network of protected bike lanes and other bike friendly activities in line with funding provisions.

Investment Logic Mapping

29. In order to progress the ILM process in February which we are required to undertake before submitting our funding application with the NZTA, we need to identify participants for the workshops. These workshops will be facilitated externally and ideally have 12-15 participants. We recommend that four Councillors from the Transport & Urban Development Committee be nominated to attend. It would be advantageous if the four Councillors covered a broad spectrum of political views on cycling and transport.

Engagement and consultation

30. The provision of protected bike lanes or bus priority lanes is controversial and an ambitious programme will need a lot of political fortitude. Typically, projects reallocate road space to moving people on bikes and buses away from on-street car parking. We expect that the first year of an accelerated programme would be heavy on planning and engagement with affected neighbours. The focus of the engagement would be to inform people of the timeframes and types of changes being proposed and how they can influence the decision making. Engagement would focus on how best to implement changes and mitigate negative effects rather than whether change is to occur or not as this decision has been by adopting the Long Term Plan and the associated Cycleway Development Programme. Engagement would be through workshops and drop in sessions followed by one round of formal consultation required under our bylaw to make parking and traffic changes, as well as consultation required for new or relocated bus shelters. With political commitment, an ambitious implementation programme could then proceed over the second and third years.

31. The following process is envisaged:

Step	Scope	Indicative timing
1	Programme awareness Agreed scope of route improvements, likely financial implications and programme timing as part of the ILM and later consultation on the Cycleway Investment Programme,	February to June 2015
2	Route awareness Raise awareness of the scope of likely changes with affected neighbours.	July 2015
3	Engagement with neighbours and concept refinement Engage with affected neighbours and prepare a recommended route option plan identifying details	4 months per package of routes First package - July to

	including: <ul style="list-style-type: none"> • Provisions for people on bikes • Provisions for people on buses (including bus shelters) • Provision for people walking • Provisions for people using motorised traffic (including revised speed limits) • Provisions for on-street servicing and car parking • Staging options • Estimated costs. 	October 2015
4	Formal submissions from affected neighbours Prepare and distribute consultation material to affected neighbours, call for written submissions from affected neighbours. Include a detailed traffic resolution and advertise this for general submissions. Include bus shelter notifications to affected parties under the Local Government Act and the Resource Management Act.	5 weeks per package plus 4 week submission period November to December 2015
5	Submission review Officers review and consider submissions. Prepare adjusted plans as necessary.	4 weeks per package January 2016
6	Committee decision Officers prepare a report to Committee recommending a scheme for implementation.	4 weeks per package February 2016
7	Detailed design Subject to Committee approval, officers complete detailed designs and contract implementation works.	4 months per package March to June 2016
8	Project implementation Construction of physical works and implementation of related education programmes	To be determined but typically 6 to 12 months per package
9	Monitoring and adjustment Project monitoring and minor adjustment as required.	Ongoing
10	Formal review Formal review of the performance of the scheme reported back to Committee.	After at least a year of operation
Note: Decision making for programme funding rests with the Council. Decision making for project implementation is currently delegated to the Transport and Urban Development Committee. On 3 February 2015 Council is to consider amending the delegations to a power to recommend to Council rather than leaving final decision making with the committee.		

Options

32. Funding levels are primarily a consideration for the LTP process. \$55m investment is considered the maximum available in the first 3 years, and this will be contingent on attracting significant NZTA subsidies. Any increase from the existing base would accelerate the programme. The Committee or the Council may choose to set the funding levels at a lower level than that outlined in this paper.

Attachments

Attachment 1.	Potential Development Programme	Page 16
Attachment 2.	Key Routes	Page 17
Attachment 3.	Route Descriptions	Page 18

Authors	Joe Hewitt, Cycling - Principal Engineer Paul Barker, Safe and Sustainable Transport Manager
Authoriser	Anthony Wilson, Chief Asset Officer

SUPPORTING INFORMATION

Consultation and Engagement
N/A

Treaty of Waitangi considerations
N/A

Financial implications
Significant implications that will be addressed through the Governance, Finance and Planning Committee.

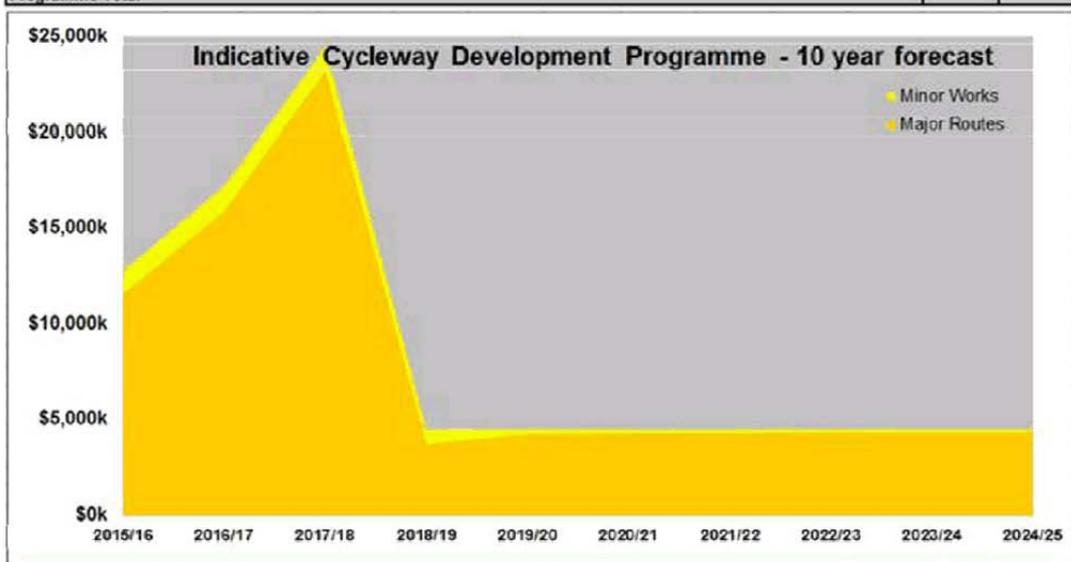
Policy and legislative implications
N/A

Risks / legal
N/A

Climate Change impact and considerations
N/A

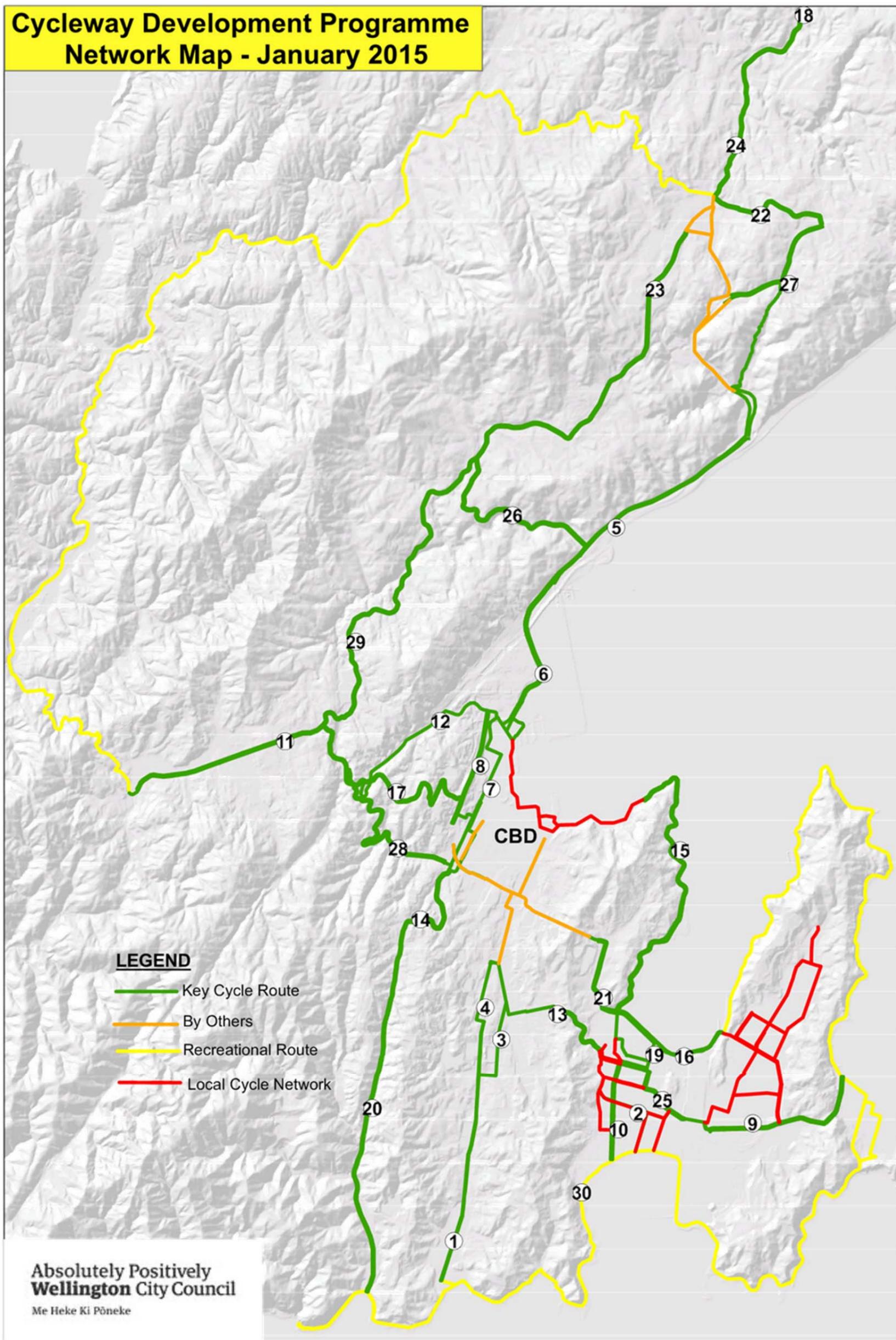
Communications Plan
N/A

Potential Cycleway Development Programme - 10 year forecast (\$000)												
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Totals	Two way
	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25		Lane km
Minor Works	1,250	1,350	1,250	750	300	200	200	200	200	200	5,900	
Major Routes	11,577	15,889	23,255	3,730	4,220	4,300	4,270	4,340	4,300	4,300	80,181	0
Annual Totals	12,827	17,239	24,505	4,480	4,520	4,500	4,470	4,540	4,500	4,500	86,081	
0												0
Programme Total												



Potential Cycleway Development Programme - construction phase timing												
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Total	Two way
	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	\$M	Lane km
The Parade	before this programme										2.0	3.4
Kilbirnie Drainage R	before this programme										0.3	1.6
CBD											6.0	
Adelaide-Riddiford	Bus										5.5	4.0
Adelaide-Hanson											5.1	3.2
Hutt Rd	Bus	Bus									4.0	6.0
Thorndon Quay	Bus	Bus									2.3	4.3
Willis St (sth Manners)											0.2	1.9
The Terrace (nth Ghuznee)											0.4	3.0
Broadway											4.0	4.3
Onepu Rd											3.0	2.4
Kelburn to Makara Hill		Bus	Bus								7.0	9.9
Bowen - Glenmore		Bus									5.5	6.8
Newtown to Kilbirnie		Bus									0.5	3.6
CBD to Brooklyn											2.0	2.4
Oriental to Kilbirnie											0.2	8.8
Cobham Dr path widening											0.5	1.6
The Terrace to Kelburn											0.6	2.1
Tawa to Glenside shared path											10.0	4.8
Rongotai Rd to Cobham Dr											0.7	1.3
Brooklyn to Owairo Bay											1.0	9.5
Hataitai to Evans Bay											2.4	2.4
Newlands to Johnsonville											0.6	3.1
Ottawa Rd to Johnsonville											3.1	8.9
Glenside to Johnsonville											3.0	4.6
Airport route											1.3	2.6
Ngaio to Hutt Rd											0.7	5.2
Wakley Rd											3.2	7.7
Aro to Chaytor											2.0	5.9
Karori to Ottawa Rd											10.0	11.0
South Coast shared path											6.8	18.0
Minor Works											7.0	
Bus - improvements will include bus priority measures												
Newtown - Berhamp Hutt Rd to CBD Karori to CBD Tawa to Johnsonville Other												

Cycleway Development Programme Network Map - January 2015



Item 2.1 Attachment 2

Item 2.1 Attachment 3

Cycleway Development Programme - Route Descriptions (January 2015)				
Route	Scope of improvements	Parking and land impacts	Stage	Cost Two way lane km \$M
1 The Parade	Section 1 Island Bay to CBD route. Follows The Parade from Shorland Park to Wakefield Park. Protected one-way bike lanes, bus stops bypasses and intersection improvements.	Minor. 28 on-street spaces to be removed, leaving 239 along the route frontage. No land purchase required.	Final design, construction 2015	3.4 2.0
2 Kilbirnie Drainage Reserve	Upgrade of east-west link between Tirangi Rd and Queens Dr following the drainage reserve. Off road, sealed, shared pathway with enhanced road crossings and link to the airport subway. Part funded from recreation budget.	Minor. Small scale on-street parking removal for Tirangi Rd and Onepu Rd sections.	Construction underway	1.8 0.3
3 Adelaide-Riddiford	Section 2 Island Bay to CBD route. Follows Adelaide Rd, Luxford St, Rintoul St and Adelaide Rd. Protected one-way bike lanes with Rintoul St as shared space, bus stop bypasses, intersection improvements and bus priority measures on Riddiford St.	Major. Narrow sections of Adelaide and Riddiford will have all parking removed (some 90 spaces on Adelaide and 65 on Riddiford). Some land purchase likely.	Initial design, consultation 2015	4.0 5.5
4 Adelaide-Hanson	Section 2 Island Bay to CBD route. Follows Adelaide Rd, Stoke St and Hanson St. Protected one-way bike lanes with Stoke-Hanson as shared space, bus stop bypasses, intersection improvements. Longer term route if Adelaide-Riddiford is developed.	Major. Narrow sections of Adelaide will have all parking removed (some 300 spaces affected and 190 removed on Adelaide).	Initial design, consultation 2015	3.2 5.1
5 Hutt Rd	Section 1 Ngauranga to CBD route. Protected bike lanes.	Major	Initial planning	6.0 4.0
6 Thorndon Quay	Section 2 Ngauranga to CBD route. Protected bike lanes, bus stop bypasses, bus priority.	Major	Initial planning	4.3 2.3
7 Willis St (sth Manners)	Protected bike lanes and bus priority measures.	Moderate	Concept	1.9 0.2
8 The Terrace (nth Ghuznee)	Protected one-way bike lanes.	Major	Concept	3.0 0.4
9 Broadway	Protected one-way bike lanes.	Major	Concept	4.3 4.0
10 Onepu Rd	Protected one-way bike lanes.	Minor	Concept	2.4 3.0
11 Kelburn to Makara Hill	Section 1 Karori to CBD route. Some route choices through Karori then Karori Rd, Chaytor St. Protected one-way bike lanes, bus stop bypasses and intersection improvements.	Moderate	Concept	9.9 7.0
12 Bowen - Glenmore	Section 2 Karori to CBD route. Follows Glenmore and Bowen Sts. Protected one-way bike lanes, bus stop bypasses and intersection improvements.	Major	Concept	6.8 5.5
13 Newtown to Kilbirnie	Crawford Rd, Coromandel St and Wilson St (avoiding Constable St). Protected one-way or two-way bike lanes with Wilson St as shared space, bus stop bypasses, intersection improvements and bus priority measures on Constable St.	Moderate	Concept	3.6 0.5
14 CBD to Brooklyn	Brooklyn to CBD route. Follows Ohio Rd, Brooklyn Rd. Protected one-way or two-way bike lanes, bus stop bypasses, intersection improvements, maybe bus priority near Willis/Webb.	Moderate	Concept	2.4 2.0
15 Oriental to Kilbirnie	Eastern Bays to CBD route. Follows Evans Bay Pde and Oriental Pde. Minor upgrades to existing bike lanes.	Minor	Concept	8.8 0.2
16 Cobham Dr path widening	Eastern Bays to CBD route. Widening of existing off-road shared pathway.	None	Concept	1.6 0.5
17 The Terrace to Kelburn	Kelburn to CBD route. Follows Upland Rd, Glasgow St, Kelburn Pde, Salamanca Rd and The Terrace. Bike lanes.	Moderate	Concept	2.1 0.6
18 Tawa to Glenside shared path	Section 1 Tawa to Johnsonville route. Develops a new off-road shared pathway along the Porirua Stream verge then onto Middleton Rd.	No parking. Maybe minor land requirements.	Concept	4.8 10.0
19 Rongotai Rd to Cobham Dr	Protected one-way bike lanes, bus stop bypasses, intersection improvements.	None	Concept	1.3 0.7
20 Brooklyn to Owairo Bay	Bike lanes.	Moderate	Concept	9.5 1.0
21 Hataitai to Evans Bay	Follows Moxham Ave, Kupe St, Hamilton Rd. Protected bike lanes.	Major	Concept	2.4 2.4
22 Newlands to Johnsonville	Follows Stewart Dr, Heiston Rd. Bike lanes.	Moderate	Concept	3.1 0.6
23 Ottawa Rd to Johnsonville	Follows Ottawa Rd, Boxhill Rd, Burma Rd, Moorefield Rd. Bike lanes.	Major	Concept	8.9 3.1
24 Glenside to Johnsonville	Section 2 Tawa to Johnsonville route. Follows Middleton Rd. Protected one-way or two-way bike lanes, bus stop bypasses, intersection improvements.	Minor	Concept	4.6 3.0
25 Airport route	Follows Evans Bay Pde, Kemp St, Te Whiti St. Upgrades to existing two-way shared pathway and intersection improvements.	Minor	Concept	2.6 1.3
26 Ngaio to Hutt Rd	Follows Crofton Rd, Kenya St, Ngaio Grove and Kawharawhara Rd. Bike lanes on Crofton and Kenya, downhill shared and uphill bike lane on Ngaio Gorge. Bus/bike lane into town and bike lane outbound on Kawharawhara.	Moderate	Concept	5.2 0.7
27 Wakley Rd	Newlands to Hutt Rd route. Protected bike lanes on Newlands Rd, bike lanes on Wakley Rd, upgrade of existing off-road pathway.	Moderate	Concept	7.7 3.2
28 Aro to Chaytor	Bike lanes.	Major	Concept	5.9 2.0
29 Karori to Ottawa Rd	Bike lanes.	Major	Concept	11.0 10.0
30 South Coast shared path	New off-road shared pathway.	Minor	Concept	18.0 6.8
CBD	To be determined (TBD)	TBD	Allowance	6.0
Minor Works	Low cost safety works like removing pinch points, installing green boxes at traffic lights, replacing dangerous drain covers, providing continuity across intersections, improving markings and signage.	Minor	Ongoing	n/a 7.0

TRAFFIC RESOLUTION TR 62-14 - ISLAND BAY CYCLEWAY

Purpose

1. This report outlines the recommended amendments to the Wellington City Council Traffic Restrictions. These recommendations support the achievement of the Council's Transport Strategy Outcomes of safety, accessibility, efficiency and sustainability.

Summary

2. The detailed traffic resolutions will give effect to the Island Bay Cycleway project which was approved in principle by the Committee at its meeting on 3 December 2014.
3. The proposed resolutions were advertised on 5 December 2014, giving the public 18 days to provide feedback.
4. Where appropriate, officers have responded in the 'Discussion' section. Opinion remains divided in the community between those that support the proposal and those that do not.
5. Officers' recommend that the detailed traffic resolutions which give effect to the Island Bay Cycleway project be approved.

Recommendations

That the Transport and Urban Development Committee:

1. Receive the information.
2. Approves the following amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.
 - a) Cycle Lanes, Bus Stops, Pedestrian Crossings, No Stopping At All Times, P10 At All Times, P20 At All Times, Mobility Parking Only, Stop signs –

**The Parade, Trent Street, Humber Street, Mersey Street, Avon Street,
Tamar Street and Dee Street – Island Bay (TR62-14)**

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

Column One	Column Two	Column Three
<i>The Parade</i>	<i>Bus stop</i>	<i>West side, commencing 7 metres south of its intersection with Mersey Street and extending in a southerly direction following the western kerblines for 12 metres.</i>
<i>The Parade</i>	<i>Bus Stop At All Times</i>	<i>East side commencing 68 metres from its intersection with reef street and extending in a</i>

<i>The Parade</i>	<i>Bus Stop At All Times</i>	<i>northerly direction for 16.5 metres. East side, commencing 15 metres south of its intersection with Tamar Street and extending in a southerly direction following the eastern kerbline for 12 metres.</i>
<i>The Parade</i>	<i>Bus Stop At All Times</i>	<i>East side, commencing 199.5 metres south of its intersection with Tamar Street and extending in a southerly direction following the eastern kerbline for 14 metres.</i>
<i>The Parade</i>	<i>Bus Stop At All Times</i>	<i>East side, commencing 28 metres from its intersection with Trent Street and extending in a southerly direction following the kerbline for 12 metres</i>
<i>The Parade</i>	<i>Bus Stop At All Times</i>	<i>East side, commencing 34.5 metres south of its intersection with Mersey Street (Grid Coordinates x= 1748324.4 m, y= 5422280.8 m), and extending in a southerly direction following the eastern kerbline for 16 metres</i>
<i>The Parade</i>	<i>Bus Stop At All Times</i>	<i>East side, commencing 6 metres east of its intersection with Dee Street and extending in a southerly direction following the eastern kerbline for 21.5 metres.</i>
<i>The Parade</i>	<i>Bus Stop At All Times</i>	<i>East side, commencing 9.5 metres south of its intersection with Humber Street and extending in a southerly direction following the eastern kerbline for 16 metres.</i>
<i>The Parade</i>	<i>Bus Stop At All Times</i>	<i>West side, commencing 192.5 metres from its intersection with Medway Street and extending in a northerly direction following the western kerbline for 12 metres.</i>
<i>The Parade</i>	<i>Bus Stop At All Times</i>	<i>West side, commencing 249.5 metres south of its intersection with Humber Street and extending in a southerly direction following the western kerbline for 12.5 metres.</i>
<i>The Parade</i>	<i>Bus Stop At All Times</i>	<i>West side, commencing 6 metres north of its intersection with Dee Street and extending in</i>

The Parade	<i>Bus Stop At All Times</i>	<i>a northerly direction following the western kerbline for 19 metres West side, commencing 6 metres north of its intersection with Tamar Street and extending in a northerly direction following the western kerbline for 18.5 metres.</i>
The Parade	<i>Bus Stop At All Times</i>	<i>West side, commencing 7.5 metres south of its intersection with Humber Street and extending in a southerly direction following the western kerbline for 17 metres.</i>
<i>Delete from Schedule D (No stopping) of the Traffic Restrictions Schedule</i>		
The Parade	<i>No Stopping At All Times</i>	<i>East side, commencing 166 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 8.5 metres.</i>
The Parade	<i>No Stopping At All Times</i>	<i>East side, commencing 178 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 6 metres.</i>
The Parade	<i>No Stopping At All Times</i>	<i>East side, commencing 222 metres south of its intersection with Dee Street and extending in a southerly direction following the eastern kerbline for 7 metres to its intersection with Tamar Street.</i>
The Parade	<i>No Stopping At All Times</i>	<i>East side, commencing 241.5 metres south of its intersection with Avon Street (Grid coordinates x= 1748412.2 m, y= 5422705.2 m), and extending in a southerly direction following the eastern kerbline for 5 metres.</i>
The Parade	<i>No Stopping At All Times</i>	<i>East side, commencing at its intersection with Reef Street and extending in a northerly direction following the eastern kerbline for 15.5 metres.</i>
The Parade	<i>No Stopping At All Times</i>	<i>East side, commencing from its intersection with Avon Street (Grid coordinates x= 1748409.1</i>

		<i>m, y= 5422715.3 m), and extending in a northerly direction following the eastern kerbline for 15.5 metres.</i>
<i>The Parade</i>	<i>No Stopping At All Times</i>	<i>East side, commencing from its intersection with Dee Street and extending in a southerly direction following the eastern kerbline for 6 metres.</i>
<i>The Parade</i>	<i>No Stopping At All Times</i>	<i>East side, commencing from its intersection with Humber Street and extending in a southerly direction following the eastern kerbline for 9.5 metres.</i>
<i>The Parade</i>	<i>No Stopping At All Times</i>	<i>East side, commencing from its intersection with Reef Street and extending in a northerly direction following the eastern kerbline for 12 metres.</i>
<i>The Parade</i>	<i>No Stopping At All Times</i>	<i>East side, commencing from its intersection with Tamar Street and extending in a southerly direction following the western kerbline for 6 metres.</i>
<i>The Parade</i>	<i>No Stopping At All Times</i>	<i>West side, commencing 12 metres south of its intersection with Medway Street and extending in a southerly direction following the western kerbline for 14 metres.</i>
<i>The Parade</i>	<i>No Stopping At All Times</i>	<i>West side, commencing 124.5 metres from its intersection with Medway Street and extending in a northerly direction following the western kerbline for 10.5 metres.</i>
<i>The Parade</i>	<i>No Stopping At All Times</i>	<i>West side, commencing 230.5 metres south of its intersection with Humber Street and extending in a southerly direction following the western kerbline for 19 metres.</i>
<i>The Parade</i>	<i>No Stopping At All Times</i>	<i>West side, commencing 395 metres from its intersection with Medway Street and extending in a northerly direction following the western kerbline for 5 metres to its intersection with Tamar Street.</i>
<i>The Parade</i>	<i>No Stopping At All Times</i>	<i>West side, commencing from its intersection with Humber Street and extending in a southerly direction following the western</i>

The Parade	<i>No Stopping At All Times</i>	<i>kerbline for 7.5 metres. West side, commencing from its intersection with Medway Street and extending in a northerly direction following the western kerbline for 8 metres.</i>
The Parade	<i>No Stopping At All Times</i>	<i>West side, commencing from its intersection with Tamar Street and extending in a northerly direction following the western kerbline for 6 metres.</i>

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

Column One	Column Two	Column Three
The Parade	<i>P10, At All Times</i>	<i>West side, commencing 7 metres south of its intersection with Mersey Street and extending in a southerly direction following the western kerbline for 10 metres.</i>
The Parade	<i>Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 6 metres north of its intersection with Dee Street and extending in a northerly direction following the western kerbline for 6 metres.</i>
The Parade	<i>Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 6 metres south of its intersection with Dee Street and extending in a southerly direction following the western kerbline for 14 metres</i>
The Parade	<i>P10 Monday to Sunday, at all times</i>	<i>East side, commencing 9 metres south of its intersection with Mersey Street (Grid coordinates, x= 1748324.4 m, y= 5422280.8 m), and extending in a southerly direction following the eastern kerbline for 10.5 metres.</i>
The Parade	<i>P120 Monday to Sunday, 8:00am - 8:00pm</i>	<i>East side, commencing 15.5 metres north of its intersection with Reef Street and extending in a northerly direction following the eastern kerbline for 32 metres.</i>
The Parade	<i>P20 Monday to Saturday, 8:00am - 6:00pm</i>	<i>East side, commencing 7 metres north of its intersection with Tamar Street and extending in a northerly direction following the eastern kerbline for 7 metres</i>
The Parade	<i>P60 Monday to</i>	<i>East side, commencing 184</i>

		<i>Saturday, 8:00am - 6:00pm</i>	<i>metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 53 metres.</i>
	The Parade	<i>P60 Monday to Saturday, 8:00am - 6:00pm</i>	<i>West side, commencing 1.3 metres north of the northern kerb line of Avon Street (Grid coordinates x= 1748400.2m y= 5422717.7 m) and extending in a northerly direction for 11 metres..</i>
	The Parade	<i>Vehicles Displaying an Operational Mobility Permit Only</i>	<i>East side, commencing 197 metres south of its intersection with Avon Street and extending in a southerly direction following the eastern kerbline for 3.5 metres</i>

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

Column One	Column Two	Column Three
The Parade	<i>Cycle lane</i>	<i>West side, commencing 24.4 metres north of the northern kerb line Reef Street (Grid coordinates x= 1748118.7m y= 5421692.9m) and extending in a northerly direction for 930 metres.</i>
	The Parade	<i>Cycle lane</i>
The Parade	<i>Cycle lane</i>	<i>West side, commencing 12.3 metres north of the northern kerb line of Avon Street (Grid coordinates x= 1748399.0m, y= 5422726.7m) and extending in a northerly direction for 575 metres.</i>
The Parade	<i>Cycle lane</i>	<i>East side, commencing 19.3m north of the northern kerb line of Dover Street (Grid coordinates x= 1748489.8m y= 5423310.5m) and extending in a southerly direction for 603 metres.</i>
The Parade	<i>Cycle lane</i>	<i>East side, commencing 7.7 metres south of the northern kerb line Medway Street (Grid coordinates x= 1748394.0m y= 5422553.0m) and extending in a southerly direction for 930 metres.</i>

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

Schedule

Column One	Column Two	Column Three
The Parade	<i>Bus stop</i>	<i>West side, commencing 6.5 metres north of the northern kerb line of Reef Street (Grid coordinates x= 1748113.5m y= 5421675.6m) and extending in a northerly direction for 14 metres.</i>
The Parade	<i>Bus stop</i>	<i>West side, commencing 34.6 metres south of the southern kerb line of Humber Street (Grid coordinates x= 1748187.3m y= 5421890.6m) and extending in a northerly direction for 14 metres.</i>
The Parade	<i>Bus stop</i>	<i>West side, commencing 19.9 metres north of the northern kerb line of Mersey Street (Grid coordinates x= 1748323.9m y= 5422316.1m) and extending in a northerly direction for 14 metres.</i>
The Parade	<i>Bus stop</i>	<i>West side, commencing 141.7 metres south of the southern kerb line of Tamar Street (Grid coordinates x= 1748409.1 y= 5422801.8m) and extending in a northerly direction for 14 metres.</i>
The Parade	<i>Bus stop</i>	<i>West side, commencing 17.2 metres north of the northern kerb line of Dee Street (Grid coordinates x= 1748447.0m y= 5423205.0m) and extending in a northerly direction for 14 metres.</i>
The Parade	<i>Bus stop</i>	<i>East side, commencing 21.7 metres south of the southern kerb line of Dee Street (Grid coordinates x= 1748456.1m y= 5423157.5m) and extending in a southerly direction for 14 metres.</i>
The Parade	<i>Bus stop</i>	<i>East side, commencing 53.2 metres north of the northern kerb line of Avon Street (Grid coordinates x= 1748416.2m y= 5422768.5m) and extending in a southerly direction for 14 metres.</i>
The Parade	<i>Bus stop</i>	<i>East side, commencing 32.7 metres south of the southern kerb line of Mersey Street (Grid coordinates x= 1748314.3m y= 5422247.7m) and extending in a</i>

The Parade	<i>Bus stop</i>	<i>southerly direction for 14 metres. East side, commencing 11.9 metres south of the southern kerb line of Humber Street (Grid coordinates x= 1748203.4m y= 5421908.3m) and extending in a southerly direction for 14 metres.</i>
The Parade	<i>P60 Monday to Saturday 8am to 6pm Vehicles Displaying an Operational Mobility Permit Only</i>	<i>East side, commencing 44.8 metres south of the northern kerb line of Medway Street (Grid coordinates x= 1748390.3m y= 5422515.9m) and extending in a southerly direction for 5 metres.</i>

Add to Schedule H (Pedestrian Crossings) of the Traffic Restrictions Schedule

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

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

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

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

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

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

The Parade	<i>No stopping at all times</i>	coordinates x= 1748118.4m y= 5421688.5m), and extending in a northerly direction for 18 metres. West side, commencing 43.5 metres south of the southern kerb line of Humber Street (Grid coordinates x= 1748184.2m y= 5421882.5m), and extending in a northerly direction for 8.9 metres.
The Parade	<i>No stopping at all times</i>	West side, commencing 20.6 metres south of the southern kerb line of Humber Street (Grid coordinates x= 1748191.0m y= 5421903.6m), and extending in a northerly direction for 20.6 metres.
The Parade	<i>No stopping at all times</i>	West side, commencing at the northern kerb line of Humber Street (Grid coordinates x= 1748199.0m y= 5421934.3m), and extending in a northerly direction for 15.6 metres.
The Parade	<i>No stopping at all times</i>	West side, commencing at the northern kerb line of Mersey Street (Grid coordinates x= 1748316.6, y= 5422293.8m), and extending in a northerly direction for 19.9 metres.
The Parade	<i>No stopping at all times</i>	West side, commencing 33.9 metres north of the northern kerb line of Mersey Street (Grid coordinates x= 1748328.1m y= 5422329.2m), and extending in a northerly direction for 13.1 metres.
The Parade	<i>No stopping at all times</i>	West side, commencing 37 metres south of the southern kerb line of Mersey Street (Grid coordinates x= 1748301.9m y= 5422247.4m), and extending in a northerly direction for 37 metres.
The Parade	<i>No stopping at all times</i>	West side, commencing 31.8 metres south of the northern kerb line of Medway Street (Grid coordinates x= 1748379.3m y= 5422528.5m), and extending in a northerly direction for 23.3 metres.
The Parade	<i>No stopping at all times</i>	West side, commencing 1.3

		metres north of the northern kerb line of Avon Street (Grid coordinates x= 1748400.2m y= 5422717.7 m) and extending in a northerly direction for 19.5 metres.
The Parade	<i>No stopping at all times</i>	West side, commencing 75.4 metres north of the northern kerb line of Avon Street (Grid coordinates x= 1748408.2m y= 5422791.8m), and extending in a northerly direction for 10 metres.
The Parade	<i>No stopping at all times</i>	West side, commencing 101.4 metres north of the northern kerb line of Avon Street (Grid coordinates x= 1748408.8m y= 5422817.5m) and extending in a northerly direction for 25.5 metres.
The Parade	<i>No stopping at all times</i>	West side, commencing 17.6 metres south of the southern kerb line of Tamar Street (Grid coordinates x= 1748419.7m y= 5422924.1m), and extending in a northerly direction for 17.6 metres.
The Parade	<i>No stopping at all times</i>	West side, commencing at the northern kerb line of Tamar Street (Grid coordinates x= 1748420.4m y= 5422952.4m), and extending in a northerly direction for 17.5 metres.
The Parade	<i>No stopping at all times</i>	West side, commencing 34.7 metres south of the southern kerb line of Dee Street (Grid coordinates x= 1748442.1m y= 5423142.3m), and extending in a northerly direction for 34.7 metres.
The Parade	<i>No stopping at all times</i>	West side, commencing 17.2 metres north of the northern kerb line of Dee Street (Grid coordinates x= 1748447.0m y= 5423205.0m) and extending in a southerly direction for 17.2 metres.
The Parade	<i>No stopping at all times</i>	West side, commencing 29.5 metres north of the northern kerb line of Dee Street (Grid coordinates x= 1748448.2m y= 5423218.1m), and extending in

The Parade	<i>No stopping at all times</i>	<i>a northerly direction for 34.6 metres. East side, commencing at the southern kerb line of Dover Street (Grid coordinates x= 1748482.2m y= 5423286.6 m), and extending in a southerly direction for 30.4 metres.</i>
The Parade	<i>No stopping at all times</i>	<i>East side, commencing at the northern kerb line of Dee Street (Grid coordinates x= 1748460.6m y= 5423188.8m), and extending in a northerly direction for 19.1 metres.</i>
The Parade	<i>No stopping at all times</i>	<i>East side, commencing at the southern kerb line of Dee Street (Grid coordinates x= 1748460.6m y= 5423188.7m), and extending in a southerly direction for 20.8 metres.</i>
The Parade	<i>No stopping at all times</i>	<i>East side, commencing 34.8 metres south of the southern kerb line of Dee Street (Grid coordinates x= 1748454.82m y= 5423144.0m), and extending in a southerly direction for 19.2 metres.</i>
The Parade	<i>No stopping at all times</i>	<i>East side, commencing at the northern kerb line of Tamar Street (Grid coordinates x= 1748435.9m y= 5422950.8m), and extending in a northerly direction for 30 metres.</i>
The Parade	<i>No stopping at all times</i>	<i>East side, commencing at the southern kerb line of Tamar Street (Grid coordinates x= 1748434.5m y= 5422940.0m), and extending in a southerly direction for 21.9 metres.</i>
The Parade	<i>No stopping at all times</i>	<i>East side, commencing 39.9 metres north of the northern kerb line of Avon Street (Grid coordinates x= 1748415.0m y=5422755.2m), and extending in a southerly direction for 17.6 metres.</i>
The Parade	<i>No stopping at all times</i>	<i>East side, commencing 45.8 metres south of the southern kerb line of Mersey Street (Grid coordinates x=1748310.1m y= 5422234.6m), and extending in a southerly direction for 10.4</i>

The Parade	<i>No stopping at all times</i>	<i>metres. East side, commencing at the northern kerb line of Mersey Street (Grid coordinates x= 1748329.7m y= 5422291.9m), and extending in a northerly direction for 37.2 metres.</i>
The Parade	<i>No stopping at all times</i>	<i>East side, commencing 1.6m north of the southern kerb line of Mersey Street (Grid coordinates x= 1748325.9m y= 5422279.6m), and extending in a southerly direction for 13.6 metres.</i>
The Parade	<i>No stopping at all times</i>	<i>East side, commencing 17.5 metres south of the southern kerb line of Mersey Street (Grid coordinates x= 1748318.9m y= 5422262.0m), and extending in a southerly direction for 15.2 metres.</i>
The Parade	<i>No stopping at all times</i>	<i>East side, commencing at the northern kerb line of Humber Street (Grid coordinates x= 1748211.3m y= 5421929.1 m), and extending in a northerly direction for 18.4 metres.</i>
The Parade	<i>No stopping at all times</i>	<i>East side, commencing 1.6 metres north of the southern kerb line of Humber Street (Grid coordinates x= 1748210.1m y= 5421920.4m), and extending in a southerly direction for 13.6 metres.</i>
The Parade	<i>No stopping at all times</i>	<i>East side, commencing 25.6 metres south of the southern kerb line of Humber Street (Grid coordinates x= 1748199.3m y= 5421895.1m), and extending in a southerly direction for 15.5 metres.</i>
The Parade	<i>No stopping at all times</i>	<i>East side, commencing at the northern kerb line of Trent Street (Grid coordinates x=1748161.8m y= 5421775.9 m), and extending in a northerly direction for 40.2 metres.</i>
The Parade	<i>No stopping at all times</i>	<i>East side, commencing at the southern kerb line of Trent Street (Grid coordinates x= 1748159.1m y= 5421766.07m), and extending in a southerly</i>

<i>The Parade</i>	<i>No stopping at all times</i>	<i>direction for 20.5 metres. East side, commencing at the northern kerb line of Reef Street (Grid coordinates x= 1748125.5m y= 5421664.6m), and extending in a northerly direction for 19.2 metres.</i>
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Add to Schedule G (Give Way and Stop) of the Traffic Restrictions Schedule

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

Background

3. The Island Bay cycleway is being proposed to make it safer and more convenient for people on bikes to get around the suburb by providing protected bike lanes along The Parade. It is also the first stage of a connection to Berhampore, Newtown and the city.
4. The Island Bay Cycleway project will create safe, high quality cycling facilities along The Parade between Shorland Park and Wakefield Park, a distance of some 1.7km. Some 3.4km of lightly protected cycle lanes will be provided. Other design features include:
 - Cycle lane continuity through all intersections
 - Bus stop bypasses at nine stops
 - Four new pedestrian crossings across The Parade at Humber, Mersey, Tamar and Dee streets
 - Keeping most right turning lanes at busier intersections
 - Keeping most on-street parking unless it is unsafe to do so
 - New traffic signals at the Dee Street intersection.

- Removing four closely spaced bus stops near Avon and Tamar streets and installing two new stops that are more centrally located
 - Widening the western side of the carriageway on The Parade between Tamar and Dover streets to enable on-street parking to be retained.
5. The design has been developed with extensive consultation from the community. The last consultation over September and October generated feedback from over 700 parties. Opinion at a wider city community level is generally in support of the proposal but this view is not always shared by Island Bay residents or neighbours along The Parade.
6. The Transport and Urban Development Committee at its 3 December 2014 meeting heard oral comment, considered feedback and considered an officers' report. It resolved to proceed generally in accordance with the final design but with the following changes:
- Include Stop priority controls at Dee St rather than traffic lights and provide a new pedestrian crossing across The Parade to the south of the intersection
 - Include a new pedestrian crossing across The Parade to the south of the Tamar St intersection
 - Include Stop priority controls at all side roads rather than removing additional parking from The Parade to provide for recommended sight distances
 - Restrict an additional car park outside 30 The Parade to 'P10 at all times' to facilitate access to the dairy near Dee St (this is supported by the neighbour)
 - Restrict an additional car park outside 224 The Parade to 'P10 at all times' to facilitate access to the dairy near Mersey St (this is supported by the neighbour)
 - Retain the right turn facility at Trent St prioritising traffic movement over parking.
7. The Committee also agreed to notify the traffic resolutions under the Wellington City Council Consolidated Bylaw – Part 7 Clause 2.1.

Discussion

8. During the public feedback period for the traffic resolutions (5 – 22 December 2014), officers received 308 submissions of which 302 came from individuals and 6 from organisations. During this time officers were aware of two campaigns to generate responses. One was highlighted through Cycle Aware's facebook page. This appears to have generated most of the supportive comments. The other was a local initiative where a printed forms were circulated in the local area. This generated responses mostly opposing the proposals citing safety and expenditure concerns.
9. Nearly all feedback addresses the principles of the proposals rather than the details of the traffic resolutions. The principles have been well voiced and thoroughly considered in the previous rounds of consultation on this project. It is clear that opinions are divided.
10. There were numerous positive comments supporting the scheme in general. Some typical ones are quoted below:
- "The proposed changes looks fantastic. The benefits of the proposed cycleway far outweigh the costs. Please carry on and build it"* (10).
- "This is a real chance to introduce state of the art cycle facilities in Wellington. Where Island Bay leads, the rest of us will follow!"* (76).

"This will improve the quality of my and my family's lives" (156).

11. This time there was only one supportive comment from an immediate neighbour with a property on The Parade (157).
 12. Most comments against the proposal this time expressed concern with safety aspects of the cycleway design. Safety issues raised included:
 - The parking layout being considered dangerous for entering and exiting driveways, entering and exiting parked vehicles; crossing the road, and narrowing the through lanes for general traffic.
 - Safety concerns were expressed about potential conflicts between people on bikes and people walking around bus stop bypasses.
- a. Officers' response

Safety has been and will continue to be, an important consideration for this project. Protected cycle lanes are considered to be the safest form of on road provision for people on bikes. Through most of The Parade this protection is achieved by placing a one way cycle lane next to the footpath and placing parking outside it, adjacent to the moving traffic lane. In many instances widths of all elements (bike, parking and traffic lanes) are at a minimum to preserve as much on-street car parking as possible without spending significantly more moving kerblines, adjusting services and reshaping the roadway and footpath. Another alternative also not considered appropriate at this time is to remove parking altogether from one side of the road.

- b. Quote from Final Design Report, August 2014:

International best practice shows that protected kerbside cycle lanes are considered the safest way to provide safe cycle lanes. Initial feedback to the project strongly supported this measure. Subsequent research¹ commissioned by the Council to investigate Wellington's cycling potential, confirmed a significant latent demand that could be activated if protected cycleways are developed. The report showed that up to 76% of the population over age 18 would consider cycling in some circumstances if safe, separated infrastructure was provided.

¹ Cycling Demand Analysis, reported June 2014.



Careful consideration has been given to the buffer space between the cycle lane and parking. In the narrowest sections cars will park 2.0m from the kerb, this space being 1.4m for cycling and 0.6m buffer space for loading and unloading passengers and cycle overtaking when it is safe to do so. Where more road width is available the space for the cycle lane has been increased. In high parking turnover areas the buffer space will increase to make it clear that cyclists should not overtake in the loading/unloading space.

c. Quote from report to TUD 3 December 2014:

'Safety includes providing personal security and limiting conflicts between cyclists and others. Ideally the cycle lane would be protected by a kerb and the cycle, parking and traffic lanes would be wider as would the buffer space between the cycle lane and parking. Providing a cycle lane protected by parking should enhance the actual and perceived safety of cyclists. Motorists will have less, but adequate space in which to operate and experience suggests that they will slow down to compensate for this constriction with resulting safety benefits. Pedestrians will generally have no change to footpath widths and will have enhanced formal crossing opportunities but the removal of the median will make crossing in other places more difficult. Removal of the median could also make turning into driveways at busy times more pressured and may result in queueing and nose to tail crashes. Footpaths will be narrowed around the back of bus stops in order to accommodate a narrow cycle path.'

The visibility design standard at intersections was raised by Greater Wellington. The kerbside cycle lanes are brought back to near the through traffic lane as this is considered the safest way to cross the side road intersections within the constraints of current New Zealand road laws and without the additional expense of installing raised crossings. The transition length is considered appropriate by the designers and has not been identified as being of concern in a safety audit of the concept design. Side road intersections have limited visibility. Applying standard rules shows that all the side

roads should be controlled by stop signs rather than give ways. This is especially important given the presence of the cycle lanes.

More space can be created by removing on-street car parking from one side of the road. This is not considered reasonable at this point in time. Some argue that these space compromises have gone too far. Safety reviews of the proposed layout and widths consider the proposals to be adequate and the design should work well with the relatively low cycle volume and usual low use of on-street parking. At busier times all road users will need to take extra care in potential conflict situations. The alternative to removing car parking is to narrow the footpaths at considerable cost or remove the pohutukawa trees and use the berm space for moving people.

d. Independent safety reviews

To date the Council has received two independent safety reviews of the scheme. A third is currently underway on the detailed design drawings for the section south of the main shopping area. This is a formal process that will be reviewed prior at any construction work taking place. Once design drawings have been completed for the section north of the shopping area these will also be audited. A fourth independent safety audit will occur post construction to ensure any identifiable hazards are identified and reviewed.

13. Many comments addressed the proposal to remove the roundabout at The Parade/Dee St and install stop signs on the side road (Dee St) approaches. Most comments wanted the roundabout retained, three comments wanted the traffic lights options reconsidered.

a. Officers' response - quote from Final Design Report, August 2014:

'The Dee Street roundabout was installed in 2005 as a traffic calming device. It has been moderately effective in this role, but it has not delivered any safety improvement. In the nine years before the roundabout was installed there were no reported injury crashes at the junction, compared to three in the eight years after implementation.

The existing roundabout works best for motorised traffic. We initially considered retaining the roundabout and improving road marking to indicate to drivers the need to share the space. However, larger roundabouts are generally dangerous for cyclists, and small ones are only less dangerous if traffic speeds and volumes are very low and people on bikes 'take the lane' and traverse the roundabout like motorised traffic. Either way, this is inconsistent with the high level of service proposed along the rest of the route so we strongly recommend replacing the roundabout with a more cycle friendly intersection layout. Cycle Aware Wellington supported removing the roundabout.

In May we developed a design to revert to Give Way controls on Dee Street (the side roads) so that the intersection would be configured like similar cross roads along the route (Tamar, Mersey and Humber Streets). This would work well for most road users but pedestrians would find it more difficult to cross The Parade and right turning traffic from Dee St could experience some delay at peak times. Alternatively traffic signals could be provided which would provide well for all pedestrian movements and turns into

and out of the side road but create some delay to all through traffic. On balance we recommend installing traffic signals at the Dee Street intersection.'

b. Quote from report to TUD 3 December 2014:

'This is the most controversial aspect of the final design. A clear majority (3:1) are against installing traffic lights at Dee St. Comments mention delays to main road traffic and detracting from the suburban look and feel of the suburb. This proposal was added to the design following mid-year consultations. The advantages of traffic lights are that minor road traffic, including cyclists, will find it easier to turn right during peak periods and that pedestrians will be well catered for with crossing facilities. Disadvantages are largely carried by through traffic which would be delayed for side road and pedestrian phases. The proposal is estimated to cost an additional \$230,000. Given the very strong opposition to this element of the design, officers recommend that traffic lights not be installed and the intersection revert to priority control with a new pedestrian crossing provided on the south side of the intersection.'

14. The next most common theme was cost. Many considered the expense too high and/or unnecessary. Related to this objection was the thought that ratepayers money was better invested fixing more significant problems elsewhere or improving cycle facilities closer to the city where more significant problems are evident.

a. Officers' response - quote from report to TUD 3 December 2014:

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

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

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

15. There were general comments concerned about on-street car parking losses, particularly in the vicinity of the medical centre – library area.

- a. Officers' response - quote from report to TUD 3 December 2014:

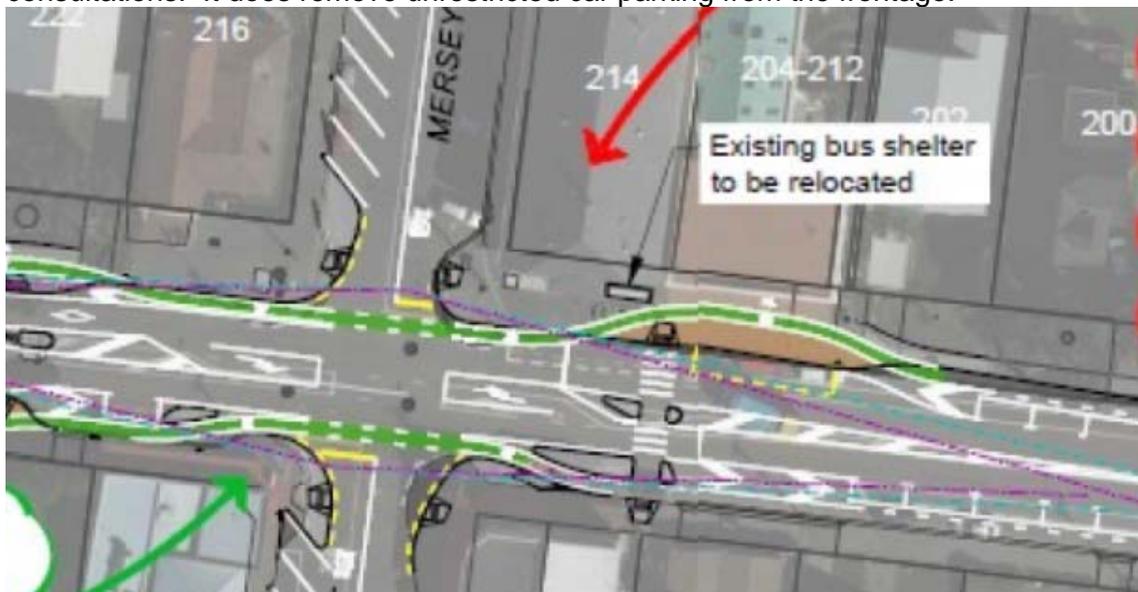
'A majority across all groups clearly support the need to minimise parking impacts. The proposed design will remove 28 spaces for safety reasons. Overall this leaves 239 spaces, well above the observed peak demand of 216 recorded in occupancy surveys in June.'

Specifically regarding the proposed change outside the medical centre - library, the existing angle parking is proposed to be changed to parallel parking gaining seven car parks by allowing parking on the opposite side of The Parade to be retained while also providing protected bike lanes.

16. Two submitters (262, 263) disagree with the proposed relocation of the bus stop on the west side of the Parade north of Mersey St concerned that it would eliminate car parking outside 204-212 The Parade.

- a. Officers' response

The proposed layout shows the existing bus stop moved north some 14 metres to accommodate a safe cycleway through the intersection and around a bus stop, and to provide space for a new pedestrian crossing which was well supported in previous consultations. It does remove unrestricted car parking from the frontage.



17. There was a call for more education about sharing the road targeted at drivers and cyclists.

- a. Officers' response

Education and awareness programmes are being developed separate from this project to support Council's wider cycleway development programme. A local campaign will be delivered in due course to highlight to both users and residents how to use the new facilities. Such initiatives are considered useful additions to the cycleway development programme but are no replacement for providing protected bike lanes.

18. There was a call for the Medway St/The Parade intersection to have traffic lights as the raised courtesy crossing across Medway St is considered confusing.

a. Officers' response

The intersection largely remains unchanged as it is part of the shopping centre. Officers' do not consider traffic lights to be justified at this location.



19. Greater Wellington Regional Council (307) have requested that a new bus stop be installed outside 351 The Parade to resolve issues with the terminus operation.

a. Officers' response - quote from Final Design Report, August 2014:

'Providing a new interim bus stop near Reef Street
Wherever possible we have endeavoured to coordinate bus infrastructure improvements with the cycleway project, to minimise disruption and costs. Greater Wellington has been receiving complaints from bus passengers, operators and the contracted bus company (Go Wellington, prompted by their union raising a number of driver and passenger complaints). Greater Wellington therefore wish to improve the terminus operations at the south end of Island Bay.

Improving the operation of the Island Bay terminus is highly desirable in order to:

- Provide for passengers to be dropped at the end of the route (nearer to Reef St) rather than 220 metres away under the status quo. Regional Council figures show this might benefit around 100 people during the peak each day.
- Provide drivers more convenient access to toilets and shops at the end of their run.
- Provide suitable stopping space for buses to "lay over" between runs: space which does not obstruct driveways and inconvenience residents, and is away from residential frontages to minimise noise.

This is a very busy area for buses. Services operate from 5:45am to 11:45pm. The no. 1 route operates nominally 12 minutes apart at peak and 30 minutes apart off peak

and there are other routes that come through the area too. Frequency from Island Bay terminus, inclusive of routes 1, 4 and 32 is tabulated below:

Weekday AM peak	3-5 mins till 9am
Weekday Inter peak	12 mins
Weekday PM peak	12 mins
Weekday Evenings	10-15 mins till 8.15pm, then 30 mins
Saturdays	12 mins till 6pm, then 20 mins and 30 mins
Sundays	15 mins till 6pm, then 30 mins

A number of options were given consideration but we have not been able to identify a workable solution at this time. Options considered included:

- A. Accepting the status quo for now and revisit the matter as part of the BRT system (vehicle scoping) project that will get underway shortly, noting that new buses which replace trolleys may come into operation after 2017. Another trigger for further review is the possible changes needed to the Reef Street intersection if part of The Esplanade is closed.
- B. Establishing the already approved bus stop on the east side of The Parade some 70 metres north of Reef St (outside numbers 343-345). This was in existence in 1997 and a shortened stop approved by Council in 2001. Neighbours successfully lobbied to have this decommissioned many years ago apparently due to issues with layover buses blocking driveways for short but frequent periods and noise issues associated with layover. Officers have recently contacted some of the adjacent property owners and they have made it clear that they would strongly object to a 'new' bus stop being established outside their homes or businesses. Any new bus stop would need to be the bus bypass style which has an estimated cost of approximately \$46,000.
- C. Establishing a new (second) northbound stop on the west side of The Parade – the current stop could be the terminal/layover stop and the new stop would be the new starting stop. This new stop would need to be located outside #342 (opposite Trent Street, some 100m north of the current stop) as this is the first site that can accommodate a standard 13.5m bus without it partially obstructing a vehicle access. This unconventional "split stop" arrangement is likely to be confusing for users and is not recommended.
- D. Establishing a new double northbound stop on the west side of The Parade – the current stop could be removed to provide on-street parking space near the shops and the new double stop would be both the terminal and starting stop. This new stop would need to be located outside #316-314 (1/2 way between Trent Street and Humber Street, some 165m north of the current stop) as this is the first site that can accommodate two standard 13.5m buses without it partially obstructing a vehicle access. We consider this terminal position to be too far north to usefully serve the nearby catchments – although it would mean that the two existing stops at Reef and Humber Streets could be removed allowing 2+1 car parks to be added near the shops but removing 5 car parks to create the new double stop.

- E. Erecting new trolley wires to allow trolley buses to reposition into Reef Street and lay over 'out of the way' like diesels are currently able to do next to Shorland Park. This very expensive option (some \$250,000 when last costed) is considered prohibitive and a poor investment with the likely decommissioning of the trolley system in a few years.

Option A, accepting the status quo, is the recommended approach for the time being. If the Committee wish to revisit this decision then a specific proposal will need to be developed, consulted on, advertised and authorised through a separate traffic resolution process. Initial canvassing of the views of neighbours suggested most would strongly object to this idea.

20. Cutriss Consultants Ltd (308), on behalf of a client, have requested that the three existing P60 restricted parking spaces in front of an existing retail and childcare centre at 112-114 The Parade to be revised to P15 or P30, either from 7:30am to 6pm Monday to Friday or 7:30am to 9am and 3:30 to 6pm to better cater for the needs of their customers. They request the cycle lane commence further to the north to allow two on-street car parks to be created. They also request the spaces be formally (individually) marked to encourage efficient parking.

a. Officers' response

Officers' consider that the parking is part of the pool of public parking available to the wider area of the Island Bay shops and should not be restricted to favour any particular land use.

Regarding the possible relocation of the cycleway, this is the transition area where people on bikes manoeuvre from the shared space of the shopping centre back into the protected bike lane. This transition takes place over a distance equivalent to two car parks and is currently located across an area of driveway so no parking is affected. The building owner has applied for resource consent to expand the childcare operation into the adjacent site #110. If consent is granted, then the owner plans to remove the driveways. This creates an opportunity to provide two on-street car parks which would be of benefit to shopping area. These parks should be P60 restricted. This would also move the start of the cycle lane 11metres northwards. The recommended traffic resolutions have been amended to reflect these changes.



Regarding marking individual spaces, this is intended as part of the new marking scheme.

Conclusion

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

Attachments

Nil

Authors	Kelly Rumens, Project Coordinator Joe Hewitt, Cycling - Principal Engineer
Authoriser	Anthony Wilson, Chief Asset Officer

SUPPORTING INFORMATION

Consultation and Engagement

The design has been developed with extensive consultation with the community.

Consultation highlights:

- 11 February - 11 March 2013, specific inclusion in the 2014.15 Draft Annual Plan. Cycleway investment drew the largest number of comments across all written submissions. Out of 297 comments 295 were favourable.
- 7 - 27 February 2014, wrote to 51 neighbours around intersections of Humber, Mersey and Tamar Sts. Feedback was received from 29 owners and used to refine designs.
- 8 April – 6 May 2014, consultation with wider community, reported to Transport and Urban Development Committee on 20 May 2014. 177 submissions received. Feedback strongly indicated a preference for safer 'inside parking – kerbside cycle lanes'.
- May – August 2014, further local engagement via two open days and meetings with 23 individuals and groups.
- 2 September – 6 October 2014, final proposal put out for feedback. 729 parties provided feedback which was reported to Transport and Urban Development Committee on 3 December 2014.
- 5 – 22 December 2014, advertising of proposed traffic resolutions. Feedback received from 308 parties.

Opinion at a wider city community level is generally in support of the proposal but this view is not always shared by Island Bay residents or neighbours along The Parade. More detail is available in previous reports.

Treaty of Waitangi considerations

Not applicable.

Financial implications

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

Project element	Estimate
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Dee Street intersection works (including 1 bus stop)	\$310,000
Road widening for 5 car parks near Dover Street	\$50,000
Total draft scheme cost	\$1,680,000

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

Policy and legislative implications

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

Risks / legal

Not applicable.

Climate Change impact and considerations

Not applicable.

Communications Plan

The Committee's decisions will be communicated through normal channels at appropriate times.

HOUSING CHOICE AND SUPPLY - PRIORITY AREAS FOR STAGE 2 OF THE TARGETED INFILL HOUSING PROGRAMME

Purpose

1. This report seeks agreement from the Committee to commence consultation with the Tawa and Karori communities on progressing two further medium density residential housing areas.

Summary

2. Karori and Tawa have been identified as the next priority areas for progressing the Targeted Infill Housing Programme. Both areas rate highly against criteria for medium density residential growth areas and have the capacity to contribute to the goal of additional housing choice and supply.
3. Karori and Tawa have been identified in the draft *Wellington Urban Growth Plan* as the areas where a Town Centre Upgrade Plan should be prepared. This work will occur alongside the medium density housing areas work.
4. Further council investment for roading, public transport, cycling and network infrastructure will be required to support the medium density residential growth areas. The extent of this investment is not yet known.
5. Consultation is now recommended with these two local communities before proceeding with notification of a district plan change.

Recommendations

That the Transport and Urban Development Committee:

1. Receive the information.
2. Agree that Tawa and Karori be progressed through the plan change process as the next priority areas for medium density residential area zoning.
3. Agree that following consultation with the Tawa and Karori communities, officers will prepare a draft plan change and present this to the Transport and Urban Development Committee for approval before seeking submissions on a draft plan change.

Background

6. The *Urban Development Strategy* (2006) and, more recently, the draft *Wellington Urban Growth Plan* set out the Council's approach to residential growth management for the City. The Strategy involves supporting future residential development along a 'Growth Spine', linking Johnsonville, the Central Area, Adelaide Road, Kilbirnie and the Airport.
7. The strategy anticipates growth in the established residential suburbs, seeks to target that growth around existing town centres with good access to public transport and a wide range of community facilities.

8. A number of areas were identified as potential 'areas of change' at the Strategy and Policy Committee meeting of September 2008 (1215/52IM). Of these, the Committee agreed to pursue Johnsonville and Kilbirnie in the first instance, with the expectation that once these two areas were adopted, other suburbs would then be pursued.
9. The draft *Wellington Urban Growth Plan* specifically identifies the following eight suburbs that should be investigated:
 - Berhampore
 - Crofton Downs
 - Island Bay
 - Karori
 - Khandallah
 - Miramar
 - Newlands
 - Tawa

Discussion

Karori and Tawa are identified as priority areas

10. Officers have collated updated information on the eight suburbs identified, with profiles developed for each suburb to inform a prioritisation process. Detailed summaries of the suburb profiles, including a SWOT analysis, are included as Attachment One.
11. Karori and Tawa stand out as the two suburbs to progress at this time because they rate highly against most of the criteria and have the 'theoretical' land capacity to support the Council's goal of increasing housing choice and supply.
12. None of the eight suburbs investigated are straight forward. As shown with Council's first experience with implementing the first round of Medium Density Residential Areas in Johnsonville and Kilbirnie; upzoning land in established residential suburbs can be difficult and sometimes highly contentious. While there are few 'quick wins' remaining, the Council needs to remain committed to planning ahead for supporting new growth areas to ensure an adequate forward supply of housing opportunities, as desired by Central Government.

Priority Areas need to be supported with other forms of Council investment

13. Given our experience with Johnsonville, it could take a number of years to finalise a new set of planning provisions for medium density development in Karori and Tawa. It will then take several years more for the new provisions to translate into new developments. However, in order to increase the possibility of successful development under the plan change, further commitment upfront from the Council will be needed to support these growth areas. As was the case for Johnsonville and Kilbirnie.
14. The draft *Wellington Urban Growth Plan* identifies Town Centre Upgrade Plans for Karori and Tawa which, providing additional CAPEX is also set aside to implement the plans, will be a key benefit for these suburbs and will also help to support the anticipated density growth in these suburbs.
15. This work will also involve further investigation of constraints in infrastructure and facilities for Karori and Tawa. This may trigger the need for further infrastructure investment.

Community wide consultation now required

16. Following the release of the draft *Wellington Urban Development Plan* for public feedback in September 2014, officers engaged directly with people who sought further information about the housing choice and supply initiatives set out in the draft Plan. As a result of these discussions, officers consider it necessary to run a comprehensive community consultation programme for Karori and Tawa before final decisions are made to notify a district plan change.
17. A key aim of the consultation is to ensure an open and transparent decision-making process early in the process. This will provide an opportunity for the Tawa and Karori communities to provide feedback that will help shape the boundary and rules adopted for the medium density zone.
18. For logistical reasons, officers plan to consult with Karori and Tawa communities sequentially, in March and April 2015.
19. Key activities planned include:
 - Letterbox drop including short **discussion document**
 - **Website** containing project information, including housing research reports, suburb profile summaries, other commissioned research.
 - Use of **social media** and **newspaper articles** to raise general awareness of Wellington's housing needs
 - **Drop-in Centre** over several days in local library or shopping centre, involving:
 - Display panels
 - Staff on site at advertised times with a daily presentation
 - Suggestion box
 - **Evening presentation** at conclusion of drop-in centre week, where feedback gathered will be shared.
20. Councillors, particularly ward councillors for the Tawa and Karori suburbs, should anticipate a high degree of community interest in this project. Officers will liaise with Ward Councillors to provide more information on the planned consultations.

Next Actions

21. Following the initial community consultation process, officers expect to:
 - Prepare a *draft plan change* (taking into account initial feedback) to be approved by the TUD Committee and released for public discussion (July 2015)
 - Consider that feedback and prepare all necessary documents to support a proposed plan change for TUD Committee approval (September 2015)
 - Plan change submissions and hearing process (Feb 2016)

Attachments

Attachment 1. Priorities for medium density housing areas: Summary Table Page 51

Author	Elizabeth Moncrieff, Senior Advisor Planning
Authoriser	Anthony Wilson, Chief Asset Officer

SUPPORTING INFORMATION

Consultation and Engagement

This paper seeks agreement to carry out a full community consultation exercise. Some external conversations have already occurred, but the focus of these discussions was to identify how best to conduct consultation with the affected communities. Engagement with internal stakeholders has occurred as part of developing the suburb profiles.

Treaty of Waitangi considerations

All District Plan work is required to take into account the principles of the Treaty of Waitangi under s8 of the Resource Management Act 1991.

Financial implications

There are financial implications associated with identifying new growth areas. These have been identified at a high level in this paper (with specific projects already identified in LTP noted where relevant) and will be fully canvassed before any final decision is made to commit to a Plan Change.

Costs associated with the consultation programme will be funded from existing budgets.

Policy and legislative implications

District Plan policy development supports the outcomes of the Urban Development Strategy and the draft Wellington Urban Growth Plan.

Risks / legal

This project is only at the stage of informal public consultation and there are no legal risks associated with the project at this point. One risk for the success of the broader project will be the inability to support the medium density residential areas with other necessary council investment in infrastructure or other facilities.

Climate Change impact and considerations

The suburb profile work has identified some constraints on future development from potential climate change risks. Miramar was given a lower priority area ranking due to the potential sea level rise risks.

Communications Plan

An engagement plan and a Marketing and Communications Plan have been prepared.

Potential Housing Choice and Supply suburbs

Assessment Summary

(Attachment One TUD Committee Report – 5 February 2015)

Item 2.3 Attachment 1

Executive Summary Table: Priorities for future medium density areas

Suburb	Priority	Explanation
Karori (Recommended)	1	<p>Karori is identified as a Priority One Area because it rates highly against the key criteria considered.</p> <ul style="list-style-type: none"> • Good access to two shopping centres, it acts as an employment centre and has a wide range of community and recreational facilities. • It has good public transport links, with capacity able to be increased with improvements to public transport • There is plenty of scope for additional development. • The Council has signalled plans to undertake a town centre planning exercise. • The main constraint is the capacity of Karori Road (and Karori Tunnel); a reason why road capacity and associated solutions need to be investigated alongside this work. <p>In addition, the Housing Forces research highlights the potential for the western suburbs to have low growth relative to other parts of the city; a concern given the significant council investment in these suburbs (Karori in particular). Enabling greater housing choice in the suburb should support current residents to consider downsizing, thereby freeing up large homes for other households.</p>
Tawa (Recommended)	1	<p>Tawa is identified as a Priority One Area because it rates highly against the key criteria considered.</p> <ul style="list-style-type: none"> • Excellent access to retail, employment and community facilities and services. • Excellent public transport links (rail and bus) into the city and north to Porirua and access onto SH1. • Plenty of sites identified in the land capacity analysis work where redevelopment could occur. Of all the suburbs investigated, Tawa has the most capacity to support greater housing choice and supply. • Population trends support the need for greater housing choice, particularly to support aging in place. • Capacity in local schools. <p>Further investigations are required on the capacity of the stormwater system to cope with new growth.</p>
Island Bay	2	<p>1. Island Bay ranks well against a number of the criteria and is similar to Karori in many respects. However it is a Priority Two Area because:</p> <ul style="list-style-type: none"> • There are fewer opportunities for developing residential land. • There is capacity in the Centre areas for mixed use development. • One known constraint is the lack of a playground in the northern part of the suburb, however this may be addressed through funding proposed in the draft LTP.
Newlands	2	<p>Newlands meets a number of the criteria, making this is good option for medium density development. However, there is not as many development sites compared with other areas. Council housing units close to the centre may</p>

		provide opportunities for redevelopment which could be pursued in the meantime.
Crofton Downs	3	This suburb met a number of the criteria, especially access to a wide range of shops, services and facilities. However, its Priority Three ranking is due to: <ul style="list-style-type: none"> • A lack of land in the area surrounding the centre to develop medium density housing. Further, there is a large area of greenfield land at the edge of the suburb, which if developed, may drive the supply (and demand) for new housing in the area for the foreseeable future. • Development potential exists in the Centre zoned area, which already envisages residential development.
Khandallah	3	Khandallah also ranked well against a number of the criteria (strong, vibrant centre with excellent public transport and strong demand for new housing). However, Khandallah has some constraints including: <ul style="list-style-type: none"> • a lack of land capacity affecting the likely uptake of medium density provisions. • investment needed for an adequate children's playground in the centre area.
Miramar	4	Miramar scored well against most of the criteria owing to its vibrant town centre, which has had recent council and private investment. The land capacity analysis work and commercial drivers work shows plenty of potential for further development in Miramar. <p>However, its Priority Four ranking reflects the known stormwater flooding issues which require council investment to resolve along with potential hazard risks associated with sea level rise. More time is needed to work through these constraints before a medium density residential development could be supported.</p>
Berhampore	Do not progress	Berhampore meets a number of the criteria, but it should no longer be considered on the basis that: <ul style="list-style-type: none"> • the current District Plan controls (ie. Inner Residential Area) already enable the sought after densities desired by a medium density zone. There is little commercial advantage in applying a medium density type zoning as well. • the pre-1930 demolition controls apply to this area. This makes it more difficult for developers to undertake comprehensive residential development.

Profile Summaries

Eight suburbs are identified in the draft Wellington Urban Growth Plan as the areas where the Council would investigate for potential future growth. These are (from north to east): Tawa, Newlands, Khandallah, Crofton Downs, Karori, Berhampore, Island Bay, and Miramar. These are illustrated below (ie. the yellow areas).

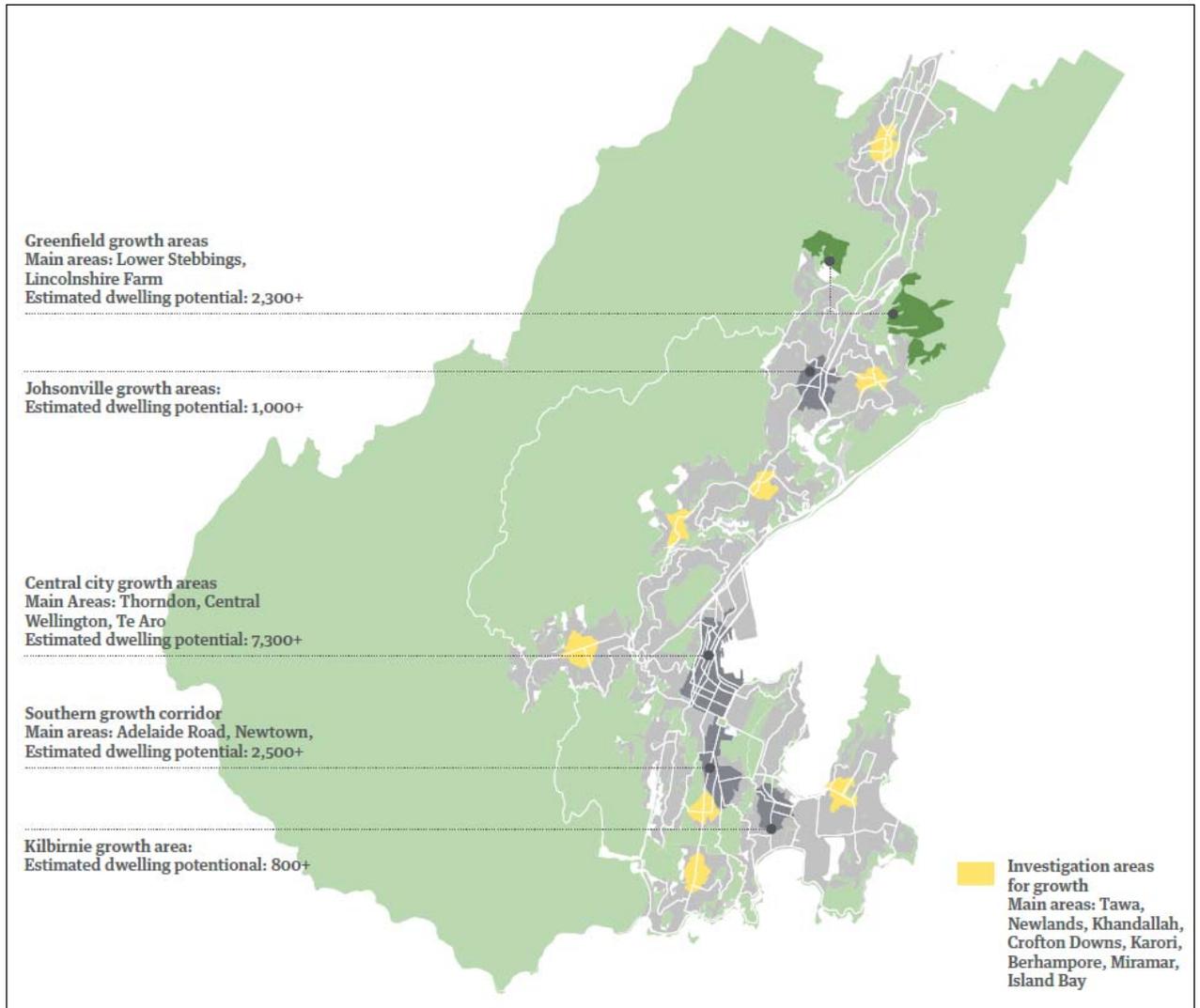


Figure 1: Defined Growth Areas, illustration from Draft Wellington Urban Growth Plan (pg 56).

Karori - Priority One

Item 2.3 Attachment 1



10 minute walking study area

- Area: 202.3 ha
- Existing dwelling density: 12 dph (gross)
- Public transport: bus
- Centre type: Town Centre (Karori) and Neighbourhood Centre (Marsden Village)

Projected growth requirements to 2043

- 600 new dwelling units in entire suburb

Land capacity to meet requirements

- Within the 5 min walking catchment, there is a capacity for anywhere between 53 and 271 new dwelling units, depending on the planning rules adopted.

Description of possible outcome

- A corridor approach, anchored by Karori town centre and Marsden Village
- Apartments in the centres above ground floor
- Medium density town house and terrace housing in areas close to the centres, or along the Karori Road corridor.

SWOT Analysis

<p>Strengths</p> <ul style="list-style-type: none"> - Two viable centres, with good access to convenience retail and supermarket - Employment, including Victoria University - Excellent proximity and access to public transport (bus) - Excellent proximity and access to services and social infrastructure - Established demand for medium density developments 	<p>Weaknesses</p> <ul style="list-style-type: none"> - Capacity of road network closer to CBD - Limited land capacity in centres - Poor playground access in city end of Karori - No state secondary school – major outflow of secondary students with associated traffic implications.
<p>Opportunities</p> <ul style="list-style-type: none"> - Some opportunities for residential above ground floor commercial - Some private and public large sites providing one-off development potential - Town centre planning upgrade project identified in Draft Urban Growth Plan - Other council projects on potential cycle ways, bus lanes and reduced speed along Karori Road. 	<p>Threats</p> <ul style="list-style-type: none"> - Too much residential in centres could affect future commercial growth, with suburb underprovided for in terms of commercial space - Would change established character in some places from low density.

Item 2.3 Attachment 1

Planning approach required to achieve possible outcome

- Comprehensive design led, planning process required to refine area and outcomes
- Enabling rules may be sufficient in commercial areas and to allow for some additional infill in surrounding residential areas
- Likely to require strong District Plan interventions (or other non-statutory mechanisms) to achieve required densification of existing residential areas

Conclusion

- The combination of two vibrant centres along a good public transport corridor, in association with a need for more diverse housing stock suggests Karori is a good candidate for a targeted infill approach.
- The lack of capacity in commercial and residential areas will make intensification difficult to achieve without adopting a planning approach that sufficiently incentivises redevelopment.
- A commitment to further investment to address capacity issues of Karori Road to support greater population and housing growth will be required.

Tawa - Priority One

Item 2.3 Attachment 1



10 minute walking study area

- Area: 125.4 ha
- Existing dwelling density: 7 dph (gross)
- Public transport: train and bus
- Centre type: Town Centre

Projected growth requirements to 2043

- 1,400 new dwellings in the wider Tawa/Grenada North/Takapu Valley area.

Land capacity to meet requirements

- Within the 5 min walking catchment, there is a capacity for anywhere between 54 and 313 new dwelling units, depending on the planning rules adopted.

Description of possible outcome

- Some apartment living above ground floor in existing Centre zone
- Townhouse developments within existing 8m height limits, however some sites fronting Main Road having potential for 3 stories (10m) due to proximity to other Centre zoned land and wide and busy nature of Main Road.
- Density of other 'large' sites outside of finalised zone that seek comprehensive redevelopment could be considered on case by case basis.

SWOT Analysis

<p>Strengths</p> <ul style="list-style-type: none"> - Large centre with good access to facilities and services - Good access to central city via road and rail - Proximity to open space - Plenty of 'theoretical' land capacity, with section sizes more flexible to enable redevelopment. - Capacity in schools 	<p>Weaknesses</p> <ul style="list-style-type: none"> - Flood hazard in places, including potential stormwater flooding issues (still being investigated) - Community resistant to high density developments (ie. 3-4 stories etc) change - Commercial drivers for redevelopment more likely in the 'infill' scenario rather than comprehensive redevelopment.
<p>Opportunities</p> <ul style="list-style-type: none"> - Considerable demand for smaller housing options – eg retirement and 'ageing in place'. - Increasing density would help support town centre vitality - Planned town centre upgrade planning exercise - Increasing density would provide greater justification for improved bus services - Development opportunity in balance of refreshed Surrey Street retail centre. 	<p>Threats</p> <ul style="list-style-type: none"> - Would change the very low density character of Tawa.

Item 2.3 Attachment 1

Planning approach required to achieve possible outcome

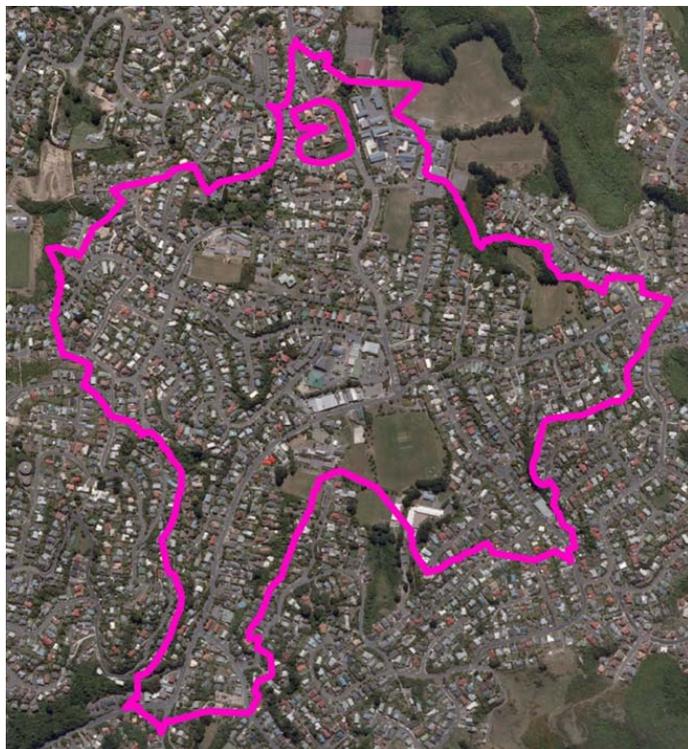
- Comprehensive planning process required to refine area and outcomes
- Enabling rules may be sufficient in commercial areas and to provide for some higher density infill housing where opportunities exist
- Likely to require strong District Plan interventions (or other non-statutory mechanisms) to achieve significant densification of existing residential areas

Conclusion:

- Definite potential in and around the centre for more intensive residential living, which will help to address housing choice and supply issues in this suburb.
- Community more likely to be accepting of need for more housing if proposals respond to their key feedback so far, ie that excessive building height wouldn't be supported. Other ways to achieve increased levels of density should be discussed with the community.

Newlands - Priority Two

Item 2.3 Attachment 1



10 minute walking study area

- Area: 95.5
- Existing dwelling density: 12 dph (gross)
- Public transport: good bus
- Centre type: District Centre

Projected growth requirements to 2043

- 500 new dwelling units in entire suburb.

Land capacity to meet requirements

- Within the 5 min walking catchment, there is a capacity for anywhere between 11 and 84 new dwelling units, depending on the planning rules adopted.

Description of possible outcome

- Potential for some apartment living above ground floor in centre
- Medium density townhouse, terrace house redevelopment around centre, likely based around a 5 min walk from the centre

SWOT Analysis of proposal

<p>Strengths</p> <ul style="list-style-type: none"> - Redeveloped town centre, including community centre, skate park and new supermarket. - Good access to central city and Johnsonville town centre via road and bus - Provision of sports fields - Land capacity in centre 	<p>Weaknesses</p> <ul style="list-style-type: none"> - Lack of community park/playground - Some local stormwater flooding issues requiring further investigation
<p>Opportunities</p> <ul style="list-style-type: none"> - Increasing density would help support redeveloped town centre - Significant development opportunity within the commercial area, including residential above ground floor - Potential redevelopment of existing council housing land close to town centre 	<p>Threats</p> <ul style="list-style-type: none"> - Would change existing low density character - Ad hoc infill development around the centre constraining options for comprehensive re-development at later date

Item 2.3 Attachment 1

Planning approach required to achieve possible outcome

- Planning process required to refine area and outcomes – underway for the commercial area
- Enabling rules may be sufficient in commercial areas and allow for some additional infill in surrounding residential areas
- Likely to require strong District Plan interventions (or other non-statutory mechanisms) to achieve required densification of existing residential areas

Conclusion

- Newlands should be considered due to its role, size and as there is quite a lot of scope for development particularly in centre
- Demonstrations projects in this area (on Council owned land) may be useful to assist the market in this area.
- Accordingly, lower priority at this stage, but area could also benefit from policies that support higher density on large 'opportunity' sites.

Island Bay - Priority Two

Item 2.3 Attachment 1



10 minute walking study area

- Area: 131 ha
- Existing dwelling density: 12 dph (gross)
- Public transport: high frequency bus route
- Centre type: District Centre

Projected growth requirements to 2043

- 330 new dwelling units in entire suburb

Land capacity to meet requirements

- Within the 5 min walking catchment, there is a capacity for anywhere between 14 and 57 new dwelling units, depending on the planning rules adopted.

Description of possible outcome

- Residential above ground floor in commercial areas
- Medium density town house and terrace housing in adjacent residential areas based on 5min walk and high frequency public transport

SWOT Analysis

<p>Strengths</p> <ul style="list-style-type: none"> - Larger local centre with convenience retail, community services including Library. - Good proximity and access to public transport - Cycle lane development improving connections to CBD - High land values and market demand - Area has good amenity 	<p>Weaknesses</p> <ul style="list-style-type: none"> - Limited land capacity in centre and surrounding residential area - Primary school capacity issues - High improvement value – difficult to comprehensively re-develop - Future infrastructure investment likely required to manage growth impacts
<p>Opportunities</p> <ul style="list-style-type: none"> - Some opportunities for residential above ground floor commercial - Proposal to provide playground at Wakefield park address lack of playground in northern Island Bay area at present. 	<p>Threats</p> <ul style="list-style-type: none"> - Eastern side of centre has listed heritage area.

Item 2.3 Attachment 1

Planning approach required to achieve possible outcome

- Comprehensive design led, planning process required to refine area and outcomes
- Enabling rules may be sufficient in commercial areas and allow some more intensive infill
- However, likely to require strong District Plan interventions to achieve required densities and redevelopment of existing residential areas

Conclusion

- The combination of a successful local centre with good PT suggests this area is a good candidate for greater housing choice and supply.
- However, limited capacity in residential areas will make intensification difficult to achieve without significant planning incentives being provided.

Crofton Downs - Priority Three

Item 2.3 Attachment 1



10 minute walking study area

- Area: 79.4 ha
- Existing dwelling density: 8 dph (gross)
- Public transport: bus and rail
- Centre type: District Centre

Projected growth requirements to 2043

- 250 new dwelling units in wider Crofton Downs and Ngaio area.

Land capacity to meet requirements

- Within the 5 min walking catchment, there is a capacity for anywhere between 12 and 44 new dwelling units, depending on the planning rules adopted.
- In the 10 min walking catchment, the capacity only reaches 92 under the most generous planning scenario.

Description of possible outcome

- Potential for some apartment living above ground floor in commercial area or complete reversion to residential at southern end of centre.
- Medium density townhouse, terrace house redevelopment around centre on new opportunity sites.

SWOT Analysis

<p>Strengths</p> <ul style="list-style-type: none"> - Large commercial area with few landholdings and considerable 'lost space' that may have future development potential - Proximity to rail and bus - Supermarket - Recent multiunit development on former non-residential use site sold well suggesting market for medium density development exists 	<p>Weaknesses</p> <ul style="list-style-type: none"> - Low levels of land capacity - Topography challenging in terms of affordable development of sites, meaning fewer sites likely to be viable for redevelopment. - Access to east difficult, area dissected by rail
<p>Opportunities</p> <ul style="list-style-type: none"> - Considerable development opportunity within the commercial area, including residential above ground floor - Intensification could help to support the centre - Redevelopment potential of former Brethren Church site. Currently owned by a retirement village company, but intentions to develop not known. 	<p>Threats</p> <ul style="list-style-type: none"> - Still scope for greenfield subdivision at the edge of the suburb which may drive supply of new housing for the foreseeable future.

Item 2.3 Attachment 1

Planning approach required to achieve possible outcome

- Comprehensive planning process required to refine area and outcomes, particularly if residential is to play a much greater role in this centre
- Enabling rules may be sufficient in commercial areas and to allow for some additional infill in surrounding residential areas
- Likely to require strong District Plan interventions to achieve required densification of existing residential areas

Conclusion

- Crofton Downs is interesting as there is capacity within the commercial area for residential use, but the current occupiers (Countdown and Mitre Ten) unlikely to see this in their plans. Supermarket recently rebuilt, losing an opportunity to provide residential in some way.
- The topography of surrounding residential areas makes the surrounding residential area much more challenging and less commercially viable.
- Accordingly, lower priority at this stage, but area could benefit from policies that support higher density on large 'opportunity' sites.

Khandallah - Priority Three

Item 2.3 Attachment 1



10 minute walking study area

- Area: 101.7 ha
- Existing dwelling density: 11 dph (gross)
- Public transport: bus and rail
- Centre type: District Centre

Projected growth requirements to 2043

- 300 new dwelling units in wider Kaiwharawhara, Khandallah, Broadmeadows area.

Land capacity to meet requirements

- Within the 5 min walking catchment, there is a capacity for anywhere between 12 and 167 new dwelling units, depending on the planning rules adopted.

Description of possible outcome

- Potential for some apartment living above ground floor in centre
- Medium density townhouse, terrace house redevelopment around centre, based around a 5 min walk from the town centre

SWOT Analysis of proposal

<p>Strengths</p> <ul style="list-style-type: none"> - Good centre, access to services and convenience retail, including supermarket - Good amenity values - Good public transport and access to central city and Johnsonville town centre via road rail and bus - High land value and strong demand for new housing development 	<p>Weaknesses</p> <ul style="list-style-type: none"> - Limited development capacity in residential areas - High improvement value in some areas – more difficult to redevelop - Lack of sufficient playground, new land required - Some isolated storm water flooding issues requiring further investigation
<p>Opportunities</p> <ul style="list-style-type: none"> - Some development opportunity within the commercial area, including residential above ground floor - Potential Business Improvement District. 	<p>Threats</p> <ul style="list-style-type: none"> - Existing character would change, though some examples of medium density dwellings already exist - Ad hoc infill development around the centre will constrain comprehensive re-development at later date

Planning approach required to achieve possible outcome

- Comprehensive planning process required to refine area and outcomes
- Enabling rules may be sufficient in commercial areas and allow some more intensive infill
- However, likely to require strong District Plan interventions to achieve required densities and redevelopment of existing residential areas

Item 2.3 Attachment 1

Conclusion

- Khandallah has most of the criteria for successful intensification and the market conditions are there for redevelopment, however lack of actual land for development is the main constraint to realising intensification goals.
- Council investment required to fund land for a playground for existing residents before considering impact of an increased population on playground provision.
- Efforts could focus initially on working with landowners in the town centre to explore mixed use redevelopment options.
- Accordingly, lower priority at this stage, but area could benefit from policies that support higher density on large 'opportunity' sites.

Miramar - Priority four

Item 2.3 Attachment 1



10 minute walking study area

- Area: 128.5 ha
- Existing dwelling density: 12 dph (gross)
- Public transport: high frequency bus route
- Centre type: Town Centre

Projected growth requirements to 2043

- 600 new dwelling units in entire suburb

Land capacity to meet requirements

- Within the 5 min walking catchment, there is a capacity for anywhere between 8 (MDRA scenario) and 64 (current planning rules) new housing units.

Description of possible outcome

- Some apartment living above ground floor level in commercial areas
- Medium density town house and terrace housing in adjacent residential areas based on 5 min walk

SWOT Analysis

<p>Strengths</p> <ul style="list-style-type: none"> - Public and private investment in town centre redevelopment - Proximity to employment, retail, supermarket, coastal areas - Proximity to recreation, community services, schools - good public transport - capacity in schools 	<p>Weaknesses</p> <ul style="list-style-type: none"> - Largest flood hazard zone in city and susceptible to sea level rise. - Significant investment required to manage growth impacts. - Lower availability of sites for redevelopment under the proposed MDRA provisions, compared to existing plan provisions
<p>Opportunities</p> <ul style="list-style-type: none"> - Intensification a trigger to fix flood hazard - Very flat - Opportunity to vitalise and improve amenity and streetscape of town centre - Proposed airport runway extension boost to general employment in suburb - Developable sites available within 5 minute walking catchment 	<p>Threats</p> <ul style="list-style-type: none"> - Potential for reverse sensitivity in commercial area from residential living - History of poor quality infill developments in suburb, affecting market perceptions - Expansion of airport retail park

Item 2.3 Attachment 1

Planning approach required to achieve possible outcome

- Comprehensive planning approach required to produce vision and refine outcomes, including size of the area of change
- Enabling approach may be sufficient in existing commercial areas if accompanied by a vision and policies and rules to facilitate good quality design.
- Enabling approach not sufficient in residential areas if more intensive redevelopment required of surrounding residential areas.
- Note that the section sizes means that the MRDA scenario (which has a minimum circle requirement) prevents many sites from being available for redevelopment in land capacity analysis.

Conclusion

- The role and function of Miramar town centre means there is benefit in locating additional population here once known flood hazard constraints are addressed, and an agreed planning approach to managing sea level rise issues worked through.
- Timing for intensifications should occur concurrently or following transport improvements (both public transport improvements and completed roads of national significance).
- Accordingly, lower priority at this stage due to known constraints, but the area could benefit from policies that support higher density on large 'opportunity' sites as an interim measure.

Luxford Street (Berhampore) – Do not progress further

Item 2.3 Attachment 1



10 minute walking study area

- Area: 99.5 ha
- Existing dwelling density: 27 dph for suburb
- Public transport: two high frequency bus routes
- Centre type: Neighbourhood Centre

Projected growth requirements to 2043

- 400 new dwelling units in entire suburb

Land capacity to meet requirements

- Within the 5 min walking catchment, there is a capacity for anywhere between 23 units and 26 (MDRA provisions) or 124 units (current DP provisions).

Description of possible outcome

- Apartment living above ground floor level in commercial areas
- Medium density townhouse along Luxford Street

SWOT Analysis

<p>Strengths</p> <ul style="list-style-type: none"> - Commercial area already undergoing change - Anchored by two neighbourhood centres - Flanked by two public transport routes, both benefiting from potential public transport improvements. - Poor housing condition along Luxford Street, but remainder of suburb has strong, recognised residential character. - High demand, low improvement value – good development economics - Capacity in local schools 	<p>Weaknesses</p> <ul style="list-style-type: none"> - Limited land capacity – require comprehensive redevelopment - Recent intensive development poor quality design - Existing DP provisions already provide higher densities than possible MDRA provisions, no additional commercial advantage here.
<p>Opportunities</p> <ul style="list-style-type: none"> - Improving amenity and streetscape - Opportunity to improve poor quality housing stock in areas proposed - Opportunity improve retail offering through redevelopment of commercial sites - Opportunity to improve design outcomes of intensive development - Proposed development of new playground at Wakefield Park 	<p>Threats</p> <ul style="list-style-type: none"> - 1930's demolition rule applies across Berhampore. Perceived 'risky' and expensive resource consent process for developers. - Listed heritage Area for some shops on Rintoul Street at end of Luxford Street.

Item 2.3 Attachment 1

Planning approach required to achieve possible outcome

- Comprehensive planning approach required to produce vision and refine outcomes
- Enabling approach may be sufficient in existing commercial areas if accompanied by a vision and policies and rules to facilitate good quality design and protection of character and heritage.
- Interventions may be required to stop ad hoc infill development and encourage comprehensive redevelopment of the residential areas

Conclusion

- This area is undergoing considerable change, particularly in the commercial area.
- The location and proximity to public transport, combined with good development economics suggest intensification would succeed here if the sites become available.
- However, the area is already quite dense (owing to Inner Residential provisions) and capacity analysis work shows MDRA style provisions will result in fewer units than current Inner Residential Area provisions.
- The pre-1930s demolition provisions mean that developments in this area (while possible with a resource consent process) involve greater uncertainty, time and cost for a developer. If this area is to be pursued, thought would need to be given first to whether it is appropriate for the pre-1930s provision to apply in this specific area.

DRAFT WELLINGTON REGIONAL LAND TRANSPORT PLAN 2015

Purpose

1. Consultation on the draft Wellington Regional Land Transport Plan 2015 (draft RLTP) has now opened, (<http://www.gw.govt.nz/RLTPlan>) with submissions closing on Friday 13 February 2015. This report summarises the draft RLTP and recommends that Wellington City Council support the overall approach taken in the draft RLTP and seek to work closely with its partners, the Greater Wellington Regional Council (GWRC) and the New Zealand Transport Agency (NZTA) on its implementation.

Summary

2. The RLTP is a statutory document prepared every six years under the Land Transport Management Act (LTMA) 2003 (as amended in 2013). It includes the Regional Programme of proposed land transport activities over a six year period developed collaboratively by the nine Councils in the Wellington region and NZTA.
3. The RLTP is developed by the Regional Transport Committee (RTC), a standing committee of GWRC, comprising the Mayors of each council in the region, a representative from NZTA and two representatives from GWRC.
4. The focus of the draft RLTP is the delivery of 'a safe, effective and efficient land transport network that supports the region's economic prosperity in a way that is environmentally and socially sustainable'. Its goal is to have more people using public transport (PT), walking and cycling – particularly at peak times when the transport network is in high demand, while also recognising that these modes will not suit, or even be an option, for many trips.
5. Wellington City Council's Bus Rapid Transit (BRT) project is ranked at no. 4, up from an original ranking of 13 out of 17 in the Regional Programme of the draft RLTP.
6. Wellington City Council officers have been involved in the development of the draft RLTP and note that differences in opinion on priorities across the region are an inherent part of the RLTP process. Nonetheless officers have been involved in the development of the draft RLTP and are of the view that the RLTP vision is well aligned with that of 'Wellington Towards 2040: Smart Capital' (Wellington 2040) and the revised Transport and Urban Development strategies contained in the draft Urban Growth Plan.

Recommendations

That the Transport and Urban Development Committee:

1. Receive the information.
2. Agree to write to Greater Wellington Regional Council supporting the overall vision and approach taken in the draft Regional Land Transport Plan, and seeking to work closely with Greater Wellington Regional Council and New Zealand Transport Agency on its implementation.

Background

7. The RLTP must align with the purpose of the LTMA which is 'an effective, efficient, and safe land transport system in the public interest'. It must also be consistent with the Government Policy Statement 2015 which seeks to drive improved performance from the land transport system by focusing on economic growth and productivity; road safety; and value for money.
8. The vision for Wellington is set out in Wellington 2040. Wellington 2040 aims to deliver a people-centred, connected eco-city with a dynamic city centre. To make this vision a reality means Wellington will be:
 - easy to get around
 - offer good transport options, including walking, cycling and PT as a distinctive feature
 - aligned with low-carbon goals
 - where jobs are created when investment responds to the city's reputation as resilient and sustainable
 - supportive and grow 'mixed use' as the key driver of the central city's dynamism and vibrancy, where cars are not the primary transport choice.
9. The key features of the RLTP are discussed below.

Discussion

Policy Framework

10. The strategic context provides the policy framework and strategic case for the development of, and investment in, the region's land transport network. From Wellington City Council's perspective, the context for the draft RLTP includes the council's Long Term Plan (LTP). Most activities included in the RLTP depend on local share funding from councils, accordingly, any Wellington city activities can only go proceed if they are included in the council's LTP.

At this time it is useful to acknowledge that the development of the RLTP and individual LTP's is not fully aligned because of differing legislative requirements. This resolves itself in an iterative process with convergence of funding and timeframes by the end of June.

Draft RLTP Key Strategic Objectives

11. The key objectives are:
 - A high quality, reliable PT network
 - A reliable and effective strategic road network
 - An effective network for the movement of freight
 - A safe system for all users of the regional transport network
 - An increasingly resilient transport network
 - A well planned, connected and integrated transport network
 - An attractive and safe walking and cycling network
 - An efficient and optimised transport system that minimises the impact on the environment.

12. Together these objectives support Wellington as a people-centred, connected, eco-city with a dynamic centre.

Transport Network Pressures and Issues

13. The draft RLTP concludes that despite a flat trend in regional congestion, severe congestion along some key sections of the network is expected to worsen in the future due to additional traffic volumes generated by population growth. Data collected between 2001 and 2013 shows there has been an increase in active mode and PT journey to work trips, and a decrease in car journey to work trips during this time.
14. In response, the draft RLTP suggests that considerable investment will be required to generate what might appear to be a small change in PT mode share. It notes that despite planned road investment, PT patronage is forecast to increase out to 2025 as a result of planned PT investment, parking constraints in Wellington city's CBD and more people living in locations that favour walking, cycling and PT use.

Problem Description, Objectives and Outcomes

15. Economic growth, road safety, resilience and liveability have been identified as key problems in the region that need to be addressed through the RLTP. The draft RLTP seeks a number of outcomes under each of the problem areas identified, many of which are also reflected in Wellington City Council's draft Urban Growth Plan currently under consideration by council.

Economic Growth

- Improved and increased:
 - PT use
 - PT accessibility for all
 - Quality of the PT fleet
 - PT reliability and journey times
 - Reliability of the strategic road network
 - Freight efficiency
 - Proportion of freight moved by rail
- Reduced severe road congestion

Safety

- Regional road safety
- Safety for pedestrians and cyclists

Resilience

- Improved transport infrastructure resilience to disruption from unplanned events
- A transport network that supports the restoration of access and regional recovery after a major event
- Reduced regional economic risk

Liveability

- Improved and increased:
 - Land use and transport integration
 - Integration between transport modes
 - Mode share for pedestrians and cyclists

- Level of service for pedestrians and cyclists
- Private vehicle occupancy
- Reduced harmful emissions from transport

Measuring Progress

16. The 2025 strategic targets set out in the draft RLTP are based on factors such as past and current trends and planned infrastructure investment, and an 'expected future' which assumes the following by 2025:
- BRT, new Wellington bus network and bus priority measures
 - Optimisation of the golden Mile for PT
 - Rail scenario 1 improvements
 - All Wellington RoNS projects completed, including a solution at the Basin Reserve
 - No per capita increase in trips across all modes – trip growth of 7 to 8% linked to population growth, focused in Wellington City and Kapiti.
17. Wellington City Council officers have been involved in the development of the targets and are comfortable with the targets as set.

The Strategic Case for Investment by Corridor

18. The draft RLTP identifies four key transport corridors – Western, Hutt, Wairarapa and Ngauranga to Wellington Airport. The long term strategic vision for the Ngauranga to Wellington Airport Corridor which runs through Wellington city is that:
- Access to key destinations will be efficient, reliable, quick and easy
 - PT will provide a very high quality, reliable and safe service along the growth spine and other key commuter routes
 - The strategic road network will provide an effective corridor for through trips and access to key destinations including freight trips
 - Traffic congestion through the corridor will be managed at levels that balance demand against the ability to fully provide for peak demand
 - Maximum utilisation of the existing network will be achieved by removal of key bottlenecks on the road.
19. The following strategic principles have been identified to address issues around space constraints and the concentration of activity through this transport corridor:
- A high quality and high frequency PT spine
 - A reliable and accessible 'ring' or bypass route for vehicles
 - Inter-connected and convenient local street, walking, cycling and PT networks
 - Highly accessible and attractive 'activity' or shopping streets.
20. The package of measures proposed in the draft RLTP are consistent with these principles and Wellington's draft Urban Growth Plan:
- Developing a high quality and frequency PT priority spine
 - Implementing safety and capacity improvements to SH1
 - Addressing conflicting transport demands at the Basin Reserve
 - Reallocating traffic between Ngauranga and the CBD

- Improving key walking and cycling routes
 - Continuing a programme of travel demand management measures
 - Identifying and addressing network vulnerabilities.
21. The immediate priority in the draft RLTP is to implement priority measures along the PT spine, to continue improving provision for walking and cycling along key routes, and to resolve the conflicting transport demands at the Basin Reserve.
22. Wellington City Council is committed to finding solutions to enable these measures to be implemented and planning in relation to each of these areas is progressing. However, as noted in the RLTP Regional Programme at page 3 “there is a degree of uncertainty about the timeframe for the delivery of some of the larger transport projects following the Board of Inquiry decision on the Basin Reserve project”.

Network Plans

23. The following sets out the long-term strategic approaches in the draft RLTP for each network within the region’s transport system. The proposed approach is in line with Wellington City Council’s overall approach for each network as it runs through and impacts on Wellington city.

PT Network

24. The strategic approach for PT is to provide a modern, effective and efficient integrated PT network that contributes to sustainable economic growth and increased productivity while also providing for the social needs of the community.
25. Wellington City Council is broadly in agreement with this approach as it relates to the bus fleet. The Council has, however, provided GWRC with feedback on specific aspects of the PT network as part of its consideration of the Wellington Regional Public Transport Plan 2014.

Strategic Road Network

26. The strategic response for the road network is to:
- provide a level of service consistent with the network’s role and function in the region’s road hierarchy
 - fill the identified strategic gaps in the transport network, primarily the lack of an effective east-west connection between Lower Hutt and north Wellington/Porirua
 - develop improvements to existing strategic roads or new strategic roads
 - manage local roads consistent with their role and function, including the role of local freight and tourism routes.

Freight Network

27. The strategic response for the freight network is to:
- Improve the strategic road network
 - Improve access to key freight hubs and infrastructure
 - Provide for increased use of high productivity motor vehicles (HPMVs)
 - Remove rail freight constraints
 - Support the development of inland port facilities

- Reduce the impact of freight movement on communities and the environment
- Encourage industry collaboration to improve freight efficiency
- Address freight information gaps.

Walking Network

28. The strategic response for the walking network is to:

- Develop improvements to the network to provide service levels consistent with their role and level of use, and to remove barriers to pedestrian safety and connectivity
- Construct new pedestrian facilities or solutions to address identified gaps
- Ensure that land use planning documents encourage urban form and land use patterns that support walking, and require new land use development to provide safe, attractive and connected facilities for walking
- Support an increase in walking trips through promotion and education.

Cycling Network

29. The strategic response for the cycling network is to:

- Develop improvements to the identified strategic cycle network to provide an appropriate level of service consistent with its role, function and level of use (including suppressed demand)
- Develop improvements to local road networks to improve the safety and level of service for cyclists
- Support an increase in cycling trips through promotion, education and skills training
- Ensure that that land use plans encourage urban form and land use patterns that support cycling as a feasible option, and require new land use development to provide safe, attractive and connected street layouts for cycling.

30. Investment in cycling improvements is a high priority for Wellington City Council. The council is currently considering options for cycling solutions within the city and will be in discussions with NZTA and other key stakeholders in relation to these.

Road Safety

31. The draft RLTP is aligned with the national 'Safer Journeys' strategy and a 'Vision Zero' philosophy which Wellington City Council supports.

Network Resilience

32. The draft RLTP proposes the following series of action areas to address transport resilience problems:

- Improving the security of existing strategic corridors and routes
- Provision of good route options and alternatives
- Increasing travel choices within the transport network
- Continually improving network safety performance and standards
- Future proofing the transport network.

Travel Demand Management

33. The strategic response around TDM is about influencing travel behaviour focused around motivation, social norms, targeted information and the ability to act. The other components relate to:
- network management
 - economic pricing measures
 - parking policies
 - land use policies
 - supporting new technologies and innovation.
34. Wellington City Council is leading a review of its parking policy, a key component of TDM measures, which will be carried out in conjunction with GWRC.

REGIONAL PROGRAMME

35. The draft Regional Programme within the RLTP sets out all of the land transport activities in the Wellington region proposed to be funded over the six year period July 2015 to June 2021. Most activities require funding assistance from the National Land Transport Fund and will only proceed if they are included in the National Land Transport Programme. Most also depend on funding from regional or local councils and will only go ahead if they are included in the council's LTP and Annual Plan.
36. The RTC is required to adopt prioritisation and funding policies in order to prepare the regional programme. Significant activities within the programme have been defined by the RTC as 'Large new improvement projects that have a total cost greater than \$5 million'.
37. The draft Regional Programme has been set against a background of improving road safety statistics, the continued uptake in walking, cycling and PT, and the construction of several RoNS. However, the draft cautions that economic growth remains slow in the region and the Board of Inquiry decision on the Basin Reserve has created uncertainty about timing of the delivery of some of the larger transport projects.

Sustainable Transport Network

38. In order to support recent trends in the ongoing uptake of active modes and PT, a number of activities in the programme have been included with the aim of contributing to a sustainable transport network. There is strong interest in the region, including by Wellington City Council, in accessing funding from the Crown's \$100 million boost to cycling infrastructure projects.

Real-time Information and Integrated Ticketing Systems

39. The regional programme also continues to support the rollout of a real-time information system and the investigation and implementation of an electronic integrated ticketing system. This is a major project being led by GWRC, which is ranked at no. 11 in the draft Regional Programme. Wellington City Council has a particular interest in this project and will be seeking input into this work as it proceeds.

Bus Rapid Transit

40. A significant initiative is the implementation of the BRT along the core bus routes within the Ngauranga to Airport corridor. BRT has been ranked at no. 4 in the draft Regional Programme and scheduled to commence in 2017. The six year cost has been set at \$40 million. As noted in the RLTP there is, however, uncertainty about the timing of the delivery of BRT as a consequence of the Board of Inquiry decision on the Basin Reserve.
41. The current RLTP programme and budgets are not aligned with the Wellington City LTP budgets. Whilst there are a number of reasons for this, alignment will be achieved and reflected in the final versions of both documents.

State Highways

42. The state highway activities include the Roads of National Significance (RoNS) programme, significant safety investment on SH58 and SH2 Rimutaka Hill. Infrastructure proposals for the SH2 corridor and the Petone to Grenada link road are also included.

Regional Programme Categories

43. Local road maintenance and renewals, minor capital works on local roads or existing PT services are automatically included in the RLTP. Additionally there is a set of non-prioritised activities that cost less than \$5 million - significant transport activities with a total cost greater than \$5 million must be included in priority order. Accordingly the six-year draft Regional Programme is made up of:
- Committed activities
 - Automatically included activities
 - Non-prioritised activities and
 - Prioritised significant activities.

Committed Activities

44. Within the Regional Programme are those activities that had existing funding approval but that had not been completed within the timeframe of the previous RLTP. Not included in the list is the Tunnel to Tunnel NZTA state highway RoNS project (Basin Flyover project) which is currently under appeal.
45. Wellington City Council has two committed activities included; emergency works (\$0.75 million six year cost) and small bus priority (\$4.63 million six year cost).

Automatically Included Activities (local road maintenance and renewals, existing PT services)

46. The six year cost (millions) for Wellington City Council activities for 2015 – 18 in this category are:

Maintenance and Operations	\$106.86
Renewals	\$109.56
Road risk mitigation	\$6.18
Seatoun/Northland tunnels seismic strengthening	\$2.0
Resiliency – preventative maintenance	\$11.86

Non-prioritised Activities (SH maintenance/PT maintenance and major improvements/walking and cycling/road safety/transport studies and planning/investment management)

47. The six year cost (millions) for Wellington City Council activities in this category are:

Road safety promotion	\$3.06
Activity management	\$0.58
Cycle network development, Hutt Road to Thorndon	\$6.84
Cycle network development, Island Bay to CBD	\$9.56
Cycle network development, Karori to CBD	\$16.64
Adelaide Road improvements	\$6.13
Minor improvements 2015 – 18	\$38.58
Te Aro roading improvements	\$2.0
Street lighting LED upgrade	\$18.0

Significant Activities

48. The RLTP includes a section on the contribution of significant activities assessed against regional problems and objectives.
49. Wellington City Council's activity in relation to BRT infrastructure improvements, ranked at no. 4, has been assessed as:
- contributing to economic growth, where transport inefficiencies lead to suppressed regional economic growth and productivity
 - liveability, where poor delivery of transport and land use can result in a deteriorating living environment and reduced transport choices for the region's population
 - forming part of the strategic response to the Ngauranga to airport corridor and PT network plan
 - contributing to objectives -
 - 1, a high quality, reliable PT network
 - 4, a safe system for all users of the regional transport network
 - 6, well-planned, connected and integrated transport network
 - 8, an efficient and optimised transport system that minimises the impact on the environment.
50. Other key projects included in the draft Regional Programme are the:
- Petone to Grenada Link Road at no. 3
 - Mt Victoria Tunnel Duplication at no. 5
 - Ngauranga to Petone cycleway/walkway at no. 10
 - Integrated Fares and Ticketing at no. 11
 - Wellington Port Access Improvements at 13
 - Terrace Tunnel Duplication at no. 14.
51. The full list of significant activities in prioritised order is included in Figure 50 in the draft RLTP.

The estimated six year programme cost

52. The estimated cost of all the new projects in the RLTP is \$3.79 billion (including inflation). This is made up of national funds of \$2,975.26 billion and \$815.53 million local and other funding.

Estimated 10 year programme cost and forecast expenditure

53. The estimated cost of all the projects in the RLTP is \$6.66 billion (including inflation). This is made up of \$5,257.49 billion national funds and \$1,400.72 million local and other funds. Wellington City Council's estimated cost for the six year period is \$366.07 million and \$594.71 million over the ten year period.

RLTP contribution to the purpose of the LTMA

54. In submitting its RLTP to the regional council, the RTC is required to be satisfied that it contributes to the purpose of the LTMA in terms of effectiveness, efficiency and safety, and is consistent with the GPS. The RTC has considered these matters and formed the view that the range of RLTP strategic objectives contribute comprehensively to the purpose of the Act. A summary of its assessment is included in Appendix E to the RLTP.

Consideration of alternative objectives

55. The RTC is also required to consider alternative regional land transport objectives and the feasibility and affordability of those alternative objectives. It concluded that:
- under an 'expected future' scenario, some growth in peak period PT mode share would occur together with a small reduction in delays for general traffic, despite increases in population, car trips and vehicle kilometres travelled
 - delaying some of the RoNS projects would have little further impact on PT use but would result in significantly increased delays being experienced on the road network
 - additional PT investment under an 'enhanced PT' scenario would have some additional positive effect on PT use and result in a very slight reduction in delays on the road network
 - a significant increase in PT use together with a significant reduction in delays on the road network was shown when the 'enhanced PT' future was combined with either a parking levy or a cordon charge.

Next Actions

56. Officers seek the Committee's agreement to write to GWRC supporting the overall vision and approach taken in the draft RLTP, and seeking to work closely with GWRC and NZTA on its implementation.
57. Note that a) Mayor Wade-Brown is a member of the RTC, and b) the Chair of the Transport and Urban Development Committee, Councillor Foster, will sit on the hearings committee considering submissions on the draft RLTP. It is therefore proposed that the letter to GWRC be signed out by the Deputy Mayor, Councillor Lester.

Attachments

Nil

Author	Elise Webster, Principal Advisor
Authoriser	Anthony Wilson, Chief Asset Officer

SUPPORTING INFORMATION

Consultation and Engagement

Consultation on the draft RLTP opens on Monday 19 January and closes on Friday 13 February.

Treaty of Waitangi considerations

Specific issues relating to the Treaty may arise in relation to projects included in the draft RLTP. These will need to be considered as work on each project proceeds.

Financial implications

There are a number of financial implications for the council in relation to Wellington city projects included in the draft RLTP. These are discussed in more detail in the report.

Policy and legislative implications

The draft RLTP is a statutory document prepared under the LTMA. Work on the policy setting for the Wellington city projects discussed in the draft RLTP, for example in relation to parking and cycling, is ongoing.

Risks / legal

The specific risks and legal implications for each of the Wellington city projects will be comprehensively considered as work on each project proceeds.

Climate Change impact and considerations

There are likely to be climate change impacts and considerations for each of the Wellington city projects. These will be comprehensively considered as work on each project proceeds.

Communications Plan

GWRC has prepared a full consultation plan for the draft RLTP.

3. Public Excluded

Resolution to Exclude the Public:

THAT the Transport and Urban Development Committee :

Pursuant to the provisions of the Local Government Official Information and Meetings Act 1987, exclude the public from the following part of the proceedings of this meeting namely:

General subject of the matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
3.1 Update on PC77 (Curtis Street) Appeals	7(2)(g) The withholding of the information is necessary to maintain legal professional privilege. 7(2)(i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	s48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7.
