
ORDINARY MEETING

OF

TRANSPORT AND URBAN DEVELOPMENT COMMITTEE

AGENDA

Time: 9.15am
Date: Thursday, 21 May 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 16 April 2015 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

WELLINGTON HOUSING ACCORD MONITORING REPORT

Purpose

1. This report presents the first Wellington Housing Accord Monitoring Report.

Summary

2. The Wellington Housing Accord (The Accord) was signed in June 2014. It includes ambitious housing targets over the next five years. Eight special housing areas (SHAs) have now been approved and a further 13 have been recommended to the Minister for approval. The SHAs include the city's identified growth areas and other opportunity sites across the City. The Council has also agreed to a development incentives package to encourage further development in these areas.
3. For the period 1 July to 31 December 2014, the Council issued consents for 133 new sections and 243 dwellings. At this rate it is projected that approximately 732 houses will be consented in Year 1 of the Accord, a shortfall of 268. These figures show that residential development in the city is at a level prior to the global financial crisis. There are however encouraging signs that the city is positioned for a period of increased activity.

Recommendation

That the Transport and Urban Development Committee:

1. Receive the information.

Background

4. The Wellington Housing Accord (the Accord) was signed on 24 June 2014. It includes the following housing targets for Wellington City:

Targets – total number of dwellings and sections consented				
Year 1	Year 2	Year 3	Year 4	Year 5
1,000	1,500	1,500	1,500	1,500

5. The Accord requires that a six monthly monitoring report be prepared by the Council. This report is attached as Appendix 1.

Discussion

Key findings

6. The key findings are:
- *Consenting numbers* – 366 new dwellings and sections have been approved half way through the first year of the Accord. It is projected that the final Year 1 numbers will be approximately 732, a shortfall of 268. This figure is generally consistent with housing consents number prior to the global financial crisis.
 - *Special housing areas* – in August 2014, the first tranche of eight special housing areas (SHAs) were recommended for approval to the Minister of Building and Housing. Since then Council has recommended that a further 13 SHAs across the City be approved (Council decision dated 8 April 2015).
 - *Land capacity* – there is currently no land supply constraints for residential greenfield (20+ years), infill (30+ years) and high density (40+ years) development.

Council development incentives

7. Several initiatives have been implemented to streamline consenting processes and incentivise developers to bring housing to the market at a faster rate. This includes a rates and financial incentives package, a one-stop-shop consenting process, and infrastructure and place-based investment by the Council in many of the SHAs.

Governance and communication

8. Council officers meet on a regular basis with Ministry of Business, Innovation and Employment officials. The Housing Accord 'Steering Group' comprising the Mayor, the Deputy Mayor, and the Minister of Building and Housing have also met recently to discuss the implementation of the Accord.

Overall comments

9. Residential development in the city is steady but is still recovering from the global financial crisis. Whilst the Accord targets are ambitious there are encouraging signs that the residential development sector in the city is positioned for a period of increased activity.

Next Actions

10. The next monitoring report will be presented to the Council in 6 months time.

Attachments

Attachment 1. Wellington Housing Accord Monitoring Report 1

Page 10

Author	John McSweeney, Principal Advisor Planning
Authoriser	Anthony Wilson, Chief Asset Officer

SUPPORTING INFORMATION

Consultation and Engagement

The Minister of Building and Housing and Ministry of Business, Innovation and Employment officials were consulted during the development of this monitoring report. No further consultation is required.

Treaty of Waitangi considerations

There are no known implications resulting from this paper.

Financial implications

There are no known implications resulting from this paper.

Policy and legislative implications

The Housing Accord requires that a monitoring report be prepared and reported to councillors and the Minister of Building and Housing. There are no policy and legislative implications resulting from this paper.

Risks / legal

There are no known implications resulting from this paper.

Climate Change impact and considerations

There are no known implications resulting from this paper.

Communications Plan

Officers will liaise with Ministry of Business, Innovation and Employment officials on the preparation of a joint media release.

Wellington Housing Accord Monitoring Report 1

July 2014 to December 2014

Based on:

- building consent data to month ended December 2014
- new section data to month ended December 2014



Executive Summary

The Wellington Housing Accord was signed on 24 June 2014. The Accord is a tool used to facilitate residential development in the city. It complements a range of other Council initiatives that seek to grow the Wellington economy through targeted investment in infrastructure, facilities and place making that will spur corresponding private sector investment, including in the residential sector.

The Accord sets targets for the consenting of new sections and dwellings in Wellington over five years. This first monitoring report concentrates on the establishment of the Wellington Housing Accord. It reports on building consents granted for new dwellings and resource consents issued for new residential lots created, for the six-month period since the Housing Accord was signed.

Consenting Numbers

- Halfway through the first year of the Wellington Housing Accord, **243 new dwellings** have been consented and **133 new sections** approved by resource consent for an adjusted **total of 366** across the city. This is less than half of the first year target of 1000 dwellings or sections.
- At this rate, the first year target of 1000 dwellings or sections will not be achieved, with a **projected final Year 1 number of 732**, a shortfall of 268. If 732 dwellings and sections were approved, this would keep pace with population growth as outlined in the Accord.
- Subdivision consent rates have been consistent over the six months of the Accord. Between 10 – 30 lots have been consented per month.
- Building consent rates show more variability on a monthly basis, resulting in between 10 – 80 consents for dwellings issued per month. Over a longer term, these rates of development are consistent with consenting activity in Wellington since the global financial crisis.

Special Housing Areas

- Eight Special Housing Areas (SHAs) have been established to date following their nomination by the Council in August 2014. As expected, consenting activity in the Special Housing Areas is slow to begin given the lead-in required by the development community. A pre-application meeting has been held for a large greenfield subdivision of approximately **200 lots** within one of the SHAs.
- The eight SHAs created to date have significant capacity for residential growth. They are expected to yield a combination of approximately 1900 sections and dwellings over the period of the Accord targets.

Land capacity for residential development

- Beyond these sites, Wellington City Council has calculated that it has capacity for significant residential growth across greenfield development (20+ years), infill development within existing residential areas (30+ years) and for central city apartment development (40+ years) leaving the city well placed to meet expected growth.



- A Memorandum of Understanding between Wellington City Council and Greater Wellington Regional Council has been agreed. This MOU concentrates on the approach adopted by both Councils in processing resource consent applications for Qualifying Developments within SHAs that span the jurisdictions of both Councils. Whilst the MOU does not clearly define roles and responsibilities, it does note the need for a partnership based approach for implementing the Accord.

Housing Accord Implementation

Since the Housing Accord was agreed by the Council and the Minister of Housing, eight SHAs have been created focusing on existing growth areas identified in the city:

- Two greenfield SHAs in the Lower Stebbings and Lincolnshire-Woodridge areas.
- Two central city areas for apartment development within the height limitation prescribed by the HASHA Act.
- Three medium-density areas in Johnsonville, Kilbirnie and Adelaide Road.
- The Arlington Apartments complex of which a redevelopment is imminent.

Council initiatives supporting residential development

To support the implementation of the Housing Accord, the Council has a range of incentives to encourage development:

- A decision in principle to remit rates on new greenfield development for newly created lots. This initiative seeks to increase the amount of sections being brought to market that are ready for building. This policy decision will be confirmed as part of the current Long Term Plan (2015-2025) development process.
- A one-stop-shop resource consent process in partnership with Greater Wellington Regional Council (GWRC) and other relevant parties such as Wellington Water. This will provide a fully integrated, case-managed process for qualifying development consent applications with immediate and timely advice.
- Both Wellington City Council and GWRC have waived fees for officers time during pre-application meetings for applications under the HASHA Act (GWRC still require fees for expert's time).
- Continued Council investment in key infrastructure and place-making improvements.

Additionally, the Council is advancing a range of transformational projects for the City that aim to stimulate the economy and consequently boost residential growth:

- The '8 Big Ideas' programme, including – an extension to the airport runway, creation of a Tech Precinct, development of a film museum, convention centre and indoor concert venue, and creating a framework for the ongoing development of Miramar.
- Investment in urban regeneration projects, including transforming Victoria Street into a vibrant inner city neighbourhood. This will catalyse apartment development and the planned development of a new Whitirea/WelTec campus, spurring additional private sector investment.



- Planning for further development opportunities in east Te Aro, Kent and Cambridge Terraces and development across the CBD.
- Rejuvenation and redevelopment of the CBD civic area.
- The construction of the Petone-Grenada link road that will open up a large area of land for future growth.

These initiatives seek to boost the economic performance of the city as a whole. Residential development often lags as an indicator of economic performance so we expect to see a general uplift in residential development on the back of these fundamental economic initiatives.

Targets

The Wellington Housing Accord targets are based on the number of new dwellings and sections consented in Wellington each year, adjusted to reflect overlaps between new dwellings and sections.

Wellington Housing Accord
 Paragraph 16

Targets – total number of dwellings and sections consented				
Year 1 July 2014 – June 2015	Year 2 July 2015 – June 2016	Year 3 July 2016 – June 2017	Year 4 July 2017 – June 2018	Year 5 July 2018 – June 2019
1,000	1,500	1,500	1,500	1,500

Dwellings

Dwellings are measured at the point of building consent (source: Wellington City Council).

Sections

Sections are measured at the point of resource consent (source: Wellington City Council).

Overview

Halfway through Year 1, the adjusted number of new sections and dwellings consented (366) is less than half of the Year 1 target of 1000.

Adjusted number of new dwellings consented and sections created

Wellington; July 2014 – December 2014; adjusted for dwelling/section combinations (see next page)

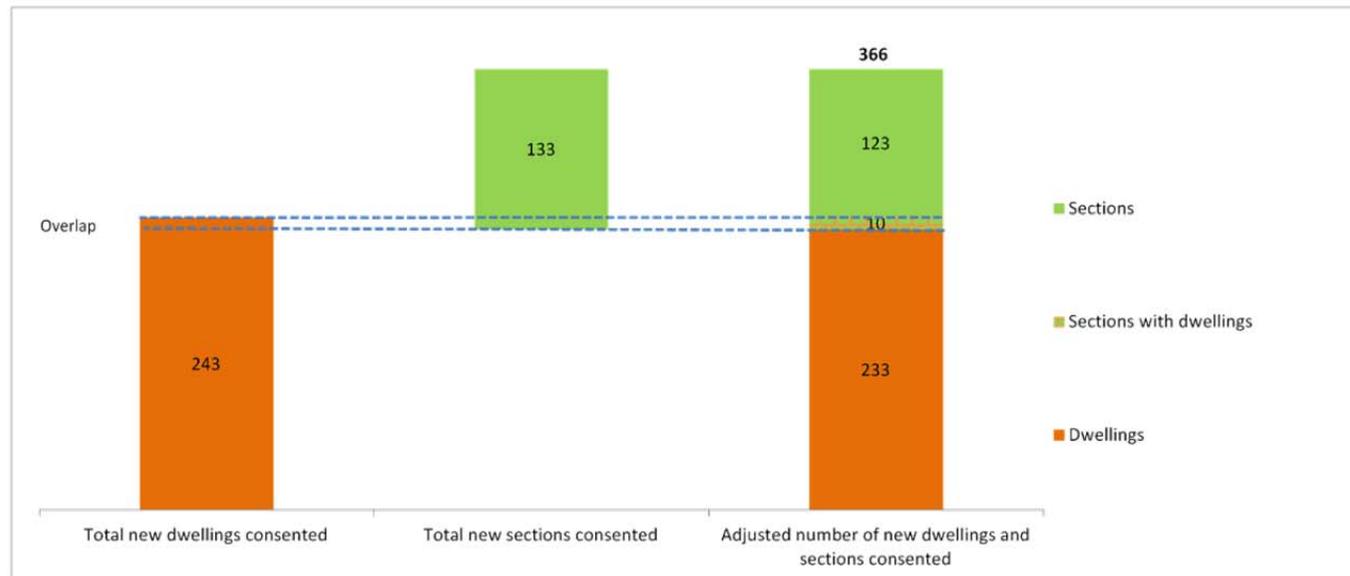


Adjusted total in Year 1

The number of new dwellings consented and the number of new sections created must each be adjusted for the 10 occasions they overlap.

Adjusted number of new dwellings and sections created*

Wellington; July 2014 – December 2014; adjusted for dwelling/section combinations; Wellington City Council (dwellings and sections)



* As illustrated in the graph above, the **adjusted total** adjusts for any overlap that occurs between new sections created and the dwellings that are consented on those sections (i.e. it avoids double-counting). Where a newly created section has a dwelling consented on it, the section and dwelling are counted as one. If more than one dwelling is consented on the section, then the additional dwellings are also counted. In the first year of the Accord, this overlap is minimal, but will become more pronounced in subsequent years as more new sections are converted into dwellings, or as subdivisions occur around previously established dwellings.

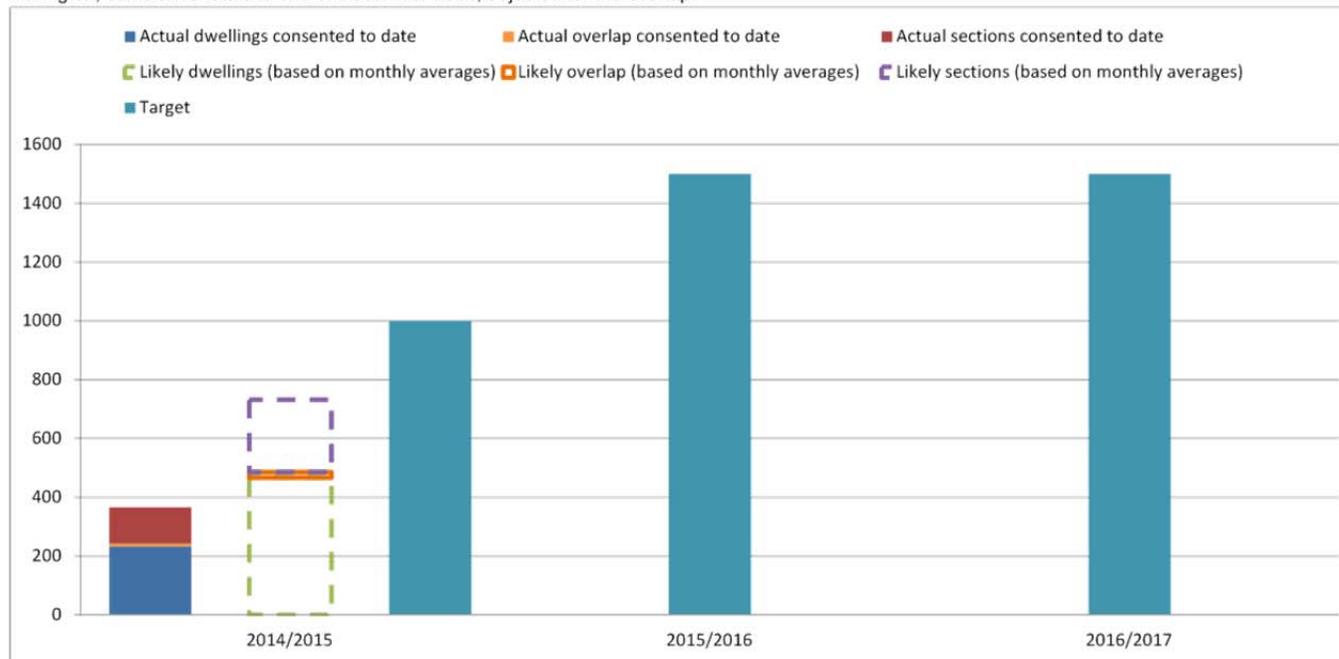


New dwellings and sections

At the current rate of growth, almost 486 new dwellings are likely to be consented in the first year of the Accord, and about 266 new sections approved by subdivision consent, for an adjusted total of 732.

Number of new dwellings consented and sections created

Wellington; cumulative totals to end of December 2014; adjusted for the overlap.

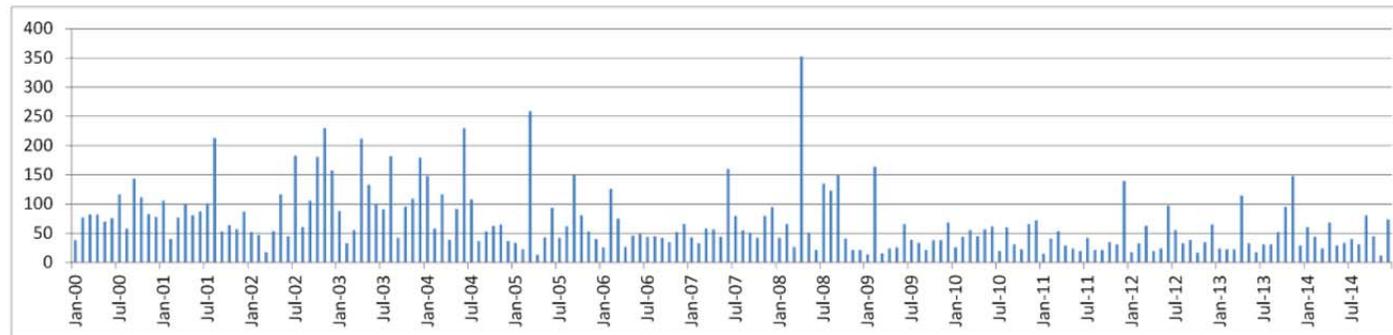


Consented dwellings – monthly

The number of dwellings consented on a monthly basis continues to show a high level of variability but with a marginal increase over 2014. Consenting activity has remained relatively constant since the global financial crisis.

Number of new dwellings that received building consent

Wellington; monthly total; Statistics New Zealand

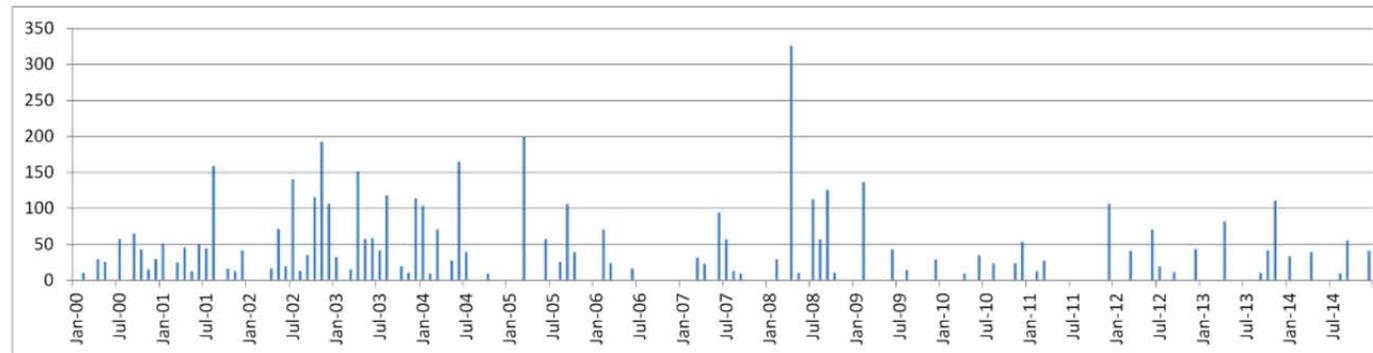
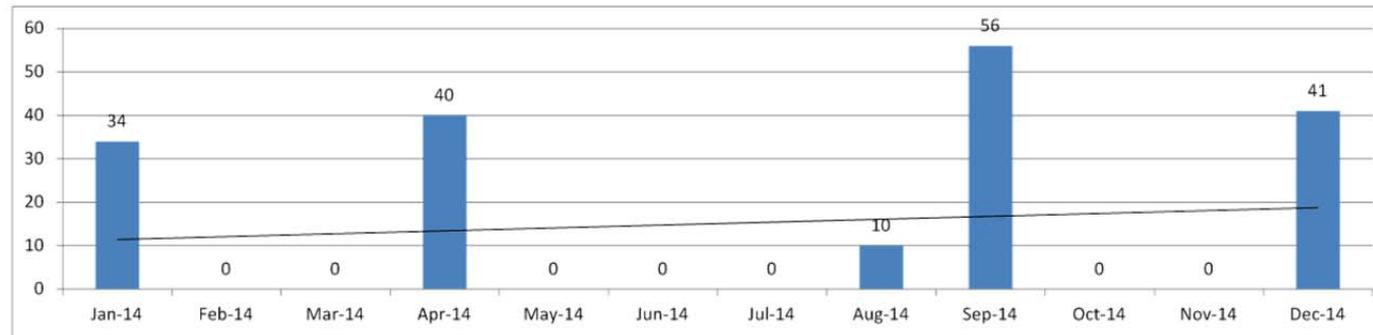


Consented apartments – monthly

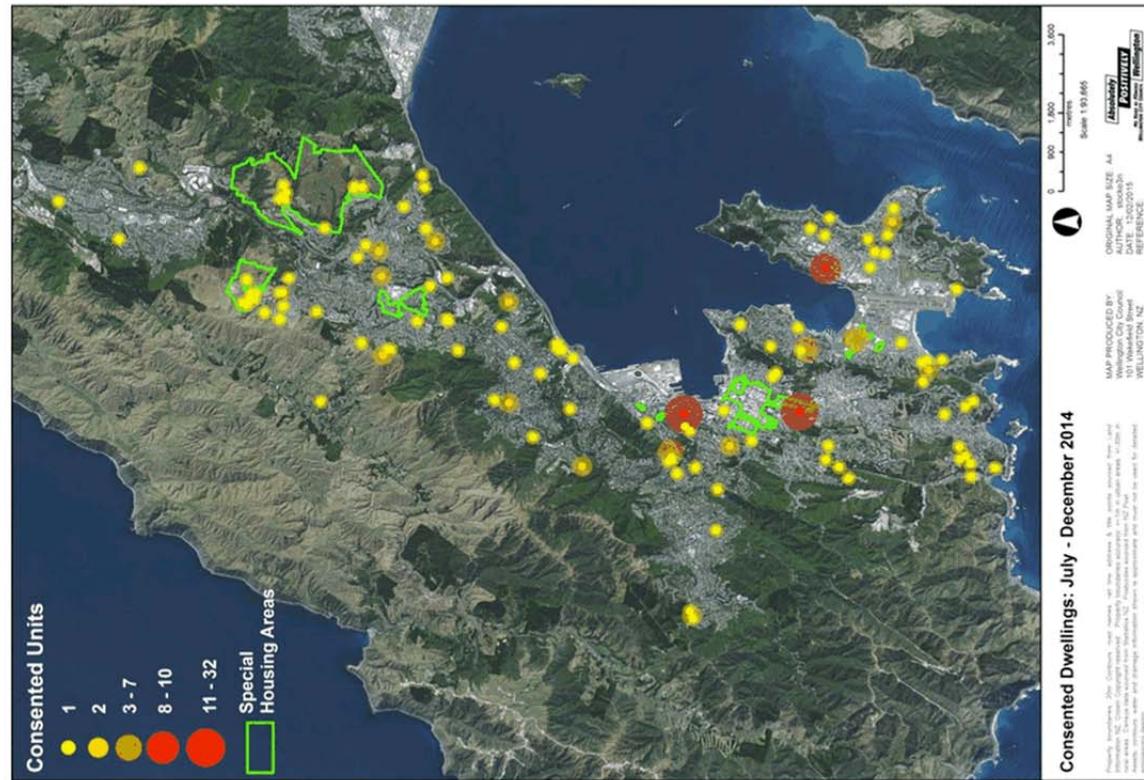
In line with the long-term trend, the consenting of apartments remains highly variable. However despite the variable nature of apartment development, the overall number of consented apartments remains low.

Number of new apartment dwellings that received building consent

Wellington; monthly total; Statistics New Zealand



Location of new residential building consents: July 2014 – December 2014
 There is no clear pattern to the distribution of building consent activity.

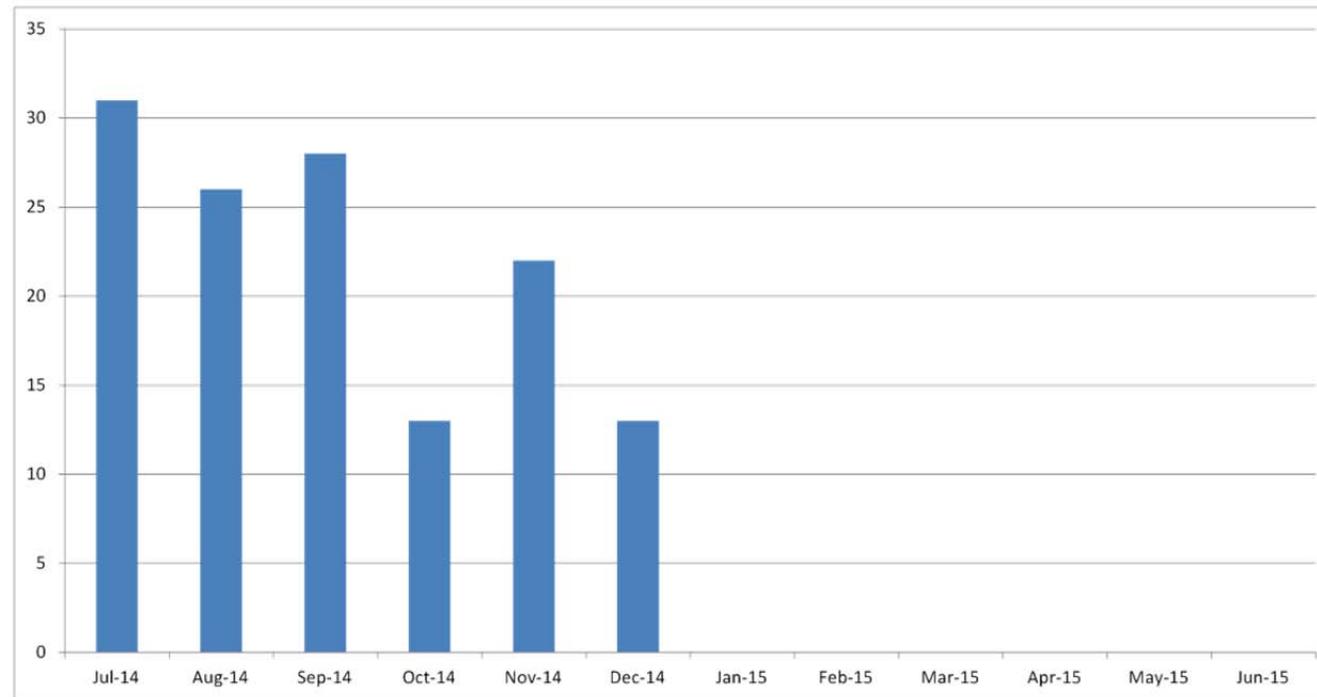


New sections – monthly

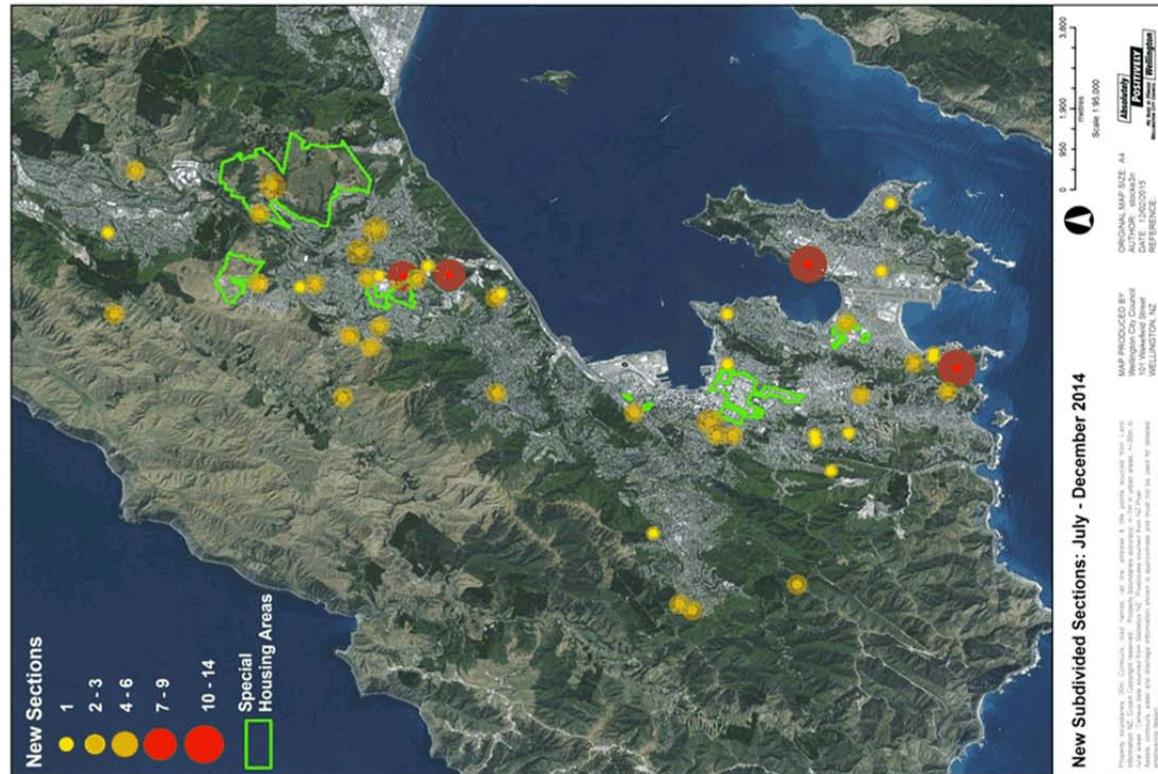
The average number of new sections created over the first six months of the Accord is 22 per month.

Number of new residential sections granted resource consent

Wellington; monthly from July 2014; Wellington City Council.



Location of new residential sections consented: July 2014 – December 2014

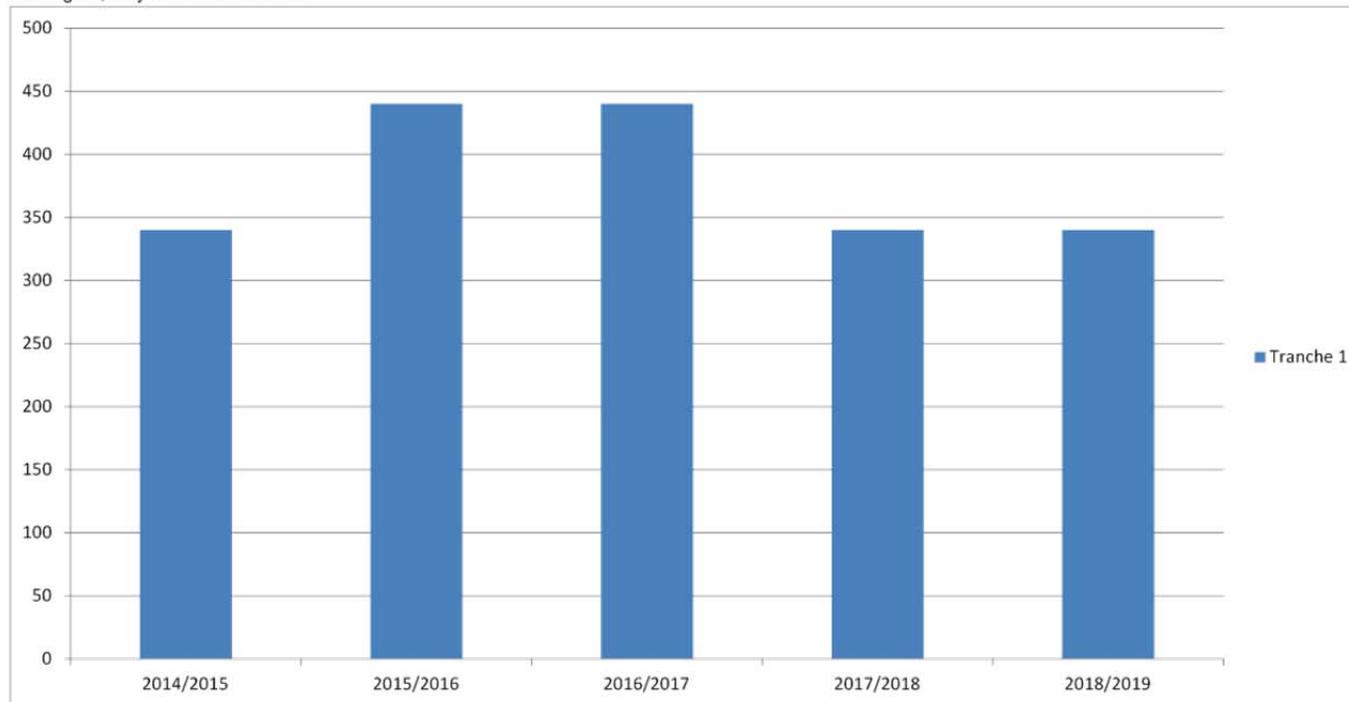


Special housing areas – potential supply

The eight special housing areas approved to date are expected to supply about 1900 dwellings and sections over the five years of the Accord targets.

Anticipated supply of dwellings and sections from within Special Housing Areas

Wellington; July 2014 – June 2019



Potential supply – city wide

Across the entire city, there is significant capacity for residential development of various typologies. Based on historical rates of development, Council has undertaken a land capacity study to inform future planning initiatives. The Housing Accord provides an opportunity to accelerate the development of some of these key strategic sites.

Theoretical development capacity.

Wellington City Council; Land Capacity Study; February 2014

Type of residential development	Supply	Years Capacity
Greenfield Residential (Northern Growth Area Mostly)	3,200-5,500+	21-37
Infill Development	14,000+	40+
Central City Apartments	9,000+	41+

Conclusion

This first monitoring report prepared as part of the Wellington Housing Accord shows that residential development in the city is steady but still recovering from the significant slow-down as part of the global financial crisis. Eight Special Housing Areas have been established to date with further areas to be nominated shortly. There are encouraging signs that the residential development sector in the city is positioned for a period of increased activity.



CAR SHARE SCHEMES

Purpose

1. The car share scheme, Roam, is seeking the exclusive use of one or more on-street carparks from Wellington City Council to operate its scheme.
2. In the absence of a policy on car share schemes, a decision on Roam's request will be deferred until after the development of a car share policy, to be approved by the Transport & Urban Development Committee.

Summary

3. The car share scheme, Cityhop, has been operating in Wellington since 2008. Wellington City Council supports Cityhop through the provision of two car parks, one off-street park in the Civic Centre car park and the other in Newtown, for its exclusive and free use.
4. Roam has recently approached the Council for support for its car share scheme, which differs from Cityhop in that it allows car owners to share their car with other users for a fee. Roam has requested the exclusive use of two on-street car parks in the CBD to assist with the operation of its car share scheme.
5. A third provider, Yougo, is currently seeking council support for a car share scheme specifically for electric cars, as part of its application for the Council's Smart Energy Challenge. It has sought assistance from City Shapers for car parks on land owned by Wellington Waterfront Ltd and City Shapers is responding to this request separately.
6. The Council does not currently have a specific policy on car share schemes in terms of criteria for assessing eligibility and how they will operate. In particular there is no policy on the use of public road space for commercial purposes.
7. Given the current level of interest in operating car share schemes in Wellington, it is now timely to begin work on the development of a draft car share policy to assist with requests from car share schemes seeking support from the Council.
8. Following approval of a car share policy by the Transport & Urban Development Committee, it will be possible to assess Roam's request against the criteria included in the car share policy. It will also be an opportune time to review the Council's support for City Hop against the policy.

Recommendations

That the Transport and Urban Development Committee:

1. Receive the information.
2. Note that officers will develop a car share policy, for the Committee's consideration as soon as practicable.
3. Note that a decision on Roam's request for free on-street car parks will be deferred until after a car share policy has been approved.

Background

9. Requests for support for car share schemes, primarily through the provision of the exclusive use of free car parks, have to date been dealt with as one off applications by Council.
10. In June 2008, Wellington City Council entered into an agreement with Cityhop to provide two off-street car parks, for its exclusive use and at no charge. One was in the Clifton car park, the other in the Civic Centre car park.
11. The context for the Council's support of Carhop was the scheme's consistency with the Council's Transport Strategy and its Living City objectives.
12. The 2008 agreement was for a 12 month period and included a number of broad performance measures. The Cityhop car share scheme was assessed against these performance measures in 2009 and found not to have performed as well as expected, with Cityhop noting that in their view this was due to the poor location of the carparks. In 2010 the Clifton car park was abandoned due to very low interest. The Civic Centre car park continues to be utilised by Cityhop.
13. In 2013 the Council agreed to support a trial for a Cityhop pilot project in Newtown, and a traffic resolution was passed in September 2013 for the allocation of a free off-street car park for the exclusive use of Cityhop in Wilson Street in Newtown.

Discussion

14. Car share schemes have become more popular in many cities around the world. The benefits include less car ownership leading to less space dedicated to parking, with a positive impact on congestion levels.
15. Reflecting the higher levels of interest in car share schemes, Wellington City Council has been approached by two car share schemes, Roam and Yougo, seeking support for their schemes. These are in addition to the car share scheme Cityhop, currently operating in Wellington.
16. There are a number of objectives that car share schemes can contribute to. These include a reduction in car dependency and improvements in community health, and the delivery of an effective and efficient transport system, which are reflected in Wellington Toward 2040: Smart Capital and the draft Urban Growth Plan.

Electric Car Share Schemes

17. Auckland Transport issued a request for proposal for car share services using electric vehicles, which closed on 8 May 2015. Officers are in discussion with Auckland Transport about how the electric car share scheme will operate in Auckland as part of consideration of a similar scheme in Wellington.
18. The Council has been approached by one electric car share scheme, Yougo, which is looking to offer an electric car share service only. Yougo has sought assistance from City Shapers for car parks on land owned by Wellington Waterfront Ltd as part of its application for the Council's Smart Energy Challenge. City Shapers is responding to this request separately.
19. Depending on the success of Auckland Transport's electric car share service, there may be an opportunity to establish a similar scheme in Wellington. The Yougo scheme could be used as a pilot for this.

Roam

20. Roam, which differs from Yougo and Cityhop in that it allows car owners to share their car with other users, has approached the Council for the exclusive use of two on-street car parks in the CBD.
21. The council has never provided the exclusive, long term use of an on-street car park. Any decision to offer free on-street car parking for the exclusive use of Roam would:
 - require traffic resolution approval by the Transport & Urban Development Committee
 - involve a revenue loss to Council of around \$9,000 for two on-street car parks in the CBD
 - potentially create a number of compliance and enforcement issues
 - require legal advice on the best method for the suspension of an on-street parking space.
22. It is also likely that should on-street parking be made available to Roam, Cityhop could seek similar treatment in the form of the exclusive use of on-street parking in the CBD.
23. On this basis, a decision on providing free on-street car parks to Roam should be deferred pending the development and approval of a policy for car share schemes.

Next Actions

24. Officers will begin developing a policy on car share schemes for consideration and approval by the Transport & Urban Development Committee, with the intent of bringing the report to the Committee as soon as practicable.

Attachments

Nil

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

SUPPORTING INFORMATION

Consultation and Engagement

Council officers have met with representatives of Cityhop, Yougo and Roam to discuss their proposals. Further engagement would be carried out as part of the development of a policy on car share schemes.

Treaty of Waitangi considerations

The development of a policy on car share schemes raises no specific Treaty of Waitangi considerations.

Financial implications

There are a range of financial implications relating to the free and exclusive use of off-street and on-street car parks which would need to be considered as part of the development of a policy on car share schemes. There would be a revenue loss of around \$4,500 for an on-street car park in the CBD.

Policy and legislative implications

There are a range of policy and regulatory implications relating to the free and exclusive use of off-street and on-street car parks, which would need to be considered as part of the development of a policy on car share schemes.

Risks / legal

We will be seeking legal advice on any risks associated with the adoption of a policy on car share schemes.

Climate Change impact and considerations

There are potentially a range of positive climate change impacts that would result from the use of car share schemes in Wellington.

Communications Plan

The Council could assist in the promotion of car share schemes as part of its support for this initiative.

2014/15 THIRD QUARTER REPORT

Purpose

1. This report outlines progress towards the delivery of the 2014/15 Annual Plan as at 31 March 2015.

Recommendation

That the Transport and Urban Development Committee:

1. Note the information.

Background

2. The quarterly report informs Councillors of progress against the annual plan, and also ensures the annual report does not contain any unexpected and significant variances from performance. Responsibility for the report falls within the purview of the Governance, Finance and Planning Committee.

Discussion

3. The attached quarterly report, with the accompanying appendix one, outlines the Council's progress against planned or budgeted performance for:
 - Income
 - Operational expenditure
 - Capital expenditure
 - Service delivery (KPI performance)
 - Compliance with Treasury Policy
 - Key programmes.
4. Significant variances are explained, by activity group, in appendix one to the quarterly report. This quarterly report explains variances greater than 10%.
5. Details relating to significant projects are highlighted, by relevant committee, on pages 2-4 of the quarterly report itself.

Attachments

- | | | |
|---------------|--------------------------------|---------|
| Attachment 1. | Third Quarter Report 2014/15 | Page 31 |
| Attachment 2. | Appendix One Q3 Report 2014/15 | Page 35 |

Author	Shanan Smith, Senior Advisor Planning and Reporting
Authoriser	John McGrath, Chief of Staff

SUPPORTING INFORMATION

Consultation and Engagement
Not applicable.

Treaty of Waitangi considerations
Not applicable.

Financial implications

This report outlines progress against the planned projects, spending and service levels indicated in the Annual Plan.

Policy and legislative implications
Not applicable.

Risks / legal

Not applicable. This report outlines progress towards the annual plan and annual report, which are legislative requirements.

Climate Change impact and considerations
Not applicable.

Communications Plan
Not applicable.

QUARTERLY REPORT

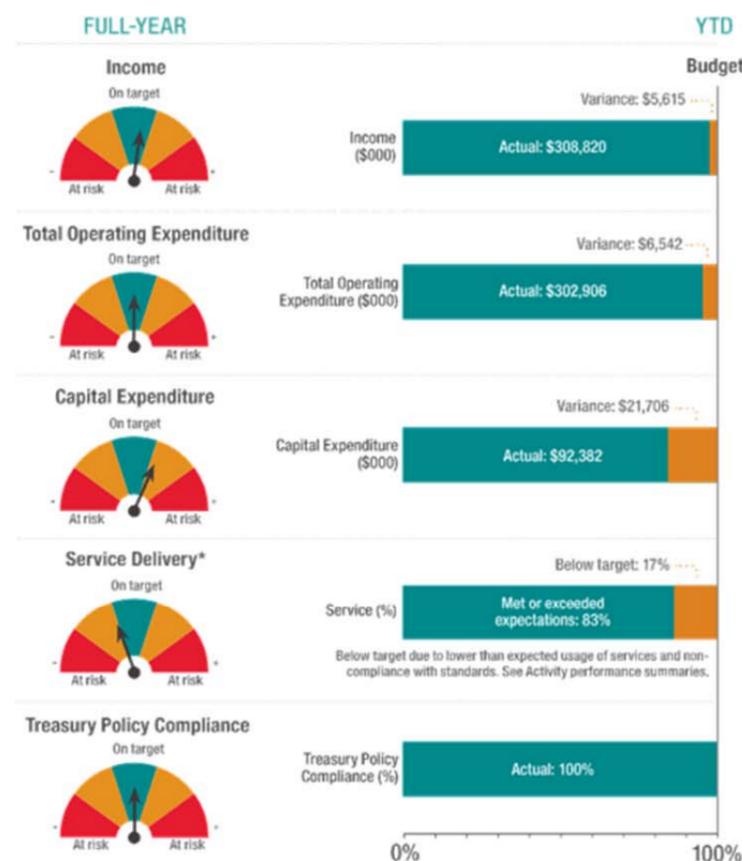
QUARTER THREE (1 JANUARY – 31 MARCH 2015)

This report summarises the Council's progress in the third quarter of 2014/15 towards fulfilling the intentions outlined in the Annual Plan. Quarterly performance is assessed against:

- income
 - total operating expenditure
 - capital expenditure
 - service delivery (KPI performance)
 - Treasury policy compliance.
- Areas where there is a risk to or significant variance from budgeted expectations are discussed in the performance summaries for each of the Council's seven activity areas.

Council is making good progress with the major projects it had planned for the year and is largely on track to meet year-end targets. Service performance exceptions are mainly due to lower than forecast use of services. See activity performance summaries for more information.

HOW ARE WE PERFORMING?



Note: that the figures for service performance only include key performance indicators (KPI) that are measured on a monthly or quarterly basis. Annual KPIs will be incorporated at year-end (30 June 2015). In some areas, KPIs exceeded their targets by over 10%. These exceptional results are also outlined in the Activity performance summaries.

FINANCIAL SNAPSHOT

STATEMENT OF FINANCIAL PERFORMANCE

The Council's consolidated financial performance for the period 1 July 2014 to 31 March 2015 is presented in this section. Positive numbers in the financial statements indicate a favourable variance from budget and negative numbers (represented by brackets) indicate an unfavourable variance from budget.

	YTD 2014/15			Full year 2014/15	
	Actual \$000	Budget \$000	Variance \$000	Forecast \$000	Budget \$000
Rates Income	191,509	191,450	59	254,667	255,267
Other Income	1,889	2,011	(121)	11,423	13,681
Lease Income	27,592	27,376	215	36,245	36,574
Interest Income	0	33	(33)	8	44
Income from Activities	86,185	80,835	5,350	129,765	123,205
Development Contributions	1,645	1,500	145	2,000	2,000
Total Income	308,820	303,205	5,615	434,108	430,771
Personnel Expenditure	73,318	73,248	(70)	96,907	97,678
General Expenses	141,711	142,333	622	200,378	200,245
Financing Expenditure	14,890	17,281	2,390	20,897	23,041
Depreciation & Loss/Gain on Sale	72,986	76,585	3,599	98,194	102,164
Total Expenditure	302,906	309,448	6,542	416,376	423,127
Net Operating Surplus/(Deficit)	5,914	(6,243)	12,157	17,732	7,644

The year-to-date net operating surplus of \$5,914m is \$12,157m better than the budgeted deficit of \$6,243m. This favourable variance is attributable to a combination of factors as outlined below.

INCOME

Year-to-date total income is above budget by \$5,615m:

- Income from Activities is \$5,350m above budget mainly due to higher New Zealand Transport Agency funding (\$4.7m) for the capital roading programme and recognition of increased government funding from the housing upgrade programme (\$0.703m).

EXPENDITURE

Year-to-date total expenditure is under budget by \$6,542m:

- Depreciation & Loss/Gain on Sale is \$3,599m under budget largely due to savings as a result of lower infrastructure asset values at 30 June 2014 than forecast. These differences will be permanent.
- Financing Expenditure is under budget by \$2,390m due to lower levels of borrowings resulting from delays in the capital programme in the first nine months of the year.

FULL YEAR FORECAST

The forecast Net Operating Surplus for the year is currently \$10.1m more than budget. This includes \$4.0m of depreciation savings resulting from lower infrastructure asset values at 30 June 2014, \$6.1m additional funding from the New Zealand Transport Agency funding in respect of the capital roading programme, \$1.3m recognition of additional government grant income from the housing upgrade programme and \$2.1m of financing expenditure savings due to a more favourable borrowings position. Offsetting these favourable forecast variances is lower revenue from parking, pools and fitness centres, the ASB centre and building consents (\$3.1m), and Council-approved overspends for Community Events and the Events Development Fund (\$1.6m).

NET OPERATING EXPENDITURE

	YTD 2014/15			Full Year 2014/15	
	Actual \$000	Budget \$000	Variance \$000	Forecast \$000	Budget \$000
Governance	10,543	10,837	294	14,281	14,438
Environment	94,200	101,308	7,108	126,371	133,486
Economic Development	18,487	19,466	979	24,770	23,774
Cultural Wellbeing	15,575	14,975	(600)	18,047	17,190
Social and Recreation	37,852	38,319	466	49,945	50,228
Urban Development	15,121	14,413	(707)	20,346	19,270
Transport	17,149	18,536	1,387	24,405	25,028
Total Activity Area	208,927	217,854	8,927	278,166	283,414
Council	(214,841)	(211,611)	3,230	(295,897)	(291,058)
Total	(5,914)	6,243	12,157	(17,732)	(7,644)

CAPITAL EXPENDITURE

	YTD 2014/15			Full Year 2014/15	
	Actual \$000	Budget \$000	Variance \$000	Forecast \$000	Budget \$000
Environment	18,116	26,645	8,530	33,122	33,216
Economic Development	1,339	2,030	691	2,471	2,471
Cultural Wellbeing	113	1,875	1,763	2,321	2,321
Social and Recreation	20,913	23,440	2,527	31,421	30,775
Urban Development	13,430	14,037	608	25,714	23,058
Transport	28,522	30,637	2,115	42,612	39,803
Total Activity Area	82,432	98,665	16,233	137,661	131,644
Council	9,949	15,423	5,474	19,297	20,369
Total	92,382	114,088	21,706	156,958	152,013

Year to date

Year to date underspend is due to several projects being behind schedule: Water and Sewer Network renewals \$7.4m; Earthquake Strengthening programme \$1.7m; Housing Renewal works \$1.6m; Zoo upgrades \$1.3m; and the refurbishment of the Museum of City and Sea \$1.2m.

Full year forecast

The full year forecast includes forecast overspends in three large projects: Johnsonville Triangle roading project \$5.1m offset by unbudgeted external funding \$4.8m (net forecast overspend \$0.3m); Victoria Street upgrade \$4.9m offset by unbudgeted external funding \$2.2m (net forecast overspend \$2.7m); and the Housing Upgrade Programme (Kotuku project) \$1.4m (ahead of budget - to be brought forward from 2015/16). The forecast overspends are offset by forecast project underspends of \$11.0m.

STATEMENT OF BORROWINGS

Total committed borrowing facilities are \$451.5m providing headroom of \$111.5m. Our liquidity ratio is at 112% compared to the policy minimum of 110%.

	Forecast 30 June 2015 \$000	YTD 31 March 2015 \$000	30 June 2014 \$000
Facilities at start of year	460,500	460,500	429,000
New/matured facilities (net)	(9,000)	(9,000)	31,500
Facilities at end of period	451,500	451,500	460,500
Borrowings at start of year	348,000	348,000	341,000
Change in core borrowing + (-)	22,457	16,843	6,638
Repayment of loans + (-)	-	-	-
Change in working capital requirement + (-)	(1,457)	(24,843)	362
Net borrowings at end of period	369,000	340,000	348,000
Plus unutilised facilities	82,500	111,500	112,500
Total borrowing facilities available	451,500	451,500	460,500

Note: "Borrowing facilities" excludes \$5m of uncommitted funding lines. Facilities do not include short term commercial paper/deposits.

TREASURY POLICY COMPLIANCE

All of the core policy compliance requirements were achieved as shown below.

PRUDENTIAL TREASURY LIMITS

Prudential limits*	Policy limit (%)	Actual (%)	Compliance
Borrowings as a % of equity	<10	5.3	Yes
Borrowing as a % of income	<150	86.1	Yes
Net interest as a % of annual rates income	<20	8.2	Yes

Interest rate risk control limits (interest rate exposure)	Policy limit (%)	Actual (%)	Compliance
Fixed interest proportion	50-95	92	Yes
Broken down: 0-3 year bucket	20-60	20	Yes
Broken down: 3-5 year bucket	20-60	21	Yes
Broken down: 5-10 year bucket	20-60	59	Yes

Liquidity/funding risk (access to funds)**	Policy limit (%)	Actual (%)	Compliance
Liquidity/funding risk (access to funds)	>110	112	Yes
Broken down: 0-3 year bucket	20-60	52	Yes
Broken down: 3-5 year bucket	20-60	28	Yes
Broken down: 5-10 year bucket	15-60	20	Yes

* Equity is based on the 2014/15 annual plan. Net interest is actual. Annual rates and income are based on 2014/15 annual plan.
** Liquidity is defined as: Current borrowings + committed loan facilities divided by 12 month peak borrowings (for the purpose of measuring liquidity short dated Commercial Paper is excluded).

KEY PROGRAMMES		Q1 Actual (1 Jul–30 Sep 2014)	Q2 Actual (1 Oct–31 Dec 2014)	Q3 Actual (1 Jan–31 Mar 2015)	Q4 Planned (1 Apr–30 Jun 2015)
Committee	Programme	Milestones			
GOVERNANCE	ACCOUNTABILITY AND PLANNING	Annual Report adopted			
		Long-term plan: <ul style="list-style-type: none"> Workshop series commenced. 	Long-term plan: <ul style="list-style-type: none"> Financial strategy. Infrastructure strategy. Programme overview. 	Long-term plan: <ul style="list-style-type: none"> Funding and financial policies. Performance framework. Adopt draft plan documents and consultation document. 	Long-term plan: <ul style="list-style-type: none"> Consultation. Adopt final plan.
		Mid-term capex review – \$15m investment package adopted and to be implemented, including: <ul style="list-style-type: none"> Funding for Meet the Locals enclosure at Wellington Zoo. Expansion of City to Sea Museum. Victoria Street transformation in line with Central City Framework. Urban catalyst projects. 			
ECONOMIC GROWTH AND ARTS	ECONOMIC DEVELOPMENT	Region wide consultation on development of Wellington Regional Economic Development Agency (WREDA).	<ul style="list-style-type: none"> WREDA established on 5 December 2014. WREDA Chair (Peter Biggs) and Board appointed. Recruitment process for WREDA Chief Executive commenced. 	<ul style="list-style-type: none"> WREDA transition and implementation. Continue recruitment process for WREDA Chief Executive. Developing draft business plan for 2015/16. To be presented to WRS Committee in April. 	
	8 BIG IDEAS	Convention centre: <ul style="list-style-type: none"> Public consultation undertaken. 	Convention centre: <ul style="list-style-type: none"> Final commercial terms agreed for Council consideration and final decision on proposal. Developer subsequently indicated problems in finalising deal on proposed site. 	Convention centre: <ul style="list-style-type: none"> Progress options for delivery of the project and report back to Council. 	
		Tech hub: <ul style="list-style-type: none"> Developed Expression of Interest (EOI) documentation. 	Tech hub: <ul style="list-style-type: none"> EOI process completed and preferred provider identified. 	Tech hub: <ul style="list-style-type: none"> Business case developed. 	Tech hub: <ul style="list-style-type: none"> Negotiations with preferred partner subject to LTP funding approval. Business case to be considered by Economic Growth and Arts committee.
		Airport runway extension: <ul style="list-style-type: none"> Results of economic impact assessments received. 	Airport runway extension: <ul style="list-style-type: none"> Reports peer reviewed by council officers and external experts. Report back to Council and approval of additional funding to complete RMA approvals process. 	Airport runway extension: <ul style="list-style-type: none"> Wellington Regional Mayoral Forum agreed in principle to fund up to \$150 million towards the project. Continue to develop business case for runway extension. 	Airport runway extension: <ul style="list-style-type: none"> Plan to present updates to the regional councils. Monitor progress of RMA approvals process.
		Film museum: <ul style="list-style-type: none"> Preliminary investigations and concept development continue. 			
MAJOR EVENTS	World of Wearable-Arts – 25 Sep to 12 Oct. Beervana – 22 to 23 Aug. All Blacks v South Africa Test – 13 Sep. LUX Light Festival – 22 Aug to 1 Sep. Oktoberfest – 19 to 20 Sep.	SkyShow – 8 Nov. Toi Māori Art Market – 14 to 16 Nov. Rugby League Four Nations Final – 15 Nov. Capital Christmas – 10 to 24 Dec. New Year's Eve Festival – 31 Dec.	IRB Sevens – 6 to 7 Feb. Homegrown Music Festival – 7 Mar. ICC Cricket World Cup – 14 Feb to 29 Mar. Cuba-Dupa – 28 to 29 Mar.	World Water Ski Racing Championships – 9 to 20 Apr. WW100 and ANZAC Commemorations – 25 Apr. AFL match – 25 Apr. FIFA Under-20 World Cup – 30 May to 20 Jun.	
COMMUNITY SPORTS AND RECREATION	HOUSING UPGRADE	Berkeley Dallard and Etona: <ul style="list-style-type: none"> Construction completed and buildings reoccupied. 			
		Arlington Site 1: <ul style="list-style-type: none"> Business case under development. 			Arlington Site 1: <ul style="list-style-type: none"> Councillor workshop on redevelopment options.
		Arlington Site 2: <ul style="list-style-type: none"> RFP under development. 	Arlington Site 2: <ul style="list-style-type: none"> High-level brief issued to potential suppliers. 	Arlington Site 2: <ul style="list-style-type: none"> RFP issued. 	Arlington Site 2: <ul style="list-style-type: none"> RFP results evaluation. Commence development of detailed design.

KEY PROGRAMMES

		Q1 Actual (1 Jul–30 Sep 2014)	Q2 Actual (1 Oct–31 Dec 2014)	Q3 Actual (1 Jan–31 Mar 2015)	Q4 Planned (1 Apr–30 Jun 2015)
Committee	Programme	Milestones			
COMMUNITY SPORTS AND RECREATION	HOUSING UPGRADE	Marshall Court: • Under construction.		Marshall Court: • Construction complete. • Units let to suitable occupants.	
		Kotuku: • Tender evaluation complete.	Kotuku: • Construction contract commenced.	Kotuku: • Under construction.	
	RECREATION UPGRADES	Keith Spry Pool: • Teaching pool and children's pool tanks completed. • Maintenance work started on existing pool.	Keith Spry Pool: • Upgrade work on new pools and change rooms continued.	Keith Spry Pool: • Upgrade work completed and pool opened to the public in February 2015.	
ENVIRONMENT	WATER UPGRADES	Seismic strengthening: • Strengthening of Maupuia No1 and No2 reservoirs completed. • Melrose reservoir design work completed.	Seismic strengthening: • Melrose reservoir tender completed.	Seismic strengthening: • Melrose reservoir construction commenced. Completion due January 2016. • Auto-shut valve (ASV) at Roseneath No 2 reservoir installed. • Linden and Newlands reservoir design work completed.	Seismic strengthening: • Linden and Newlands reservoir construction contract awarded. • ASV installations at Montgomery, Mt Wakefield and Broadmeadows reservoirs commences.
	NATURAL ENVIRONMENT	Our Capital Spaces: • Completed pre-engagement for review of Biodiversity Action Plan. • Completed sediment reduction plan for Porirua Harbour Strategy. • Established interagency planning group for the development of Watts Peninsula as a heritage park. • Funding approved for Mountain Bike Economic Growth Initiative (MBEGI) to develop business plan for Wellington as a premier mountain bike destination.	Our Capital Spaces: • Biodiversity Strategy approved by Environment Committee to formally consult. • Consultation on draft Suburban Reserves Management Plan completed. • MBEGI undertaking economic modelling for visitor mountain biking activity in Wellington.	Our Capital Spaces: • Consultation completed on Our Natural Capital - Biodiversity Strategy. We received 52 detailed submissions and 26 oral submissions. • Completed consultation on Mt Victoria Master Plan.	Our Capital Spaces: • Final Biodiversity Strategy to Environment Committee for approval (4 June). • Mt Victoria Master Plan finalised. • MBEGI completed business plan for Wellington as a premier mountain bike destination.
TRANSPORT AND URBAN DEVELOPMENT	CITY RESILIENCE	Earthquake strengthening of Council buildings: • Clarrie Gibbons Building strengthening completed. • Network Newtown strengthening commenced. • Truby King House chimney strengthening completed. • Thistle Hall strengthening continues.	Earthquake strengthening of Council buildings: • Network Newtown strengthening nearly completed. • Portico demolition commenced. • Band Rotunda design work commenced. • Planning for strengthening chapel and crematorium at Karori Cemetery commenced. • Thistle Hall strengthening completed.	Earthquake strengthening of Council buildings: • Band Rotunda strengthening plan and tendering process complete. • Thistle Hall contract maintenance period complete.	Earthquake strengthening of Council buildings: • Band Rotunda remediation complete. • Portico demolition completed. • Planning for strengthening chapel and crematorium at Karori Cemetery completed.
		Application submitted to the Rockefeller Foundation's "100 Resilient Cities" programme.	Application to "100 Resilient Cities" programme successful.	Wellington City Council part of the New Zealand delegation to the World Conference on Disaster Risk Reduction in Sendai Japan.	Appoint Chief Resilience Officer to lead development of a city resilience strategy.
		Town Hall strengthening project is awaiting further information on options. Alternative use continues to be worked on.			

KEY PROGRAMMES

		Q1 Actual (1 Jul–30 Sep 2014)	Q2 Actual (1 Oct–31 Dec 2014)	Q3 Actual (1 Jan–31 Mar 2015)	Q4 Planned (1 Apr–30 Jun 2015)	
Committee	Programme	Milestones				
TRANSPORT AND URBAN DEVELOPMENT	CITY RESILIENCE	<p>Hataitai Bus Tunnel:</p> <ul style="list-style-type: none"> Portal strengthening design and tender documents completed and issued. Public notification of works and stakeholder briefings. 	<p>Hataitai Bus Tunnel:</p> <ul style="list-style-type: none"> Contract awarded and work to strengthen portals commenced in November 2014. Work is progressing on both sides of tunnel with 26% completed to date. <p>Seatoun Tunnel:</p> <ul style="list-style-type: none"> Received draft assessment report. 	<p>Hataitai Bus Tunnel:</p> <ul style="list-style-type: none"> Work to strengthen portals continues with 90% completed. <p>Seatoun Tunnel:</p> <ul style="list-style-type: none"> Contract tender for strengthening work on hold due to request from GWRC to delay work until after the trolley buses are decommissioned in 2017. 	<p>Hataitai Bus Tunnel:</p> <ul style="list-style-type: none"> Work to strengthen portals completed. <p>Seatoun Tunnel:</p> <ul style="list-style-type: none"> Complete detailed design for strengthening work. 	
	WATERFRONT FRAMEWORK AND WATERFRONT DEVELOPMENT PLAN	North Kumutoto project:	<ul style="list-style-type: none"> Council decision on building, long-term lease and public space projects. 	<ul style="list-style-type: none"> Application for resource consent submitted. 	<p>North Kumutoto project:</p> <ul style="list-style-type: none"> Resource consent application process continues. Council planning report lodged with Environment Court. 	
		TSB Arena and Shed 6:	<ul style="list-style-type: none"> Investigations commenced. 	<ul style="list-style-type: none"> Detailed planning completed and tender documentation prepared. 	<ul style="list-style-type: none"> Work underway to renew exterior cladding. 	
					<p>Waterfront Development Plan</p> <ul style="list-style-type: none"> Agree and consult on draft three-year Waterfront Development Plan (WDP). 	<p>Waterfront Development Plan</p> <ul style="list-style-type: none"> Consider submissions and adopt final WDP including the design of Frank Kitts Park.
	URBAN DEVELOPMENT	Parliamentary precinct:	<ul style="list-style-type: none"> Contractor appointed for Cenotaph upgrade. Construction commenced 1 September. 	<ul style="list-style-type: none"> All demolition and ground works completed. Work commenced on new staircase and paving. 	<ul style="list-style-type: none"> Work completed and space opened up for public use. 	
		Memorial park:	<ul style="list-style-type: none"> Arras Tunnel opened and park construction commenced. 	<ul style="list-style-type: none"> Park construction underway. Australian Memorial construction commenced. 	<ul style="list-style-type: none"> Park construction complete. 	<ul style="list-style-type: none"> Park opening and Anzac day commemoration.
		Kilbirnie town centre phase two:	<ul style="list-style-type: none"> Deferred pending confirmation of design brief. 	<ul style="list-style-type: none"> Design brief still to confirmed following consultation. Concept design in progress. 	<ul style="list-style-type: none"> Detailed design completed and contract awarded (subject to suitable design being confirmed). 	<ul style="list-style-type: none"> Construction underway (subject to suitable design being confirmed).
		Victoria Street:	<ul style="list-style-type: none"> Funding and concept design approved and detailed design commenced. 	<ul style="list-style-type: none"> Detailed design completed and construction commenced. 	<ul style="list-style-type: none"> Full construction work underway with construction commencing in southern block. 	<ul style="list-style-type: none"> Major construction works to be completed by end of June. Minor additional works may continue.
		Lombard Lane:	<ul style="list-style-type: none"> Design brief being confirmed. 	<ul style="list-style-type: none"> Concept design completed. 	<ul style="list-style-type: none"> Project placed on hold subject to adjacent building owner removing building and constructing a new one. 	
	TRANSPORT	Island Bay to City Cycle route:	<ul style="list-style-type: none"> Section one (Shorland Park to Wakefield Park) design and consultation. Section two (Wakefield Park to John St) planning and preparation for public consultation. 	<ul style="list-style-type: none"> Section one (Shorland Park to Wakefield Park) design and consultation completed. Committee agreed to final design. Section two (Wakefield Park to John St) planning and preparation for public consultation. 	<ul style="list-style-type: none"> Council vote deferred while cycling framework is developed in more detail. 	<ul style="list-style-type: none"> After adoption of a cycling framework, Councillors will consider the Island Bay cycleway. If approved by Council, construction is expected to commence in early 2015/16.
Johnsonville road improvements:		<ul style="list-style-type: none"> Broderick Rd Bridge construction started. 	<ul style="list-style-type: none"> Broderick Rd Bridge construction continues. 	<ul style="list-style-type: none"> Broderick Rd Bridge construction continued. State Highway One off-ramp work commenced. Other work commenced: Signal works, street and crossing upgrades, and pedestrian and cycling improvements. 	<ul style="list-style-type: none"> Broderick Rd Bridge construction to be completed. State Highway One off-ramp work continues. Other work continues: Signal works, street and crossing upgrades, and pedestrian and cycling improvements. 	
Public Transport Spine:		<ul style="list-style-type: none"> Undertake core spine assessments to determine physical corridor constraints and detailed assessment of core routes based on integration with the Council's cycle planning. 				

1. GOVERNANCE

Pārongo ā-Tāone

We want to maintain confidence in our decision-making.

We have an obligation to ensure the views of Māori and mana whenua are heard.

WHAT WE DO

- Governance, information and engagement
- Māori and mana whenua partnerships.

HIGHLIGHTS OF THIS QUARTER

- We equipped the council meetings rooms to enable elected members and the public to participate remotely in meetings via audio and audio-visual links.
- We interacted with over 78,000 customers through the Contact Centre.
- We co-hosted with Port Nicholson Block Settlement Trust, the Waitangi Day celebrations at Waitangi Park.
- The Mayor selected her Tuia Rangatahi (Young Māori Leadership Development Programme) representative - Māia Huriwaka, a Year 13 student nominated by Wellington East Girls College.
- 11 March – we sponsored Te Rā Haka where 400 college students from across the region came together at ASB Sports Centre to learn local haka.
- 15 March – we sponsored Te Rā o Kupe, which was hosted by The Kupe Charitable Trust, recognising local Māori music and food.

SIGNIFICANT VARIANCES TO PERFORMANCE¹:

SERVICE DELIVERY

Measure	Actual	Target	Var	Variance explanation
Council, committee and subcommittee reports that are made available to the public five days prior to the meeting (%)	61%	80%	(24%)	Over 80% of agendas were with the elected members five days before meeting and in the public domain four days before the meeting. We continue to achieve 100% for our statutory target to make reports available to the public two days prior to meetings.

NET OPERATING EXPENDITURE

Activity	YTD			Full Year	
	Actual	Budget	Variance	Forecast	Budget
	\$000	\$000	\$000	\$000	\$000
1.1 Governance, Information & Engagement	10,444	10,669	224	14,057	14,213
1.2 Māori Engagement (mana whenua)	99	169	70	225	225
Year to date variance is due to timing of MOU payments.					
TOTAL	10,543	10,837	294	14,281	14,438

CAPITAL EXPENDITURE

No significant variances.

¹ Areas where performance varied from budgeted expectations by more than 10%.

2. ENVIRONMENT

Taiao

We aim to protect and enhance Wellington's natural environment.

WHAT WE DO

- Gardens, beaches and green open spaces
- Waste reduction and energy conservation
- Water
- Wastewater
- Stormwater
- Conservation attractions.

HIGHLIGHTS OF THIS QUARTER

Gardens and green open spaces

- We hosted the Kirsten Reynolds photographic exhibition at the Treehouse in the Botanic Garden.
- We completed the fit out of the Sextons Cottage in the Bolton Street Cemetery for public hire.
- Te Kopahou Reserve Visitors Centre won 2 awards in the NZ Institute of Landscape Architecture awards, the George Malcolm Supreme Award and an award for outstanding design.
- Otari-Wilton's Bush won an international Green Flag Award. Green Flags are awarded for excellent management of the environment, historical features, safety and as great places to play and relax.
- We completed renewals and upgrade work on the Blue Trail at Otari-Wiltons Bush.
- Victoria University Summer Scholars completed work on a range of topics including the Great Kereru Count, visitor use of mobile technology in the Botanic Gardens and pest monitoring in rural areas.
- We developed a new trail at Makara Peak Mountain Bike Park (Peak Flow).
- We completed a pedestrian bridge build on the community track Silversky in Crofton Downs, on behalf of the local community group. This was a project funded by Transpower.
- We completed a new entranceway and car park on Alexandra Road, Mt Victoria to assist with vehicle congestion at the SPCA (in the old Chest Hospital).
- The success of the Southwest Peninsula goat project was reported to stakeholders in the Makara community, with a 4,950 goats killed over the length of the project (2011–14).
- We continued to maintain infrastructure within gardens and green open spaces including maintaining and repairing furniture, carparks and fencing. We installed new bike racks at Princess Bay and an outdoor shower at Surfers Corner in Lyall Bay. We also installed ten commemorative seats in reserves and coastal areas.
- We completed regular garden and turf maintenance over the quarter. Weather wise it was very dry, which impacted on turf areas with no irrigation. Overall we averaged 90% for our operational (mowing, horticulture and sportsfields) maintenance audits which met our targets.
- We completed removal of 1.2 hectares of hazardous trees on Te Ahumairangi. This is part of our ongoing management of high-risk areas.
- We celebrated Parks Week (7 -15 March) with 27 events, located in 25 different open spaces with more than 6000 participants. It was our biggest Parks Week yet and received good

media coverage. The week was launched with a Pop Up Forest in Bond Street where 700 native trees were given away.

- 3 University students from Germany completed a 3 month internship working on a range of tasks across Council including a Parks User Survey, street tree data collection and learning about different aspects of local government in NZ.

Climate change, smart energy and waste reduction

- Smart Energy challenge – five teams completed this year’s Smart Energy Challenge, with one team, Switched on Bikes, already launching a new business, a crowdfunding campaign, and gaining media profile.
- Ninety-five homes received a sustainability assessment as part of the Home Energy Saver Programme.
- Forty low-income families received insulation retrofits as part of the Warm Up Wellington programme.
- National Food Waste Prevention Program – a joint project involving all of the nine councils from the Wellington region identified organic waste (including food waste) as a key area to manage. A project was undertaken to understand exactly how much edible food is being thrown away and how people can be helped to reduce waste. A national promotional campaign was launched in March 2015, to publicise the results of the research and raise public awareness.

Water, wastewater and stormwater

- We renewed water mains in Knoll St, Drummond St, and Ranelagh St.
- We renewed sewer drains in Warwick St, Garden Rd, South Karori Rd and Fernlea Ave.
- Stormwater drains were replaced through Massey University out to Wallace St and in Braithwaite St. A section of culvert in Kent Tce was strengthened.

SIGNIFICANT VARIANCES TO PERFORMANCE²:

SERVICE DELIVERY

Measure	Actual	Target	Var	Explanation
Visitors to Botanic Garden	1,180,189	1,027,686	15%	We had an increase in cruise ship visitors, and good weather resulted in high attendance at the Summer City Gardens Magic shows.
WCC Corporate energy use: main CCOs	5,487,118	7,327,696	25%	In previous years this measure included Wellington Waterfront Limited, which is now included in the WCC general result
WCC Corporate energy use: WCC general	14,911,311	13,480,065	(11%)	This result now includes City Shaper (previously called Wellington Waterfront Limited), which was previously included in the main CCOs result.
Freshwater sites (%) within acceptable faecal coliform counts	75%	95%	(21%)	Investigations are ongoing for the four areas where water quality is poor. We have corrected the faults we have found so far.
Zealandia – education programme attendees	4,750	5,277	(10%)	The Trust expects to achieve its year-end target.

NET OPERATING EXPENDITURE

Activity	YTD			Full Year	
	Actual \$000	Budget \$000	Variance \$000	Forecast \$000	Budget \$000
2.1 Gardens, Beaches and Open Space	20,012	20,796	784	27,646	28,176
Under budget due to the timing of the grant funding for the Lyall Bay Surf Club and savings in rates for the Town Belt. This is partly offset by additional street cleaning costs.					
2.2 Waste Reduction & Energy Conservation	392	833	441	118	280
Year to date variance mainly due to timing of general expenditure. Forecast variance relates to increased revenue from rubbish bag sales and waste minimisation activities, which is offset by lower volumes of waste to the landfill.					
2.3 Water	27,456	29,907	2,452	36,994	39,879

² Areas where performance varied from budgeted expectations by more than 10%.

Activity	YTD			Full Year	
	Actual \$000	Budget \$000	Variance \$000	Forecast \$000	Budget \$000
Year to date and forecast variance mainly relates to savings on insurance costs and depreciation, following the revaluation of infrastructure assets.					
2.4 Wastewater	29,049	30,284	1,235	38,897	40,377
Year to date and forecast variance relates to savings on wastewater treatment due to reduced flows through Moa Point and savings on electricity.					
2.5 Stormwater	11,849	13,985	2,136	16,611	18,647
Year to date and forecast variance mainly relates to savings on insurance costs and depreciation, following the revaluation of infrastructure assets.					
2.6 Conservation Attraction	5,442	5,503	60	6,104	6,126
TOTAL	94,200	101,308	7,108	126,371	133,486

CAPITAL EXPENDITURE

Activity	YTD			Full Year	
	Actual \$000	Budget \$000	Variance \$000	Forecast \$000	Budget \$000
2.1 Gardens, Beaches and Open Space	2,132	1,968	(164)	3,079	3,073
Programme is ahead of schedule.					
2.2 Waste Reduction & Energy Conservation	316	467	152	979	979
2.3 Water	5,751	10,991	5,240	12,904	13,004
Several projects started later than expected but are scheduled to be completed by year-end.					
2.4 Wastewater	4,502	6,824	2,231	7,420	7,745
Several projects started later than expected but are scheduled to be completed by year-end.					
2.5 Stormwater	3,986	3,524	(462)	4,580	4,255
Some projects have been completed ahead of schedule.					
2.6 Conservation Attractions	1,429	2,872	1,443	4,160	4,160
Zoo upgrades and renewals are behind schedule but are expected to be completed by year-end.					
TOTAL	18,116	26,645	8,530	33,122	33,216

3. ECONOMIC DEVELOPMENT

Whanaketanga ōhanga

By supporting city promotions, events and attractions, we underscore Wellington's reputation as a great place to live and visit.

WHAT WE DO

- City promotions and business support

HIGHLIGHTS OF THIS QUARTER

Events

- Wellington hosted four Cricket World Cup matches that attracted more than 80,000 fans, with 30-35% of attendees coming from outside the Wellington Region. The matches were complimented with a full activation programme including twilight concerts, a quarter final harbour fireworks show, the village green fan zone, street entertainers and fan trails.
- The inaugural CubaDupa transformed Cuba Street into an immersive festival of light, sound and taste. This celebration of Wellington's unique creative energy and cultural diversity attracted thousands to explore the Cuba Quarter as it was filled with food, music, dance and live street art.
- The Homegrown music festival was again a sell-out event and a great success despite some challenges. For the first time in the event's 8 year history the event was postponed a day due to gale force winds. Homegrown then morphed into two days of celebrating Kiwi Music.
- Summer City 2014/15 – more than 90 events showcased the talents of over 500 performers to an audience of over 400,000. We supported this with a marketing campaign that included the 'Our Wellington' Summer brochure and a strong Social Media campaign.
- We welcomed Meridian Energy as a sponsor of Gardens Magic, and presented a stellar line up of over 100 local musicians to more than 50,000 people. Students from Massey University College of Creative Arts designed and built the lighting installations.
- Approximately 20,000 attended the biennial Southeast Asian Night Market, which for the first time ran across two nights.

Innovation

- The Local Heroes speaker series for staff continued with speakers presenting to staff in February and March.
- Following successful response to ICT Grad school request for expression of interest, consortium submitted response to Request for Proposal.
- Supported a second civic hack-a-thon in Miramar.
- Supported Venture-Up, New Zealand's first youth accelerator.
- Provided support to NZ's first Open Source, Open Society conference to be held in April.

Wellington Museums Trust

- The Great Anniversary Weekend Scavenger Hunt attracted 1,800 visitors to the waterfront to experience activity presented by Capital E in partnership with all our Trust institutions, and selected other institutions and precinct businesses.
- Capital E launched their 2015 Schools programmes in OnTV and MediaLab including a new format, Across the Trenches, which is already proving to be the most popular of the script offerings in the OnTV Studio this year.

- Nearly 1,000 people attended City Gallery Wellington's February Tuatara Open Late with a performance by Lawrence Arabia.
- The Yvonne Todd: Creamy Psychology exhibition at City Gallery Wellington closed on 15 March with total attendance for the exhibition of 42,767 and 316 copies of the Yvonne Todd book sold in our shop.
- A major upgrade/replacement of the Planetarium at Carter Observatory was completed.
- The Museum of Wellington City & Sea launched their public fundraising campaign for the Development project with their *What Year Are You?* campaign.
- The Capital E 2015 National Arts Festival ran in March across 14 days, showcasing 11 New Zealand and international productions, four world premieres, one mini Film Festival, and 196 performances.

SIGNIFICANT VARIANCES IN PERFORMANCE³:

SERVICE DELIVERY

Measure	Actual	Target	Var	Explanation
Estimated attendance at Council supported events	497,723	330,000	51%	

NET OPERATING EXPENDITURE

Description	YTD			Full Year	
	Actual \$000	Budget \$000	Variance \$000	Forecast \$000	Budget \$000
3.1 City Promo & Business Support	18,487	19,466	979	24,770	23,774
Council approved a \$0.8m overspend in relation to Events (CS81) on 30th September 2014. The heavy events calendar this year, has led to an additional forecasted overspend.					
TOTAL	18,487	19,466	979	24,770	23,774

CAPITAL EXPENDITURE

Outcome Description	YTD			Full Year	
	Actual \$000	Budget \$000	Variance \$000	Forecast \$000	Budget \$000
3.1 City Promo & Business Support	1,339	2,030	691	2,471	2,471
TSB Arena work is behind schedule.					
TOTAL	1,339	2,030	691	2,471	2,471

³ Areas where performance varied from budgeted expectations by more than 10%.

4. CULTURAL WELLBEING

Oranga ahurea

Supporting arts activity adds vibrancy to the city as well as promoting inclusive, tolerant and strong communities.

WHAT WE DO

- Arts and cultural activities

HIGHLIGHTS OF THIS QUARTER

Public Art

- The Public Art Panel selected three light box exhibitions for a year's exhibition programme, from December 2015. One public art proposal for a photographic poster project from Newtown through the city was also selected.
- The Public Art Fund supported two innovative digital arts projects, Rainscape and Time Machine, which were presented in February as part of The Performance Arcade.
- In March, a Public Art Fund project took 400 passengers by ferry to the quarantine limit of Mokopuna Island for an artist's vocal performance that revisited the fate of a sick man who died there in 1904.
- Joe Sheehan's major sculpture and soundscape Walk The Line, commissioned by the Wellington Sculpture Trust, for the newly developed Cenotaph precinct, was successfully completed.
- A new exhibition, The Colour of Courtenay Place by artist Gary Peters was installed in the Courtenay Place Park light boxes.
- The international contemporary artists Sasha Huber and Petri Saarikko took up residence at Te Whare Hēra, the live-and-work space dedicated to the Wellington International Artist Residency programme.
- We purchased new artworks by Lucien Rizos, Shannon Te Ao and Shaun Waugh for the City Art Collection.
- Conservation of a number of historic works being presented as part of the upcoming Portrait Gallery exhibition, Capital Characters, was undertaken.
- Toi Pōneke delivered three exhibitions – Black Dog Failure by Mark Antony Steelsmith, Low Noise 2 curated by Jason Wright, and In Response by Connah Podmore and Maria O'Toole.
- The Toi Pōneke 2015 Whitireia NZ artist-in-residence moved into her studio.
- Work continues on repairs to the Zephyrometer and Kereru Sculptures. Both are scheduled for reinstatement next quarter.

Supported projects

- The inaugural Upstream Art Trail in Central Park, which was held from 5–8 March, showcased installations from emerging artists and local schools. It was supported by the Creative Communities Scheme and the Arts and Culture Fund.
- The second Putahi Festival of contemporary Maori Theatre was held at Victoria University from 24–28 February. The event was supported by an Arts and Culture Grant.

Community arts

- Artist Ellen Coup completed a series of murals at the corner of Mandalay Terrace and Cashmere Ave in Khandallah on a bus shelter, electricity substation and two service boxes.
- Artist Ash Sisson completed a mural on a bus shelter at Luxford Street, Berhampore.
- We partnered with the Goethe Institute and Toi Whakaari to welcome Berlin performance

artist Uta Plate to Wellington for three months as the artist in resident at the Bolton Street Cottage.

SIGNIFICANT VARIANCES IN PERFORMANCE⁴:

SERVICE DELIVERY

Measure	Actual	Target	Var	Explanation
Te Papa visitors	863,995	1,052,500	(18%)	Highest quarterly attendance this year, but still well below budgeted numbers. Five exhibits have ended this quarter, including Tyrannosaurus which has the 2nd highest opening weekend.
Arts and cultural festivals estimated attendance	560,955	684,000	(18%)	Figures exclude CubaDupa attendance of 50,000, which was funded through the WEID fund.
Total visits to museums and galleries	542,648	452,670	20%	Capital E and Museum of Wellington City & Sea have already achieved their full year targets. Other institutions are also performing well. However, visits to Carter Observatory are below target.

NET OPERATING EXPENDITURE

Outcome Description	YTD			Full Year	
	Actual \$000	Budget \$000	Variance \$000	Forecast \$000	Budget \$000
4.1 Galleries and Museums	15,575	14,975	(600)	18,047	17,190
Council approved a \$0.8m overspend in relation to Community Events (C130E) on 30th September 2014.					
TOTAL	15,575	14,975	(600)	18,047	17,190

CAPITAL EXPENDITURE

Outcome Description	YTD			Full Year	
	Actual \$000	Budget \$000	Variance \$000	Forecast \$000	Budget \$000
4.1 Galleries and Museums	113	1,875	1,763	2,321	2,321
Work on the Cable Car precinct and Museum of City and Sea is behind schedule.					
TOTAL	113	1,875	1,763	2,321	2,321

⁴ Areas where performance varied from budgeted expectations by more than 10%.

5. SOCIAL AND RECREATION

Pāpori me te hākinakina

We provide a wide range of services throughout the city to encourage quality of life and healthy lifestyles.

WHAT WE DO

- Recreation promotion and support
- Community support
- Public health and safety.

HIGHLIGHTS OF THIS QUARTER

Recreation promotion and support

- Our facilities hosted New Zealand Basketball Association (NZBA) Camps, Central Pulse v Melbourne Vixens Netball Match, College Sport Wellington Volleyball Regional Champs, College Sport Wellington Futsal Regional Champs, College Sport Wellington Athletes with a Disability Day, National Secondary Schools Futsal Champs, Wellington Regional Long Course Swimming Championships, New Zealand National Junior Swimming Championships, North Island Diving Championships and the Weetbix Tryathlon.
- We started the field preparation for the two training grounds for the FIFA U20 World Cup, Newtown Park and David Farrington Park.
- Summer sport ended and we began the transition of our sportsfields to winter layouts.
- We hosted the Colgate Games, Capital Classics, McEvedy Shield and the NZ Track and Field Championship at Newtown Park, National Lacrosse Tournament at Wakefield Park and PK Softball Tournament at Hataitai Park.
- We provided training fields for the International Rugby 7's competition.
- We converted the old bowling club at Terawhiti in Karori into a football training field for Waterside Karori Football Club.
- We delivered 23 Push Play Events, with 1274 people participating.
- We promoted recreation and programmes delivering four Pop-up Park events, focusing on Mountain Biking, Golf, ASB Programmes and PARKing Day.
- We continued to work with Alex Moore Park Sport and Community Inc. on their proposal for a new indoor sport building at Alex Moore Park, Johnsonville.
- We completed playground upgrades at Tui Park and Lyndhurst Park.

Community support

- We launched a Korean Corner in the Central Library in January. It provides a significant expansion of the Central Library's Korean collection and is the first of its kind in Oceania. It includes customer PCs, DVDs and K-pop music CDs as well as books.
- In March we launched a Chinese Corner at the Central Library. The corner is made up of 300 books including 200 Chinese Language teaching books. The initiative is a joint undertaking between China Hanban, the Confucius Institute and the China Educational Publications Import and Export Corporation.
- We completed the construction of 27 one-bedroom apartments at Marshall Court (Miramar) which has been shortlisted for a NZIA Award.
- We vacated Kotuku Apartments (Kilbirnie) and handed the site over to the construction company for upgrade.
- We presented at the construction industry's national conference on the housing upgrade programme and Council's social housing service.

- We engaged over 100 tenants in the first phase of the social housing policy review process.
- In partnership with the Police and Community Patrols New Zealand, Pasifika Community Patrol and Western Community Patrol have been set up and a work plan is being developed.
- Successful Neighbours Day Aotearoa 2015 Summer of Neighbourliness, including various programmes and events at summer community fairs and festivals, community gardens, libraries, retirement homes and streets and neighbourhoods.
- The Neighbours Day Aotearoa campaign, #wellynextdoor, was very successful with nearly 7,000 visits from people all over the world. Our partnership with NEC enabled the #wellynextdoor videos to be incorporated into the videowall at Wellington International Airport.
- We facilitated the completion of the Johnsonville Mural and the Bee/community orchard bus stop mural in Khandallah.
- We continued to deliver the Urban Agriculture Programme and coordinated the Heritage Fruit Tree programme, with many volunteers waiting to adopt trees.
- We are partnering with Enviroschools, to enhance our environmental programmes in schools including coordinating bee programmes into schools to enhance our Bee-friendly City programme. This includes providing bee-friendly flower seeds, and putting together Bee Guidelines for the public.
- We further delivered on the Positive Aging Policy with more SeniorNet programmes, and a pictorial emergency resource for older or disabled persons. We also provided more Neighbours Cards to the CCDHB for their Health Passports and facilitated Neighbours Day activities with various retirement homes across the city.
- Wellington City was registered as a Child & Youth Friendly City and as part held a joint forum with UNICEF, to promote and foster child-friendly initiatives to progress accreditation.

Public Health and safety

- We have developed CCTV guidelines which formalise the role of CCTV in the safe city programme and guide future consideration for further cameras.
- We are piloting (in Cuba Street) the Eyes On theft prevention communication network in Cuba St in partnership with the police and local retailers. Critical information regarding shoplifting is shared via text and email in real time. 37 stores have signed up to be part of the programme.
- Worked with the police and the universities to ensure a presence at the students O-weeks. Liquor ban flyers and posters distributed at events and to university halls to raise awareness amongst students. Used social media to promote "The Pack" app during O-week events.
- A dedicated Graffiti Volunteer Coordinator has begun to work with local communities to develop volunteer programmes that will reduce graffiti vandalism, develop community ownership, restoring community pride and responding to the zero tolerance approach to the management of graffiti in the city.

SIGNIFICANT VARIANCES IN PERFORMANCE⁵:

SERVICE DELIVERY

Measure	Actual	Target	Variance	Variance Explanation
Visits to facilities: ASB Sports centre (off peak)	237,779	268,522	(11%)	Off peak variation is due to reduced basketball training prior to school.
Visits to facilities: ASB Sports centre (peak)	206,016	234,862	(12%)	Weekday evening and Saturday usage was strong. We are implementing initiatives to increase Sunday bookings.

⁵ Areas where performance varied from budgeted expectations by more than 10%.

Measure	Actual	Target	Variance	Variance Explanation
ASB Centre courts utilisation (peak)	42%	71%	(41%)	Weekday evening and Saturday usage was strong. We are implementing initiatives to increase Sunday bookings.
ASB Centre courts utilisation (off-peak)	36%	35%	4%	
Libraries website visitor sessions	2,747,316	900,000	205%	In 2012/13 we changed the measurement methodology. We expected results to decrease and we reduced the target accordingly. The expected decrease has not occurred and we will increase the target in the next long-term plan.
Number of uses of Leisure Card	92,878	73,759	26%	Use is consistent with the same period last year.
Occupancy rates (%) of Wellington City Council Community Centres and Halls	36%	45%	(21%)	We changed the methodology for this measure, which now combines community centres and community halls. We also set a new stretch target that we will struggle to meet by year-end.
Dog control – complaints received (% of registered dogs)	2.0%	2.6%	23%	
Percentage of planned inspections carried out for high-risk premises (category 3)	83%	75%	11%	After a slow start to the year, we are on track to achieve this target at year end.
Percentage of inspections carried out for high-risk premises (category 3) carried out during high trading hours.	31%	25%	23%	After a slow start to the year, we are on track to achieve this target at year end.

NET OPERATING EXPENDITURE

Outcome Description	YTD			Full Year	
	Actual \$000	Budget \$000	Variance \$000	Forecast \$000	Budget \$000
5.1 Recreation Promotion & Support	20,144	19,260	(885)	26,799	25,126
Revenue is unfavourable mainly in the fitness centres and the ASB Sports centre. Also labour costs are over budget partly due to the introduction of the Wellington Wage. This has meant a higher allocation of corporate overheads to this activity.					
5.2 Community Support	11,385	12,841	1,455	14,586	16,821
Under budget primarily due to Social Housing. The key variances are the timing of the recognition of the Crown grant for the Housing Upgrade Project and savings in interest, insurance and depreciation.					
5.3 Public Health and Safety	6,323	6,218	(104)	8,560	8,281
Over budget due to additional cleaning, depreciation and labour costs.					
TOTAL	37,852	38,319	466	49,945	50,228

CAPITAL EXPENDITURE

Outcome Description	YTD			Full Year	
	Actual \$000	Budget \$000	Variance \$000	Forecast \$000	Budget \$000
5.1 Recreation Promotion & Support	5,048	5,629	581	7,243	7,243
Some projects have started later than anticipated but are expected to be completed by the end of the year.					
5.2 Community Support	14,895	16,902	2,008	22,987	22,222
Under budget mainly due to housing renewal works behind budget. The Housing Upgrade Project is currently expected to be ahead of schedule by year end.					
5.3 Public Health and Safety	989	909	(79)	1,191	1,310
Programme is ahead of schedule.					
TOTAL	20,913	23,440	2,527	31,421	30,775

6. URBAN DEVELOPMENT

Tāone Tupu Ora

Our focus is on enhancing Wellington as a compact, vibrant, attractive and safe city that is built on a human scale and is easy to navigate.

WHAT WE DO

- Urban planning, heritage and public spaces development
- Building and development control.

HIGHLIGHTS OF THIS QUARTER

- An application for a new air traffic control tower has been received. This will be sited in a new location adjacent to the airport retail park.
- An application for the demolition and replacement of BP House on Customhouse Quay has been received. The building has been vacant since the 2013 Seddon earthquakes.
- The Council's planning report for the Site 10 Direct Referral application has been submitted to the Environment Court.
- The Karori and Tawa communities have been consulted regarding the prospect of medium density residential areas (MDRAs) being established. A draft plan change and town centre plan will now be prepared following this consultation. A full plan change will be notified later in the year.
- Detailed designs for the Masons Lane and Eva/Leeds Streets projects have been completed.
- The first tranche of special housing areas approved by Council in the first quarter have now been approved by Government as part of the implementation of the Wellington Housing Accord.
- Retailers on Bond Street launched a website bondstcollective.co.nz to complement the activation project.
- Enabling works for the Transmission Gully project have begun.

SIGNIFICANT VARIANCES IN PERFORMANCE⁶:

SERVICE DELIVERY

Measure	Actual	Target	Var	Variance Explanation
Land Information Memorandums (LIMs) issued within 10 days	74%	100%	(26%)	Performance was affected by continued high work volumes and training of new staff, which was undertaken this quarter.
Earthquake strengthened council buildings: programme achievement	Partially-Achieved	Achieved	n/a	Partially achieved due to delays in work on the Town Hall and Portico.

NET OPERATING EXPENDITURE

Description	YTD			Full Year	
	Actual \$000	Budget \$000	Variance \$000	Forecast \$000	Budget \$000
6.1 Urban Planning and Policy	8,887	8,792	(95)	12,011	11,951
6.2 Building & Development Control	6,234	5,622	(612)	8,336	7,319
Building and Resource consent volumes and income lower than budgeted.					
TOTAL	15,121	14,413	(707)	20,346	19,270

⁶ Areas where performance varied from budgeted expectations by more than 10%.

CAPITAL EXPENDITURE

Description	YTD			Full Year	
	Actual \$000	Budget \$000	Variance \$000	Forecast \$000	Budget \$000
6.1 Urban Planning and Policy	10,050	8,931	(1,119)	21,531	17,500
Victoria Street and Parliamentary Precinct projects - external funding received not included in original budgets.					
6.2 Building & Development Control	3,379	5,106	1,727	4,183	5,558
Under budget as the Earthquake Strengthening programme is behind schedule.					
TOTAL	13,430	14,037	608	25,714	23,058

7. TRANSPORT

Waka

We manage the transport network so it is sustainable, safe and efficient.

WHAT WE DO

- Transport
- Parking.

HIGHLIGHTS OF THIS QUARTER

Parking

- The parking sensor trial commenced in Blair and Allen streets with sensors embedded into the pavement. Customers can now enter their parking space number at the pay machine with no need to go back to their car to place a ticket on their dashboard. The trial will conclude in June 2015.

Transport

This quarter we:

- completed 5.4km footpath renewal against a target of 6.5km. The planned annual total for footpath renewal is 25km.
- completed 2.9km kerb and channel renewals against a target of 3.0km. The planned annual total for kerb and channel renewal is 12.0km.
- repaired or replaced nearly 6,000 signs and poles and 1.6km of handrails.
- undertook repairs at 18 of our bus shelters and maintained Lambton Interchange.
- installed and repaired 24 items of street furniture (seats, bins, cycle racks)
- maintained and/or renewed 41 'Give Way' triangles, 117 turning arrows, 6km of centre lines and 662 cats-eyes.
- replaced 14 faded accessibility parking symbols
- approved 1,730 Corridor Access Requests for utility network maintenance and other temporary activities on the transport network, monitoring activity as appropriate.
- provided nearly 600 approvals for significant temporary traffic management plans.
- completed lighting design work for the Cuba Mall lighting upgrade.

SIGNIFICANT VARIANCES IN PERFORMANCE⁷:

SERVICE DELIVERY

Measure	Actual	Target	Var	Variance Explanation
Quarry – legislative compliance	Not-achieved	Achieved	n/a	This quarter, there were two non-compliant events. The first incident, which occurred on 17 February, was an environmental breach of consent relating to the quality of water discharged to the stream. This breach resulted in a warning only from GWRC (no formal enforcement action was taken). The quarry operator responded to the incident by installing an additional valve which will prevent a similar incident from occurring again in the future. The second incident occurred on 16 March, when heavy rainfall resulted in significant surface run-off and floodwater entering the stream. The quarry operator tested the water entering the stream and identified that the suspended solids concentration was 209g/m ³ (120g/m ³ is permitted). GWRC was notified and took no action as the event was deemed to be beyond the quarry operator's control.

⁷ Areas where performance varied from budgeted expectations by more than 10%.

NET OPERATING EXPENDITURE

Outcome Description	YTD			Full Year	
	Actual \$000	Budget \$000	Variance \$000	Forecast \$000	Budget \$000
7.1 Transport	27,652	29,009	1,357	38,449	39,114
Year to date and forecast variance mainly relates to savings on insurance costs and depreciation, following the revaluation of infrastructure assets.					
7.2 Parking	(10,503)	(10,473)	29	(14,044)	(14,086)
TOTAL	17,149	18,536	1,387	24,405	25,028

CAPITAL EXPENDITURE

Outcome Description	YTD			Full Year	
	Actual \$000	Budget \$000	Variance \$000	Forecast \$000	Budget \$000
7.1 Transport	28,478	30,564	2,086	42,492	39,623
Delays in several projects, including the Karori Road wall and Island Bay Cycleway network					
7.2 Parking	44	73	29	120	180
TOTAL	28,522	30,637	2,115	42,612	39,803

TRAFFIC RESOLUTION TR 22-15 - COUTTS ST AND SALEK ST, CYCLE LANE

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 draft proposed resolution was advertised on 24 February 2015, allowing the public 18 days to provide feedback.
3. All feedback received during the Consultation period has been included in the 'Discussion' of this report and, where appropriate, officers' responses have been included.
4. Following a review of this feedback, an amended version of the initial proposal has been created (Option 2).

Recommendations

That the Transport and Urban Development Committee:

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

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

Column One	Column Two	Column Three
<i>Coutts Street</i>	<i>Bus Stop – At All Times</i>	<i>South side, commencing 415.5 metres west of its intersection with Tirangi Road and extending in a westerly direction following the southern kerbline for 12 metres.</i>
<i>Coutts Street</i>	<i>Bus Stop – At All Times</i>	<i>South side, commencing 222.5 metres west of its intersection with Tirangi Road and extending in a westerly direction following the southern kerbline for 12 metres.</i>

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

Column One	Column Two	Column Three
Coutts Street	<i>No Stopping – At All Times</i>	<i>South side, commencing 248.5 metres south of its intersection with Tirangi Road and extending in a westerly direction following the southern kerbline for 19 metres.</i>
Coutts Street	<i>No Stopping – At All Times</i>	<i>South side, commencing 274 metres south of its intersection with Tirangi Road and extending in a westerly direction following the southern kerbline for 17 metres.</i>
Coutts Street	<i>No Stopping – At All Times</i>	<i>North side, commencing 7.5 metres west of its intersection with Mamari Street and extending in a westerly direction following the northern kerbline for 14 metres.</i>
Coutts Street	<i>No Stopping – At All Times</i>	<i>North side, commencing from its intersection with Mamari Street and extending in a westerly direction following the northern kerbline for 5 metres.</i>
Coutts Street	<i>No Stopping – At All Times</i>	<i>North side, commencing from its intersection with Mamari Street and extending in an easterly direction following the northern kerbline for 8.5 metres.</i>

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

Column One	Column Two	Column Three
Coutts Street	<i>Cycle Lane</i>	<i>North side, commencing 12 metres east of its intersection with Tirangi Road (Grid coordinates x=1750987.5m y=5423761.4m) and extending in an easterly direction following the northern kerbline</i>

for 166 metres.

Coutts Street	<i>Cycle Lane</i>	<i>South side, commencing 17 metres east of its intersection with Tirangi Road (Grid coordinates x=1750987.8m y=5423753.3m) and extending in an easterly direction following the southern kerbline for 168 metres.</i>
Coutts Street	<i>Cycle Lane</i>	<i>South side, commencing 20 metres west of its intersection with Tirangi Road (Grid coordinates x= 1750944.3m y=5423780.6m) and extending in a westerly direction following the southern kerbline for 418 metres.</i>
Coutts Street	<i>Cycle Lane</i>	<i>North side, commencing 8 metres west of its intersection with Tirangi Road (Grid coordinates x=1750960.2m y=5423781.8m) and extending in a westerly direction following the northern kerbline for 424 metres.</i>

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

Column One	Column Two	Column Three
Coutts Street	<i>Pedestrian Crossing</i>	<i>Commencing 296 metres west of the western kerbline of Tirangi Road (Grid coordinates x=1750779.7m y=5424996.0m)</i>

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

Column One	Column Two	Column Three
Coutts Street	<i>Bus Stop – At All Times</i>	<i>South side, commencing 233 metres west of its intersection with Tirangi Road (Grid coordinates x=1750814.2m y=5423944.9m) and extending in a westerly direction following the southern kerbline for 14 metres.</i>

Add to Schedule C (Turning and One Way Restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Coutts Street	<i>Shared Path, Cyclists must give way to pedestrians</i>	<i>North side, commencing 178 metres east of its intersection with Tirangi Road (Grid coordinates x= 1748338.3m y=5423670.3m) and extending in an easterly direction following the northern kerbline for 14 metres.</i>

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

Column One	Column Two	Column Three
Coutts Street	<i>10 Hours Maximum – At All Times</i>	<i>North side, commencing 136 metres east of its intersection with Tirangi Road (Grid coordinates x= 1751092.1m y=5423695.0m) and extending in an easterly direction following the northern kerbline for 30 metres.</i>

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

Column One	Column Two	Column Three
Coutts Street	<i>Stop Control</i>	<i>Salek Street, at its intersection with Coutts Street. (Grid coordinates x= 1750746.2m y=5424024.7m)</i>

- b. Agree that no parking mitigation should be provided to the owner of #169 Coutts Street.

Background

- During the recent suburban cycle network planning, a number of people requested that the currently discontinuous cycle lanes along Coutts Street be reviewed. This area was also identified as a pinch point in the minor works programme. A crash review shows two cyclist injury crashes in the area over the last 7 years.
- This project mainly addresses the 185m long gap in cycle lanes on Coutts Street in the vicinity of Salek Street. Both injury crashes occurred in this area.

7. Possible cycle improvement options were reviewed including:
8. Protected bike lanes – separated from traffic by some form of barrier. These would be the safest but would require removal of parking on both sides of the road. Given that this section would be connecting to on-street painted cycle lanes and have a significant impact on parking, it is considered that protected bike lanes are not appropriate at this time. However, protected bike lanes may be an option in the future.
9. A shared path for pedestrians and cyclists was considered but would not necessarily be safer than what is currently provided. Many cyclists, who use this area now, would not use the facility as they would need to take additional care and cycle more slowly. Also being near a college, it is not desirable to have potential commuter cyclists on the same path as school-age pedestrians. In addition, a shared path would not be consistent with the existing cycle facilities it would link to at each end.
10. The proposed on-road painted cycle lanes will encourage a few more people to cycle and make it safer for current users. In addition, it is consistent with the facilities already in place along Coutts Street. Therefore on-road cycle lanes are the preferred option.
11. The pedestrian crossing near the college creates a pinch point for people on bikes intending to use a relatively safe, currently marked cycle route. It was also noted that when parking is utilised around the existing zebra crossing that sight distances were not up to standard for the operating speeds of the roadway (should be at least 50m at the critical measurements highlighted below).
12. A summary of the existing pedestrian crossing sight distances are:

1.	2. East Side	3. Central Island	4. West Side
5. Looking East	6. >100m	7. >100m	8. ~36m
9. Looking West	10. >100m	11. >100m	12. ~35m

13. It is proposed to connect the existing segmented on-road cycle lanes and provide a new pedestrian crossing with better critical sight distances when parking is utilised. This will be done by remarking much of the roadway, moving of islands and removal of three existing on-street car parks on the north side of the street. This is required in order to maintain an area for turning lanes which are warranted by traffic volumes at the college and Salek Street. The right turn into Mamari Street was not warranted based on trip generation and land use data. Thus it has been removed and the space reallocated to the new pedestrian crossing facility and some additional storage length for the access to Rongotai College.
14. A summary of the proposed pedestrian crossing sight distances are:

13.	14. East Side	15. Central Island	16. West Side
17. Looking East	18. >100m	19. >100m	20. ~58m
21. Looking West	22. >100m	23. ~64m	24. ~33m

15. Other configurations for connecting on road cycle lanes were reviewed including a plan for removal of the south side parking instead of north but this option required the loss of six on-street parking spots whereas the north side only results in the loss of three.
16. It is also proposed to formalise the markings and parking around the airport shared pedestrian and cycle tunnel. This was another area of concern identified through the suburban cycle network planning process. Business owners in this area have requested a parking time restriction to eliminate multi-day airport parking in front of their businesses and to formalise their traditional parking configurations. These changes have been included in the proposed resolution.
17. This proposed resolution also formalises the current marked cycle lane on Coutts Street which is currently not included within the schedules.
18. Consultation letters were delivered to all properties adjacent to the proposed works prior to putting forward the traffic resolution. Officers have met on site with Rongotai College, a business owner near the airport and with 5 immediately affected households. All of the affected households have at least one off-street parking space except #169 which has a narrow drive with a deflection preventing vehicles from using it. Some of the others have more vehicles than off-street parking so they utilise the current on-street parking. Generally the households are against the proposed changes due to the loss of the most convenient parking spaces. They noted that during busy times they may have to park across the street to get a parking spot and cross it with children. Busy times were noted as Friday nights and weekends.
19. Subsequent to this meeting officers have reviewed parking during these periods in addition to the typical weeknight parking review. It was found that parking on the north side midblock was never more than 65% occupied during these periods. Therefore the removal of three spots should not result in the need to cross the street with children. Residents appear to have sufficient opportunity to park on the appropriate side of the street but may have a short walk to get to the available spots.
20. In addition house #167 will experience a right turn restriction due the placement of the new raised concrete pedestrian refuge islands. This results in this particular household having to go to the roundabout at Tirangi Road about 260m away to turn right out safely.
21. Other feedback received from the households was that traffic speeds are high, surface drainage is an issue at a couple of locations and Salek Street should be stop controlled.
22. Typically the traffic lanes are being reduced in width which should help reduce operating speeds marginally. Places where water ponding occurs regularly have been identified on the plans and are to be reviewed by staff at the time of construction with the possibility of additional sumps to be installed if deemed necessary.
23. A new stop control at Salek Street has been included as it will contribute to slower speeds where pedestrians are crossing Salek Street (noted as an area of concern by other area residents) and allow for additional perception/reaction time for motorists to see other road users before proceeding. An indicative intersection model was created to assess the impacts to vehicle level of service and delays at the intersection. This analysis showed only a slight increase in delays and decrease in level of service but not below acceptable levels.

24. Generally the directly affected household residents did not feel a cycle lane was needed in this area and the pedestrian crossing across Coutts Street was currently in the best location and operating well.
25. After reviewing initial feedback, and making changes where appropriate officers recommend the Proposed Traffic Resolution to proceed as safety and effective movement should have priority over convenience.
26. A Proposed Traffic Resolution Report was drafted, containing all the background information above, along with the legal description and a map detailing the proposed changes. A copy of this can be found in Attachment 1.
27. Details on this proposal were publicly advertised in the Dominion Post on Tuesday 24 February 2015. Copies were hand delivered to all properties in the affected area and electronic copies were sent to the Kilbirnie, Lyall Bay and Rongatai Progressive Association, Kilbirnie Business Network and Eastern Ward Councillors. An electronic copy was also available on the 'Have your Say' Section of the Wellington City Council Website. Members of the public had 18 days to provide feedback.

Discussion

28. During the feedback period officers received 9 pieces of feedback which did not support the proposal. 8 were from individuals, and 1 on behalf of an organisation:
 - As individuals:
 - Jack Tan
 - Jo Traynor
 - Jayesh Patel
 - Rebecca Todd
 - Shona GrenfellYoung
 - Jed McCarthy
 - Carol and Frank Reading
 - Peter Cooper
 - On behalf of an organisation:
 - Kevin Carter, Principal, Rongotai College
29. Full copies of their feedback is included in Attachment 2.
30. Officers have reviewed all submissions and have provided comment on the major themes in bold below. Based on these themes, an amended version of the initial proposal has been created (option 2) and detailed maps of the amended version can be found in Attachment 3.

Pedestrian zebra crossing relocation

31. Many submitters suggest the pedestrian crossing is currently in the best location. This has already been addressed in the original traffic resolution with sight distances being tabulated. The current crossing does not allow enough sight distance to the east to allow for emergency braking should a pedestrian step out. In order to rectify this deficiency either two on-street carparks in front of the college would have to be removed or the crossing moved as originally proposed. The option to remove on-street car parks and retain the current crossing location, with modifications can be seen in the amended maps (Option 2), Attachment 3.

Clarification of college's position

32. The college principal is not in favour of the proposal to connect the on road cycle lanes in the area. However, when officers met with the principal he indicated that the college felt the pedestrian crossing was unsafe and if parking had to be removed, the north side was preferred over the south side. The college driveway west of Salek Street was reviewed after officers met with the principal. There is no existing dedicated right turn facility currently and one is not technically warranted due to insufficient volumes of turning traffic.

Salek Street intersection is the cause of all cycle safety issues not discontinuous cycle lanes

33. The two cycle crashes along Coutts Street did occur at the intersection with Salek Street. A visible cycle lane across this intersection along with the proposed stop control will reduce safety risks for people on bikes. However, the suggestion that there is no need to continue the cycle lanes beyond this point is amiss. This ignores the fact that the pedestrian crossing to the east causes a pinch point and conflict between vehicles and cyclists. In addition, one of the key principles in transportation network planning is coherence and continuity. This route has been identified as a key cycle route and having discontinuous lanes goes against fundamental network planning.

Increased garage use compared to on-street parking – cycle safety

34. On-street parking is not preferable over garage parking from a safety perspective for several reasons. The biggest one is the possible instance of 'dooring' - where an individual accidentally opens their door into the path of a cyclist, and the cyclist ends up in front of oncoming traffic with serious or deadly consequences.
35. The actual parking of the vehicles is not too much different with the reversing into the parallel carpark being very similar to moving into a garage without an automatic door. In both cases cyclists have good forward view of developing situations so can slow and/or stop if required.
36. Moving out of the parking space is similar in that a good forward view assists with mitigating risk. Both have some risk in that that vehicles pulling out quickly do have potential issues. Moving out of a parallel parking space right next to a cycling facility allows for the least amount of perception/reaction time as the garage exit vehicle has to first cross the footpath.

Number of legal carparks lost

37. A typical car is 5m in length and a normal parallel parking spot is 6m in length to allow for manoeuvring in and out. No parking is legally allowable within 1m of the prolongation of a driveway under the road user rule. A diagram provided shows the legal space allowable for parking. One legal space is available outside of #169 and two spaces were assumed outside #171/173 due to the ability to drive into the end space. While comments received indicate that more than three vehicles park in this area it is likely that not all these vehicles are parked legally.

Parking occupancy

38. Three parking occupancy surveys were done on Coutts Street. One on a Wednesday evening, one on a Friday evening and one on a Saturday. The Friday and Saturday surveys were done as these times were identified by residents as having the highest occupancy. Some feedback indicates that occupancy can be higher than that surveyed

(<65%). Although it is likely true that some events may increase parking occupancy significantly, it is not typical practice to provide for non-regular events.

Connected infrastructure would not encourage further use

39. The NZ Cycle Network and Planning Guide indicates that continuity ranks as a high benefit for all cyclists types except for recreational where it is ranked as a moderate benefit. Given the high influence this principle is given in cycle planning and design guidance, it is quite conservative to suggest that connecting the existing infrastructure would likely encourage a few more people to cycle.

Property value

40. Most research points to an increase in property values when bike lanes are installed. The more connected the infrastructure, the more attractive the facility will be and the more likely it is to have a positive impact on property values. On-street parking will still be available to home owners under this proposal, just not directly in front of everyone's property. Properties without any option of off-street parking would have the highest potential to be impacted negatively. To this end officers have prepared an option for consideration to build a single off-street carpark to assist with mitigation.

Option for off-street carpark construction

41. Given that #169 does not currently have the ability to park off-street; officers have done some preliminary investigation for an option to provide a single off-street parking space at this residence. The estimated cost to provide this facility varies based on quality and details not yet fully determined. However an indicative cost may be up to \$40,000.
42. Given the next on-street parking space would be a 24m (18 second) walk from the current position officers do not recommend parking mitigation.

Speed of vehicles

43. A speed survey completed during a week in November 2014 indicated an 85th percentile speed of 51kph. This indicates that speed is not a significant factor that needs to be addressed on this roadway. If residents have specific issues with speed, such as people racing, than they are encouraged to contact the police.
44. That being said, included in option 2 are some additional road narrowing features near the pedestrian crossing which can be included by retaining the existing crossing and removing car parking near it. These features may help to further reduce traffic speeds.

Mamari right turn clarification

45. There are four submissions which are concerned that no right turn would be allowed into Mamari Street. The right turn is allowed into Mamari Street, however the dedicated right turn lane has been removed in the original proposal as it is not technically warranted based on current volumes and the space is better utilised as a new location for the pedestrian crossing.
46. Option 2 retains the right turn which would likely be required in the future should traffic volumes grow on Coutts Street.

Truck tracking

47. As part of the scheme development, truck and bus turning movements were checked to ensure proper tracking was possible. Changes are proposed to the northwest side of Coutts and Salek Street intersection in order to accommodate truck tracking and the

new central islands. This was already taken into account in the original resolution proposal and no further changes have been identified.

Restrict Salek Street southbound to left turn only

48. This suggestion stems from the desire to lower traffic volumes along Salek Street. However, in the roadway network hierarchy Salek Street is classified as a collector and others further west are classified as local. Moving traffic from a collector to local streets is not desirable so this would need to be addressed through a wider transport network change outside of the scope of the cycle minor works program.

Cost estimate

49. The total estimated cost for the project is \$160,000 including some provisions for drainage work. The cost for the revised option would be approximately \$20,000 less as the pedestrian central islands are retained and the utility pole does not need to be moved.

Conclusion

50. The original proposed traffic resolution sought to minimise parking removal (three carparks) while addressing cycle and pedestrian safety as well as utility issues.
51. Option 2 is provided as it is more in line with the recent draft cycling framework and master plan. This option will deliver better cycle and pedestrian safety and utility outcomes than the original proposal but requires the removal of additional carparks (seven in total). This second option also has the benefit that it would be more consistent/integrative into a future major upgrade, retains the dedicated right turn lane for Mamari Street residents, retains the current pedestrian crossing location, does not have the right turn restriction at #167, and costs less. The long term view, as identified in the draft network plan and framework, is that this route would ultimately be a protected cycle route.

52.

Option Comparison Summary		
Consideration	Option 1 (Original TR)	Option 2 (Amended TR)
Pedestrian Crossing Safety	Meets minimum stopping sight with central islands	Provides excellent sight distances in all directions
Cycle Standards	Minimum standards applied	More consistent with a major route standard
Number of Carparks Removed	3	7
Parking Occupancy	<75% Post Implementation	<80% Post Implementation
Parking Mitigation	1 Possible Space (\$40,000) – Not Recommended	1 Possible Space (\$40,000) – Not Recommended
Right Turn Bay – Mamari Street	No Turn Bay	Turn Bay Retained
Other Restrictions	Right Turn Ban from #167 – circuitous travel	No Restrictions

53. After reviewing all the traffic resolution feedback officers recommend the amended Traffic Resolution (Option 2) proceed as it is the safest option and provides the most affective movement of people. This is at the cost of seven on-street parking spaces.

However if committee/council wishes to improve cycle safety and minimise parking impacts the original traffic resolution is available.

Attachments

Attachment 1.	Initial Proposed Traffic Resolution TR22-15, Coutts St and Salek St - as advertised to the public	Page 63
Attachment 2.	TR 22-15 - Feedback recieved	Page 77
Attachment 3.	Option 2 - TR 22-15 - Detailed Maps	Page 102

Authors	Kelly Rumens, Project Coordinator Paul Barker, Safe and Sustainable Transport Manager
Authoriser	Anthony Wilson, Chief Asset Officer

SUPPORTING INFORMATION

Consultation and Engagement

There has been targeted engagement with the directly affected community as well as general notification of the proposal.

Treaty of Waitangi considerations

None.

Financial implications

Funding is allowed for as part of the minor works of the Cycle Network Budget CX112.

Policy and legislative implications

Transport legislation and Local Government Act requirements have been considered in proposing these changes.

Risks / legal

None.

Climate Change impact and considerations

The implementation of a cycle network will have a positive effect on emissions.

Communications Plan

Submitters will be informed of the outcome of the traffic resolution and all affected parties will be notified prior to any parking or traffic changes taking place.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 22 – 15
- Location:** Coutts and Salek Street - Kilbirnie
- Proposal:** Cycle Lanes, Bus Stops, Pedestrian Crossing, No Stopping – At All Times, Shared Space Footpaths, Time Limited Parking, Stop and Give Way Controls
- Information:** During the recent suburban cycle network planning, a number of people requested that the currently discontinuous cycle lanes along Coutts Street be This area was also identified as a pinch point in the minor works programme. A crash review shows two cyclist injury crashes in the area over the last 7 years.

This project mainly addresses the 185m long gap in cycle lanes on Coutts Street in the vicinity of Salek Street. Both injury crashes occurred in this area.

Possible cycle improvement options were reviewed including:
Protected bike lanes – separated from traffic by some form of barrier. These would be the safest but would require removal of parking on both sides of the road. Given that this section would be connecting to on-street painted cycle lanes and have a significant impact on parking, it is considered that protected bike lanes are not appropriate at this time. However, protected bike lanes may be an option in the future.

A shared path for pedestrians and cyclists was considered but would not necessarily be safer than what is currently provided. Many cyclists, who use this area now, would not use the facility as they would need to take additional care and cycle more slowly. Also being near a college, it is not desirable to have potential commuter cyclists on the same path as school-age pedestrians. In addition, a shared path would not be consistent with the existing cycle facilities it would link to at each end.

The proposed on-road painted cycle lanes will encourage a few more people to cycle and make it safer for current users. In addition, it is consistent with the facilities already in place along Coutts Street. Therefore on-road cycle lanes are the preferred option.

The pedestrian crossing near the college creates a pinch point for people on bikes intending to use a relatively safe, currently marked cycle route. It was also noted that when parking is utilised around the existing zebra crossing that sight distances were not up to standard for the operating

PROPOSED TRAFFIC RESOLUTION

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speeds of the roadway (should be at least 50m at the critical measurements highlighted below).

A summary of the existing pedestrian crossing sight distances are:

	East Side	Central Island	West Side
Looking East	>100m	>100m	~36m
Looking West	>100m	>100m	~35m

It is proposed to connect the existing segmented on-road cycle lanes and provide a new pedestrian crossing with better critical sight distances when parking is utilised. This will be done by remarking much of the roadway, moving of islands and removal of three existing on-street car parks on the north side of the street. This is required in order to maintain an area for turning lanes which are warranted by traffic volumes at the college and Salek Street. The right turn into Mamari Street was not warranted based on trip generation and land use data. Thus it has been removed and the space reallocated to the new pedestrian crossing facility and some additional storage length for the access to Rongotai College.

A summary of the proposed pedestrian crossing sight distances are:

	East Side	Central Island	West Side
Looking East	>100m	>100m	~58m
Looking West	>100m	~64m	~33m

Other configurations for connecting on road cycle lanes were reviewed including a plan for removal of the south side parking instead of north but this option required the loss of six on-street parking spots whereas the north side only results in the loss of three.

It is also proposed to formalise the markings and parking around the airport shared pedestrian and cycle tunnel. This was another area of concern identified through the suburban cycle network planning process. Business owners in this area have requested a parking time restriction to eliminate multi-day airport parking in front of their businesses and to formalise their traditional parking configurations. These changes have been included in the proposed resolution.

This proposed resolution also formalises the current marked cycle lane on Coutts Street which is currently not included within the schedules.

Consultation letters were delivered to all properties adjacent to the proposed works prior to putting forward the traffic resolution. Officers have met on site with Rongotai College, a business owner near the airport and with 5 immediately affected households. All of the affected households have at least one off-street parking space except #169 which has a narrow drive with a deflection preventing vehicles from using it. Some of the others have more vehicles than off-street parking so they

PROPOSED TRAFFIC RESOLUTION

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utilise the current on-street parking. Generally the households are against the proposed changes due to the loss of the most convenient parking spaces. They noted that during busy times they may have to park across the street to get a parking spot and cross it with children. Busy times were noted as Friday nights and weekends.

Subsequent to this meeting officers have reviewed parking during these periods in addition to the typical weeknight parking review. It was found that parking on the north side midblock was never more than 65% occupied during these periods. Therefore the removal of three spots should not result in the need to cross the street with children. Residents appear to have sufficient opportunity to park on the appropriate side of the street but may have a short walk to get to the available spots.

In addition house #167 will experience a right turn restriction due the placement of the new raised concrete pedestrian refuge islands. This results in this particular household having to go to the roundabout at Tirangi Road about 260m away to turn right out safely.

Other feedback received from the households was that traffic speeds are high, surface drainage is an issue at a couple of locations and Salek Street should be stop controlled.

Typically the traffic lanes are being reduced in width which should help reduce operating speeds marginally. Places where water ponding occurs regularly have been identified on the plans and are to be reviewed by staff at the time of construction with the possibility of additional sumps to be installed if deemed necessary.

A new stop control at Salek Street has been included as it will contribute to slower speeds where pedestrians are crossing Salek Street (noted as a area of concern by other area residents) and allow for additional perception/reaction time for motorists to see other road users before proceeding. An indicative intersection model was created to assess the impacts to vehicle level of service and delays at the intersection. This analysis showed only a slight increase in delays and decrease in level of service but not below acceptable levels.

Generally the directly affected household residents did not feel a cycle lane was needed in this area and the pedestrian crossing across Coutts Street was currently in the best location and operating well.

After reviewing initial feedback, and making changes where appropriate officers recommend this Traffic Resolution to proceed as safety and effective movement should have priority over convenience.

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Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 24 February 2015 |
| 2) Feedback period closes. | 13 March 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 16 April 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 22 – 15
Location: Coutts and Salek Street - Kilbirnie
Proposal: Cycle Lanes, Bus Stops, Pedestrian Crossing, No Stopping – At All Times, Shared Space Footpaths, Time Limited Parking, Stop and Give Way Controls

Legal Description:

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

Column One	Column Two	Column Three
Coutts Street	<i>Bus Stop – At All Times</i>	<i>South side, commencing 415.5 metres west of its intersection with Tirangi Road and extending in a westerly direction following the southern kerbline for 12 metres.</i>
Coutts Street	<i>Bus Stop – At All Times</i>	<i>South side, commencing 222.5 metres west of its intersection with Tirangi Road and extending in a westerly direction following the southern kerbline for 12 metres.</i>

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

Column One	Column Two	Column Three
Coutts Street	<i>No Stopping – At All Times</i>	<i>South side, commencing 248.5 metres south of its intersection with Tirangi Road and extending in a westerly direction following the southern kerbline for 19 metres.</i>
Coutts Street	<i>No Stopping – At All Times</i>	<i>South side, commencing 274 metres south of its intersection with Tirangi Road and extending in a westerly direction following the southern kerbline for 17 metres.</i>

PROPOSED TRAFFIC RESOLUTION

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Coutts Street	<i>No Stopping – At All Times</i>	<i>North side, commencing 7.5 metres west of its intersection with Mamari Street and extending in a westerly direction following the northern kerbline for 14 metres.</i>
Coutts Street	<i>No Stopping – At All Times</i>	<i>North side, commencing from its intersection with Mamari Street and extending in a westerly direction following the northern kerbline for 5 metres.</i>
Coutts Street	<i>No Stopping – At All Times</i>	<i>North side, commencing from its intersection with Mamari Street and extending in an easterly direction following the northern kerbline for 8.5 metres.</i>

Delete from Schedule I (Cycle Lanes) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Coutts Street	<i>Cycle Lane</i>	<i>North side, commencing 12 metres east of its intersection with Tirangi Road (Grid coordinates x=1750987.5m y=5423761.4m) and extending in an easterly direction following the northern kerbline for 166 metres.</i>
Coutts Street	<i>Cycle Lane</i>	<i>South side, commencing 17 metres east of its intersection with Tirangi Road (Grid coordinates x=1750987.8m y=5423753.3m) and extending in an easterly direction following the southern kerbline for 168 metres.</i>
Coutts Street	<i>Cycle Lane</i>	<i>South side, commencing 20 metres west of its intersection with Tirangi Road (Grid coordinates x= 1750944.3m y=5423780.6m) and extending</i>

PROPOSED TRAFFIC RESOLUTION

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in a westerly direction following the southern kerbline for 418 metres.

Coutts Street	<i>Cycle Lane</i>	<i>North side, commencing 8 metres west of its intersection with Tirangi Road (Grid coordinates x=1750960.2m y=5423781.8m) and extending in a westerly direction following the northern kerbline for 424 metres.</i>
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Delete from Schedule H (Pedestrian Crossings) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Coutts Street	<i>Pedestrian Crossing</i>	<i>Commencing 294 metres west of the western kerb line of Tirangi Road (Grid coordinates x=1750786.8m y=5424004.3m)</i>

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

Column One	Column Two	Column Three
Coutts Street	<i>Bus Stop – At All Times</i>	<i>South side, commencing 233 metres west of its intersection with Tirangi Road (Grid coordinates x=1750814.2m y=5423944.9m) and extending in a westerly direction following the southern kerbline for 14 metres.</i>

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Add to Schedule C (Turning and One Way Restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Coutts Street	<i>Shared Path, Cyclists must give way to pedestrians</i>	<i>North side, commencing 178 metres east of its intersection with Tirangi Road (Grid coordinates x= 1748338.3m y=5423670.3m) and extending in a easterly direction following the northern kerbline for 14 metres.</i>

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

Column One	Column Two	Column Three
Coutts Street	<i>10 Hours Maximum – At All Times</i>	<i>North side, commencing 136 metres east of its intersection with Tirangi Road (Grid coordinates x= 1751092.1m y=5423695.0m) and extending in a easterly direction following the northern kerbline for 30 metres.</i>

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

Column One	Column Two	Column Three
Coutts Street	<i>Stop Control</i>	<i>Salek Street, at its intersection with Coutts Street. (Grid coordinates x= 1750746.2m y=5424024.7m)</i>

PROPOSED TRAFFIC RESOLUTION

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

Reference: TR 22 – 15

Location: Coutts and Salek Street - Kilbirnie

Proposal: Cycle Lanes, Bus Stops, Pedestrian Crossing, No Stopping – At All Times, Shared Space Footpaths, Time Limited Parking, Stop and Give Way Controls

Prepared By: **Brett McPhedran** (Principal Cycling Engineer)

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

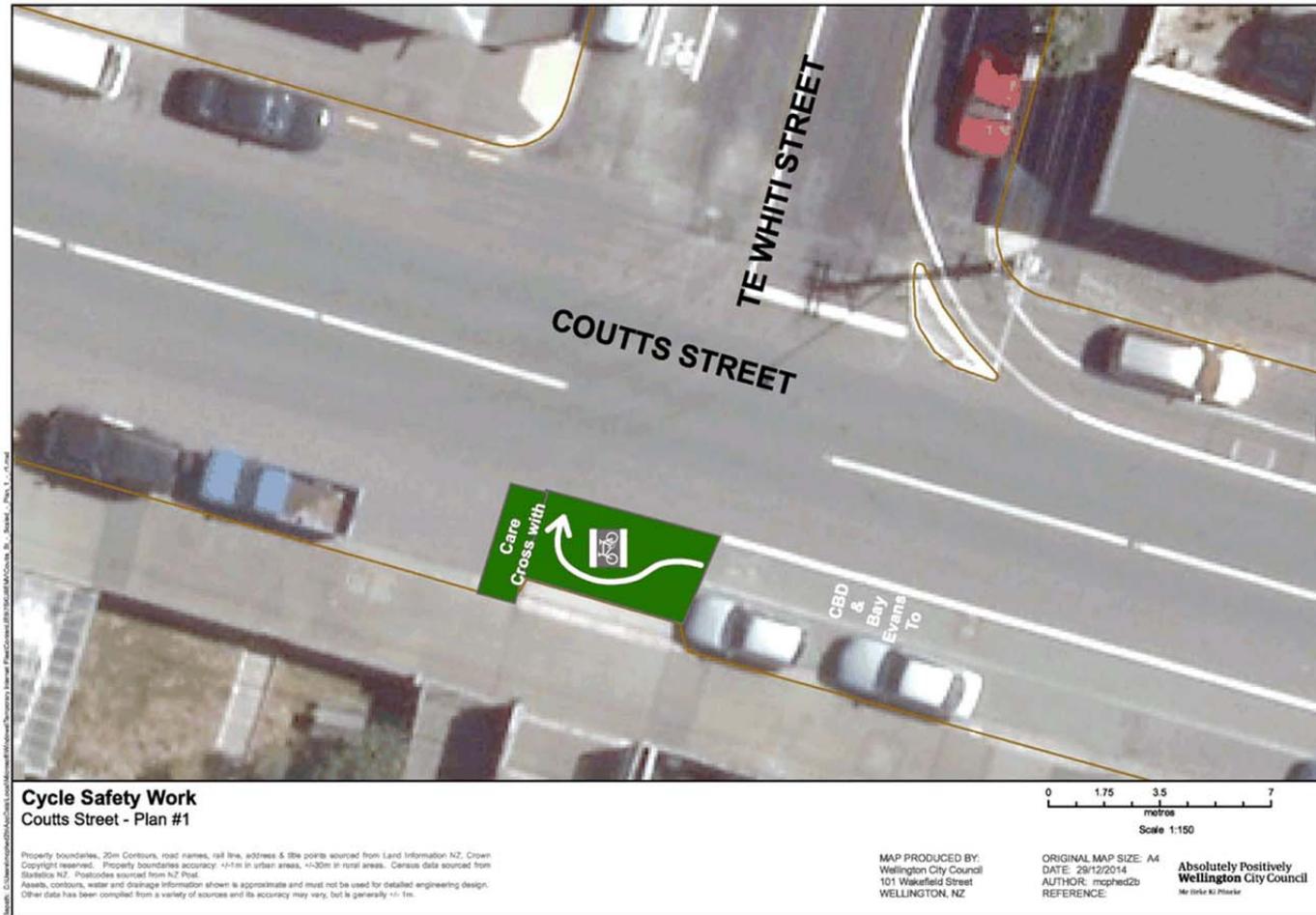
Date:

WCC Contact:

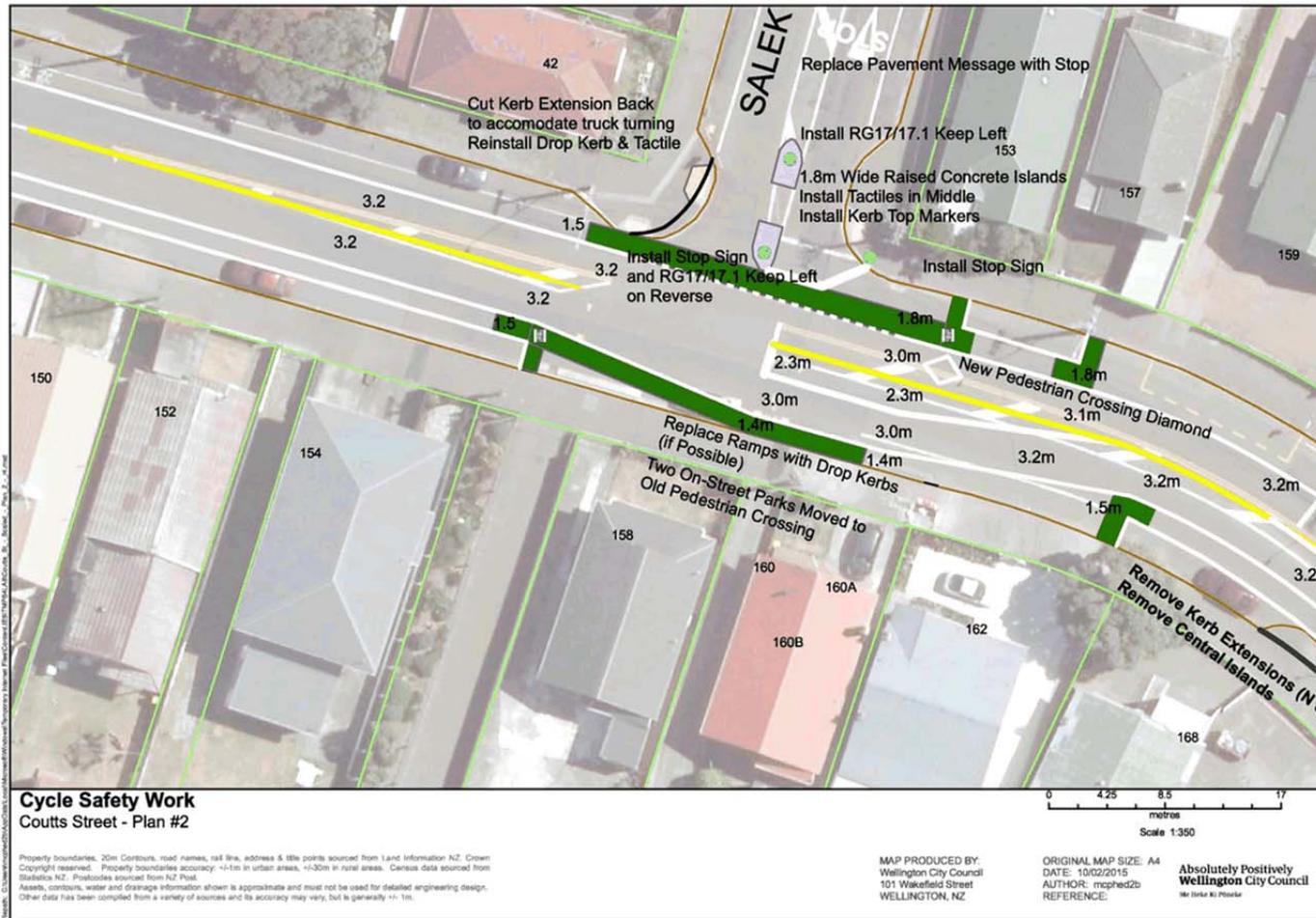
Brett McPhedran
Principal Cycling Engineer
Safe & Sustainable Transport Team
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone: +64 4 806 4722
Email: brett.mcphedran@wcc.govt.nz

Item 2.4 Attachment 1



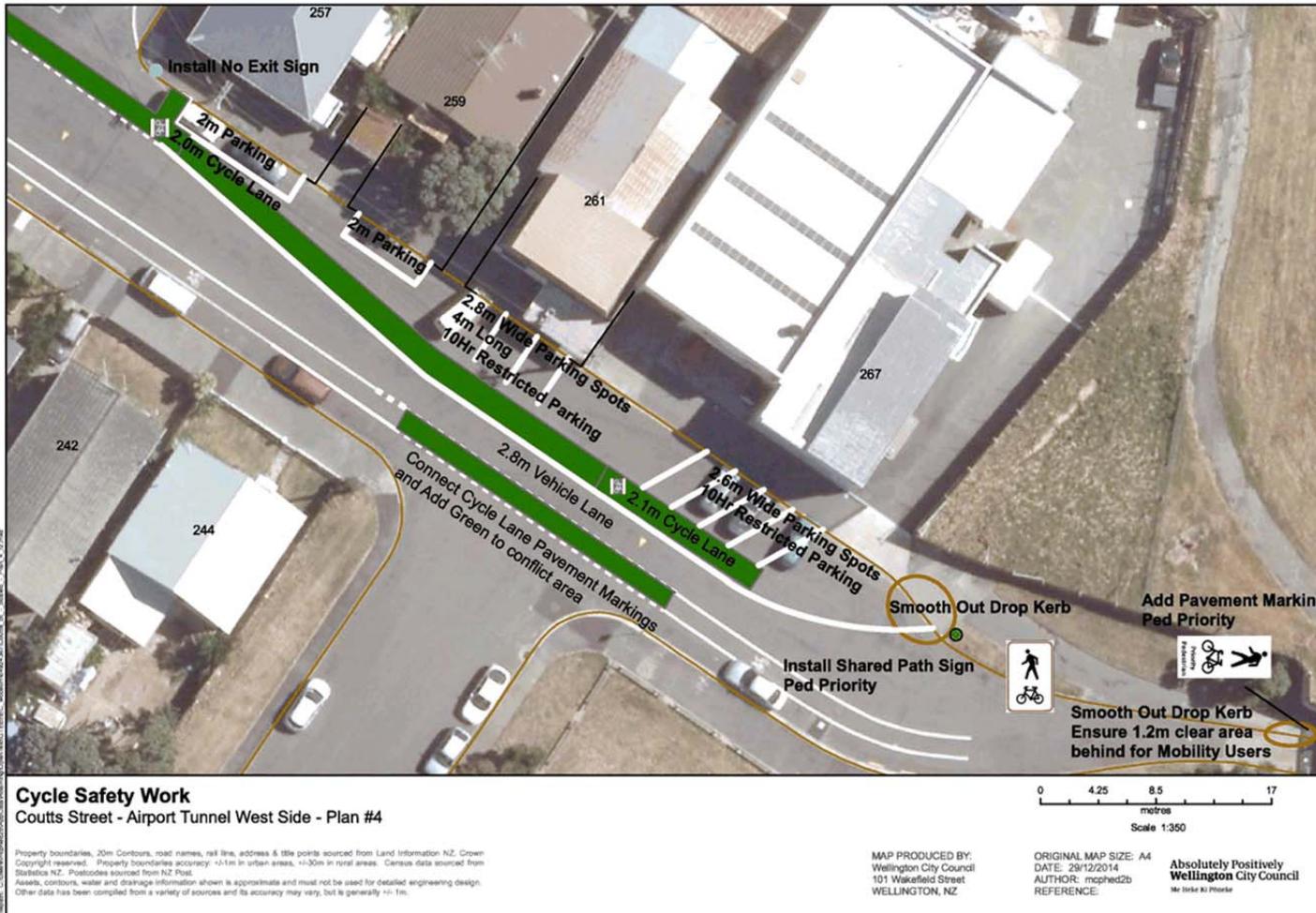


Item 2.4 Attachment 1





Item 2.4 Attachment 1



Traffic Resolutions (Feb 2015) - Traffic & Parking Restrictions -
Round 1 - Submissions

1.

First Name:

Jack

Last Name:

Yan

Street Address:

13 Mamari Street

Suburb:

Rongotai

City:

Wellington

Phone:

Email:

jack.yan@jyanet.com

I am giving this feedback:

as an individual

Organisation name:

2.

Traffic resolution reference number:

TR22-15

Do you agree with the proposed changes?

No

Comments:

I believe there would be an increased risk of traffic accidents if a right turn from Coutts Street to Mamari Street were to be eliminated under the above proposed resolution.

While I see from Mr Brett McPhedran's enclosure to his letter of the 20th ult. that traffic use data indicate that the turn is not warranted, its removal would force motorists to U-turn further up Coutts Street, creating greater danger on an increasingly busy stretch of road.

Elderly residents would, in particular, find this risky.

I believe, with the development of the Airport Shopping Precinct, including Spruce Goose, added to the usual travel to Lyall Bay, that the longer-term trend is that traffic to and from Mamari Street has, in fact, grown, necessitating the retention of a right turn from Coutts Street.

Therefore, I question the period of the survey data, as we believe traffic has increased since the filter bay was approved and painted on Coutts Street.

However, if the usage is as low as the report suggests, then there should be a stronger argument in permitting the occasional motorist to turn right into Mamari Street.

I recognize the wider benefits of connecting cycle lanes and offer no objection to this principle. Even if the current bay were removed, a right turn should still be allowed.

It should be noted that no painted bay existed before the 1990s, yet no accidents occurred at this intersection.

I propose that a right turn from Coutts Street to Mamari Street be retained on the grounds of road safety.

**Traffic Resolutions (Feb 2015) - Traffic & Parking Restrictions -
Round 1 - Submissions**

1.

First Name:

Jo

Last Name:

Traynor

Street Address:

2 Mamari St

Suburb:

Rongotai

City:

Wellington

Phone:

049772079

Email:

calamari@clear.net.nz

I am giving this feedback:

as an individual

Organisation name:

2.

Traffic resolution reference number:

TR22-15

Do you agree with the proposed changes?

No

Comments:

The right turn from Coumts Steet into Mamari Street should be retained. There is a lot of traffic going up Coumts Street to the Warehouse, cafes etc and without the right turn residents can't get into their street. Sitting in the middle of the road waiting for a gap in the traffic will cause an obstruction and there is nowhere further down Coumts St where it is safe to make a U-turn. Mamari St is a small street but most houses have at least 2 cars and with people from the college also parking it is busy.

Thank you

**Traffic Resolutions (Feb 2015) - Traffic & Parking Restrictions -
Round 1 - Submissions**

1.

First Name:

Jayesh

Last Name:

Patel

Street Address:

169 Coutts Street

Suburb:

Rongotai

City:

Wellington

Phone:

0275742642

Email:

assoonas100@gmail.com

I am giving this feedback:

as an individual

Organisation name:

2.

Traffic resolution reference number:

TR22-15

Do you agree with the proposed changes?

No

Comments:

Dear Sir/Madam

Proposed Traffic Resolution (TR 22 – 15 – Coutts and Salek Streets – Kilbirnie)

We refer to your letter dated 20 February 2015.

Thank you for giving us the opportunity to portray our concerns.

Salek/Coutts Streets – Stop Sign

We would like to acknowledge WCC's probable changes to Salek/Coutts Street intersection from a Giveaway sign to a Stop sign with raised islands in the middle of Salek Street. We feel that this is a positive move to help safety for both

pedestrians and cyclists. With the 2 accidents at this intersection over 8 years, changing to a Stop sign will have safety benefits.

Te Whiti/Coutts Streets – Cycle Lane

We are concerned that by connecting up the cycle lane from Te Whiti Street and Coutts Street, we will be losing 3-4 street car parks between 167–171 Coutts Street. As you have noted in the Proposed Traffic Resolution Report, our property does not have any off-street parking facility (due to an exceedingly narrow driveway). We have two cars and as a family, have continuous need for both. Losing the street parking in front of our house is not acceptable.

Coutts Street, Westside – Possible Loss of Parking

The report suggests we park further down the street. Doing so would have a flow-on effect for our neighbours on the west side of Coutts Street. If we have to park further down the street, then that limits access to parking for others and could cause division between residents of west side Coutts Street. Losing the car parks outside 167-171 Coutts Street would mean we have to hope every day that a car park further down the street (within reasonable walking distance) is free when required. Parking further from our house also limits our ability to monitor our cars, and ensure their security. None of this is acceptable. We have young children, and need quick and easy access to parking. We rely on having parking outside our house.

Most residents on Coutts Street park on the road due to a general lack of off-street parking. By removing 3-4 parking spaces, you are making worse an already frustrating and acute problem.

As well as safety, convenience and practicality concerns, removing the car parks outside 169 has financial implications for our household. We moved into this area and 169 Coutts Street in particular, in the knowledge that there was on-street parking available outside the house. Removing that parking may result in lowering the valuation of the property. Thus we would have to seek legal advice as to the legality of the proposed cycle lane.

Customers for the fish and chip shop frequently use the car parks outside 167 and 169 Coutts Street. With the proposed changes, the already limited parking would be further strained during school peak times (especially morning and evenings). This would limit resident's ability to use the car parks and also loss of earnings for the fish and chip shop due to lack of parking.

We understand the current parking situation has been observed by Council officers. With all due respect, these officers do not live on Coutts Street, and observation alone cannot sufficiently familiarise them with the road and our situation. We have serious safety concerns, and are not simply complaining about the loss of convenience. The report focuses on the safety of cyclists, and does not appear to consider the safety of residents, children and others who use the street.

Mamari/Coutts Streets – Possible Changes to Crossing

In our opinion, moving the crossing east, from original place outside the fish and chip shop to a position just passed Mamari Street and outside 167 Coutts, is not safe. The proposed location does not provide adequate line of sight for vehicles coming west on Coutts Street will be limited. This is particularly dangerous and with children using the crossing regularly as this was pointed out to Brett when visited to residents.

There are drainage issues on both east and west sides of Coutts Street pedestrian crossing and on the entrance of Mamari Street. We have noticed that on rainy days these areas have surface flooding due to drainage issues. We feel this is more of a priority than the proposed cycle lane.

General Observations

It seems like the Council are trying to fix something that is not broken, but are hinging on the proposed cycle lane with the two accidents over 8 years at the intersection of Salek and Coutts Streets.

There has been an influx of boy racers using Coutts Street as a drag strip. This happens at least 1-2 times weekly with over 80 cars involved.

If 169 Coutts Street is severely affected by the proposed cycle lane changes, we would seek legal advice about

compensation from WCC.

With the new proposed pedestrian crossing outside 167 Coutts Street, has any consideration been given to the man hole that is situated outside of 167 Coutts (see photo 1).

As seen in photo 2 and marked with a red arrow, another possible option to mark the cycle lane outside of the parking area which in front of 167–173 Coutts so that it links up to the existing cycle lane marking.

With residents meeting with Brett McPhedran to outline concerns of the new cycle lane, Brett mentioned that he had discussions with the Principal of Rongotai College regarding the proposed traffic resolution and said that the Principal was in favour of this proposal. Upon enquiring with the Rongotai College it has been identified that Rongotai College is not in favour of this proposal due to the loss of drop off and pick up parking space opposite the main entrance of the College.

Again, we reiterate that we are not in favour of the proposal cycle lane

We look forward to hearing from you in due course.

Yours faithfully

Jayesh and Rita Patel

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Traffic Resolutions (Feb 2015) - Traffic & Parking Restrictions - Round 1 - Submissions

1.

First Name:

Rebecca

Last Name:

Todd

Street Address:

173 Coufts Street

Suburb:

Wellington

City:

Wellington

Phone:

0272574808

Email:

wellingtontodds@gmail.com

I am giving this feedback:

as an individual

Organisation name:

2.

Traffic resolution reference number:

TR22-15

Do you agree with the proposed changes?

No

Comments:

Proposed Traffic Resolution TR 22-15 – Coufts and Salek Street – Kilbirnie

Thank you for the opportunity to provide submissions on the proposed changes to the discontinued cycle lane on Coufts Street, Rongotai.

I own the property at 173 Coufts Street and my property will be affected by the suggested traffic resolution.

As stated within the consultation document, there have been two injury crashes involving cyclists within a seven year period. Using the Council's statistics, during a six and a half hour period in April 2014, 152 cyclists were counted travelling along Coufts street. Conservatively extrapolating this out for 260 days over a period of seven years gives approximately 300,000 cyclists travelling this section of road. This means that for every cyclist there is a 0.00001% chance of having a crash. These statistics do not paint a picture of an immediate nor even an impending danger for cyclists using this stretch of road.

After researching these two separate incidents, documentation shows that both were minor and involved vehicles failing to give way at the intersection of Salek Street and Coufts Street in 2007 and 2013. The cause of these crashes

is due to driver error and can be associated with the type of control at the intersection as opposed to the lack of a cycle lane that caused these crashes. It is a very long bow to draw to connect the crashes with a lack of a cycle lane. A very simple solution to have prevented these crashes would be to change the type of control at this intersection from a Give Way to a Stop.

I therefore find it extremely difficult as both a ratepayer, a cyclist and a resident to understand what the issue is that this proposal is trying to rectify.

The Kilbirnie Suburban Centre Cycle Network Planning document, prepared by Opus International Consultants Ltd (OPUS) identified the following problem with the initial project. "As the engagement was to be carried out over a short timeframe, this was known to be a limiting factor at the outset of the project." This highlights the flaws in the project from the onset, as none of the residents along the affected area of Coutts street were involved in any of the initial public engagement, in fact none were aware that any engagement was even being undertaken. The consultation that was carried out was limited with minimal solutions provided. It appears that the authors of the proposal have developed tunnel vision and do not appear to be considering any alternatives that have been offered to the extension of the cycle lane.

The proposal states that "a number of people requested that the currently discontinuous cycle lanes along Coutts Street be..." The sentence is incomplete, however I have made an assumption that this refers to the extension of the lane. The OPUS report identified that they had a total of 43 people participate in their open days. This is a very small sample for this assumption, it is uncorroborated and is a ultimately a flawed statement. It also makes the bold and unsubstantiated proclamation that "the proposed on-road painted cycle lanes will encourage a few more people to cycle..." I fail to see how this statement can be made, and consider it would be incredibly naïve to believe that people are not cycling purely because the cycle lane is absent for 200 metres. I have watched a number of cyclist's ride this piece of road since this proposal was issued and none appear to have any concerns or show any sign of confusion of where to go once the lane ends.

The proposal notes that the residents are "generally opposed to the proposal". I can assure you that all of the residents from #167 to #173 Coutts Street vehemently oppose the changes.

When Mr McPhedran met with the affected resident's, including myself, he advised that he had conducted consultation with the Principal of Rongotai College and that he is in favour of the proposal. Preliminary enquiries with the College have intimated that this is in fact false. The Principal is not in support of the removal of the car parks. I would suggest that further dialogue should be undertaken to clarify the position.

I also highlight the following issues:

1. Moving the pedestrian crossing

The current position of the pedestrian crossing allows visibility from both sides of the street for those crossing. There are no issues with the current location. The safest position for a pedestrian crossing surely is at the apex of the curve allowing visibility in both directions. Moving the crossing to the proposed position by Mamari Street will restrict the visibility from the west for those using the crossing. Given the speed of users of Coutts Street – particularly "boy racers" and given the volume of traffic, I believe that instead of solving a perceived problem this will in fact create a problem where none previously existed.

It is noted that the proposal mentions that the pedestrian crossing causes a "pinch point" for people on bikes. According to the New Zealand Road Code and the Traffic Regulations cyclists must obey the give way rules and give way at pedestrian crossings. All cyclists should be slowing with the ability to stop for any pedestrians on, or stepping onto, a crossing. Therefore traffic, both cyclists and vehicles, should be travelling at a speed that is appropriate and "pinch points" will not be an issue.

2. Drainage

The proposal does not account for the drainage problems that are currently experienced in heavy rain outside Mamari Street. If you could please refer to the photographs attached to the submission from Mr Jed McCarthy of #167 Coutts street. I believe that it is very ill advised to state that the drainage problems will be reviewed at the time of construction. Surely it would be more prudent to carry out these investigations prior to any works being undertaken.

3. Parking

Every person in New Zealand has a common law right to park on the street where there is no bylaw or regulation preventing us from doing so. By removing the said three (or four as it is not clear on the number as per the photographs provided in the documentation) parks outside the properties on Coutts street not only removes this common law right, but in peak times prevents resident's from parking outside or sometimes even near their houses.

None of the residents from #169 - # 175 have the ability to park in off street parking. All the properties including #167 are owner occupied and all pay council rates. It is unreasonable to expect that all properties own and require only one vehicle and also unreasonable and short sighted to expect there to only ever be resident's cars parked on the street as properties also often have visitors.

Peak times for parking have been identified as Friday nights when the fish and chip shop sees an increase in patronage, Saturdays when events/sports are on at Rongotai College and before and after school times. It is irrelevant if the persons using the Fish and Chip shop are only there for five minutes or if they are there for five hours. They still use a carpark and removing three removes the ability for people to park there. This is not about a "loss of convenience" as stated in the proposal, this is about a loss of availability for parking. There are numerous occasions particularly around the busy periods mentioned (especially during winter sport times) when there are no parking spaces available. This does not merely cause an inconvenience, this causes a problem. It was noted that officers reviewed parking during peak periods but that the spaces were never 65% full. I would think that the residents would be a better judge of how often the carparks are full and I would not imagine that the officers did a full review over a period of time which includes winter sports.

4. Right turn

Placing the pedestrian crossing into the proposed position will block the resident's property at #167 from turning right onto Coutts Street from their property. This will also hinder residents turning right from Coutts Street into Mamari Street and cause issues for those attempting to cross the pedestrian crossing, again creating a problem that never used to exist.

5. Property prices

The removal of car parks and the inability to turn right from #167 will have an effect on the property values of the houses. Prospective buyers of houses, particularly in situations with minimal or no off street parking options will view this as a negative when looking to purchase a property. I would expect that the Council would have conducted this research and would be looking at compensating affected properties for the drop in value.

6. Speed

The proposal states that "traffic lanes being reduced in width should reduce speeds" I have extensive experience in dealing with all manner of boy racers in the Wellington area. I can assure you that the simple exercise of just reducing a traffic lanes width will in no way slow down these types of drivers. Some will see it as a challenge and given the speeds that vehicles currently travel along Coutts street, this would again cause a more serious danger to other road users and pedestrians.

7. Shared footpath

A shared footpath – for pedestrians and cyclist was considered but the proposal states that it is not necessarily safer than what is in place currently. The reasons for this is because those cyclists that use it now (the road or the footpath) wouldn't use it as they would need to take additional care and cycle more slowly. Again an assumption that has been made with no evidence substantiating the claim. If a shared footpath was the preferred option then it would be up to the cyclist themselves to make the choice. If they felt comfortable on the road then that is the route they would take, likewise on the footpath.

A shared footpath was also considered not desirable to put commuter cyclists on the same path as school age children. There are two problems identified with this statement:

1. This is not a primary school where extra care needs to be taken around young children. This is a high school with 600 odd students ranging in age from 13 to 18. They do not need to be given lessons on looking where they are walking or crossing roads.
2. The majority of commuter cyclists will be long gone prior to the students arriving at the College, and the students will be long gone prior to the majority of the commuter cyclists returning at night given the fact that the College only has its full complement of students between 8.30am and 3.30pm at the latest.

In summary it is clear no problem currently exists. There is no justification identified that warrants the significant amount of ratepayers money proposed to be spent on realigning the pedestrian crossing, moving a power pole, fixing drainage issues and the removal of car parks. The proposal has several flaws that have been pointed out and I respectfully request that this proposal does not proceed.

Yours sincerely

Rebecca Jane Todd
wellingtontodds@gmail.com
027 257 4808

**Traffic Resolutions (Feb 2015) - Traffic & Parking Restrictions -
Round 1 - Submissions**

1.

First Name:

Shona

Last Name:

Grenfell Young

Street Address:

14 Mamari Street

Suburb:

Rongotai

City:

Wellington 6022

Phone:

3878826

Email:

shona.g.y@ihug.co.nz

I am giving this feedback:

as an individual

Organisation name:

2.

Traffic resolution reference number:

Do you agree with the proposed changes?

No

Comments:

I do not agree that "The right turn into Mamari Street was not warranted based on trip generation and land use data. " We few people who live in Mamari street need it.

I do not want to do a U turn in Coutts street, or travel around two blocks just to get home. I am old and rely on my car to get about now the flyer no longer goes down Coutts Street.

I am worried that one night when tired coming home I will drive over the concrete mound for the pedestrian crossing. I think the crossing could be safely moved further east. Please do not remove our right hand turn. With the change in airport traffic it is hard enough to get in and out of Mamari Street.

TR22-15
X

Traffic Resolutions Printable
Submission Form



Please fill out this form, or make a submission online.

First name: Shona
Last name: Grenfell Young
Street address: 14 Mamarai St
Suburb: Rongotai
City: Wellington 6022
Phone: 04 39 78 826
Email: shona.g.y@ihug.co.nz

I am writing this submission (tick box) as an individual on behalf of an organisation

Name of organisation: _____

Traffic Resolution reference number: _____

Do you agree with the proposed changes? Yes No

Comments:
I am very worried about the fact that people living in Mamarai St will be unable to make a right hand turn into their street. There are only 14 houses in this street so our protest cannot be very big. I am afraid of the people doing a U turn further up Courts Street, of parents going to Rongotai not finding a park for "meet the teacher" etc. Not to mention the nuisance it will be for me.

Please send this information and any other additional submission material by 5pm Monday 13 March 2015 to:

Transport Group
Wellington City Council
Freepost 2199
PO Box 2199
Wellington

For further information, email kelly.rumens@wcc.govt.nz or phone (04) 499 4444.

Privacy Statement: All submissions (including name and contact details) may be published and made available to elected members and the public. Personal information will also be used for the administration of the consultation process. All information collected will be held by Wellington City Council, 101 Wakefield Street, Wellington. Respondents have the right to access and correct personal information.

TR 22-15
X

**Traffic Resolutions Printable
Submission Form**



Please fill out this form, or make a submission online.

First name: JED
Last name: MCCARTHY
Street address: 167 COUTTS ST
Suburb: PONGOTAI
City: WELLINGTON
Phone: 021 735817
Email: jed.mccarthy@ncr.com

I am writing this submission (tick box) as an individual on behalf of an organisation

Name of organisation: _____

Traffic Resolution reference number: TR-22-15

Do you agree with the proposed changes? Yes No

Comments:
PLEASE REFER TO ATTACHED DOCUMENT
AND PHOTOS

Please send this information and any other additional submission material by
5pm Monday **13 March 2015** to:

Transport Group
Wellington City Council
Freepost 2199
PO Box 2199
Wellington

For further information, email kelly.rumens@wcc.govt.nz or phone (04) 499 4444.

Privacy Statement: All submissions (including name and contact details) may be published and made available to elected members and the public. Personal information will also be used for the administration of the consultation process. All information collected will be held by Wellington City Council, 101 Wakefield Street, Wellington. Respondents have the right to access and correct personal information.

Proposed Traffic Resolution TR 22 – 15

Coutts and Salek St

Kilbirnie

I would like to start by apologising in advance for the length of this document, but I really hope that you take the time to read it.

I believe I make some very valid points and good recommendations, after having lived at this address for the past 8yrs which overlooks the Mamari St/Coutts St and Salek St/Coutts Street intersections.

Myself, my wife and each of our three kids own, and ride bicycles.

I consider myself to be a logical and observant person.

Plan 2 – Improvements to Salek St/Coutts St intersection

I, along with many others I'm sure, am in support of changing this from a Give Way to a Stop control.

Almost daily, I see instances where cars and trucks travel through the intersection and nearly collide with vehicles or bicycles traveling east along Coutts St. I understand this was the cause of the two instances quoted in your proposal, and not, a lack of a cycle lane.

Adding a raised pedestrian area and providing islands is also an excellent idea and well overdue. The foot traffic in both directions is constant and at times, heavy. This has always been a dangerous place to cross the road and we have always told our children never to cross there, but rather half way down Salek St.

I would like to make a further recommendation which I believe should be given serious consideration. It will greatly improve traffic flow and reduce frustration for motorists. It will also provide a safer environment for cyclists passing this intersection.

Traffic travelling south on Salek St should only be able to turn left at Coutts St. The proposed island (south one) should be curved in shape to accentuate this, along with a sign. The curved island will also accommodate the many large trucks turning right into Salek St after delivering to Bunnings, Warehouse, Briscoes . Air freight etc. Your current plan will have truck trailers going over the island.

Currently there can be one car sat at this intersection for 2-5min, trying to turn right but the constant stream of traffic turning right into Salek prevents this. All traffic behind this car is stationary. If people were prevented from turning right, they would quickly learn to travel down, Te Whiti, or Yule, or Ross or Mahora Streets. There are plenty of options for them and the traffic flow down Salek St turning left towards the retail park and beach, would be constant, only having to stop and give way to traffic and cyclists on their right.

Plan 3 - Joining sections of cycle lane on Coutts Street

This is a case of compromising pedestrian safety, negatively impacting several residents ability to park outside their house, and spending a huge amount of money trying to fix something that is not broken. I have never seen an issue with a cyclist riding any differently on the unmarked section of road, than they do on the marked section. Cyclists navigate the unpainted section just as they do with any other road in the area without a cycle lane.

This looks like someone has decided that these painted lines must be joined at any cost, and will do whatever it takes to achieve this.

Safety The proposal to move the pedestrian crossing is just plain wrong! The best place for it is on the point of the bend. It is equally visible from both directions. If you move it, visibility increases from one direction, while it decreases from the other. This is why it was located there in the first place.

Currently there are step out islands on both sides of the crossing. This allows pedestrians to be better seen by approaching traffic who without fail, stop to allow people to cross the road.

The new proposal will drop the step out island on the east side meaning pedestrians will step directly onto the road. They will be harder to see by traffic which will now be travelling faster around a narrower bend (due to removal of current traffic calming islands) and will have less time to see and stop. They will be obscured by the power pole sitting on the edge of the footpath, and right in the middle of the new crossing. It is proposed the new crossing be squeezed into a 3.0m gap between a house driveway, and a street corner.

There will be no room for the black and white 'lollipop' pole to be mounted off to the side.

The location of the new pedestrian crossing also suffers from bad surface flooding so people will be stepping onto a flooded road. *Please see attached photos for what happens every time it rains*

Drainage The problem here is that there is no stormwater system in this area. Stormwater travels down the length of Coutts St from Tirangi Rd until it gets to the corner of Mamari St (site of proposed new pedestrian crossing) There is no sump on this side of the road, nor is there one around in Salek St. I brought this to the attention of WCC several years ago. After lots of inaction, it was finally deemed sufficient to simply install a 'dish' drain across the surface to try and encourage water to cross over Mamari St and continue along on its way to Salek St.

This has been a failure since day one (please refer to attached photos) It fills with silt and causes ponding so deep that the edge of the gutter cannot be seen.

The only way to fix this properly is to install a sump at the corner of Mamari St and Coutts St and to regularly clean it out. If sumps are no longer suctioned by WCC, it is a pointless exercise as over time it will fill with sand.

Lamp post This is visible in the photos. There is mention in the proposal of relocating this to accommodate the new pedestrian crossing. This is a very substantial task given its location on a corner and the amount of services relying on it. It has extra data repeaters, a street lamp etc. and is not a simple job. There are underground cables running down the sides of it into Mamari St. I would encourage you to look into the cost associated with moving it.

Parking As outlined to Brett when he visited site, there are several houses that will be heavily impacted by the proposed reduction of on street parking. Meanwhile, parking across the road where there are no houses, remain intact (and empty) Cyclists currently ride past the cars parked outside 167, 169 and 171 Coutts Street with no problem whatsoever. I would also encourage WCC to sit and observe this fact.

The proposal mentions the loss of 3 car parks but the photos seem to indicate 4? 167 has 1, 169 has 2 and 171 has 1. The car parks across the road sit empty most of the time during the day, and empty all of the time at night. The car parks outside our houses are half utilised during the day and fully utilised at night. If you remove these parks people will still park there to drop off/pick up school kids, as well as going to the fish and chip shop.

Obstruction The proposed new islands on either side of the pedestrian crossing will cause a major inconvenience to vehicles leaving 167 Coutts Street, and a significant one to traffic turning right into Mamari Street.

We have approx. 30 instances per day when vehicles drive out (forwards) of 167 Coutts St and turn right. We work from home and are in and out all day. Having to turn left and travel down to the roundabout and back every time will add more than half a kilometre per trip, or approx. 15Km per day. This would be a major inconvenience.

Traffic turning right from Coutts St into Mamari St will be obstructed by the proposed western island. This traffic includes large rubbish and recycling collection trucks as well as delivery trucks for the Fish n Chip shop. This is on top of the normal traffic generated by the approx.15 houses in this dead end street. While the truck (or any residents vehicle) sits waiting to turn right into Mamari St (**on top of the proposed new crossing**), all traffic behind it builds up along Coutts St. This is because the current turning lane will disappear. As mentioned earlier, traffic on Coutts St is getting busier all the time, because of the Retail park, Spruce Goose café, Bunnings, restricted access through Wgtn Airport etc. This would create a traffic jam which would block the entrance to Rongotai College after only three vehicles back up.

There are other issues such as:

- Increasing speed and amount of cars (more than 100 often) for weekly boy racer cruises. They are passing through the site of the new crossing with their foot to the floor for about 5 seconds. I estimate some of the more powerful cars are reaching in excess of 120km/hr in a 50km/hr zone
- Approx. 4 years ago we had a mail drop saying that work would soon begin on replacing the gutters and footpath along this stretch of Coutts St...nothing ever happened.

Why is it that there doesn't seem to be enough money in the council budget to perform this remedial work, yet for the sake of painting some unnecessary lines on the road, there appears to be no limit to the cost and lengths that the council will go to, to achieve this ?

This is simply a case of trying to fix something that is not broken, whilst spending lots of money and causing disruption, and all to end up with a situation that would be worse than the existing one.

Regards,

Jed McCarthy

167 Coutts Street

Rongotai

+64 21 735817





The 3m wide gap for the proposed new pedestrian crossing.

TR 22-15
X

Wellington, February 26, 2015

Transport Group
Wellington City Council
Freepost 2199
PO Box 2199
Wellington

Ladies and Gentlemen:

Re. Proposed traffic resolution TR22-15, Coutts Street and Salek Street, Kilbirnie

I believe there would be an increased risk of traffic accidents if a right turn from Coutts Street to Mamari Street were to be eliminated under the above proposed resolution.

While I see from Mr Brett McPhedran's enclosure to his letter of the 20th inst. that traffic use data indicate that the turn is not warranted, its removal would force motorists to U-turn further up Coutts Street, creating greater danger on an increasingly busy stretch of road.

Elderly residents would, in particular, find this risky.

I believe, with the development of the Airport Shopping Precinct, including Spruce Goose, added to the usual travel to Lyall Bay, that the longer-term trend is that traffic to and from Mamari Street has, in fact, grown, necessitating the retention of a right turn from Coutts Street.

Therefore, I question the period of the survey data, as we believe traffic has increased since the filter bay was approved and painted on Coutts Street.

However, if the usage is as low as the report suggests, then there should be a *stronger* argument in permitting the occasional motorist to turn right into Mamari Street.

I recognize the wider benefits of connecting cycle lanes and offer no objection to this principle. Even if the current bay were removed, a right turn should still be allowed.

It should be noted that no painted bay existed before the 1990s, yet no accidents occurred at this intersection.

I propose that a right turn from Coutts Street to Mamari Street be retained on the grounds of road safety.

Carol Reading *CR Reading*

Frank Reading *FR Reading*

3 Mamari St.

Rongotai

Ph. 04 977-3732.

3 March 2015

Brett McPhedran
Principal Engineer – Cycling City Networks
Wellington City Council
PO Bx 2199
Wellington 6014

Proposed Traffic Resolution (TR22 – 15 – Coutts and Salek Street Kilbirnie)

Thank you for the invitation to formally contribute to consultation process related to extending the cycle way opposite Rongotai College.

I am very concerned that the main reasons you have stated for removing the on street parking in front of 167, 169 and 171 Coutts Street are factually incorrect and that the rationale for proposed change is vague and unsubstantiated.

I am also very concerned about the limited consultation with neighbouring residents and the school who will be either directly or indirectly affected by the loss of parking that is used every day of the week by residents, customers of the fish and shop, students and parents of Rongotai College.

The reason you have stated to justify the removal of street parking are at best disingenuous and at worst dishonest. I have noted my specific concerns with extracts from your 20 February 2015 letter in italics below:

<p><i>'During the recent suburban cycle network planning, a number of people requested that the currently discontinuous cycle lanes along Coutts be' (I assume the end of the sentence was meant to be 'joined').</i></p>
<p>When your representative Brett McPhedran visited the directly affected residents prior to Christmas. He noted that two people and the Rongotai School Principal raised concerns.</p> <p>I am still endeavouring to talk to the Principal who has been away on school Geography trip, however having spoken to his assistant I have learned that it is very unlikely he would support the removal of parking used by parents for school events and to drop off and pick children.</p> <p>I can only conclude that comments from the Principal have been misinterpreted. It is an issue I would like to clarify as part of the ongoing consultation process and I will contact the council once I have spoken to the Principal directly.</p>

<p><i>'A crash review shows two cyclist injury crashes in the area over the last 7 years'</i></p>
<p>I understand these accidents occurred on the corner of Salek and Coutts Streets and not in the space between the painted cycle lines.</p> <p>It is dishonest to have used this as justification to join the cycle lanes and do away with street</p>

parking that is valued by residents, school students, parents, visitors to the school and customers of the fish and chip shop.

'A shared pathway for pedestrians and cyclists was considered but would not necessarily be safer than what is currently provided.'

'Many cyclists, who use this area now, would not use the facility as they would need to take additional care and cycle more slowly'

If riding along the footpath is possibly more dangerous than the current configuration of the cycle lanes it would suggest the risk associated with gap between the painted cycle lanes is negligible.

It seems some cyclists would feel more at risk on the footpath than on the unmarked length of road between the two cycle lanes. I have never observed anyone leaving the road to cycle along the footpath in order to re-join the cycle lane. This would suggest to me that cyclists using this stretch of road don't feel at risk.

'The proposed on-road painted cycle lanes will encourage a few more people to cycle and make it safer for current users.'

This is statement of opinion. I can't guess on what basis the opinion is informed as there have been no recorded accidents along the stretch of road in question and I think it unlikely a 'a few' people or possibly even one will begin riding on the basis the white lines were joined.

'This will be done by remarking much of the roadway, moving of islands and the removal of three existing on-street care parks on the North side of the street.'

The proposal is to remove 3 on-street parks. In fact the proposal will take away 2-3 parks outside 171 (The third park is the area in front of garage often used by parents to pick up and drop off students or for customers of the fish chip shop), 2 parks in front of 169 and 1 in front of 167.

This proposal **affects 6 rather than 3 parks**. Some are used by residents regularly. Some are used as overflow parking for school events and some are short stays for people going the fish and chip shop or dropping and picking up boys from school.

This is another of the factual errors that it appears you currently intend to use in the proposal you are preparing for the Transport and Urban Development Committee.

'Consultation letters were delivered to all properties adjacent to the proposed works prior to putting forward the traffic resolution. Officers have met onsite with Rongotai College, a business owner near the airport and 5 immediately affected households.'

The consultation regarding the proposal has not included the fish and chip shop which is the business most affected, or people whose properties that affected residents, and others will need to begin parking in front of

The feedback I have received from Rongotai school is that they have not seen the formal proposal or been asked to provide feedback.

Given the removal of the parks opposite the school which are generally vacated by residents in the morning and used by parents and students both in the morning and after school to pick up and

drop off students it would seem they are majorly affected and should be invited to contribute their point of view to the council.

I will forward a copy of the proposal and my letter to the Principal for his information and discuss if this is an issue that should be raised with parents who will be affected by the removal of the car parks opposite the school.

'All of the affected households have at least one off street parking space except #169

At 171 I have single garage that I would need to drive into and the reverse out of onto Coutts Street.

Turning into the garage across the cycle lane and reversing out into Coutts Street would create a new and significantly more likely risk of accidents involving passing cyclists and/or vehicles, than is currently the case.

The risk of an accident being caused when either parallel parking or drawing away from the curb is considerably less than the risk created by having to park across the footpath and road to open my garage or to reverse out of my garage into what is an often busy road.

I stopped using my garage for this very reason. When I have parked in the garage I have to stop across the footpath and the edge of the road waiting for a gap in the traffic. This pushes cyclists and pedestrians toward the centre of the road.

Oncoming traffic and cyclists are forced to swerve in order to avoid the rear of my vehicle when I am entering or leaving my garage.

This risk will be multiplied when the residents of 169 and 171 start parking in front of 173 and other adjacent properties, as residents will increasing need to use their garages in order to park close to their homes. Multiple vehicles reversing into Coutts Street will create a real risk to cyclists and passing traffic that doesn't exist currently.

*'They (affected households) noted that during busy times they may have to park across the street to get a parking spot and cross with children. Busy times were noted as Friday nights and weekends'
.....'.It was found that parking on the north side midblock was never more than 65% occupied during these periods'.*

The affected car parks are all occupied by people who drive to work when they are not cycling.

The availability of parks is an issue between 5.00-7.00pm week nights when residents are returning from work having picked their children up from various after school care arrangements.

The busy times noted by the residents relate to people parking to visit the fish and chip shop or when the school is hosting sporting or cultural events in the weekend.

A survey of available parking needs to be completed between these hours to be relevant,

Having met with Brett, the content and tenor of the consultation pack have left me feeling cornered and somewhat powerless in the face of the process you are driving. I am not confident that this letter or submissions from my neighbours will be treated any more constructively than the verbal feedback we provided prior to the consultation document being drafted and approved.

My confidence in the process has been destroyed by the careful shaping of content in the consultation document and the long bow drawn between the 2 accidents and benefits associated with a joined up cycle lane, along with the other issues I highlighted.

I intend to pursue whatever avenues I can outside the process to protect roadside parking that you are proposing be removed.

I am concerned that Rongotai College, parents of students, neighbours further along the street who will experience the knock on effect of the reduced parking, and the most proximate business do not appear to not have been made aware directly of the proposed changes.

It is my intention to share this letter and your consultation paper with legal firm on a no win no fee basis and should the proposed removal of the car parking opposite Rongotai College continue we will be challenging the council through the courts based on the tactics and misinformation that are being used to justify this proposed change.

Three of the four residents impacted by the proposed change purchased their properties within the last 12 months. We will be seeking professional valuations on the dollar impact that the proposed changes will have on property values and will be suing the council for the reduced property valuations.

In addition I intend to review the minor works plan and raise a number Official Information Act request regarding the following as a starting point:

- a) the criteria used to prioritise this initiative ahead of other minor works;
- b) the process of prioritising this and similar initiatives in the minor works programme;
- c) The people and/or positions of people tasked with prioritising the minor works programme;
- d) the detail relating to who and when the requirement to join the cycle lane lines was raised;
- e) the number of minor works consultation processes run over the last 36 months and details of any amendments to cycle way proposals accepted as result of this type of consultation in comparison to the number of amendments resulting from consultations on other minor works programmes.

I will then explore if any trends seem to exist and generate whatever local, regional or national interest I can raise either online or in the mainstream media.

I am very frustrated that having met with Brett that this process has every appearance of being driven by the agenda of a narrow interest group in Council,

Your early response to the concerns raised would be appreciated.

Regards

Peter Cooper

RONGOTAI COLLEGE

Principal: Kevin R. Carter M.A. (Hons); Dip. Tchg.

TR22-15
X

13 March 2015

Mr Brett McPhedran
Principal Engineer – Cycling City Networks
Wellington City Council
PO Box 2199
WELLINGTON 6014

Dear Brett,

Re: Proposed Traffic Resolution (TR22 – 15 – Coutts and Salek Streets, Kilbirnie)

I have received a copy of the above proposal from a local resident. I have to advise that Rongotai College has not formally received a formal copy of this during the consultation period, as would be expected.

It would appear from speaking with local residents, that the views of myself and of Rongotai College may have been misinterpreted by you. **The college is NOT in favour** of the proposal to add a second cycle lane to Coutts Street. I am also personally not in favour. It appears from the residents that the Council representative who communicated with them implied that the college was one of the groups who asked for this to happen and was in favour. Neither is the case.

As I stated when I met with you, I do not believe we can lose parking in the area surrounding the entrance to the school. This area is used by our parents and caregivers when dropping off and picking up their children. Although the pedestrian crossing has been reconfigured to improve the initial concept, I would continue to raise concerns as to the efficacy of the reconfiguration to solve traffic problems at peak times.

Furthermore, I continue to raise concerns regarding the turning bay into the school's entrance opposite Salek Street. As I conveyed to you when we discussed this matter initially, this entrance (which, if you recall, you were not aware of) is used for parents and caregivers dropping off and picking up students, it is the entrance to the staff car park, and it is also used by the taxis dropping off and picking up the 21 students in our special needs unit. It is also the main access for contractors and emergency vehicles (such as ambulances). In any given day, at least 60 vehicle arrivals occur through that entrance. Removal of that turning bay would greatly restrict vehicles entering that entrance and provide potential for traffic jams on a heavily used piece of road. This is further complicated by the restricted line of sight for traffic turning north into Coutts Street from Salek Street. More than anything, I believe this shows that Coutts Street is simply not wide enough to accommodate a cycle lane on each side of the road.

170 Coutts Street, PO Box 14-063 • Kilbirnie, Wellington • New Zealand
Tel: 64-4-939 3050 • Fax: 64-4-939 3060 • Email: the.principal@rongotai.school.nz
www.rongotai.school.nz  www.facebook.com/RongotaiCollege

If these proposed traffic changes are to encourage cycling, why do you not simply divert cycle traffic to the new Leonie Gill Cycleway, which has recently been constructed at significant expense to the Council? This cycleway is 50 metres from the Tirangi Road / Coutts Street intersection. The college has worked with Council during the consultation and construction phases of this project, and is keen to see this valuable new asset fully utilised.

I would be happy to discuss this further with a Council representative.

Yours sincerely,



KEVIN CARTER
Principal

Copy to: Councillor P Eagle
Councillor R Ahipene-Mercer
Councillor S Marsh
Councillor S Woolf
Councillor S Free



Item 2.4 Attachment 3



TRAFFIC RESOLUTIONS TR 23-15 - NGAURANGA GORGE, CYCLE LANE

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 draft proposed resolution was advertised on 24 February 2015, allowing the public 18 days to provide feedback.
1. All feedback received during the Consultation period has been included in the 'Discussion' of this report and, where appropriate, officers' responses have been included.

Recommendations

That the Transport and Urban Development Committee:

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

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

Column One	Column Two	Column Three
Centennial Highway	<i>Bus Stop – At All Times</i>	<i>North side, commencing 82.5 metres west of its intersection with Malvern Road and extending in a westerly direction following the northern kerbline for 12 metres.</i>

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

Column One	Column Two	Column Three
Ngauranga Gorge Road	<i>No Stopping – At All Times</i>	<i>South side, commencing from its intersection with Glover Street (Grid coordinates $x=1751934.4$ $y=5432731.1$m) and extending in an easterly direction following the southern kerbline for 14 metres.</i>

Ngauranga Gorge Road	<i>No Stopping – At All Times</i>	<i>South side, commencing 105 metres east of its intersection with Glover Street (Grid coordinates x=1752008.0m y=5432664.7m) and extending in an easterly direction following the southern kerbline for 18 metres.</i>
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Add to Schedule I (Cycle lanes) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Centennial Highway	<i>Cycle lane</i>	<i>North side, commencing 217 metres west of its intersection with Glover Street (Grid coordinates x=1751723.6m y=5432819.6m) and extending in an easterly direction following the northern kerbline for 249 metres.</i>
Ngauranga Gorge Road	<i>Cycle lane</i>	<i>North side, commencing 21 metres east of its intersection with Glover Street (Grid coordinates x=1751955.2m y=5432731.0m) and extending in an easterly direction following the northern kerbline for 120 metres.</i>

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

Column One	Column Two	Column Three
Ngauranga Gorge Road	<i>Bus Stop – At All Times</i>	<i>North side, commencing 42 metres east of its intersection with Glover Street (Grid coordinates x=1751970.9m y=5432719.8m) and extending in an easterly direction following the northern kerbline for 13 metres.</i>

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

Column One	Column Two	Column Three
Ngauranga Gorge Road	<i>2 Hours Maximum – At All Times</i>	<i>South side, commencing 18 metres east of its intersection</i>

with Glover Street (Grid coordinates x= 1751948.0m y=5432723.5m) and extending in an easterly direction following the southern kerbline for 20 metres.

Background

3. This location was brought to our attention by the police as an area of concern. A number of other minor cycle safety issues were also previously identified at this location. A crash review shows three cyclist injury crashes in the area.
4. This project addresses a 400m long section of Ngauranga Gorge Road and Centennial Highway which starts at Wakely Road and ends at the merge location back onto Centennial Highway.
5. In October 2014 some 45 cyclists per hour used this route for their morning commute. This area was also frequented by a high number of buses (24 buses in the AM peak) although approximately 50% of those stopped at the bus stop due to user demand. When buses did stop, almost all did not pull in tight enough to the kerb to allow passing by other general traffic. It appeared that many bus patrons drove to this location to board the bus with the result being the majority of public parking being utilised by commuters.
6. Observations also noted that vehicles operating speed in the area did not appear to comply with the 50kph speed limit. A contributing factor is likely the very large marked vehicle lane, which is up to 6m in places. Without opposing traffic, the route has a very unconstrained atmosphere.
7. Possible cycle improvement options to enhance safety and convenience were investigated.
8. A shared pathway which was ruled out due to safety issues of users with high differences in speeds. This could result in higher collision severities.
9. It is proposed to provide a kerbside protected bike lane north of Glover Street on the alignment of the existing footpath and to create a new separate footpath.
10. Between Glover Street and Malven Road, where a 50km/h speed limit operates, on-road cycle lanes are proposed.
11. A bus stop bypass is required based on the Christchurch Cycle Design Guidelines warrants of 4-6 buses/hour peak. The bus stop at this location has a scheduled 25 buses/hour to stop in the AM Peak. It should be noted however that not all stop (based on site observations 12 buses/hr in the AM peak stopped here). This is still twice the warrant and noting the potential speed of cyclists at the current location a bus bypass is recommended.
12. Different configurations of bypasses were considered but all require moving of the bus stop downstream. A configuration similar to that of the proposed bus stop bypasses in Island Bay has been proposed which includes ramps to help slow cyclists entering the area but allows them to retain priority. A bus boarder is proposed which will help formalise the current arrangement of buses stopping and/or slowing traffic but with additional space to allow for driver reaction times. This new geometry will also naturally provide a slowing of vehicle operating speeds.

13. The bus boarder does have an impact on parking though, converting 16 of the 28 available angle parks on the west side of the Ngauranga Gorge Road into 9 parallel parking spots. This is an overall reduction of seven spots available to commuters and businesses. Four of the parallel parking spaces have also been proposed as time limited 2hr maximum to assist in reducing impacts on businesses due to the loss of unrestricted parking.
14. GWRC and Mana Bus services have been consulted and support the shift in bus stop location. In addition NZTA have been consulted and may assist in delivery of the proposed improvements if approved.
15. Letters were delivered to all properties adjacent to the proposed works prior to putting forward the traffic resolution. We have met on site with business and land owners adjacent to the proposed improvements.
16. Feedback received from the area stakeholders was that the operating speeds are high here, the current bus stop location is operating ok (does not necessarily need to be moved), and parking is dominated by commuters leaving little for businesses.
17. There was also some concern regarding visibility of businesses with placement of the bus shelter. Officers have made some adjustments in placement of the shelter to try to minimise any obstruction of signage or show room windows.
18. This project also includes elements of traffic minor safety work identified and reviewed by the Wellington City Council traffic safety team. These include narrowing and keep clear hatching for the Glover Street intersection, and additional speed limit markings. The lanes are also being reduced in width which should also assist in reducing operating speeds.
19. After reviewing initial feedback, and making changes where appropriate council engineers recommend this Traffic Resolution to proceed as safety and transport should have priority over commuter parking.
20. A Proposed Traffic Resolution Report was drafted, containing all the background information above, along with the legal description and a map detailing the proposed changes. A copy of this can be found in Attachment 1.
21. Details on this proposal were publicly advertised in the Dominion Post on Tuesday 24 February 2015. Copies were hand delivered to all properties in the affected area and electronic copies were sent to the Onslow-Western Ward Councillors. An electronic copy was also available on the 'Have your Say' Section of the Wellington City Council Website. Members of the public had 18 days to provide feedback.

Discussion

22. During the feedback period officers received 16 pieces of feedback which did not support the proposal. 13 were from individuals, and 3 on behalf of an organisation:
 - As individuals:
 - Debbie Allison
 - Maria Stephens
 - Natalie McCarthy
 - Kevin McCarthy
 - Kat Walton
 - Dawn Bailey
 - Beerley Walter
 - Jacob Mancer

- Shelley Wilson
- Kaye Goodall
- Rebecca Morris
- Jay Dayha
- Jacqui Blair
- On behalf of an organisation:
 - Geoff Guenole, Stafford Property Investments
 - Lana Toomer, Signwise Wellington
 - Joel Matsis, Goleman

23. Full copies of their feedback is included in Attachment 2.

Officers response to feedback

24. Officers have reviewed submissions on the traffic resolution and almost all submissions related to the wish to retain parking for commuting. It is valid to point out that commuter parking in the area is quite constrained by the Highway and topography. The only other public parking option is up Glover street which can also be quite busy.

Alternative scheme

25. In order to accommodate retention of the commuter parking to the greatest degree possible an option is presented to move the concrete barriers which would allow keeping all but two parking spaces. The concrete barrier runs between the parking and the Centennial Highway. These barriers could be moved towards the Highway side to allow for more space for parking. The option would still require NZTA approval prior to implementation although preliminary indications are that it should be feasible.
26. A minimum shoulder width of 1.5m on the Highway would be required according to Austroads design guidance. That being said, moving the barrier closer to the traffic lane (whether within the design guidance or not) would likely result in more frequent property damage crashes and injury incidents on the highway.
27. If the barriers are moved though it allows all but two regular angle parking spaces to be retained. Two spaces are still required to allow truck turning movements around the bus boarder island.
28. These two spaces could be converted to motorcycle parking however as the trucks would only track over the back part of the space. In order to make the best use of the available space is it suggested that a motorcycle parking rank be established in the narrow space opposite the bus stop, which is unsuitable for car parking. This is considered preferable to filling the space with a traffic island that may introduce a hazard at times when the area is not well used.

Alternative scheme – additional cost

29. The estimated additional costs to move the barriers, replace kerbing, surfacing, and traffic management related to retaining parking to the greatest degree possible is \$100,000.
30. This is an additional cost, on top of the estimated \$100,000 to carry out the work as per the original plan.

Conclusion

31. After reviewing traffic resolution feedback council engineers would still recommend the original Traffic Resolution to proceed as safety and effective movement should have priority over commuter parking.
32. However should it be felt the negative effects be great enough to incur the additional costs and some additional safety risk to highway users, a copy of the detailed map and legal description for the alternative proposal can be found in Attachment 3.

Attachments

Attachment 1.	Initial Proposed Traffic Resolution TR 23-15, Ngauranga Gorge Rd - as advertised to the public	Page 112
Attachment 2.	Feedback received on TR 23-15, Ngauranga Gorge Rd	Page 122
Attachment 3.	Alternative Option - Detailed legal description and Map	Page 141
Attachment 4.	Overview Map - TR 23-15	Page 145

Authors	Kelly Rumens, Project Coordinator Paul Barker, Safe and Sustainable Transport Manager
Authoriser	Anthony Wilson, Chief Asset Officer

SUPPORTING INFORMATION

Consultation and Engagement

There has been targeted engagement with the directly affected community as well as general notification of the proposal.

Treaty of Waitangi considerations

None.

Financial implications

Funding is allowed for as part of the minor works of the Cycle Network Budget CX112.

Policy and legislative implications

Transport legislation and Local Government Act requirements have been considered in proposing these changes.

Risks / legal

None.

Climate Change impact and considerations

The implementation of a cycle network will have a positive effect on emissions.

Communications Plan

Submitters will be informed of the outcome of the traffic resolution and all affected parties will be notified prior to any parking or traffic changes taking place.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 23 – 15

Location: Ngauranga Gorge Road & Centennial Highway - Ngauranga

Proposal: Cycle Lanes, Bus Stops, No Stopping – At All Times, and Time Limited Parking

Information: This location was brought to our attention by the police as an area of concern. A number of other minor cycle safety issues were also previously identified at this location. A crash review shows three cyclist injury crashes in the area.

This project addresses a 400m long section of Ngauranga Gorge Road and Centennial Highway which starts at Wakely Road and ends at the merge location back onto Centennial Highway.

In October 2014 some 45 cyclists per hour used this route for their morning commute. This area was also frequented by a high number of buses (24 buses in the AM peak) although approximately 50% of those stopped at the bus stop due to user demand. When buses did stop, almost all did not pull in tight enough to the kerb to allow passing by other general traffic. It appeared that many bus patrons drove to this location to board the bus with the result being the majority of public parking being utilised by commuters.

Observations also noted that vehicles operating speed in the area did not appear to comply with the 50kph speed limit. A contributing factor is likely the very large marked vehicle lane, which is up to 6m in places. Without opposing traffic, the route has a very unconstrained atmosphere.

Possible cycle improvement options to enhance safety and convenience were investigated. A shared pathway which was ruled out due to safety issues of users with high differences in speeds. This could result in higher collision severities.

It is proposed to provide a kerbside protected bike lane north of Glover Street on the alignment of the existing footpath and to create a new separate footpath. Between Glover Street and Malven Road, where a 50km/h speed limit operates, on-road cycle lanes are proposed.

A bus stop bypass is required based on the Christchurch Cycle Design Guidelines warrants of 4-6 buses/hour peak. The bus stop at this location has a scheduled 25 buses/hour to stop in the AM Peak. It should be

PROPOSED TRAFFIC RESOLUTION

noted however that not all stop (based on site observations 12 buses/hr in the AM peak stopped here). This is still twice the warrant and noting the potential speed of cyclists at the current location a bus bypass is recommended.

Different configurations of bypasses were considered but all require moving of the bus stop downstream. A configuration similar to that of the proposed bus stop bypasses in Island Bay has been proposed which includes ramps to help slow cyclists entering the area but allows them to retain priority. A bus boarder is proposed which will help formalise the current arrangement of buses stopping and/or slowing traffic but with additional space to allow for driver reaction times. This new geometry will also naturally provide a slowing of vehicle operating speeds.

The bus boarder does have an impact on parking though, converting 16 of the 28 available angle parks on the west side of the Ngauranga Gorge Road into 9 parallel parking spots. This is an overall reduction of seven spots available to commuters and businesses. Four of the parallel parking spaces have also been proposed as time limited 2hr maximum to assist in reducing impacts on businesses due to the loss of unrestricted parking.

GWRC and Mana Bus services have been consulted and support the shift in bus stop location. In addition NZTA have been consulted and may assist in delivery of the proposed improvements if approved.

Letters were delivered to all properties adjacent to the proposed works prior to putting forward the traffic resolution. We have met on site with business and land owners adjacent to the proposed improvements.

Feedback received from the area stakeholders was that the operating speeds are high here, the current bus stop location is operating ok (does not necessarily need to be moved), and parking is dominated by commuters leaving little for businesses.

There was also some concern regarding visibility of businesses with placement of the bus shelter. Officers have made some adjustments in placement of the shelter to try to minimise any obstruction of signage or show room windows.

This project also includes elements of traffic minor safety work identified and reviewed by the Wellington City Council traffic safety team. These include narrowing and keep clear hatching for the Glover Street intersection, and additional speed limit markings. The lanes are also being reduced in width which should assist in reducing operating speeds.

PROPOSED TRAFFIC RESOLUTION

After reviewing initial feedback, and making changes where appropriate council engineers recommend this Traffic Resolution to proceed as safety and affective movement should have priority over commuter parking.

Key Dates:

- | | |
|---|------------------|
| 1) Advertisement in the Dominion Post Newspaper | 24 February 2015 |
| 2) Feedback period closes. | 13 March 2015 |
| 3) If no objections received report sent to Transport & Urban Development Committee for approval. | 16 April 2015 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Reference: TR 23 – 15

Location: Ngauranga Gorge Road & Centennial Highway - Ngauranga

Proposal: Cycle Lanes, Bus Stops, No Stopping – At All Times, and Time Limited Parking

Legal Description:

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

Column One	Column Two	Column Three
Centennial Highway	<i>Bus Stop – At All Times</i>	<i>North side, commencing 82.5 metres west of its intersection with Malvern Road and extending in a westerly direction following the northern kerbline for 12 metres.</i>

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

Column One	Column Two	Column Three
Ngauranga Gorge Road	<i>No Stopping – At All Times</i>	<i>South side, commencing from its intersection with Glover Street (Grid coordinates x=1751934.4 y=5432731.1m) and extending in an easterly direction following the southern kerbline for 14 metres.</i>
Ngauranga Gorge Road	<i>No Stopping – At All Times</i>	<i>South side, commencing 105 metres east of its intersection with Glover Street (Grid coordinates x=1752008.0m y=5432664.7m) and extending in an easterly direction following the southern kerbline for 18 metres.</i>

PROPOSED TRAFFIC RESOLUTION

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

Column One	Column Two	Column Three
Centennial Highway	Cycle lane	North side, commencing 217 metres west of its intersection with Glover Street (Grid coordinates x=1751723.6m y=5432819.6m) and extending in an easterly direction following the northern kerbline for 249 metres.
Ngauranga Gorge Road	Cycle lane	North side, commencing 21 metres east of its intersection with Glover Street (Grid coordinates x=1751955.2m y=5432731.0m) and extending in an easterly direction following the northern kerbline for 120 metres.

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

Column One	Column Two	Column Three
Ngauranga Gorge Road	Bus Stop – At All Times	North side, commencing 42 metres east of its intersection with Glover Street (Grid coordinates x=1751970.9m y=5432719.8m) and extending in a easterly direction following the northern kerbline for 13 metres.

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

Column One	Column Two	Column Three
Ngauranga Gorge Road	2 Hours Maximum – At All Times	South side, commencing 18 metres east of its intersection with Glover Street (Grid coordinates x= 1751948.0m y=5432723.5m) and extending in an easterly direction following the southern kerbline for 20 metres.

PROPOSED TRAFFIC RESOLUTION

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

Reference: TR 23 – 15

Location: Ngauranga Gorge Road & Centennial Highway - Ngauranga

Proposal: Cycle Lanes, Bus Stops, No Stopping – At All Times, and Time Limited Parking

Prepared By: **Brett McPhedran** (Principal Cycling Engineer)

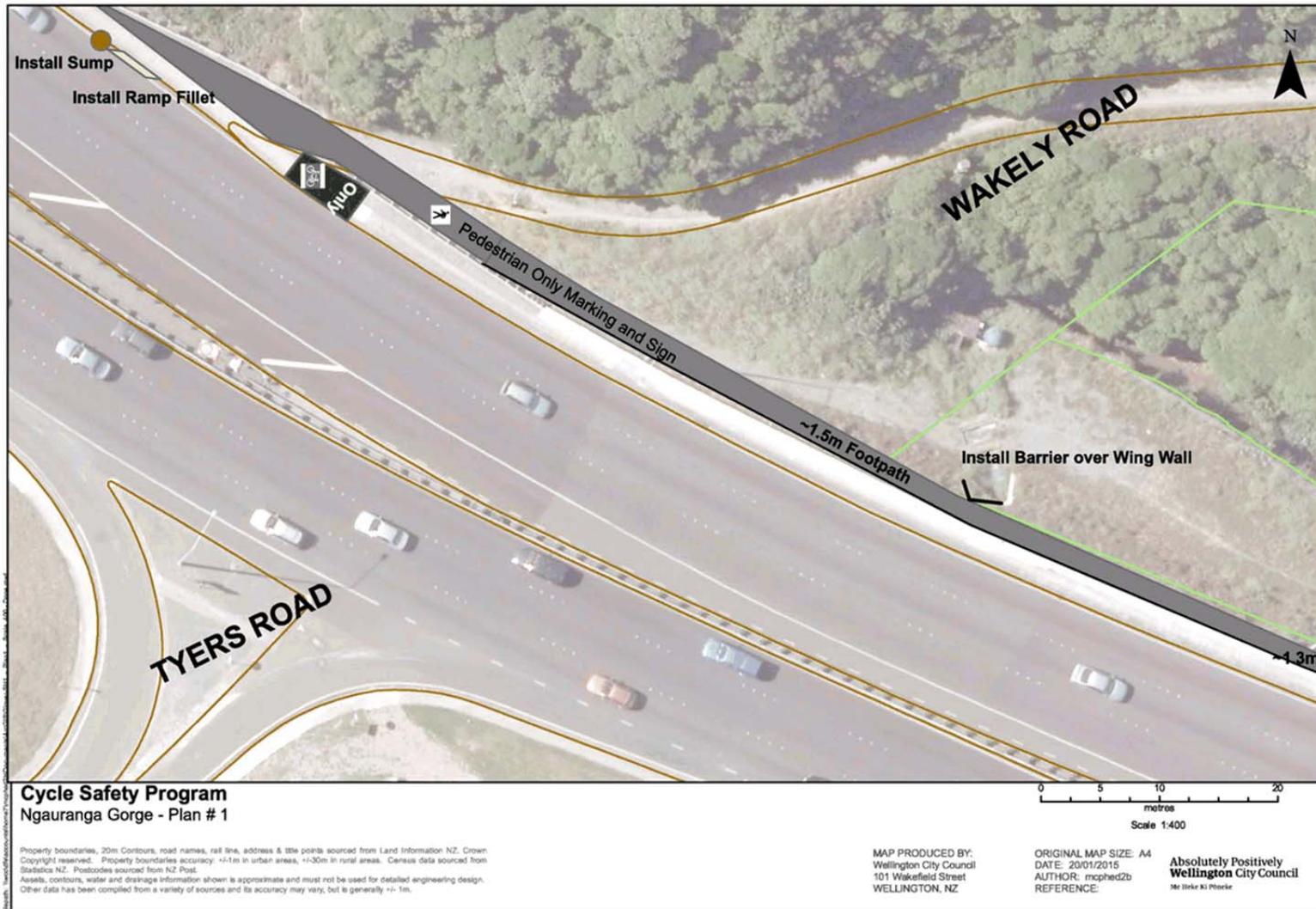
Approved By: **Steve Spence** (Chief Transport Planner)

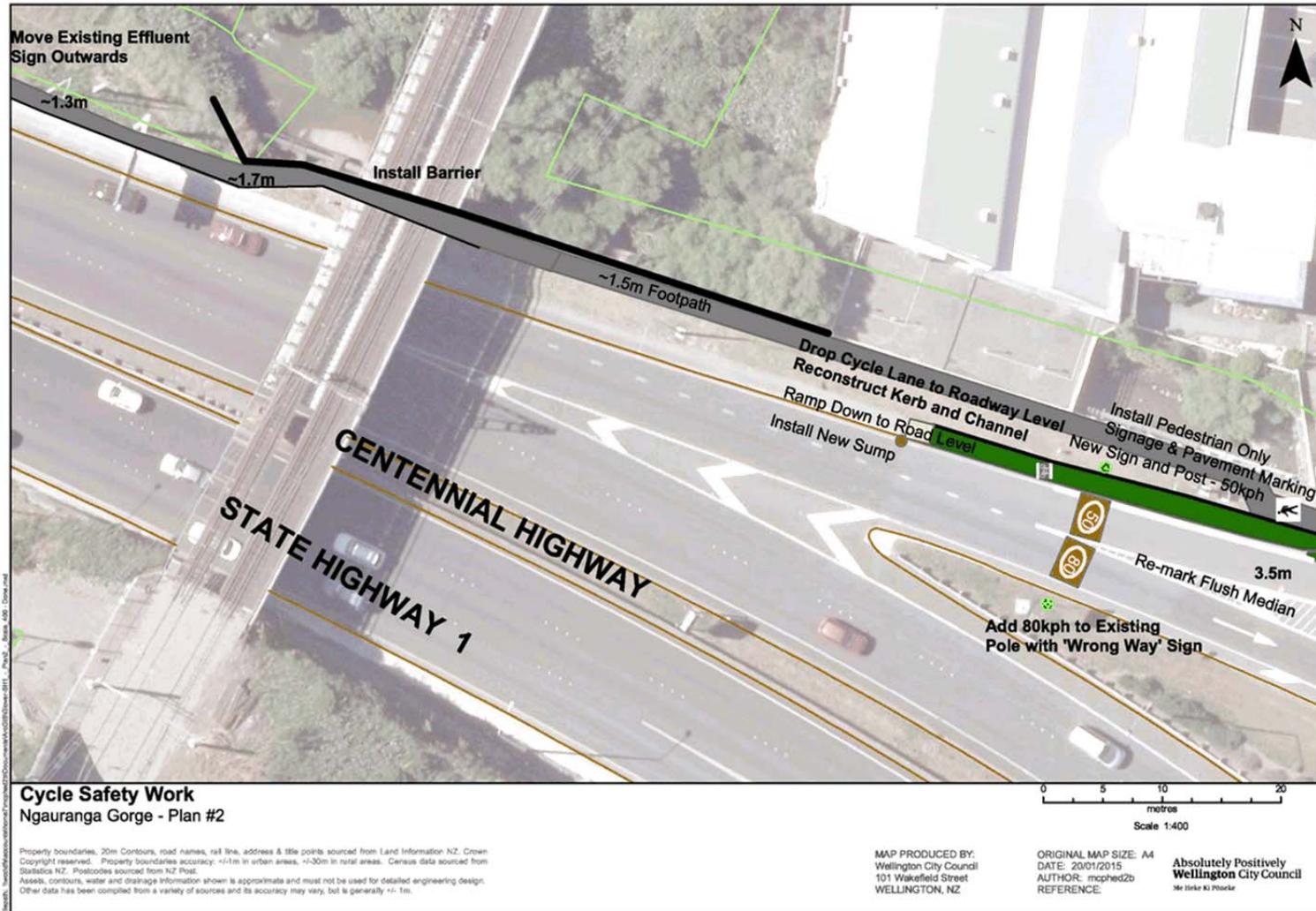
Date:

WCC Contact:

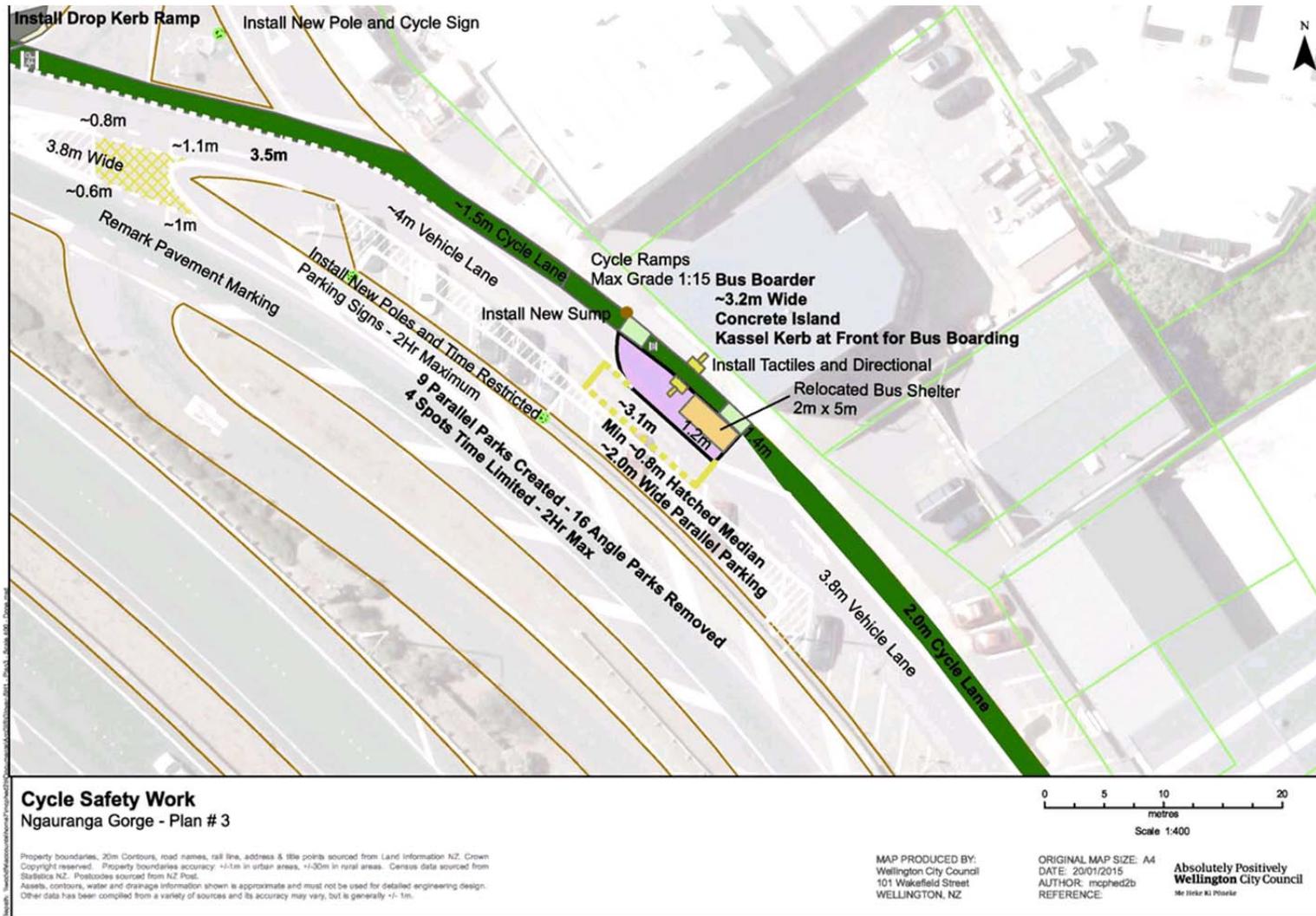
Brett McPhedran
Principal Cycling Engineer
Safe & Sustainable Transport Team
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone: +64 4 806 4722
Email: brett.mcphedran@wcc.govt.nz

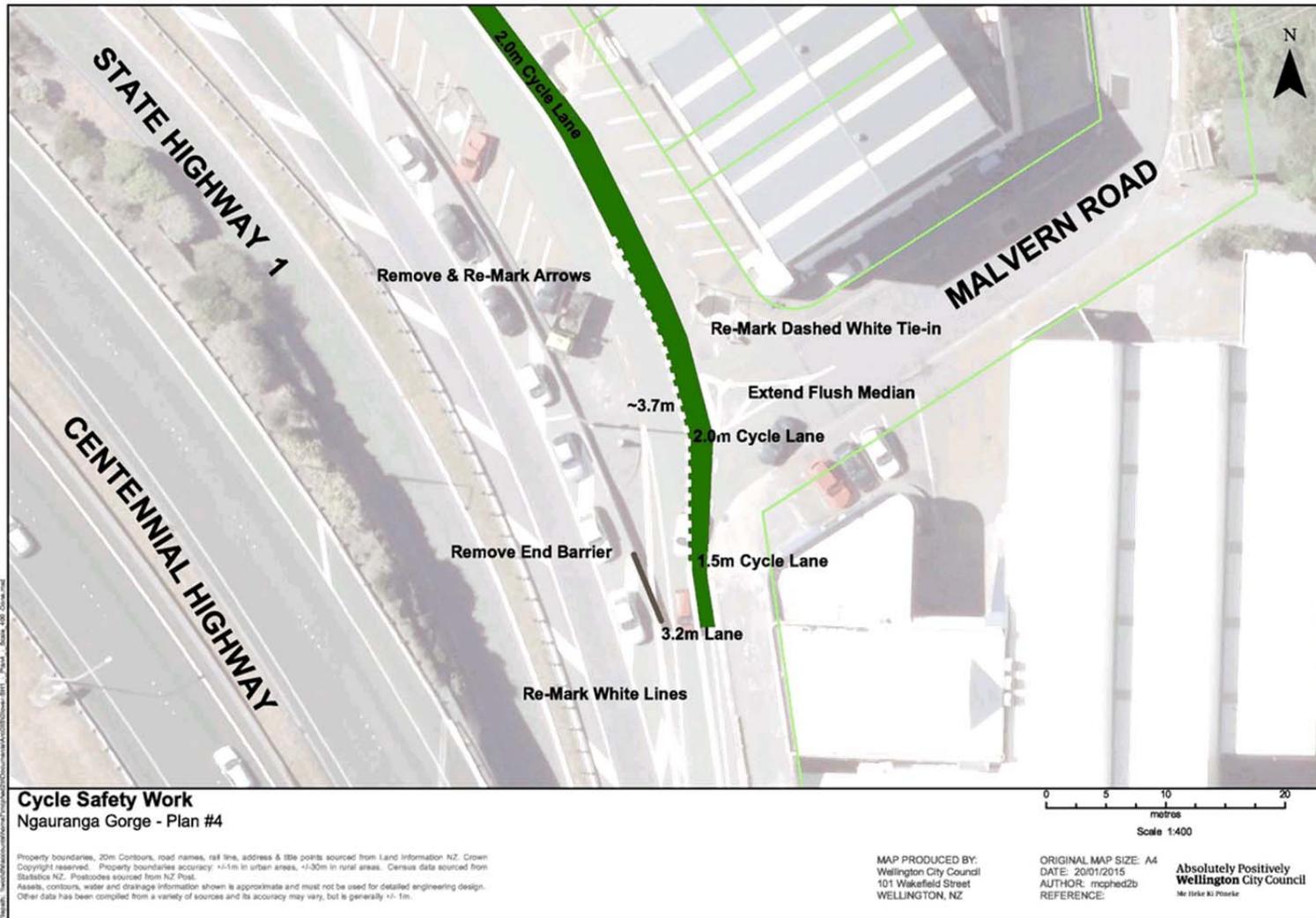
Item 2.5 Attachment 1





Item 2.5 Attachment 1





Item 2.5 Attachment 1

Traffic Resolutions (Feb 2015) - Traffic & Parking Restrictions - Round 1 -
Submissions

Response ID: 8 Data

1.

First Name:

Debbie

Last Name:

Allison

Street Address:

27 Bracken Road

Suburb:

Paparangi

City:

Wellington

Phone:

0274444179

Email:

deballison@outlook.com

I am giving this feedback:

as an individual

Organisation name:

2.

Traffic resolution reference number:

TR23-15

Do you agree with the proposed changes?

No

Comments:

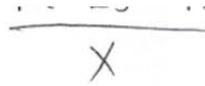
3. Thank you, Debbie

Email Goes to Kelly Rumens

Feb 24, 2015 17:00:46 Success: Email Sent to: saferroads@wcc.govt.nz

Email to submitter

Feb 24, 2015 17:00:48 Success: Email Sent to: deballison@outlook.com



Traffic Resolutions (Feb 2015) - Traffic & Parking Restrictions -
Round 1 - Submissions

1.

First Name:

Maria

Last Name:

Stephens

Street Address:

Flat 2, 16 Ross Street

Suburb:

Kilbirnie

City:

WELLINGTON

Phone:

0211369733

Email:

maria@ebs.org.nz

I am giving this feedback:

as an individual

Organisation name:

2.

Traffic resolution reference number:

TR23-15

Do you agree with the proposed changes?

No

Comments:

This is a ridiculous proposal. Where are employees meant to park?! There are no other options!! Besides being reduced to taking the bus and getting run over when trying to get across the busy road!!!

TR 23-15
X

Traffic Resolutions (Feb 2015) - Traffic & Parking Restrictions - Round 1 - Submissions

1.

First Name:

Natalie

Last Name:

McCarthy

Street Address:

5 Ngauranga Gorge Road

Suburb:

City:

Wellington

Phone:

044999044

Email:

accounts@signwise.co.nz

I am giving this feedback:

as an individual

Organisation name:

2.

Traffic resolution reference number:

TR23-15

Do you agree with the proposed changes?

No

Comments:

There are 10 of us that drive to work and use the carparks - this is just one building out of about 5 that use the parking, where are we supposed to park?

TR 23-15
X

Traffic Resolutions (Feb 2015) - Traffic & Parking Restrictions - Round 1 - Submissions

1.

First Name:

Kevin

Last Name:

McCarthy

Street Address:

5 Ngauganga Gorge

Suburb:

City:

WELLINGTON

Phone:

Email:

kevandnat@xtra.co.nz

I am giving this feedback:

as an individual

Organisation name:

2.

Traffic resolution reference number:

TR23-15

Do you agree with the proposed changes?

No

Comments:

Where are the employees supposed to park who work at the businesses - there are no other parks - whoever did the survey on people parking their cars and catching the bus and also the amount of cyclists per hour must have fudged the results as this sure isn't the case

123-15
X

Traffic Resolutions (Feb 2015) - Traffic & Parking Restrictions - Round 1 - Submissions

1.

First Name:

Kat

Last Name:

Walton

Street Address:

59 McParland Street

Suburb:

Elderslea

City:

Upper Hutt

Phone:

Email:

kat.walton@uhcc.govt.nz

I am giving this feedback:

as an individual

Organisation name:

2.

Traffic resolution reference number:

TR23-15

Do you agree with the proposed changes?

No

Comments:

123 12
X

Traffic Resolutions (Feb 2015) - Traffic & Parking Restrictions - Round 1 - Submissions

1.

First Name:

Dawn

Last Name:

Bailey

Street Address:

54A Chesterton St

Suburb:

Johnsonville

City:

Wellington

Phone:

021424282

Email:

madj@paradise.net.nz

I am giving this feedback:

as an individual

Organisation name:

2.

Traffic resolution reference number:

TR23-15

Do you agree with the proposed changes?

No

Comments:

not enough parks as is let alone reducing them. Cam not see how this is a resolution

1723 0

X

Traffic Resolutions (Feb 2015) - Traffic & Parking Restrictions - Round 1 - Submissions

1.

First Name:

Beerley

Last Name:

Walter

Street Address:

22 Miromiro Road

Suburb:

Normandale

City:

Lower hutt

Phone:

Email:

beverley.walter@signwise.co.nz

I am giving this feedback:

as an individual

Organisation name:

2.

Traffic resolution reference number:

TR23-15

Do you agree with the proposed changes?

No

Comments:

I am concerned and unhappy about the proposal to reduce the car parking spaces from 28 to 16 as there already is a regular shortage of spaces. At our company alone there are 10 individuals who drive to work, there are other surrounding businesses AND an increasing number of cyclists who use these spaces to ease the morning commute whilst avoiding cycling up the gorge. Not to mention the car-pooling contractors who also seem to make use of the available parks. There have been a number of occasions in the last few months where I have been unable to park in an allocated space due to their demand, and I am at work at 7.45am most mornings! If traffic and car numbers into the capital continue to increase over the coming years - and we all know they will - the demand for additional spaces is only going to go up in accordance. WHY would you even consider removing almost half of the available parking???

Please do not do this.

1234

X

Traffic Resolutions (Feb 2015) - Traffic & Parking Restrictions - Round 1 - Submissions

1.

First Name:

Jacob

Last Name:

Mancer

Street Address:

4 Naseby Grove

Suburb:

Wainuiomata

City:

Wellington

Phone:

0278163008

Email:

jacob.mancer@signwise.co.nz

I am giving this feedback:

as an individual

Organisation name:

2.

Traffic resolution reference number:

TR23-15

Do you agree with the proposed changes?

No

Comments:

The 28 carparks in this area are mainly used for staff in the nearby businesses, in which a majority of these parks will be filled through-out the day (usually around 24-26 parks are always occupied by staff).

As there is no other nearby parking for this area of Ngauranga, this would leave a majority of the staff without anywhere to park which will impact the surrounding businesses.

A possible solution for reducing the speed of vehicles travelling down this road as they exit the motorway would be to install speed bumps forcing the traffic to slow, therefore reducing risk to cyclists.

1351
X

Traffic Resolutions (Feb 2015) - Traffic & Parking Restrictions - Round 1 - Submissions

1.

First Name:

Shelly

Last Name:

wilson

Street Address:

50 Arawhata St

Suburb:

Ranui

City:

Porirua

Phone:

Email:

shelby.w@xtra.co.nz

I am giving this feedback:

as an individual

Organisation name:

2.

Traffic resolution reference number:

TR23-15

Do you agree with the proposed changes?

No

Comments:

There needs to be adequate parking for employees and visitors or these businesses will no longer be able to operate. - Thus no rates for WCC not to mention more unemployed.



Traffic Resolutions (Feb 2015) - Traffic & Parking Restrictions - Round 1 - Submissions

1.

First Name:

kaye

Last Name:

goodall

Street Address:

18 kentucky st

Suburb:

upper hutt

City:

wellington

Phone:

0274265040

Email:

htarakura@huttkindergarten.org.nz

I am giving this feedback:

as an individual

Organisation name:

2.

Traffic resolution reference number:

TR23-15

Do you agree with the proposed changes?

No

Comments:

Ridiculous to take away the only available parking space for workers in this area, and for customer carparking

TR 23-15
X

Traffic Resolutions (Feb 2015) - Traffic & Parking Restrictions - Round 1 - Submissions

1.

First Name:

Rebecca

Last Name:

Morris

Street Address:

10 The Haven

Suburb:

Porirua

City:

Porirua

Phone:

+64272498187

Email:

welshie1@xtra.co.nz

I am giving this feedback:

as an individual

Organisation name:

2.

Traffic resolution reference number:

TR23-15

Do you agree with the proposed changes?

No

Comments:

~~1. 2. 3.~~
X

Traffic Resolutions (Feb 2015) - Traffic & Parking Restrictions - Round 1 - Submissions

1.

First Name:

Jay

Last Name:

Dayha

Street Address:

5 Ngauranga Gorge Road

Suburb:

City:

WELLINGTON

Phone:

Email:

workshop@signwise.co.nz

I am giving this feedback:

as an individual

Organisation name:

2.

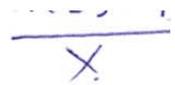
Traffic resolution reference number:

TR23-15

Do you agree with the proposed changes?

No

Comments:



Traffic Resolutions (Feb 2015) - Traffic & Parking Restrictions - Round 1 - Submissions

1.

First Name:

Jacqui

Last Name:

Blair

Street Address:

39 Collins Avenue

Suburb:

Linden

City:

Wellington

Phone:

Email:

scruffyblair@xtra.co.nz

I am giving this feedback:

as an individual

Organisation name:

2.

Traffic resolution reference number:

TR23-15

Do you agree with the proposed changes?

No

Comments:

IN 43710
X

STAFFORD PROPERTY INVESTMENTS LIMITED

P.O. BOX 9764
MARION SQUARE
WELLINGTON 6141

TELEPHONE (04) 385 7214 MOBILE 021 543 468 FAX (04) 385 7216

25 November 2014

David Huang
Cycling Projects Engineer
Wellington City Council
PO Box 2199
Wellington 6140

Re: **Ngauranga Gorge Cycle Safety Work**

Dear David,

Receipt of your letter dated 14 November 2014 regarding the cycle safety work in Ngauranga Gorge is acknowledged. The proposed changes are quite extensive and could have a big impact on business in the area and vehicles using the road as well as the cyclists.

Before these works are carried out we believe it is very necessary to determine the usage of the facilities that are currently in place. For instance the bus shelter that exists at present is suitable for its purpose and moving it further south will have a major impact on businesses and vehicular traffic.

Given that we own buildings at 1,3 and 7 Ngauranga Gorge Road and also live at 4 Malvern Road Ngauranga we have a very good understanding of the area.

The bus shelter at present meets needs and its usage is limited. We would like to know what surveys were undertaken to determine the actual count of passengers using the bus shelter and our next question is what benefit will be gained from moving the bus shelter. We strongly believe that the impact of moving the bus shelter is all negative. In addition to losing car parks that

PROPERTY CONSULTANCY PROPERTY INVESTMENT PROPERTY MANAGEMENT

support the local warehouse showrooms, a bottleneck will occur for traffic due to the narrowing of the road. This bottleneck will greatly reduce the margin for error between vehicles and cyclists and thus create a safety hazard.

We believe the bus shelter should stay where it is. For the very limited time the buses actually stop to pick up and set down passengers the buses and the cyclists could share the space where the bus shelter is currently located. In this way the cost of the proposal would be less, the impact on businesses would be minimised and the safety for all who use the area would be enhanced.

There is a cycle track that runs from the Ngauranga traffic lights to Thorndon and many cyclists do not use this cycle track. There is also no guarantee that cyclists will use this proposed cycleway. Most cyclists use the northbound side of the motorway on their homeward journey and use the motorway when city bound until they go past the area of intended changes.

There are a number of people who park their cars along Ngauranga Gorge Road and cycle into the city thereby reducing the number of car parks. It is a common occurrence for people to park their private vehicles along Ngauranga Gorge Road and then be collected by their employer in a work vehicle and driven to their place of employment. Placing a time limit on the parking along Ngauranga Gorge Road would make these car parks available to people visiting businesses in the area.

Moving the bus shelter to the proposed location will have a detrimental impact upon the two businesses operating at 3 Ngauranga Gorge Road. These retail businesses rely heavily on their ability to be seen by passing traffic and the proposed bus shelter will obscure the presence these businesses have worked hard to achieve. The proposed bus shelter location will create a bottleneck with little room for bicycles cars and heavier vehicles to move, putting pedestrians and road users in dangerous situations directly outside 3 Ngauranga Gorge Road.

We believe that based on local knowledge and experience the bus shelter should stay where it is, perhaps with some minor enhancement for bus patrons.

For the very limited time the buses stop to pick up passengers, the area beside the bus shelter can be safely shared by buses and cyclists while other traffic continues to flow around them.

Yours faithfully



Geoff Guenole



Traffic Resolutions (Feb 2015) - Traffic & Parking Restrictions - Round 1 - Submissions

1.

First Name:

Lana

Last Name:

Toomer

Street Address:

5 Ngauranga Gorge Road

Suburb:

Ngauranga Gorge

City:

Wellington

Phone:

021799390

Email:

lana.toomer@signwise.co.nz

I am giving this feedback:

on behalf of an organisation

Organisation name:

Signwise Wellington

2.

Traffic resolution reference number:

TR23-15

Do you agree with the proposed changes?

No

Comments:



**Traffic Resolutions (Feb 2015) - Traffic & Parking
Restrictions - Round 1 - Submissions**

1.

First Name:

Joel

Last Name:

Matsis

Street Address:

8 Malvern Road

Suburb:

Ngauranga

City:

Wellington

Phone:

044723929

Email:

joel@goleman.co.nz

I am giving this feedback:

on behalf of an organisation

Organisation name:

Goleman

2.

Traffic resolution reference number:

TR23-15

Do you agree with the proposed changes?

No

Comments:

No our workers use this car park, as we do not have enough parking space outside of our building.

PROPOSED TRAFFIC RESOLUTION

Reference: TR 23 – 15:
Alternative Option

Location: Ngauranga Gorge Road & Centennial Highway - Ngauranga

Proposal: Cycle Lanes, Bus Stops, No Stopping – At All Times, and Motorcycle Parking

Legal Description:

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

Column One	Column Two	Column Three
Centennial Highway	Bus Stop – At All Times	North side, commencing 82.5 metres west of its intersection with Malvern Road and extending in a westerly direction following the northern kerbline for 12 metres.

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

Column One	Column Two	Column Three
Ngauranga Gorge Road	No Stopping – At All Times	South side, commencing from its intersection with Glover Street (Grid coordinates $x=1751934.4$ $y=5432731.1m$) and extending in an easterly direction following the southern kerbline for 14 metres.
Ngauranga Gorge Road	No Stopping – At All Times	South side, commencing 105 metres east of its intersection with Glover Street (Grid coordinates $x=1752008.0m$ $y=5432664.7m$) and extending in an easterly direction following the southern kerbline for 18 metres.

PROPOSED TRAFFIC RESOLUTION

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

Column One	Column Two	Column Three
Centennial Highway	Cycle lane	North side, commencing 217 metres west of its intersection with Glover Street (Grid coordinates x=1751723.6m y=5432819.6m) and extending in an easterly direction following the northern kerbline for 249 metres.
Ngauranga Gorge Road	Cycle lane	North side, commencing 21 metres east of its intersection with Glover Street (Grid coordinates x=1751955.2m y=5432731.0m) and extending in an easterly direction following the northern kerbline for 120 metres.

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

Column One	Column Two	Column Three
Ngauranga Gorge Road	Bus Stop – At All Times	North side, commencing 42 metres east of its intersection with Glover Street (Grid coordinates x=1751970.9m y=5432719.8m) and extending in a easterly direction following the northern kerbline for 13 metres.
Ngauranga Gorge Road	Motorcycle Parking – At All Times	South side, commencing 38 metres east of its intersection with Glover Street (Grid coordinates x=1751964.8 y=5432708.6m) and extending in an easterly direction following the southern kerbline for 6 metres.

PROPOSED TRAFFIC RESOLUTION

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

Reference: TR 23 – 15:
Alternative Option

Location: Ngauranga Gorge Road & Centennial Highway - Ngauranga

Proposal: Cycle Lanes, Bus Stops, No Stopping – At All Times, and Motorcycle Parking

Prepared By: **Brett McPhedran** (Principal Cycling Engineer)

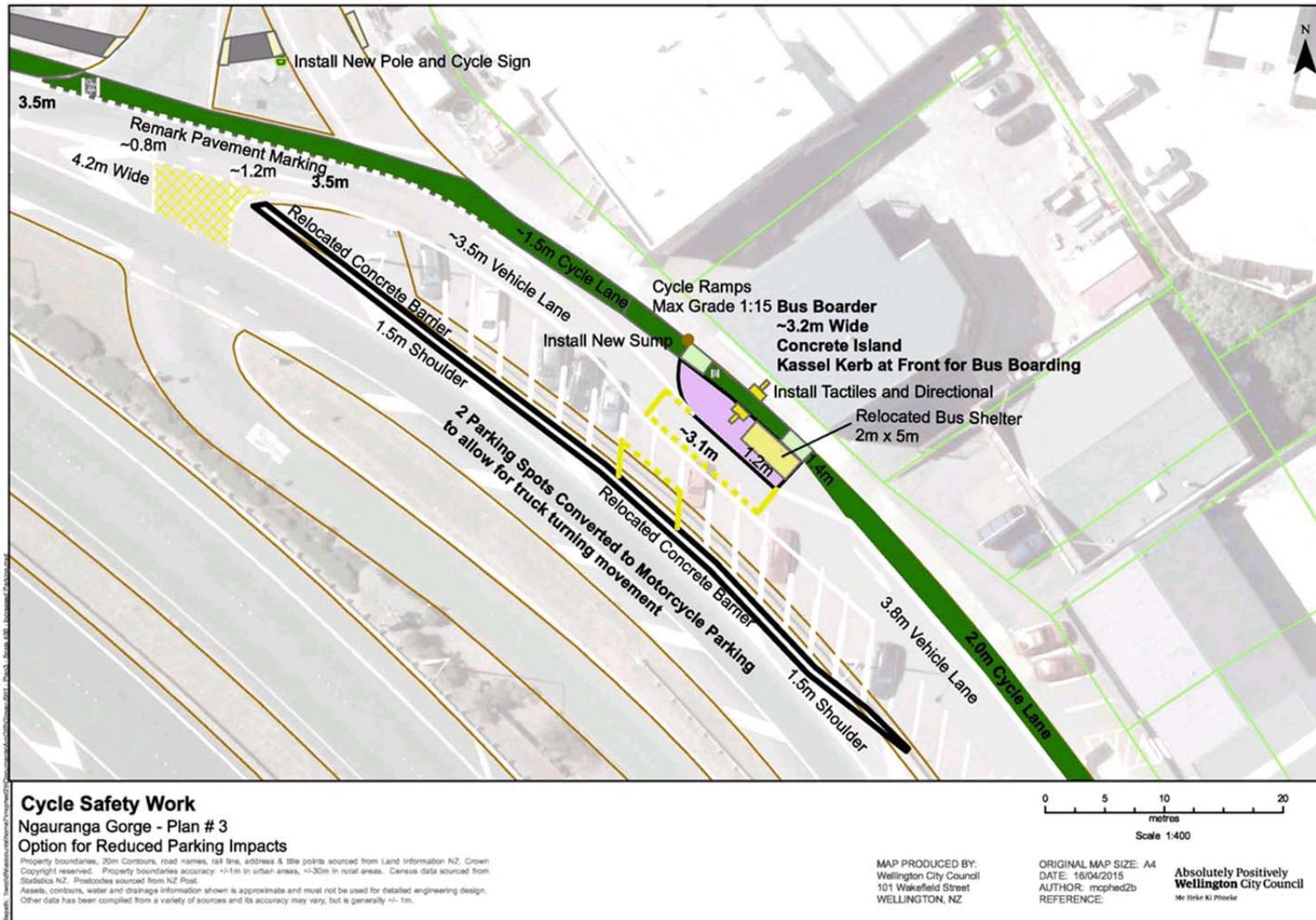
Approved By: **Steve Spence** (Chief Transport Planner)

Date:

WCC Contact:

Brett McPhedran
Principal Cycling Engineer
Safe & Sustainable Transport Team
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone: +64 4 806 4722
Email: brett.mcphedran@wcc.govt.nz

Item 2.5 Attachment 3



TR 23-15, Ngaurgana Gorge Rd, Cycle lane - OVERVIEW MAP

