
ORDINARY MEETING

OF

WELLINGTON CITY COUNCIL

AGENDA

Time: 9.15am
Date: Wednesday, 24 June 2015
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

MEMBERSHIP

Mayor Wade-Brown

Councillor Ahipene-Mercer
Councillor Coughlan
Councillor Eagle
Councillor Foster
Councillor Free
Councillor Lee
Councillor Lester

Councillor Marsh
Councillor Pannett
Councillor Peck
Councillor Ritchie
Councillor Sparrow
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.

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1 Meeting Conduct

1.1 Apologies

The Chairperson invites notice from members of:

1. Leave of absence for future meetings of the Wellington City Council; or
2. Apologies, including apologies for lateness and early departure from the meeting, where leave of absence has not previously been granted.

1.2 Announcements by the Mayor

1.3 Conflict of Interest Declarations

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

1.4 Confirmation of Minutes

The minutes of the meeting held on 08 April 2015 and 13 May 2015 will be put to the Council for confirmation.

1.5 Items not on the Agenda

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

Matters Requiring Urgent Attention as Determined by Resolution of the Wellington City Council

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 Wellington City Council

No resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the Wellington City Council for further discussion.

1.6 Public Participation

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

2. General Business

SETTING OF RATES FOR 2015/16

Purpose

1. To set the rates for Wellington City for the year commencing on 1 July 2015 and ending on 30 June 2016, under the Local Government (Rating) Act 2002 (LGRA).

Summary

2. Under section 23 of the LGRA, the Council is required to set its rates by resolution.
3. This paper provides for the Council to set rates for the year commencing on 1 July 2015 and ending on 30 June 2016.

Recommendations

That the Council:

1. Receive the information.
2. Having adopted the 2015-25 Long-term Plan (including the 2015-25 Funding Impact Statements), resolve under section 23 of the Local Government (Rating) Act 2002 (LGRA) to set the following rates for the year commencing on 1 July 2015 and concluding on 30 June 2016:

a) General Rate

A differential general rate under section 13 of the LGRA as an amount per dollar of capital value on each rating unit as follows:

- A rate of 0.223675 cents per dollar of capital value on every rating unit in the 'Base' differential rating category.
- A rate of 0.625510 cents per dollar of capital value on every rating unit in the 'Commercial, industrial and business' differential rating category.

b) Targeted rate for water supply

A targeted rate for water supply under section 16 and section 19 of the LGRA as follows:

- For rating units incorporated in the Base differential, either:
 - i. For rating units connected to the public water supply with a water meter installed, a consumption unit rate of \$1.944 per cubic metre of water used, and a fixed amount per rating unit of \$111.90, or
 - ii. For rating units connected to the public water supply without a water meter installed, a fixed amount of \$137.70 per rating unit, and a rate of 0.045198 cents per dollar of capital value.
- For rating units incorporated in the Commercial, Industrial and Business differential, either:
 - i. For rating units connected to the public water supply with a water meter

installed, a consumption unit rate of \$1.944 per cubic metre of water used, and a fixed amount per rating unit of \$111.90, or

- ii. For rating units connected to the public water supply without a water meter installed, a rate of 0.405475 cents per dollar of capital value.

c) Targeted rate for sewerage

A targeted rate for sewerage under section 16 of the LGRA on each rating unit connected to the Council sewerage system as follows:

- For rating units incorporated in the Base differential:
 - i. A fixed amount of \$106.60 per rating unit, and a rate of 0.042882 cents per dollar of capital value.
- For rating units incorporated in the Commercial, Industrial and Business differential:
 - ii. A rate of 0.144413 cents per dollar of capital value.

d) Targeted rate for storm water

A targeted rate for stormwater under section 16 of the LGRA as follows:

- For rating units incorporated in the Base differential but excluding those rating units classified as 'rural' under the Council's operative District Plan:
 - i. A rate of 0.037078 cents per dollar of capital value.
- For rating units incorporated in the Commercial, Industrial and Business differential but excluding those rating units classified as 'rural' under the Council's operative District Plan:
 - ii. A rate of 0.040644 cents per dollar of capital value.

e) Targeted rate for the commercial, industrial and business sector

A targeted rate under section 16 of the LGRA as follows for rating units incorporated in the Commercial, Industrial and Business differential:

- i. A rate of 0.047385 cents per dollar of capital value.

f) Targeted rate for the base sector

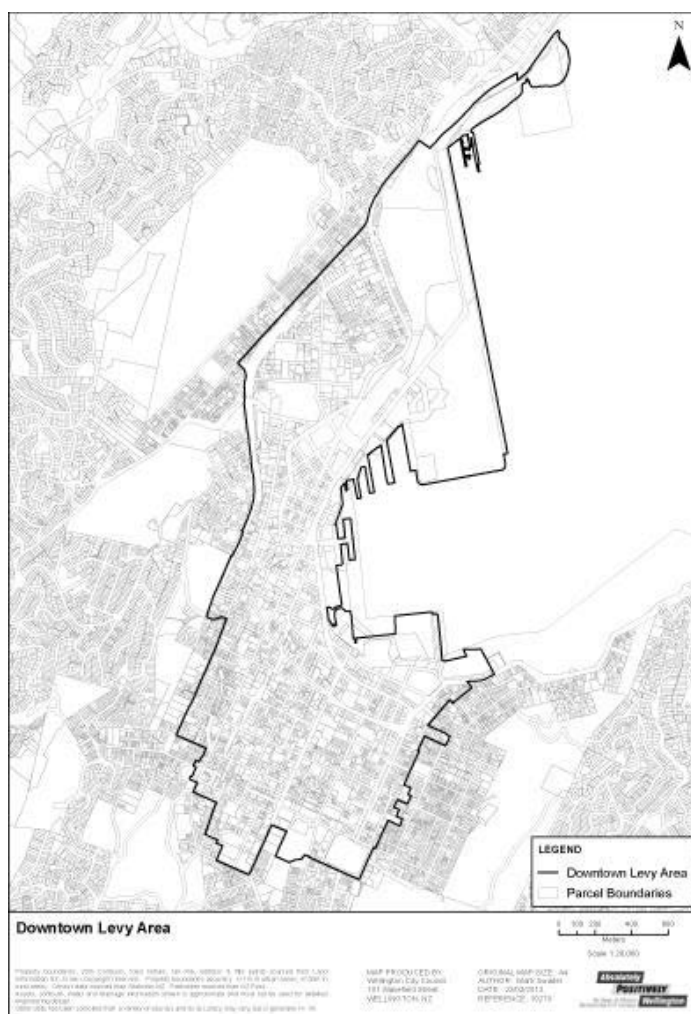
A targeted rate under section 16 of the LGRA as follows for rating units incorporated in the Base differential:

- i. A rate of 0.016781 cents per dollar of capital value.

g) Targeted rate for Downtown Area

A targeted rate for the Downtown Area under section 16 of the LGRA on each rating unit incorporated in the Commercial, industrial and business differential rating category and located within the area designated as downtown, as described by the "Downtown Levy Area" map as approved on 27/06/2012 as part of the 2012/13 to 2021/22 Long Term Plan.

- i. A rate of 0.192049 cents per dollar of capital value.



h) Targeted rate for Tawa Driveways

A targeted rate for Tawa Driveways under section 16 of the LGRA on each rating unit identified as being one of a specific group of rating units with shared residential access driveways in the suburb of Tawa, that are maintained by the Council as follows:

- i. A fixed amount of \$133.33 per rating unit.

i) Targeted rate for Marsden Village

A targeted rate under section 16 of the LGRA on all rating units incorporated in the Commercial, industrial and business differential rating category that are located in the Marsden Village area (refer map) as follows:

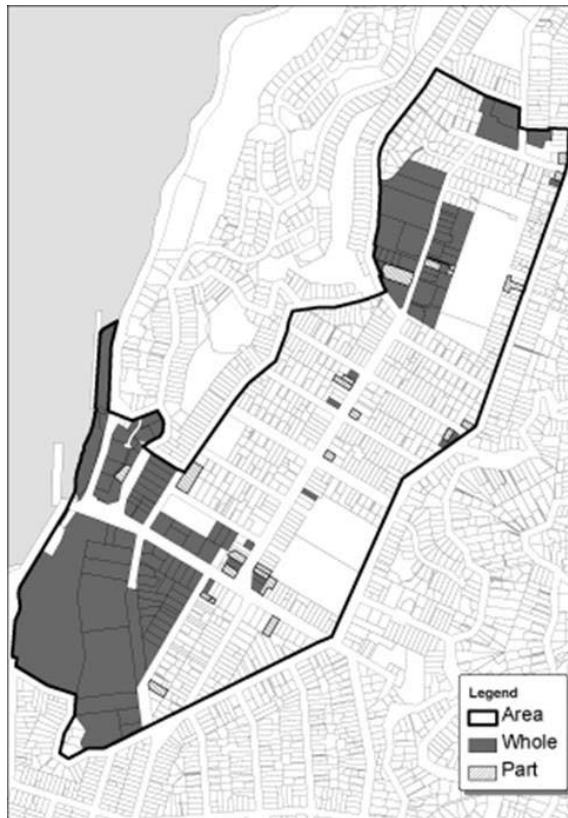
- i. A rate of 0.121538 cents per dollar of rateable capital value.



j) Targeted rate for Miramar Business Improvement District Area

A targeted rate under section 16 of the LGRA to fund the Business Improvement District activities of Enterprise Miramar Peninsula Incorporated on all rating units within the Miramar Business Improvement District (refer map) which are subject to the “commercial, industrial and business” differential, but excluding any rating unit that is a substation or used by local or central government for a non-business purpose as follows:

- i. A fixed amount of \$365.00 per rating unit, and
- ii. A rate of 0.039539 cents per dollar of capital value for any capital value over \$1 million per rating unit.



k) Targeted rate for Khandallah Business Improvement District Area

A targeted rate under section 16 of the LGRA to fund the Business Improvement District activities of the Khandallah Village Business Association on all rating units within the Khandallah Business Improvement District (refer map) which are subject to the “commercial, industrial and business” differential, but excluding any rating unit that is a substation as follows:

- i. A rate of 0.151343 cents per dollar of rateable capital value.



3. Resolve under section 24 of the Local Government (Rating) Act 2002 (LGRA) to set the following due dates for the payment of rates for the 2015/16 year:

With the exception of targeted water rates where charged via a water meter, all rates will be payable in four equal instalments as follows, with due dates for payment being:

Instalment Number	Due date
Instalment One	1 September 2015
Instalment Two	1 December 2015
Instalment Three	1 March 2016
Instalment Four	1 June 2016

Targeted water rates that are charged via a water meter on rating units incorporated under the Commercial, industrial and business differential will be invoiced on a one or two-month cycle, and are due at the date one month after the invoice date, as specified on the invoice.

Targeted water rates that are charged via a water meter on rating units incorporated under the Base differential will be invoiced on a three-month cycle, and are due at the date one month after the invoice date, as specified on the invoice.

Item 2.2

Provided that, where the due date falls on a weekend or public holiday, the due date is the next working day.

4. Resolve under sections 57 and 58 of the Local Government (Rating) Act 2002 (LGRA) to apply penalties to unpaid rates as follows:
 - a) A penalty of 10 percent on the amount of any part of an instalment remaining unpaid after a due date in recommendation (3) above, to be added from the day following the due date.
 - b) An additional penalty of 10 percent on any amount of rates assessed in previous years and remaining unpaid at 1 July 2015.
 - c) A further additional penalty of 10% on rates to which a penalty has already been added under recommendation 4(b) if the rates remain unpaid on 1 January 2016.
 - d) A penalty of 10 percent on the amount of any part of water meter charges remaining unpaid after a due date in recommendation (3) above, to be added from the day following the due date.
 - e) An additional penalty of 10 percent on any amount of water charges from previous years that remain unpaid at 1 July 2015.
 - f) A further additional penalty of 10% on water meter charges to which a penalty has already been added under recommendation 4(e) if the charges remain unpaid on 1 January 2016.
 - g) A penalty is calculated on the GST inclusive portion of any instalments unpaid after the due date. GST is not charged on the actual penalty itself.
5. Note that the Council's policy on remission of rates penalties is included in the Council's Rates Remission Policy and that the authority to remit penalties is delegated to the Chief Executive, Chief Financial Officer, Manager Financial Accounting, and the Rates Team Leader.
6. Note that the rates for the year commencing 1 July 2015 and concluding on 30 June 2016 are set excluding GST. GST will be applied when rates are assessed for 2015/16.
7. Rates shall be payable:
 - By cash, cheque or eftpos at the City Service Centre, 101 Wakefield Street, 9am to 5pm Monday to Friday.
 - By cash or cheque at any Post Shop or selected New Zealand Post outlets using a bar coded rates invoice, 9am to 5pm Monday to Friday.
 - By posting a cheque through to our processing centre at the address provided on the rates notice.
 - Using our "rates easipay" direct debit system. Quarterly, monthly, fortnightly and weekly options are available by phoning 04 499 4444 for a set-up form or download from the Council website.
 - Through internet banking and telephone banking options.
 - By credit card on the Council website.

Background

4. The Governance, Finance and Planning Committee resolved to recommend to Council the adoption of the 2015-25 Long-term Plan (including the 2015-25 Funding Impact Statements) at its meeting of 26 May 2015.
5. Under section 23 of the LGRA the Council is required to set its rates by resolution. This paper provides for the Council to set rates for the year commencing on 1 July 2015 and ending on 30 June 2016.
6. Section 57 of the LGRA states that a local authority may, by resolution, authorise penalties to be added to rates that are not paid by the due date. The resolution must state how the penalty is calculated and the date the penalty is to be added to the amount of unpaid rates. Section 58 of the LGRA sets out the penalties that may be imposed.
7. Section 24 of the LGRA requires that the Council state the due date for payment of the rates in its resolution setting rates.
8. Rates for the 2015/16 year are set out on a GST exclusive basis. Note that GST will be added when rates are assessed for 2015/16 to provide the total instalment amount.
9. Pursuant to section 23 (5) of the LGRA, within 20 working days of the making of this resolution, a copy will be sent to the Secretary of Local Government.

Attachments

Nil

Authors	Su Mon, Principal Analyst Funding & Financial Strategy Martin Read, Manager Financial Strategy and Planning
Authoriser	Andy Matthews, Chief Financial Officer

SUPPORTING INFORMATION

Consultation and Engagement

The impact of the 2015-25 Long-term Plan budgets on Council's rates have been consulted on with the community through the 2015-25 Long-term Plan special consultative procedure as required by the Local Government Act 2002.

Treaty of Waitangi considerations

Targeted consultation on the Council's rates funding requirement was undertaken with Iwi as part of the 2015-25 Long-term Plan consultation process using existing relationship channels.

Financial implications

This report discusses setting of rates for the 2015-16 financial year. The impacts of the recommendations in this report are significant as it determines Council's ability to collect rates.

Policy and legislative implications

This report meets all statutory requirements under the Local Government (Rating) Act 2002, and is consistent with Council policy.

Risks / legal

This report meets all statutory requirements under the Local Government (Rating) Act 2002.

Climate Change impact and considerations

Implications of climate change have been considered in relation to the 2015-25 Long-term Plan, and therefore funding implications as related to the financial strategy, policies, and rates.

Communications Plan

Pursuant to section 23 (5) of the Local Government (Rating) Act, a copy of the rates resolution will be sent to the Secretary of Local Government within 20 working days of Council making this resolution.

2015/16 DEVELOPMENT CONTRIBUTIONS POLICY

Purpose

1. To Adopt the 2015/16 Development Contributions Policy

Summary

2. The Development Contributions Policy was reviewed alongside the development of the Long-term Plan to reflect any changes in the Capital Expenditure programme and any other policy changes.
3. Public consultation on the draft Development Contributions policy was undertaken from the 9 April to 30 April 2015.
4. Feedback on the draft Development Contributions Policy was considered by the Governance, Finance and Planning Committee at its meeting on 26 to 28 May 2015.
5. The Governance, Finance and Planning Committee resolved to recommend the Policy (attached) to Council for adoption.

Recommendations

That the Council:

1. Receive the information.
2. Note that the Governance, Finance and Planning Committee considered the issues raised in written and oral submissions at its meeting of 26 May 2015.
3. Note that the 2015/16 Development Contributions Policy (as outlined in Attachment 1) has been prepared based on the decisions and recommendations of the Governance, Finance and Planning Committee meeting of 26 May 2015 following public consultation.
4. Agree the new Development Contributions charges (contained in Attachment 1).
5. Adopt the 2015/16 Development Contributions Policy as attached (Attachment 1).

Attachments

Attachment 1. 2015/16 Development Contributions Policy

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Authors	Martin Read, Manager Financial Strategy and Planning Su Mon, Principal Analyst Funding & Financial Strategy
Authoriser	Andy Matthews, Chief Financial Officer

SUPPORTING INFORMATION

Consultation and Engagement

Public consultation on the draft Development Contributions policy was undertaken from the 9th April to 30th April 2015

Financial implications

The Financial implications of the policy are that the Development Contributions are set at a level deemed appropriate by Council to obtain funding to recover (but that does not exceed) the costs of implementing applicable infrastructure assets that are caused by workforce and population growth. The revenue from these contributions is budgeted in the Long-term Plan.

Policy and legislative implications

Council is required by the Local Government Act (2002) to review the Development Contributions Policy at least once every three years.

DEVELOPMENT CONTRIBUTIONS POLICY:

2015-16

Wellington City Council



Wellington City Council – 2015/16 Development Contributions Policy

Development Contributions Policy

Wellington City Council

Effective 1 July 2015

Wellington City Council – 2015/16 Development Contributions Policy

This policy will be amended from time to time by the Council. You should check you have the latest version.

ISBN

October 2005 – First Edition

July 2006 – Second Edition

July 2007 – Third Edition

October 2009 – Fourth Edition

July 2013 – Fifth Edition

July 2014 – Sixth Edition

September 2014 – Seventh Edition (post Local Government Act 2002 Amendment Act 2014)

July 2015 – Eight Edition

Available on: <http://www.wellington.govt.nz>

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Wellington City Council – 2015/16 Development Contributions Policy

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Wellington City Council – 2015/16 Development Contributions Policy

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Wellington City Council – 2015/16 Development Contributions Policy

1 Introduction

1.1 What are development contributions?

- 1.1.1 A development contributions policy provides the Council with a method to obtain contributions to fund infrastructure required as a result of growth.
- 1.1.2 Development contributions may be required in relation to developments if the effect of the developments is to require new or additional assets of increased capacity and as a consequence the Council incurs capital expenditure to provide appropriately for network infrastructure or reserves. In addition the Council may require development contributions to pay, in full or in part, for capital expenditure already incurred by the Council in anticipation of development.

1.2 Application of development contributions

- 1.2.1 This Development Contributions Policy (Policy) provides for the Council to impose development contributions to fund growth related capital expenditure on:
 - Network infrastructure, (ie water supply, wastewater, stormwater, transport and roading)
 - Reserves.
- 1.2.2 The Council will not require development contributions where:
 - It has imposed a condition on a resource consent in relation to the same development for the same purpose under section 108(2)(a) of the Resource Management Act 1991; or
 - The developer will fund or otherwise provide for the same local network infrastructure or reserve in agreement with the Council (and citywide fees will still apply); or
 - The Council has received, or will receive, funding from a third party.

Wellington City Council – 2015/16 Development Contributions Policy

1.3 Relationship with financial contributions in the District Plan

- 1.3.1 This Policy is distinct from and in addition to the provisions in the District Plan that provide the Council with discretion to require financial contributions under the Resource Management Act 1991.
- 1.3.2 The Council will use this Policy where a development contribution is payable for a particular purpose within a catchment and for all citywide contributions.
- 1.3.3 However, where a development results in the Council incurring capital expenditure that is not covered by this policy, the Council may impose a financial contribution as a condition of resource consent under section 3.4.5 of the District Plan which states that:

"Where a proposed development creates the need for increased capacity or upgrades to infrastructure at the point of connection (in terms of traffic, stormwater, sewers, or water) the Council may require a payment towards the cost of necessary works. The Council will set a payment on the basis of what is believed to be a fair and appropriate proportion of the costs that should be borne by the developer (up to 100%)".

- 1.3.4 The Council will also continue to impose financial contributions on any development to which this Policy does not apply. (See section 7.3 for a summary of the District Plan financial contributions).

1.4 Effective date

- 1.4.1 The Council first adopted a Development Contributions Policy on 28 June 2005. Amendments to the policy were approved on 28 June 2006, 27 June 2007, 29 June 2009, 11 June 2013, 15 April 2014, 7 May 2014, and 27 August 2014. The draft policy is proposed to be effective from 1 July 2015.
- 1.4.2 Any application for resource consent, building consent or service connection received by the Council on or after 1 July 2005 is required to pay the development contribution payable under this Policy, or its subsequent amendments. This requirement is subject to the exception in paragraph 4.3.
- 1.4.3 For more information on the effective date, transitional provisions, and what to do if amendments are made to a proposal for which resource consent was applied for before 1 July 2005, see section 4.

Wellington City Council – 2015/16 Development Contributions Policy

1.5 How to find your way around this Policy

1.5.1 This Policy is in two parts:

Part 1: The Operational Policy

This sets out what development contributions are payable, when they are assessed, and when they need to be paid etc (see sections 2 to 6).

Part 2: The Substantive Policy

This sets out the legislative framework, the process followed by the Council, the methodology followed to make the decision to use development contributions to fund growth related capital expenditure and the relevant capital expenditure figures (see sections 7 to 12).

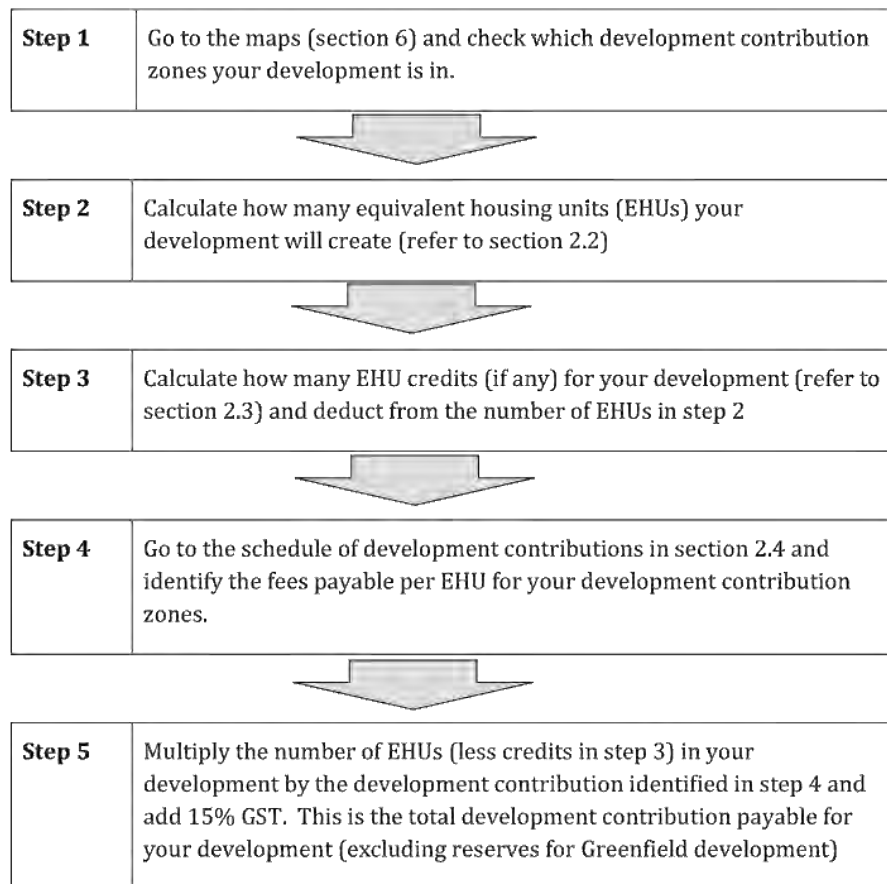
Wellington City Council – 2015/16 Development Contributions Policy

PART 1: OPERATIONAL POLICY

2 Application of this Policy

How to calculate your development contribution

2.1 Step by step process



Note: Contact the Council to determine the reserves payable for Greenfield development.

2.2 How to calculate the number of EHUs

- 2.2.1 Development contributions are payable for the number of EHUs created by each development. EHUs are applied as follows:

Type of development:	EHU assessment based on:
Residential development	1 EHU per household unit 0.7 EHU per one-bedroom household unit
Fee simple subdivision	1 EHU per allotment
Non-residential development	1 EHU for every 42m ² of gross floor area (gfa)

2.3 EHU credits for existing development

- 2.3.1 In some cases, credits may be used to reduce the development contribution payable. Credits will be expressed in EHUs. Credits will not be refunded, and can only be used for developments on the same site and for the same activity in respect of which they were granted. Credits cannot be used to reduce the number of units of demand to less than zero.
- 2.3.2 A credit is given for the number of EHUs assessed for the development or use existing at the time the application is assessed for the development contribution payable, to recognise situations where existing structures on the site or uses on the site mean that the development being assessed will not contribute to growth to the extent that the assessed number of units of demand implies.
- 2.3.3 Any self-assessment or special assessment under section 2.5.5 must include a determination of any credits for the development. In other cases the Council will, at the same time as any assessment of development contributions is made, calculate any credits for the development by applying the same criteria for ordinary EHUs under this Policy.

Wellington City Council – 2015/16 Development Contributions Policy

2.3.4 Examples where credits will arise are:

Type of existing original development:	Nature of credit:
Infill residential fee simple subdivision of existing allotment into 3 fee simple allotments	<ul style="list-style-type: none"> 1 EHU credit for the original allotment - development contributions payable on 2 EHUs
Residential development of a CBD site with an existing 420m ² gfa commercial building into 100 unit title apartments	<ul style="list-style-type: none"> 10 EHU credit (ie 420m² / 42m² gfa) unless an assessment is undertaken
Additional bedroom added to a one-bedroom household unit	<ul style="list-style-type: none"> 0.7 EHU credit – development contribution payable on 0.3 EHU
Additional household unit on an existing allotment with one existing house (with or without subdivision)	<ul style="list-style-type: none"> 1 EHU credit for the existing household unit - development contribution payable for the additional household unit
Development of four fee simple lots in the Northern Growth area for a 10,000m ² gfa commercial storage facility	<ul style="list-style-type: none"> 4 EHU credits for the existing allotments – development contributions payable for the balance of the facility (10,000 / 42 m² gfa)

2.4 Schedule of development contributions

2.4.1 The schedule of development contributions refers to areas A to P (general catchment zones) and Q to T (specific inner city parks and reserves and roading catchments zones that are additional to the general zones). These refer to geographically defined development contribution areas. Maps of the different development contributions catchment zones are shown in section 6.

2.4.2 All fees in the schedule are GST exclusive.

Wellington City Council – 2015/16 Development Contributions Policy

City Wide (\$ per EHU) *			Catchment Specific Infrastructure (\$ per EHU)				Draft Total Levies 2015/16	
Policy Map Zone	Residential	Non-Residential	Water Supply	Waste Water	Transport	Reserves	Residential	Non-Residential
	*	*				**		
A Roseneath	\$ 2,539	\$ 1,935	\$ 3,267	\$ 1,185	\$ -	\$ -	\$ 6,991	\$ 6,387
B Karori	\$ 2,539	\$ 1,935	\$ 1,724	\$ 2,440	\$ -	\$ -	\$ 6,703	\$ 6,099
C Beacon Hill	\$ 2,539	\$ 1,935	\$ -	\$ 1,185	\$ -	\$ -	\$ 3,724	\$ 3,120
D Brooklyn -Frobisher	\$ 2,539	\$ 1,935	\$ 1,575	\$ 1,185	\$ -	\$ -	\$ 5,298	\$ 4,694
E Kelburn	\$ 2,539	\$ 1,935	\$ -	\$ 1,185	\$ -	\$ -	\$ 3,724	\$ 3,120
F Johnsonville-Onslow	\$ 2,539	\$ 1,935	\$ 1,583	\$ 1,185	\$ -	\$ -	\$ 5,307	\$ 4,703
G Ngaio	\$ 2,539	\$ 1,935	\$ -	\$ 1,185	\$ -	\$ -	\$ 3,724	\$ 3,120
H Maldives	\$ 2,539	\$ 1,935	\$ -	\$ 1,185	\$ -	\$ -	\$ 3,724	\$ 3,120
I Churton-Stebbinga	\$ 2,202	\$ 1,598	\$ 2,939	\$ 722	\$ 4,067	\$ -	\$ 9,930	\$ 9,326
J Grenada-Lincolnshire	\$ 2,202	\$ 1,598	\$ 4,082	\$ 722	\$ 3,643	\$ 295	\$ 10,944	\$ 10,045
K Maupua	\$ 2,539	\$ 1,935	\$ -	\$ 1,185	\$ -	\$ -	\$ 3,724	\$ 3,120
L Newlands	\$ 2,539	\$ 1,935	\$ -	\$ 722	\$ -	\$ -	\$ 3,261	\$ 2,657
M Melrose	\$ 2,539	\$ 1,935	\$ 1,775	\$ 2,440	\$ -	\$ -	\$ 6,754	\$ 6,150
N Central & Coastal	\$ 2,539	\$ 1,935	\$ 998	\$ 1,185	\$ -	\$ -	\$ 4,722	\$ 4,118
O Tawa	\$ 2,539	\$ 1,935	\$ -	\$ 722	\$ -	\$ -	\$ 3,261	\$ 2,657
P Wadestown	\$ 2,539	\$ 1,935	\$ 2,487	\$ 722	\$ -	\$ -	\$ 5,748	\$ 5,145
Rural ***	\$ 1,916	\$ 1,312	\$ -	\$ -	\$ -	\$ -	\$ 1,916	\$ 1,312
Q Inner city Residential	\$ 2,539	N/A	\$ 998	\$ 1,185	\$ -	\$ 1,415	\$ 6,137	N/A
Q Inner city Non-Residential	N/A	\$ 1,935	\$ 998	\$ 1,185	\$ -	\$ -	N/A	\$ 4,118
R Johnsonville Town Centre	\$ 2,539	\$ 1,935	\$ 1,583	\$ 1,185	\$ 2,203	\$ -	\$ 7,510	\$ 6,906
S Adelaide Road	\$ 2,539	\$ 1,935	\$ 998	\$ 1,185	\$ 3,856	\$ -	\$ 8,578	\$ 7,974
T Pipitea Precinct - Residential	\$ 2,539	N/A	\$ 998	\$ 1,185	\$ 2,467	\$ 1,415	\$ 8,604	N/A
T Pipitea Precinct - Non Residential	N/A	\$ 1,935	\$ 998	\$ 1,185	\$ -	\$ -	N/A	\$ 4,118

Components Residential of City-Wide Contributions above

Reserves	604
Transport	1,312
Storm Water	165
Waste Water	121
Water Supply	337
Total	2,539

Components Non-Residential of City-Wide Contributions above

Reserves	-
Transport	1,312
Storm Water	165
Waste Water	121
Water Supply	337
Total	1,935

The stormwater component of the citywide fee (\$165 per EHU) is only applicable to the greatest number of EHUs on any floor in non-residential or multi-unit residential developments. For example, a three storey residential development with three two bedroom units on each floor would be liable for \$495 for stormwater.

* See paragraph 12.2.11 and Appendix B6.1.2 – B6.1.5 for the development contribution for reserves for any Greenfield development.

** Excluding Greenfield development.

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***Only citywide traffic and roading and reserves are payable. Water, stormwater and wastewater contributions will also apply to rural developments where it is practicable to connect to those services.

2.5 Additional information on assessing the development contribution payable

When the Council will not require a development contribution

2.5.1 Under the Local Government Act the Council is unable to require a development contribution for a reserve, network infrastructure or community infrastructure if, and to the extent that:

- It has, under section 108(2)(a) of the Resource Management Act 1991, imposed a condition on a resource consent in relation to the same development for the same purpose; or
- The developer will fund or otherwise provide for the same local reserve, network infrastructure or community infrastructure in agreement with the Council (and citywide fees will still apply); or
- The Council has received or will receive funding from a third party.

Development where there is no practical connection

2.5.2 For developments where there is no practical connection to water supply or wastewater reticulation systems, the Council will reduce the amount of the contribution payable by the relevant fee (or fees) payable in that catchment as follows:

- Water – citywide and catchment
- Wastewater – citywide and catchment

2.5.3 If a development is subsequently connected to the water and/or wastewater reticulation systems, the following will be payable prior to the connection:

- The applicable additional citywide contribution; and
- The relevant catchment area development contribution.

New connections

2.5.4 Where an existing development that was not connected to the city water or wastewater network as at 1 July 2005 subsequently does connect, the development contribution that apply to the relevant water supply or wastewater catchment must be paid prior to the service being connected.

Assessment for non-residential development

- 2.5.5 The non-residential unit of demand (42m² gfa per EHU) may be departed from in the following circumstances:

Self-assessment

- 2.5.5.1 An applicant may apply for a self-assessment of the number of EHUs payable for a particular development as follows:

- (a) Application must be made in writing before any development contributions payment in respect of the development becomes due.
- (b) The assessment must relate to all matters for which development contributions are payable under this Policy.
- (c) The onus is on the applicant to prove (on the balance of probabilities) that the actual increased demand created by the development is different from that assessed by applying the non-residential unit of demand in paragraph 2.2.1. Actual increased demand means the demand created by the most intensive non-residential use(s) likely to become established in the development within 10 years from the date of application.
- (d) The Council may determine an application made under this section at its discretion. In doing so the Council must take into account everything presented to it by way of the written application, and may take into account any other matter(s) it considers relevant.
- (e) Council may recover the actual and reasonable costs of determining the application at the hourly rates applicable to the relevant staff member within Council's User Fees and Charges.

Special assessment

- 2.5.5.2 If the Council believes on reasonable grounds that the increased demand for any matter assessed for a particular development by applying the non-residential unit of demand in paragraph 2.2.1 is less than the actual increased demand created by the development, it may require a special assessment to determine the number of EHUs as follows:

- (a) A special assessment must be initiated before any development contributions payment in respect of the development becomes due.
- (b) The assessment must relate to all matters for which development contributions are payable under this Policy.

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- (c) The Council may request information from the applicant to establish the actual increased demand.
- (d) The Council must bear its own costs.
- (e) Everything the Council intends to take into account when making a special assessment must be provided to the applicant for a written reply at least 14 days before the assessment is determined.
- (f) The Council may determine a special assessment made under this part at its discretion. In doing so the Council must take into account everything presented to it by way of a written reply, and may take into account any other matter(s) it considers relevant.

Assessment guidelines

- 2.5.5.3 Without limiting the Council's discretion, when determining an application for either a self-assessment or a special assessment initiated by Council, the Council will be guided by the following:

Infrastructure Type	Usage Measure per EHU
Water supply	780 litres per day excluding storage
Wastewater	390 litres per day
Stormwater	Runoff co-efficient not exceeding 0.7
Traffic and roading	10 private vehicle trips per day
Reserves	600m ² of allotment area

Private development agreements

- 2.5.6 The Council may enter into a private agreement with a developer. The agreement must clearly record why an agreement is being used, record the basis of the cost sharing when the infrastructure will be provided and, in particular, whether there is any variation from the principles in the Council's policy.
- 2.5.7 Any proposal as part of a private agreement that a new development should pay less than 100 percent of applicable development contributions will be dealt with as if it were an application for remission under this Policy.

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2.6 Remission and postponement

2.6.1 The Council may postpone payment or grant a remission on development contributions at its complete discretion.

2.6.2 Applications made under this part will be considered on their own merits and any previous decisions of the Council will not be regarded as creating precedent or expectations.

2.6.3 An application for remission must be made before any development contributions payment is due to the Council. The Council will not allow remissions retrospectively.

2.6.4 An application must be made in writing and set out the reasons for the request

2.6.5 Green Building Remission

To encourage economic development and recognise the strategic importance of green star rated buildings a standard remission equating to 50% of the total standard assessed levy can be applied for developments that meet the criteria outlined below.

Conditions and criteria for 50% remission to standard assessment of development contributions levies.

A remission of the standard development contributions levy calculated may apply under the following conditions and criteria:

- If the building is a commercial or mixed development of greater than 10 equivalent household units it must have received a 5 Star Green Star Certified Rating or equivalent or higher.
- Remission application timeframes:
 - a) For Green Star Certified Rating, the remission must be applied for within 12 months of registration for certification with the New Zealand Green Building Council, or
 - b) For equivalent rating, the remission must be applied for within 12 months of the Development Contributions being assessed by Wellington City Council
- The remission will only apply to the standard DC assessment (hereinafter referred to as “the levy”) made on the property.
- The remission will not be available retrospectively once the Council has invoiced the Development Contributions levy.

The granting of green building remissions is delegated to the Chief Executive Officer.

2.6.6 Other remissions - the Council will only consider exercising its discretion in exceptional circumstances.

Other remissions will only be granted by resolution of the Council (or a Committee or Subcommittee acting under delegated authority).

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2.7 Reconsideration of a development contribution

- 2.7.1 In accordance with section 199A of the Local Government Act 2002, a person may request that the Council reconsiders the requirement of a development contribution if that person has grounds to believe that:
- The development contribution was incorrectly calculated or assessed under the Council's Development Contributions Policy; or
 - The Council incorrectly applied its Development Contributions Policy; or
 - The information used to assess the person's development against the Development Contributions Policy, or the way the Council has recorded or used it when requiring a development contribution, was incomplete or contained errors.
- 2.7.2 A request for consideration must be made within 10 working days after the date on which the applicant receives notice from the Council of the level of development contribution required.
- 2.7.3 An application for reconsideration must be made in writing and include supporting information and addressed to:
- Manager City Planning and Design
Wellington City Council
PO Box 2199
Wellington
- 2.7.4 All requests for reconsiderations will be considered in the first instance by the Wellington City Council Development Contributions Advisor (DC Advisor). If the DC Advisor agrees that an error was made or the policy was applied incorrectly, then a recalculation of the development contribution notice will be issued. If the DC Advisor confirms the original assessment then they shall give written notice of this decision to the applicant.
- 2.7.5 If the applicant objects to the decision of the DC advisor, then they may request that the decision is considered by the Wellington City Council's Regulatory Processes Committee for a final decision.
- 2.7.6 The Council will within 15 working days after the date on which it received all required relevant information relating to the request, give written notice of the outcome of its consideration to the person who made the request.

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2.8 Objections to a development contribution

- 2.8.1 In accordance with section 199C of the Local Government Act 2002, a person may lodge an objection to the development contribution requirement on the grounds that Council has:
- a) failed to properly take into account features of the objector's development that, on their own or cumulatively with those of other developments, would substantially reduce the impact of the development contribution on requirements for community facilities; or
 - b) required a development contribution for community facilities not required by, or related to, the objector's development, whether on its own or cumulatively with other developments; or
 - c) required a development contribution in breach of section 200 of the Local Government Act 2002; or
 - d) incorrectly applied its development contributions policy to the development
- 2.8.2 The right of objection does not apply to challenges to the content of the development contributions policy.
- 2.8.3 The decision of any development contributions objection is to be made by a development contribution commissioner named in the approved register and selected by the Council.
- 2.8.4 An objection must be lodged within 15 working days after:
- the date on which the objector received notice of the level of development contribution required; or
 - the date on which the objector received the notice of the outcome of a reconsideration under section 199B of the LGA 2002.
- 2.8.5 The notice of objection under Schedule 13A(1) of the LGA 2002 must –
- a) be in writing; and
 - b) set out the grounds and reasons for the objection, and
 - c) the relief sought; and
 - d) state whether the objector wishes to be heard on the objection
- 2.8.6 In accordance with section 150A of the Local Government Act 2002, the cost for services of a development contributions commissioner(s), the hearing and administration support will be payable by the objector.
- 2.8.7 Applicable fees and allowances for a witness appearing at a development contribution hearing must be paid by the party on whose behalf the witness is called.
- 2.8.8 Schedule 13A of the Local Government Act 2002 sets out the procedure for development contribution objections.

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2.9 Refunds

- 2.9.1 Refunds will be made in accordance with sections 209 and 210 of the Local Government Act 2002, including any amendments made to those provisions at the time of making a refund.

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3 Assessment and payment

This part of this Policy sets out when development contributions will be required (ie assessed by the Council) and when payment is required.

3.1 Requirement

- 3.1.1 For every development, the Council has the discretion to require a development contribution under section 198 of the Local Government Act 2002 when:
 - 3.1.1.1 Resource consent is granted under the Resource Management Act 1991 for a development within the Wellington City district; or
 - 3.1.1.2 Building consent is granted under the Building Act 2004 for building work situated in the Wellington City district (including the grant of a certificate of acceptance); or
 - 3.1.1.3 Authorisation for a service connection is granted.

3.2 When the Council will require a development contribution

- 3.2.1 The following sets out when the Council will assess developments for development contributions. The Council retains the discretion to change its approach (subject to compliance with section 198 of the Local Government Act 2002) from time to time.
- 3.2.2 The amount of the development contribution payable will be calculated under the schedule of development contributions in this Policy that applies at the date of the assessment.
- 3.2.3 **Liability should construction not commence within two years.**

Should construction of a development not commence within two years of being granted building consent, the remission of charges and fees provided under this policy shall no longer apply. At that stage, all fees and charges will be fully payable for the development as per usual. Commencement of construction will be deemed to have occurred when the activity for which a resource and building consent has been issued, has commenced.

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Subdivision of land (excluding unit title development)

- 3.2.4 Development contributions required in respect of a resource consent being granted under the Resource Management Act 1991 for the fee simple subdivision of land, will be assessed when the application for subdivision consent is received.
- 3.2.5 Where subdivision consent provides for its implementation in stages, the Council will apportion any development contribution assessed between each stage at its sole discretion.

Building consent

- 3.2.6 The Council will assess all developments requiring a building consent when the application for building consent is received.

Land use consent or unit title development

- 3.2.7 Unless no building consent is required, developments requiring a land use consent or subdivision consent for a unit title development will **not** be assessed for development contributions at the time of consent being granted under the Resource Management Act 1991.

Service connection

- 3.2.8 Developments requiring a service connection, for which development contributions have not been assessed and/or paid, will be assessed at the time of the application for service connection.

Changes to development

- 3.2.9 Any development contribution may (at the Council's sole discretion) be reassessed following any change that results in an increased demand (eg increased EHUs).

Payment

- 3.2.10 All development contributions required by the Council must be paid prior to the Council issuing a code of compliance certificate, a section 224(c) certificate, a consent for a service connection or giving effect to a land use consent (as the case may be), unless a payment delay agreement has been approved by the Council.

Payment delay applications will be considered by Council where:

- the development will have 10 or more equivalent household units (under the standard calculation in section 2.2)
- it is satisfied the applicant has sufficiently proven that the building is not occupied, and
- that the building has not been sold.

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Any successful application for delayed payment expires after two years after the code of compliance certificate has been issued or upon sale of any part of the development, whichever occurs first.

- 3.2.11 The Council at its sole discretion will accept a bank bond or surety to secure payment of any development contributions more than \$50,000. If the Council exercises its discretion to accept a bond or surety, the bonded sum will have an interest component, and the developer must meet the Council's costs for preparing the bond.

3.3 Powers of the Council if development contributions are not paid

- 3.3.1 Until a development contribution required in relation to a development have been paid, the Council may:
- 3.3.1.1 In the case of a development contribution assessed on subdivision, withhold a certificate under section 224(c) of the Resource Management Act 1991.
 - 3.3.1.2 In the case of development contributions assessed on building consent, withhold a code compliance certificate under section 95 of the Building Act 2004.
 - 3.3.1.3 In the case of development contributions assessed on an authorisation for a service connection, withhold a service connection to the development.
 - 3.3.1.4 In the case of development contributions assessed on a land use consent application, prevent the commencement of resource consent under the Resource Management Act 1991.
 - 3.3.1.5 In the case where a development has been undertaken without a building consent, not process an application for certificate of acceptance for building work already done.

Security

- 3.3.2 The Council may register any development contributions under the Statutory Land Charges Registration Act 1928 as a charge on the title of the land in respect of which the development contributions were required, as provided for in section 208 of the Local Government Act 2002 or it may require other appropriate security as agreed with the developer.

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4 Transitional provisions

4.1 Effective date

- 4.1.1 Any application for resource consent or building consent or application for service connection received by the Council on or after 1 July 2005 will be required to pay any development contributions payable under this Policy. This requirement is subject to the exception in paragraph 4.3 below.

4.2 Amendments

4.2.1 If:

- An application for resource consent that was lodged prior to 1 July 2005 is amended; or
- An application is made to amend a condition of resource consent (where the application for that resource consent was lodged prior to 30 June 2005)

and the amendment results in an increase in the total EHU assessment from that which would have been applicable (had this Policy been applied to the development) then this Policy will apply to the increase in EHUs for the total development.

4.3 Transitional provision for developments that applied for resource consent prior to 1 July 2005

- 4.3.1 Subject to the proviso below, development contributions will not be required on any resource consent, building consent, or service connection where the applicant can satisfy the Council that all of the following conditions are met:
- (a) The Council has already granted resource consent for the development, (and the application for that resource consent was lodged prior to 30 June 2005).
 - (b) The subsequent application for resource consent, building consent or service connection is:
 - For the identical development as the activity authorised in the resource consent in (a) above; and
 - Is applied for in order to give effect to the resource consent in (a) above.
 - (c) One of the following apply:
 - There was no jurisdiction to impose a financial contribution under the District Plan when the resource consent application lodged prior to 1 July 2005 was granted; or

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- If there was jurisdiction to impose a financial contribution under the District Plan when the resource consent application lodged prior to 1 July 2005 was granted, either (i) there is a specific decision of the Council not to impose a financial contribution; or (ii) if a condition of consent has been imposed on the development under section 108(2)(a) of the Resource Management Act 1991 requiring a financial contribution to be paid, and the condition has been satisfied in full.
- (d) The subsequent application for resource consent, building consent or service connection is received by the Council within five years of the date that the resource consent received prior to 1 July 2005 was granted, or the resource consent received prior to 1 July 2005 has been given effect to.

Proviso: even where section 4.3.1 otherwise applies, if a subsequent application results in an increase in EHUs, development contributions will be payable in accordance with section 4.2.1 above.

- 4.3.2 For the purposes of 4.1.1 and 4.3.1, if an application lodged prior to 1 July 2005 was rejected under s88(3) of the Resource Management 1991 or s48(1) of the Building Act 2004, it is deemed not to have been received by the Council prior to 1 July 2005.

Exemption from the application of this Policy

- 4.3.3 The Council's own developments are exempt from being liable to pay development contributions. For the avoidance of doubt, this exemption does not apply to Council organisations, Council-controlled organisations or Council controlled trading organisations.

5 Definitions

In this Policy:

Actual increased demand means the demand created by the most intensive non-residential use(s) likely to become established in the development within 10 years from the date of the application.

Allotment has the meaning given to it in section 218(2) of the Resource Management Act 1991, and 'lot' has the same meaning.

Community facilities mean parks and reserves and network infrastructure for which development contributions may be required in accordance with section 199 of the Local Government Act 2002.

Development means:

- (a) any subdivision or other development that generates a demand for reserves or network infrastructure; but
- (b) does not include the pipes or lines of a network utility operator.

Development contribution means a contribution:

- (a) provided for in this Policy; and
- (b) calculated in accordance with the methodology.

Development Contribution Policy means this Policy on development contributions under section 102(4) (d) of the Local Government Act 2002.

Equivalent Household Unit ('EHU') means:

Type of development:	EHU assessment based on:
Residential development	1 EHU per household unit (other than a one-bedroom household unit)
Fee simple subdivision	1 EHU per allotment
Non-residential development	1 EHU for every 42m ² of gfa

Greenfield development means: a proposal that creates new residential or rural residential areas, and without limiting this definition in anyway, includes residential or rural residential development on land that was zoned rural or open space. It also includes land that was zoned residential within the land areas to which appendices 12 to

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14 and 16 to 22 apply in the operative District Plan as at 1 July 2005.¹ For the avoidance of doubt, developments falling within this definition are also required to pay citywide and catchment based (ie local) reserves.

Gross floor area (gfa) is the sum of all floors of all buildings on a site, measured from the face of exterior walls, or from the centre lines of walls separating two buildings. In particular, gross floor area includes:

- lobbies at each floor
- floor space in interior balconies and mezzanines
- all other floor space not specifically excluded.

The gross floor area of a building shall not include:

- elevator shafts and stairwells
- uncovered stairways
- floor space in terraces (open or roofed), external balconies, breezeways, porches
- areas used for vehicle parking and vehicle circulation, lift towers and machinery rooms
- switchboard areas / plant rooms.

Household unit means a home or residence that is a self-contained unit includes kitchen and bathroom facilities of any nature and is physically separated, or capable of being separated, from any other household unit.

Methodology means the methodology for calculating development contributions set out in schedule 13 to the Local Government Act 2002.

Network infrastructure means the provision of roads and other transport, water, wastewater, and stormwater collection and management.

Network utility operator has the meaning given to it by section 166 of the Resource Management Act 1991.

Non-residential development means any development that falls outside the definition of residential development in this policy.

One-bedroom household unit means a household unit that has not more than two rooms excluding a kitchen, laundry, bathroom, toilet or any room used solely as an entranceway, passageway or garage. This includes studio apartments.

Residential development means the development of premises for any domestic or related purpose for use by persons living in the premises alone or in family and /or non-family groups (whether any person is subject to care, supervision or not), and

¹ For example, if land to be developed was zoned rural in the District Plan as of 1 July 2005 the subdivision will be treated under the Development Contributions policy as a 'Greenfield development'.

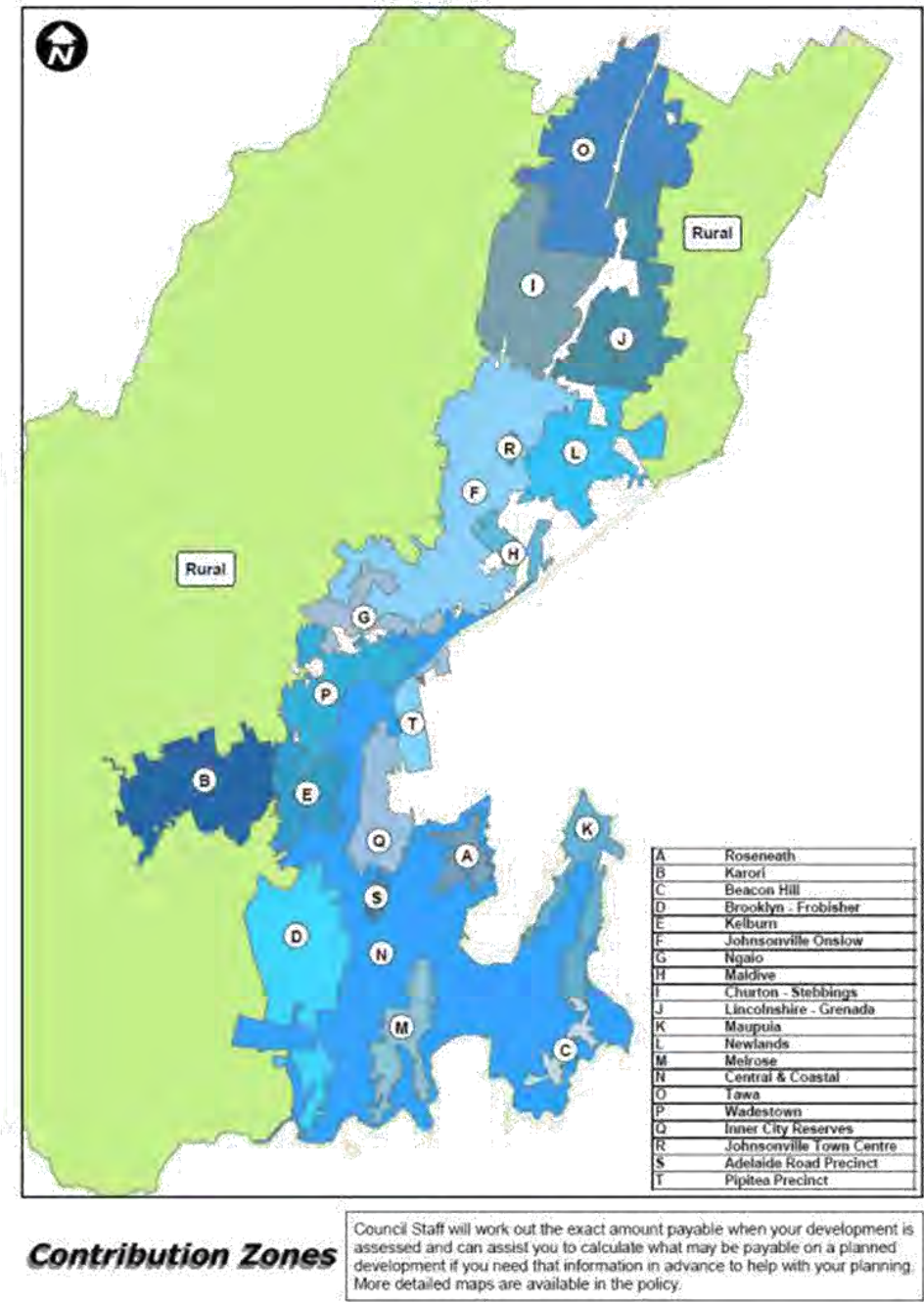
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residential activity has the same meaning. For the avoidance of doubt, residential development does not include:

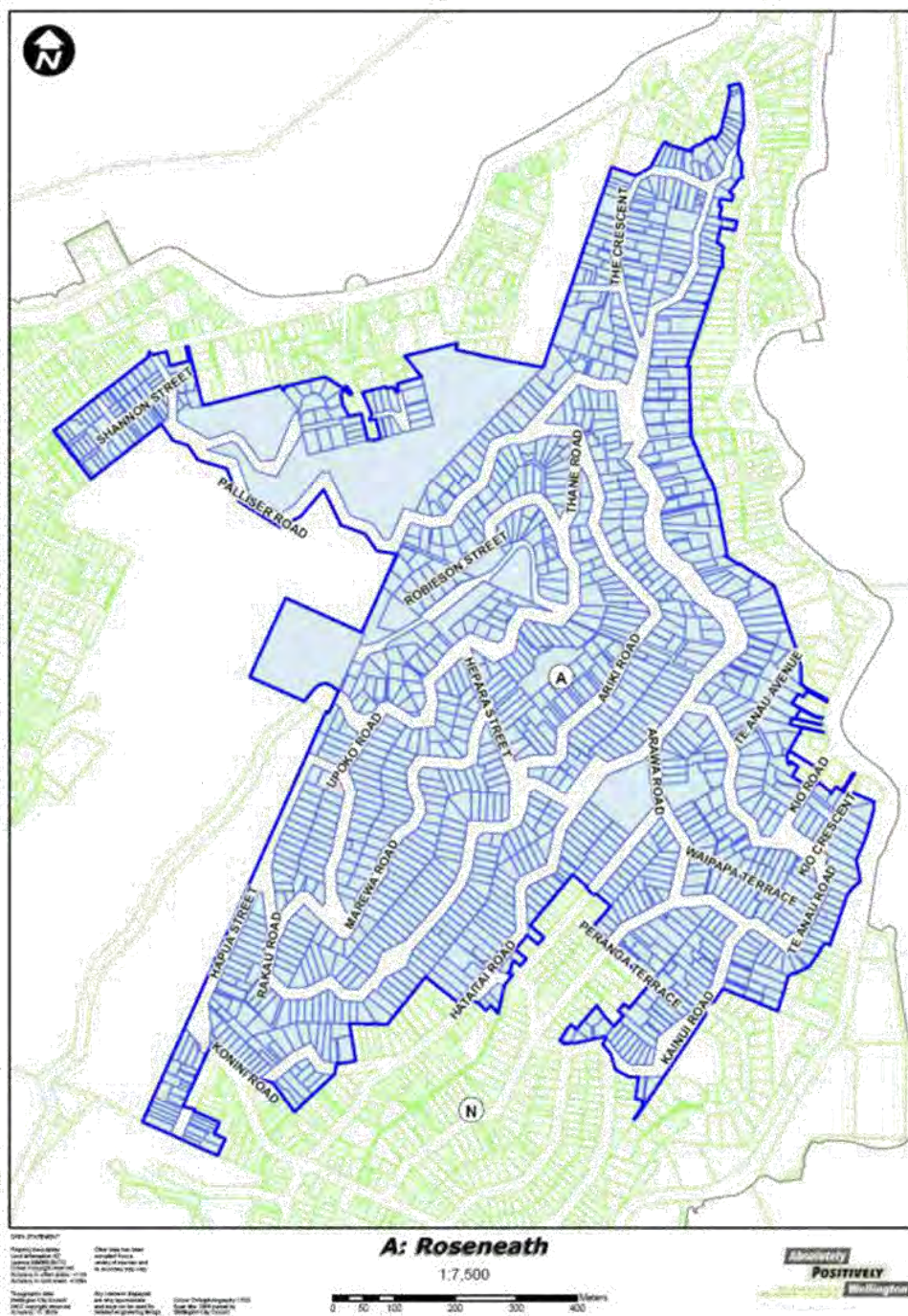
- work from home, hotels, motels, camping grounds, motor camps or other premises where residential accommodation for five or more travellers is offered at a daily tariff; or
- rest homes, hostel accommodation or similar premises that provide shared or communal facilities (and residential activity, and use, has the same meaning).

Service connection means a physical connection to a service provided by, or on behalf of, the Council.

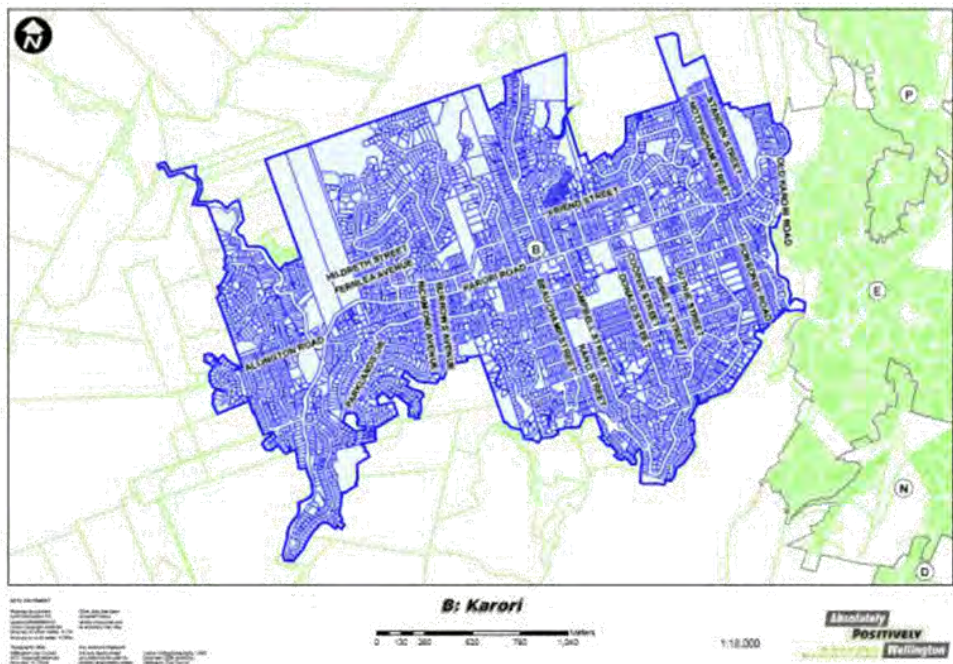
6 Maps of development contributions catchment areas



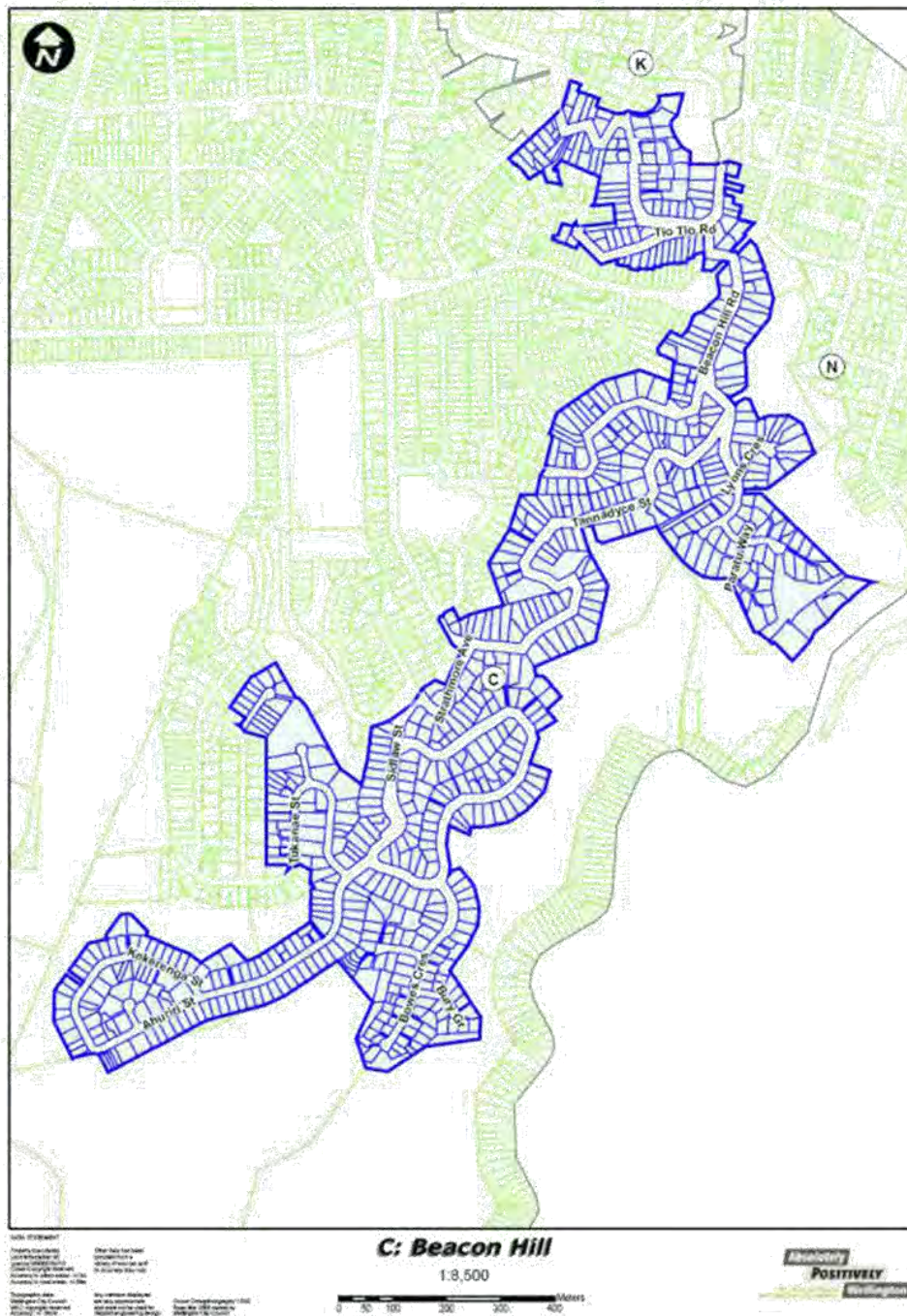
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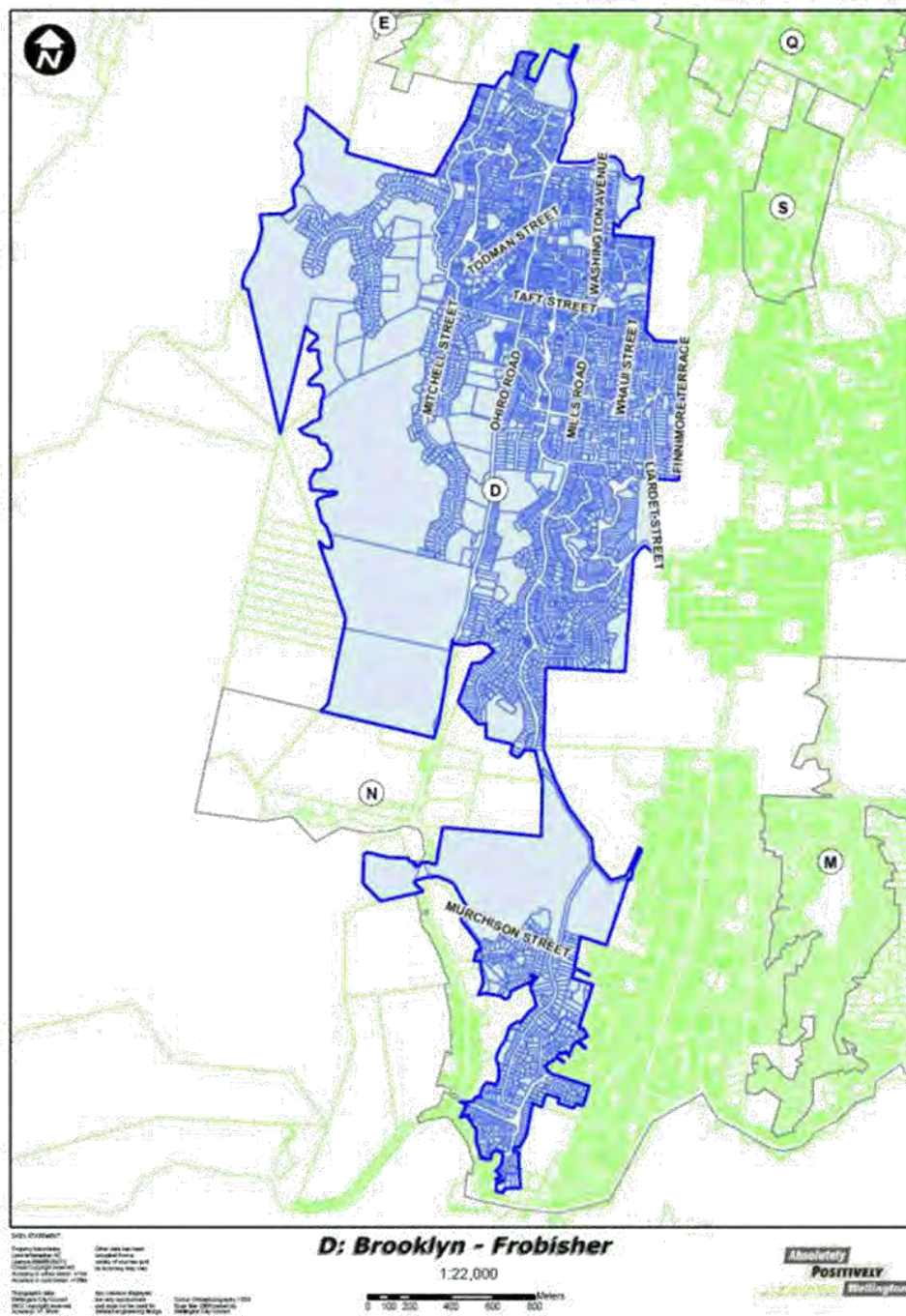


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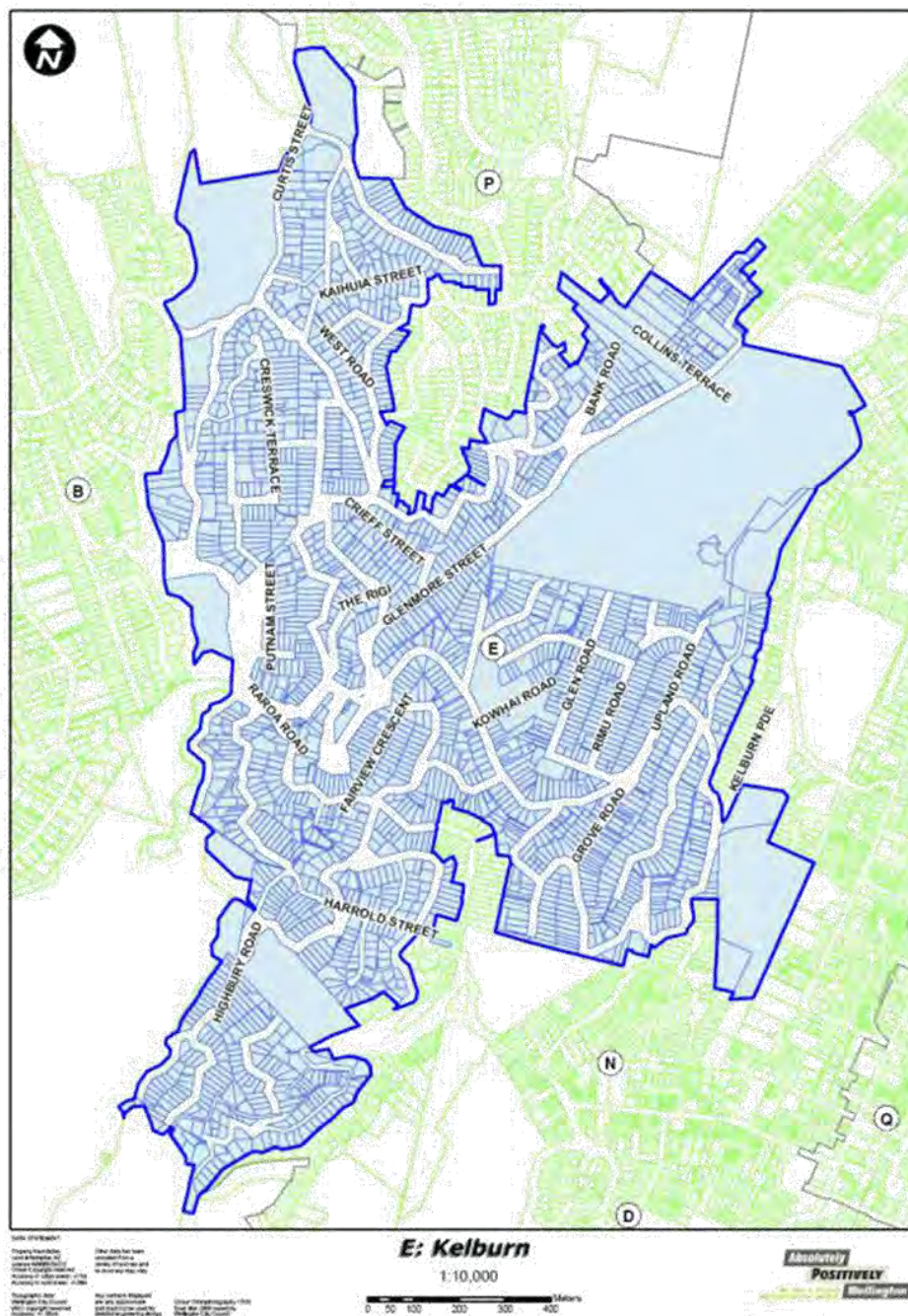


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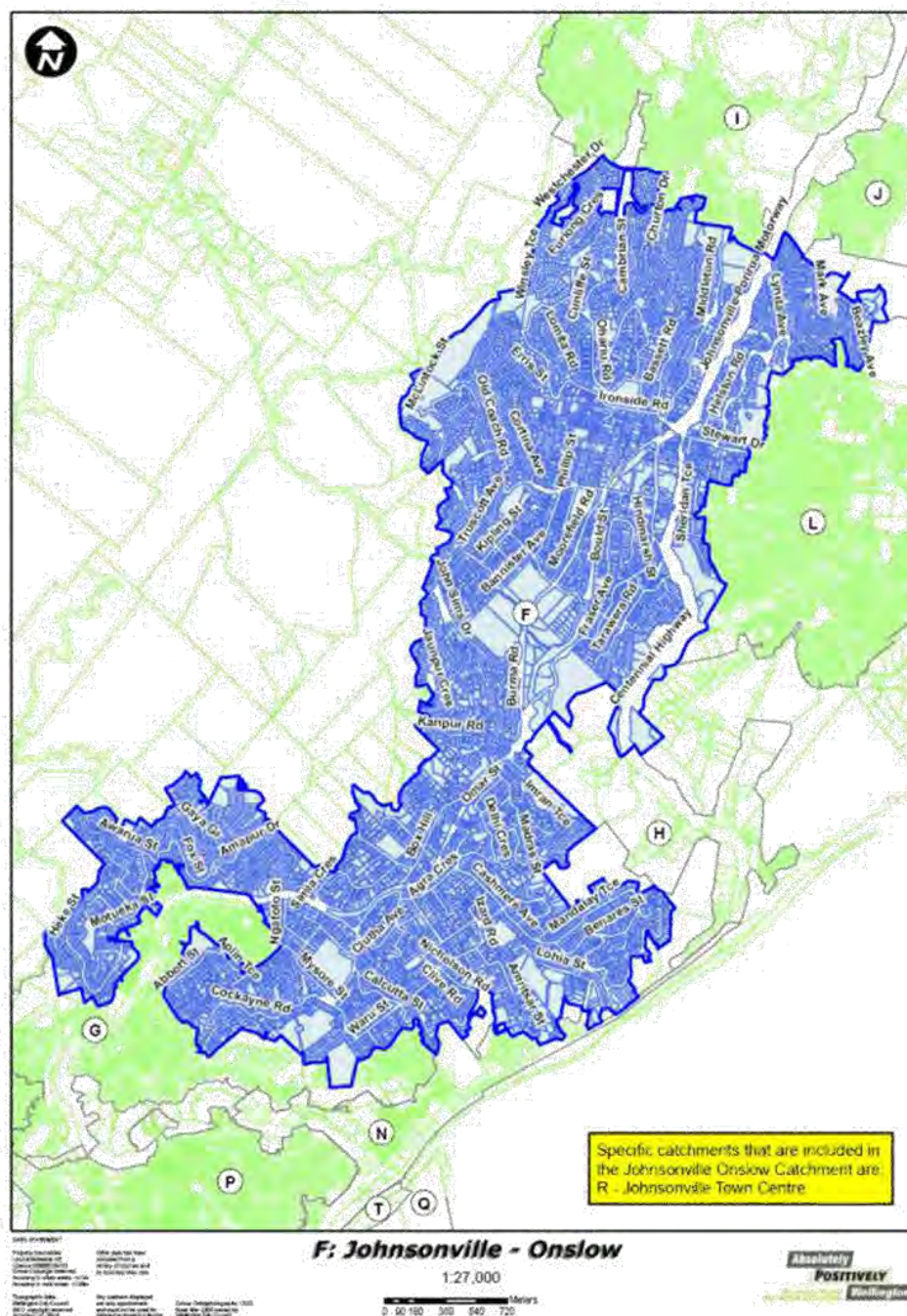


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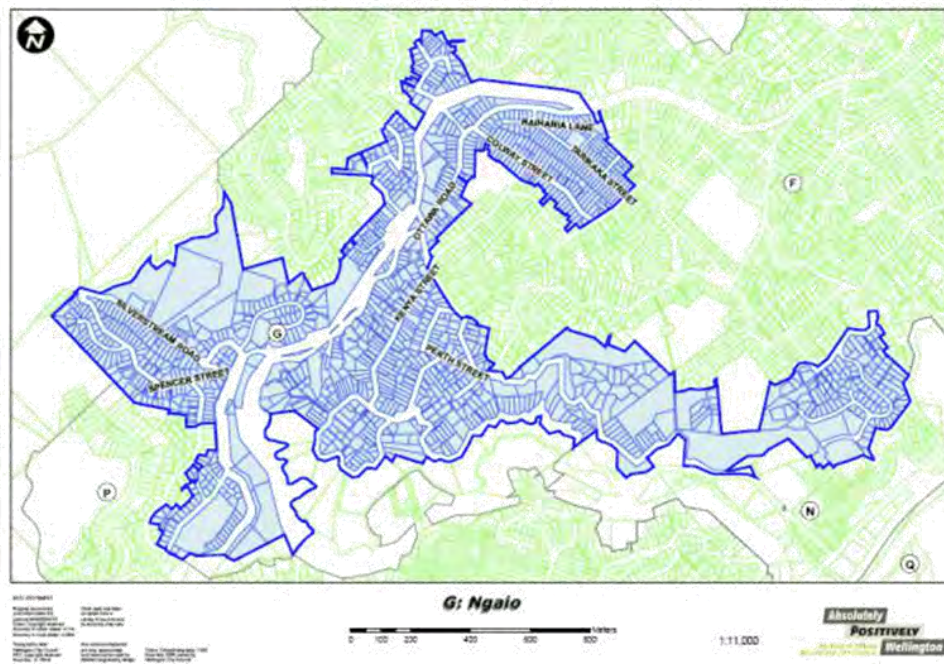


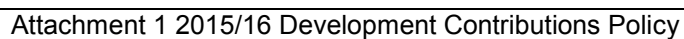
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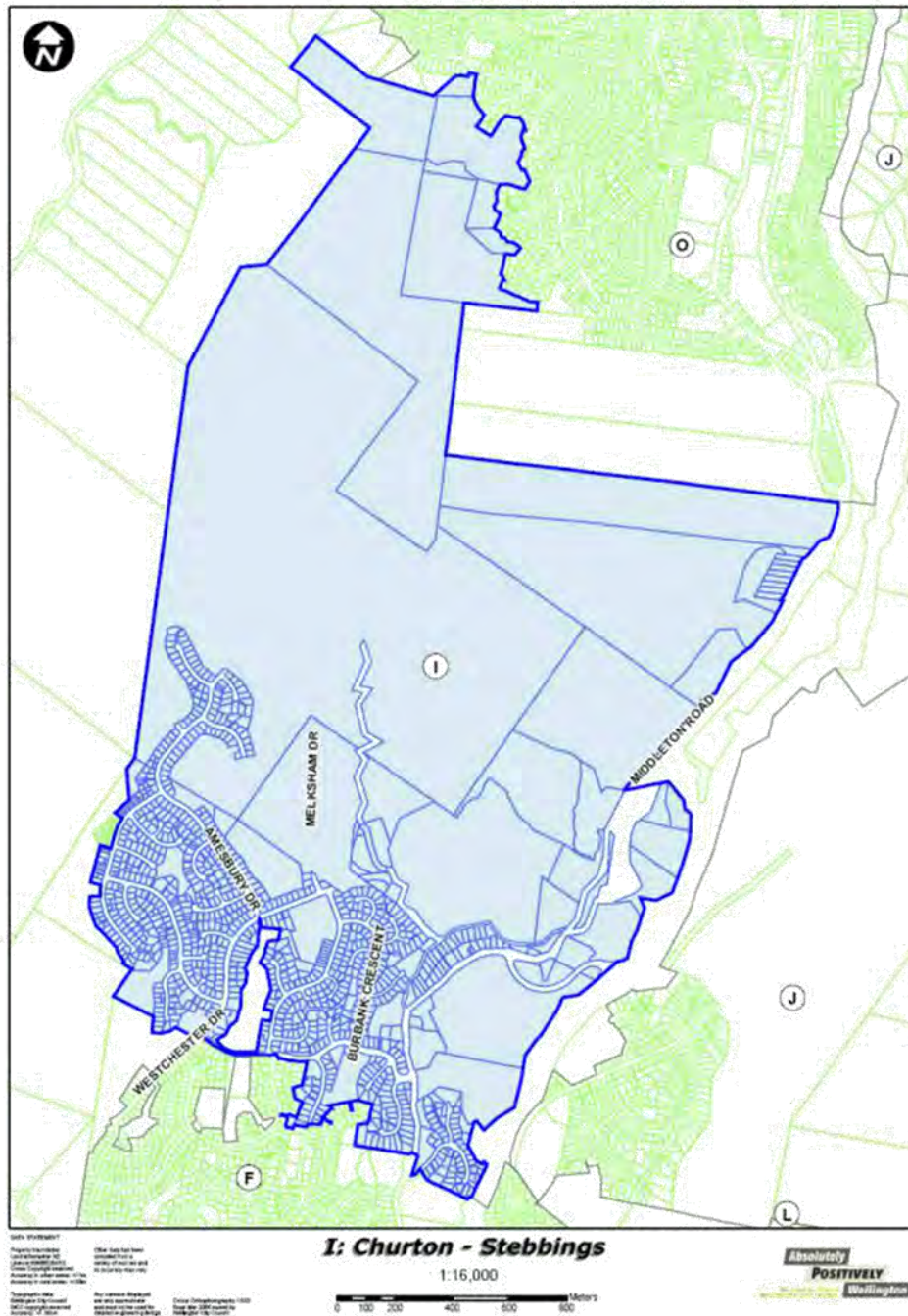
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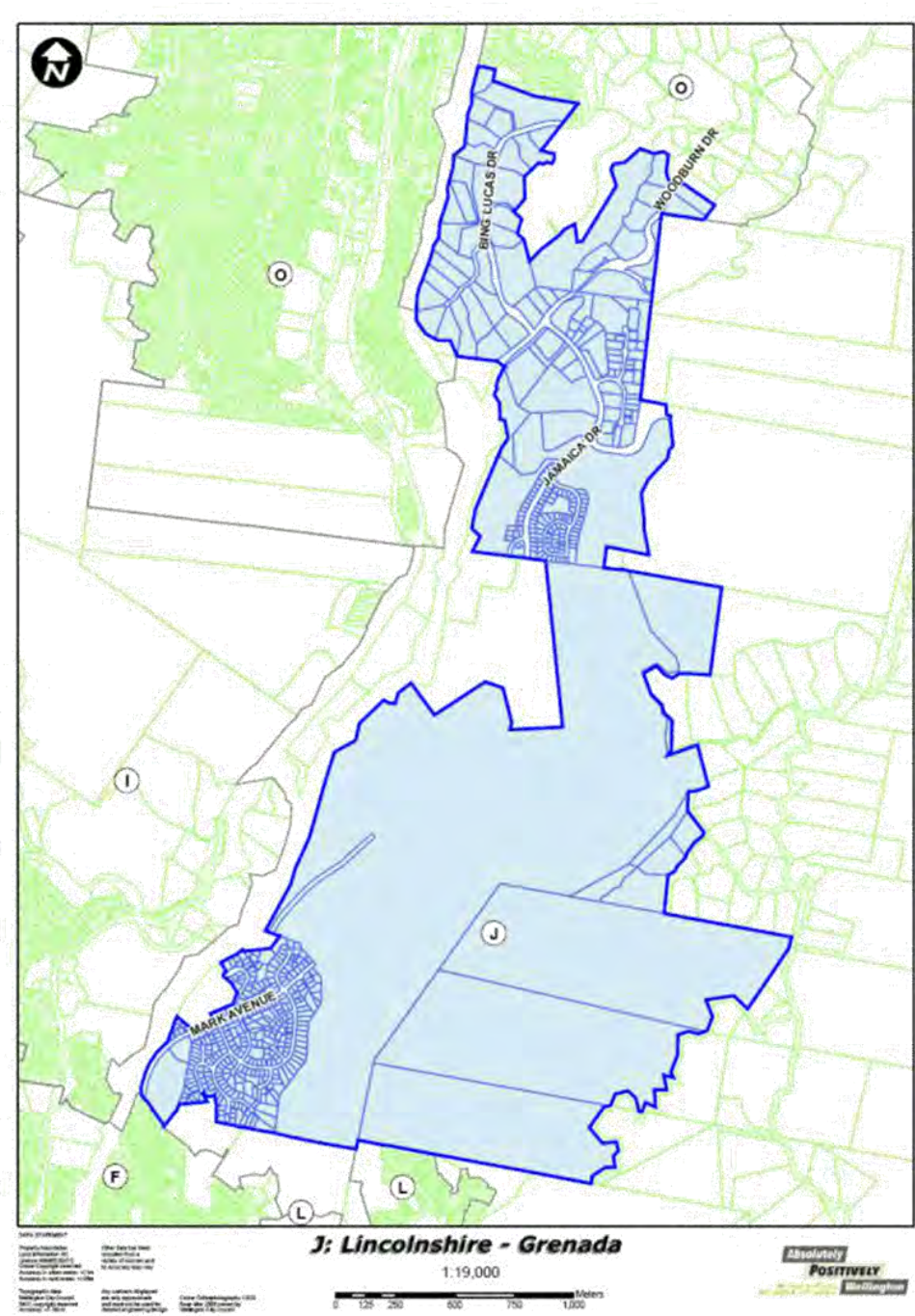
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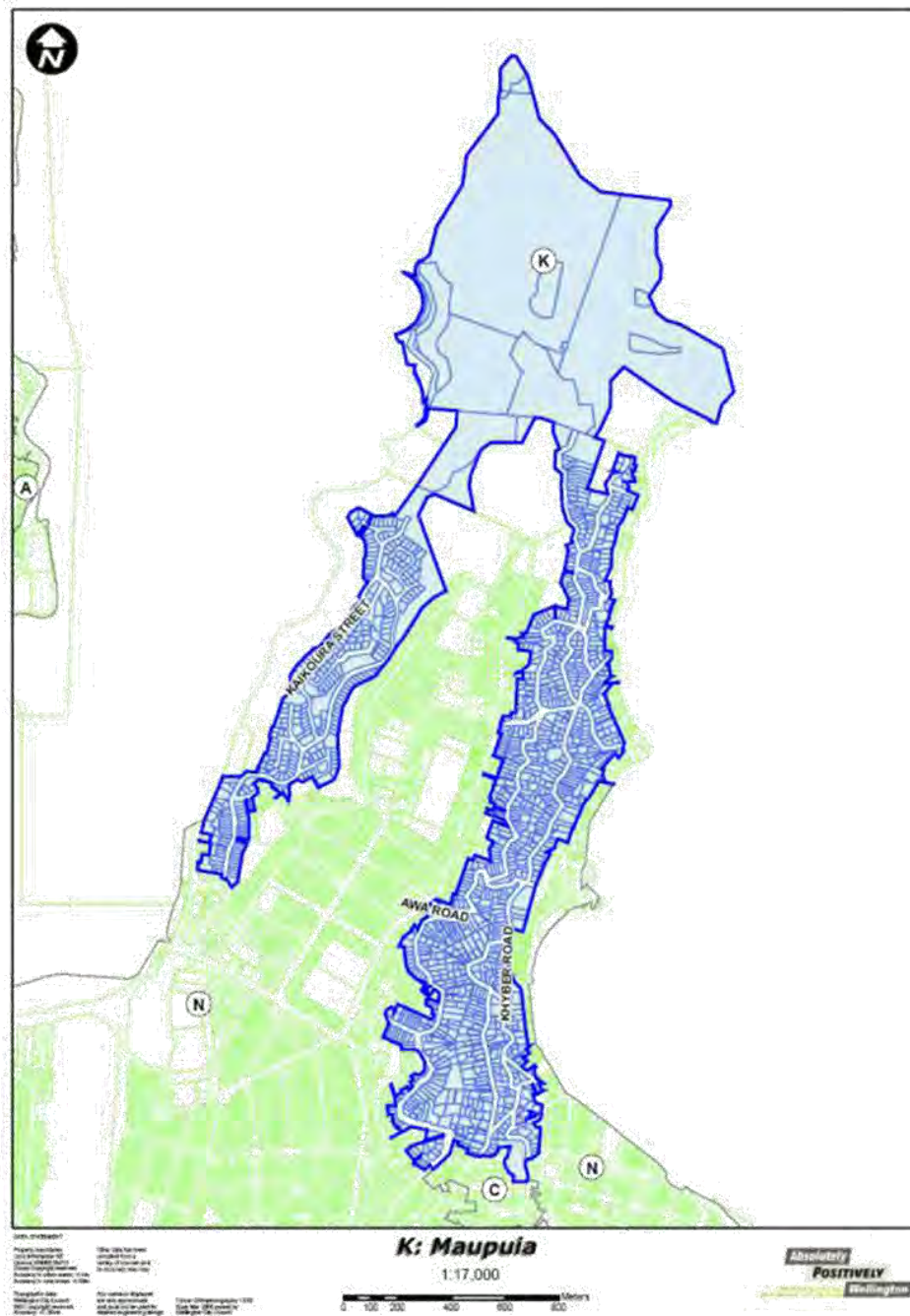
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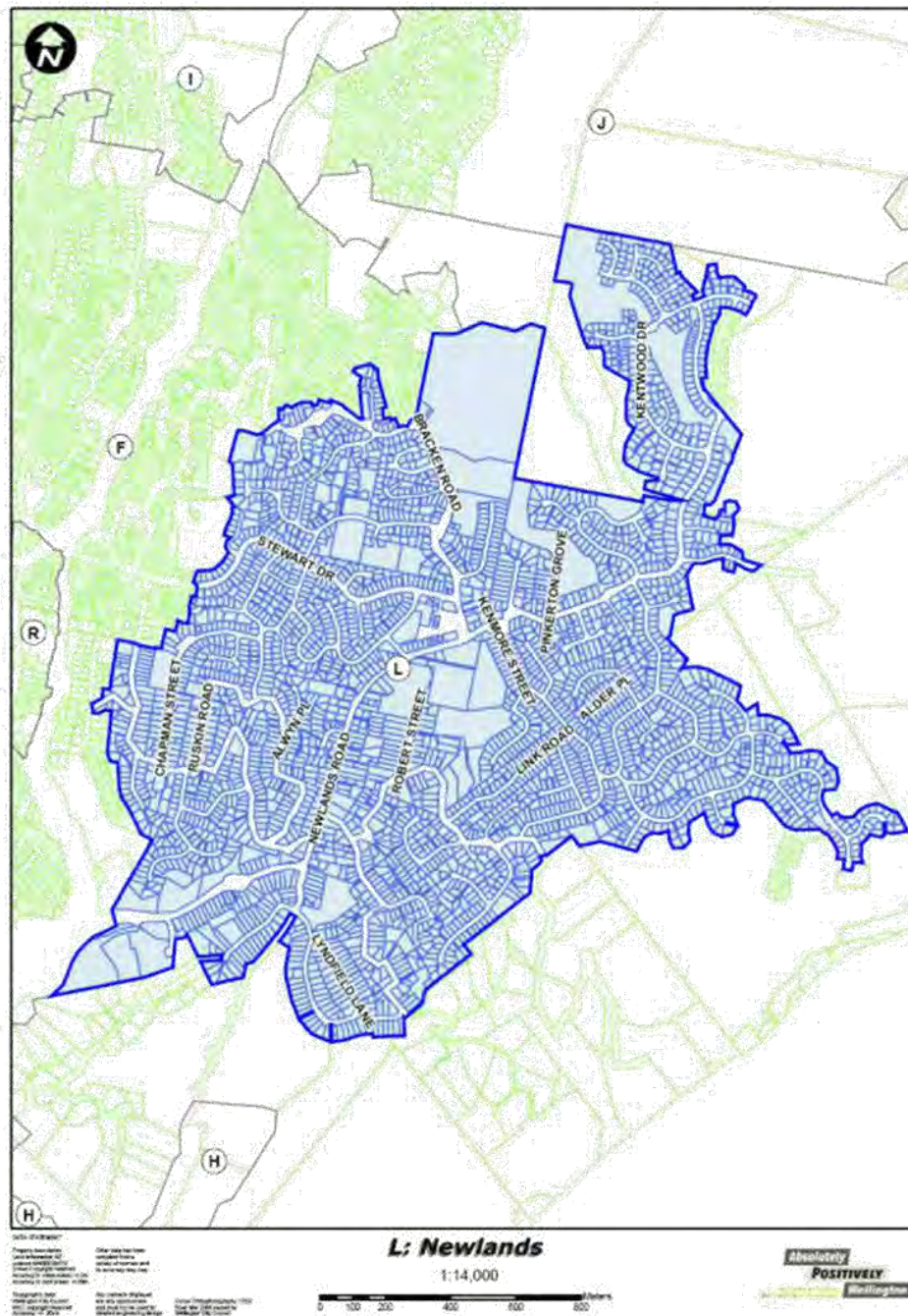


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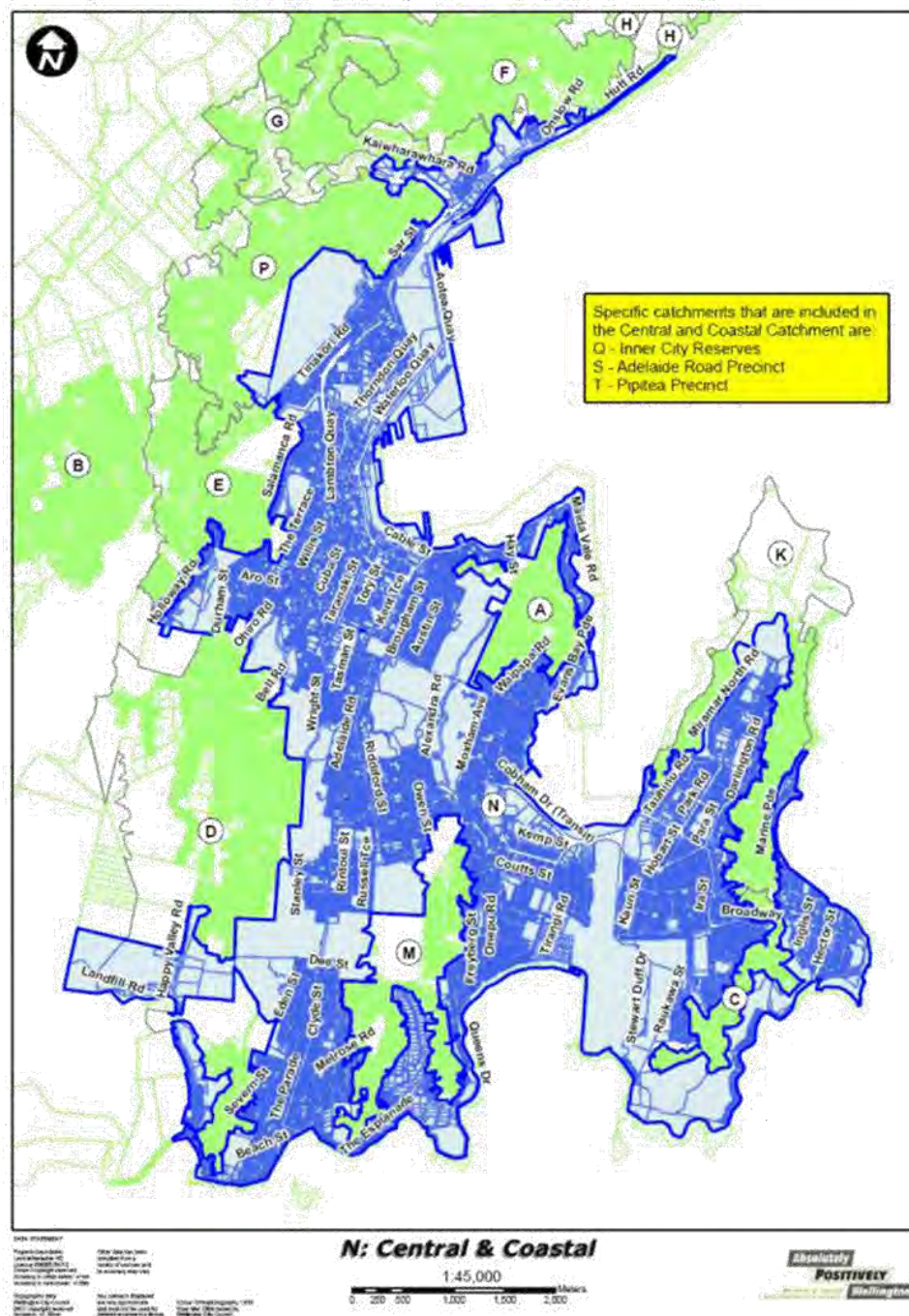
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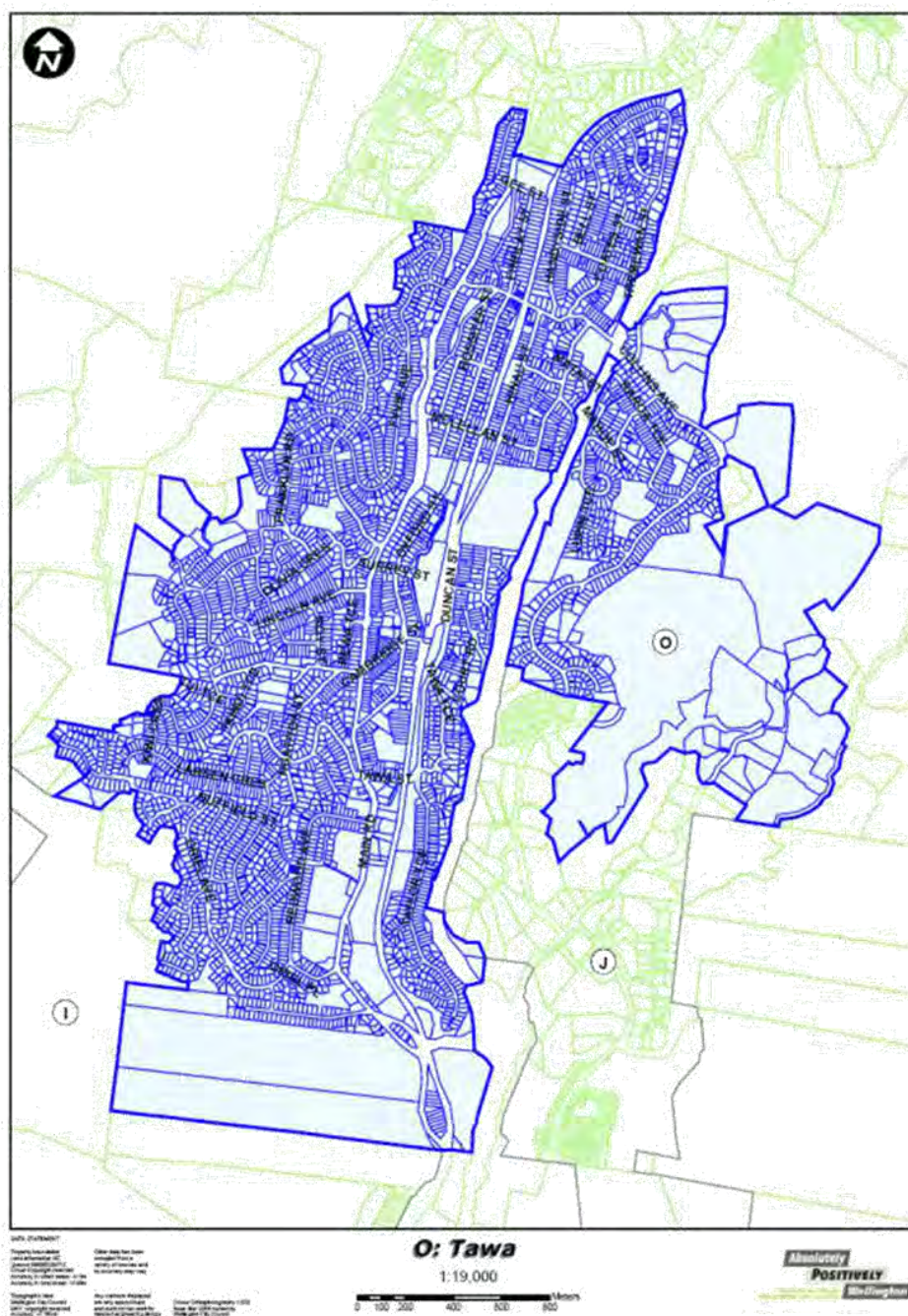


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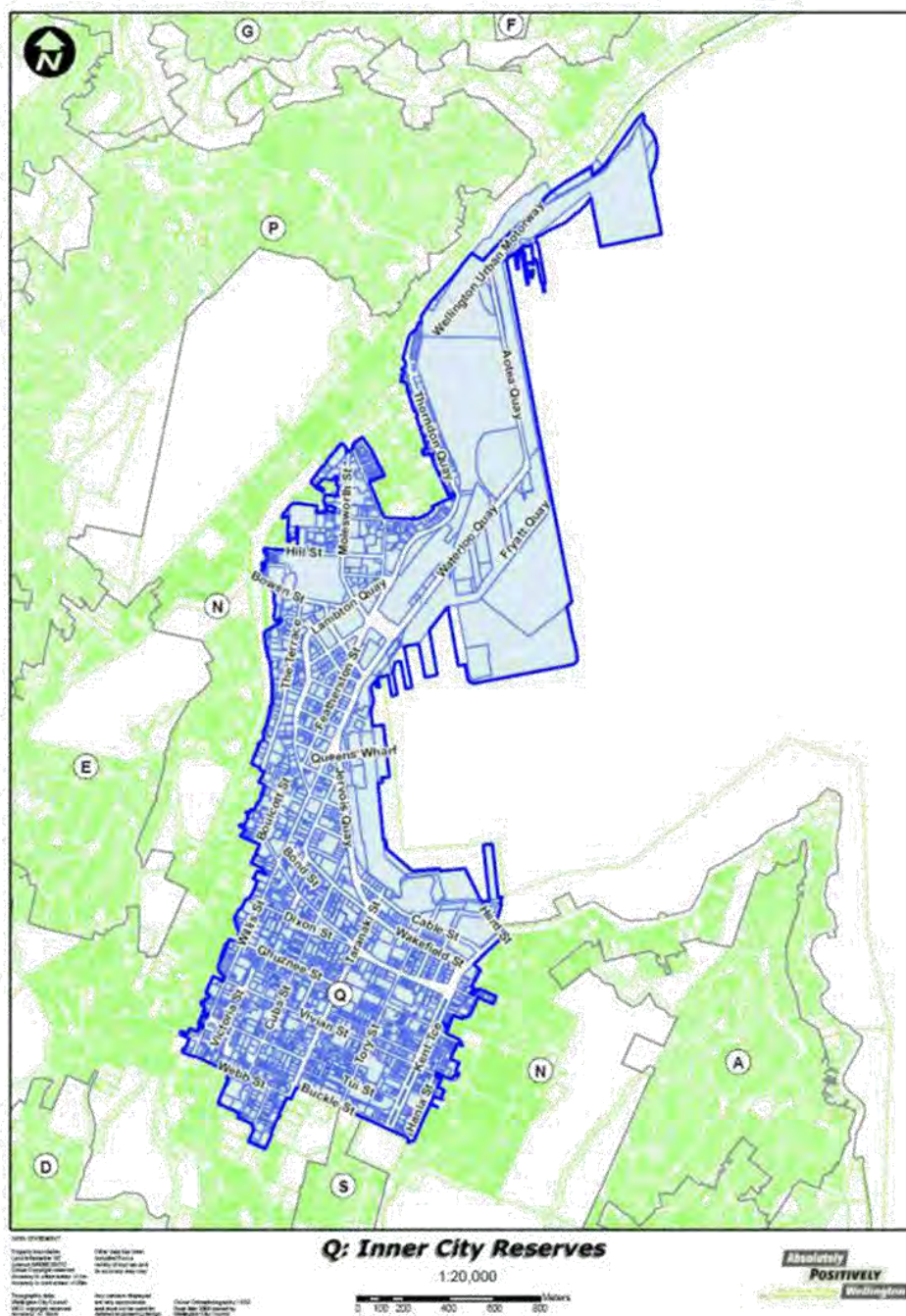
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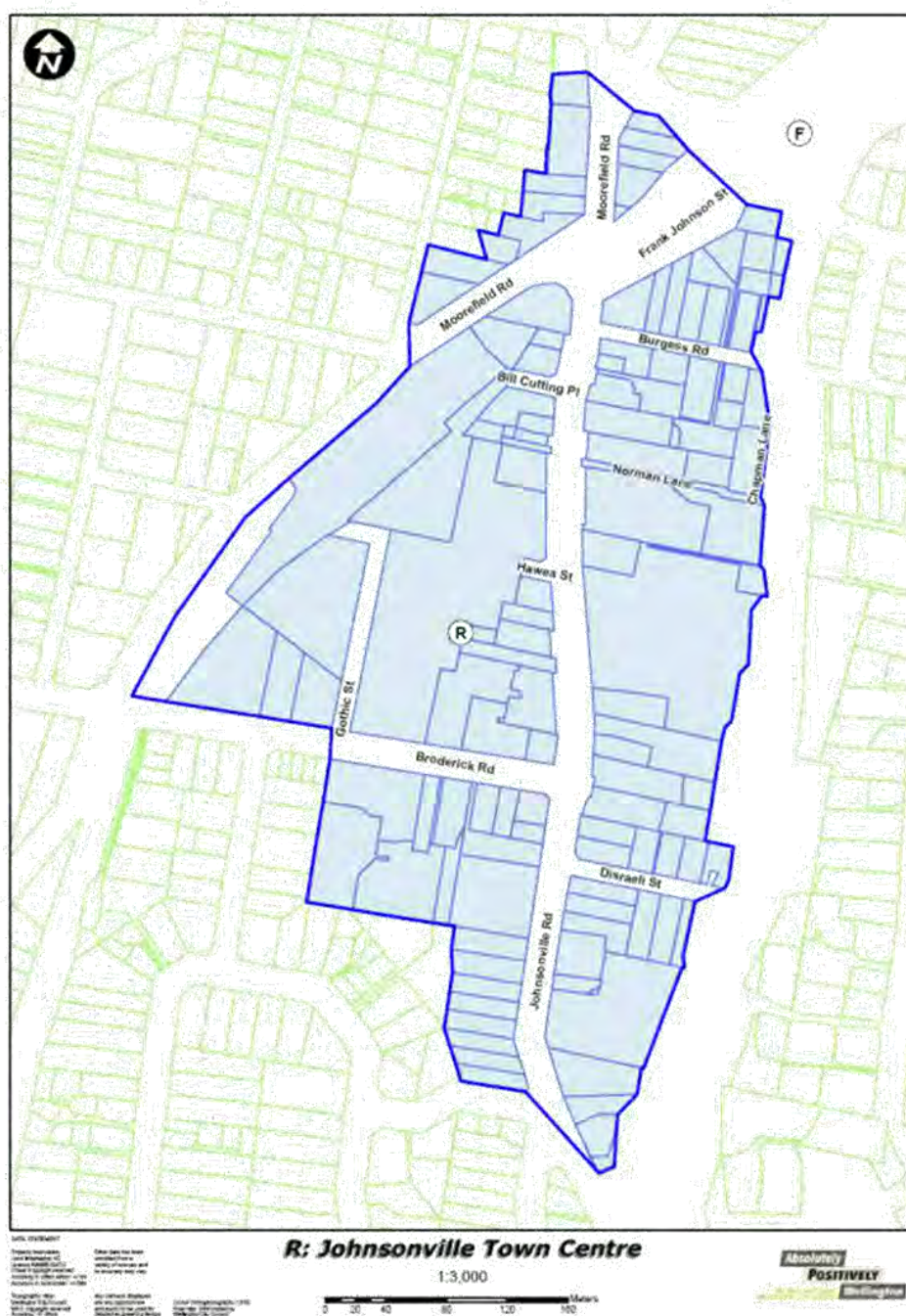


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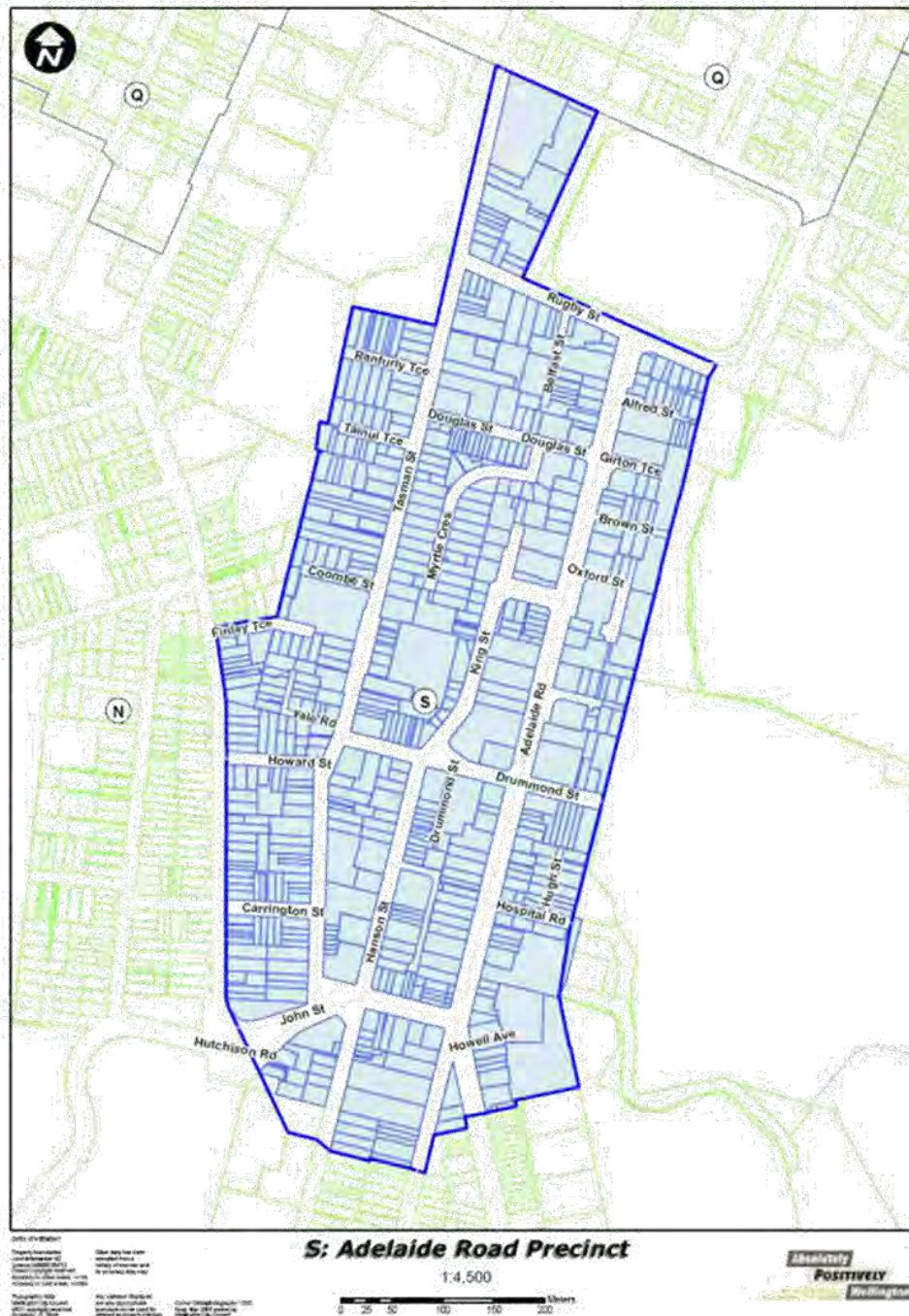


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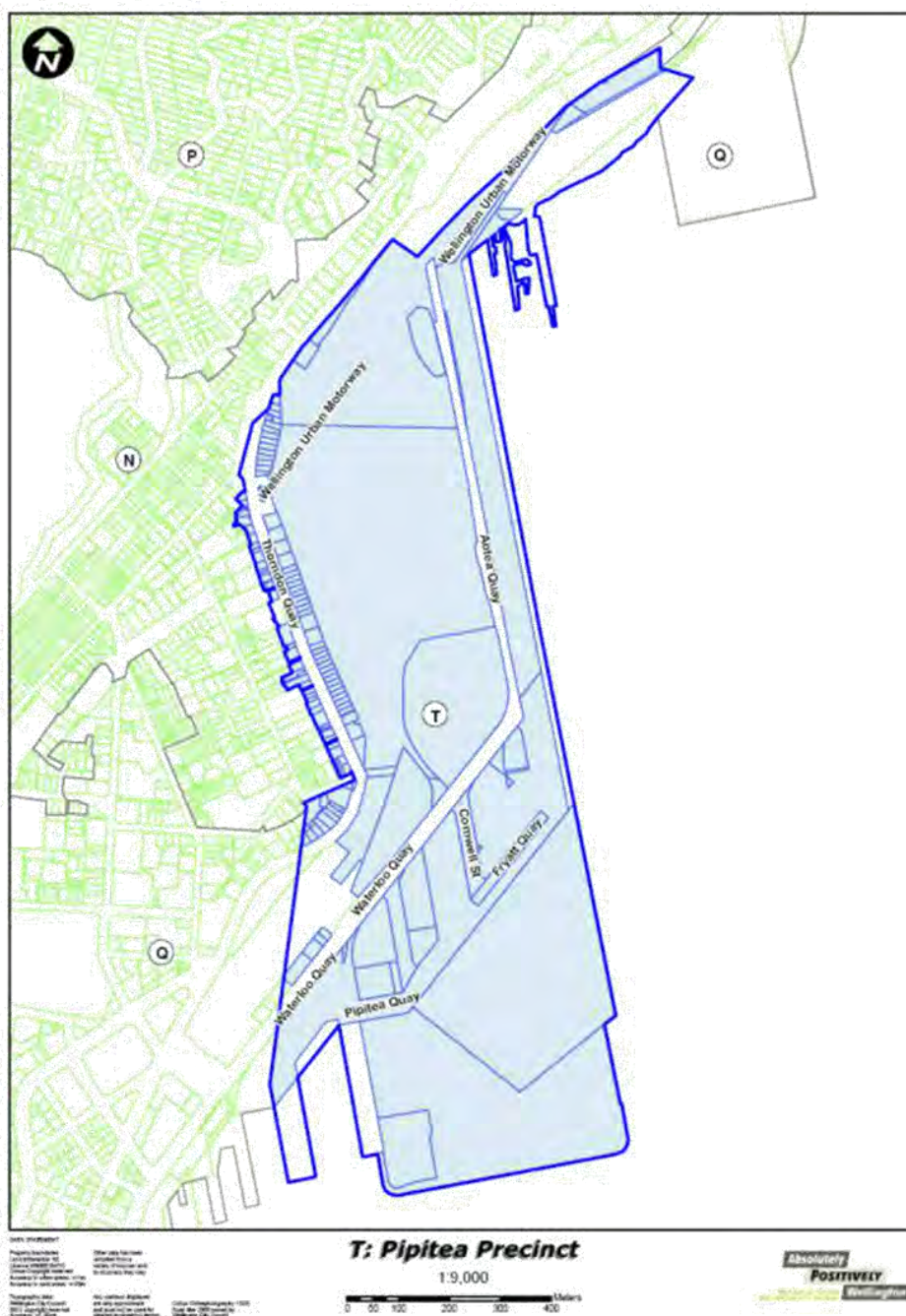
Item 2.3 Attachment 1



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PART 2: SUBSTANTIVE POLICY

7 Basis for this Policy

7.1 Legislative requirements

- 7.1.1 This document sets out the Council's policy on development contributions under the Local Government Act 2002 (LGA 2002). Under section 102(2)(d) of the LGA 2002, the Council is required to adopt a policy on development contributions or financial contributions as a component of its funding and financial policies.
- 7.1.2 Section 198 of the LGA 2002 provides the Council with the power to require a contribution from developments.
- 7.1.3 This Policy has been prepared to meet the requirements for development contribution policies set out in sections 106, 197-211, and Schedule 13 of the LGA 2002. In summary, this Policy:
- Summarises and explains the capital expenditure identified in the 2015 to 2025 LTP that the Council expects to incur to meet the increased demand for network infrastructure (roads, water, wastewater and stormwater collection and management) and reserves resulting from growth; and
 - States the proportion of that capital expenditure that will be funded by development contributions; and
 - Explains the rationale for using development contributions as the funding mechanism (as opposed to other mechanisms such as financial contributions, rates, or borrowings); and
 - Specifies the level of contribution payable in different parts of the city; and
 - Specifies when a development contribution will be required; and
 - Prescribes conditions and criteria applying for remission, postponement and refund of development contributions.

7.2 Relationship with financial contributions in the District Plan

- 7.2.1 This Policy is distinct from and in addition to the provisions in the District Plan that provide the Council the discretion to require financial contributions under the Resource Management Act 1991.
- 7.2.2 The Council will apply this Policy where a development contribution is payable for a particular purpose within a catchment and for all citywide contributions.

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- 7.2.3 However, where a development results in the Council incurring capital expenditure that is not included in the LTP capital expenditure in this Policy, the Council may impose a financial contribution as a condition of resource consent under section 3.4.5 of the District Plan which states that:

"Where a proposed development creates the need for increased capacity or upgrades to infrastructure at the point of connection (in terms of traffic, stormwater, sewers, or water) the Council may require a payment towards the cost of necessary works. The Council will set a payment on the basis of what is believed to be a fair and appropriate proportion of the costs that should be borne by the developer (up to 100%)".

- 7.2.4 The Council will also continue to impose financial contributions on any development to which this Policy does not apply.

7.3 Summary of financial contributions

- 7.3.1 Under the Local Government Act 2002, the Council is required to summarise the provisions that relate to financial contributions in the District Plan. The financial contributions provisions are set out in section 3.4 of the District Plan. They are made up of development impact fees (section 3.4.3 and 3.4.4), payments required under 3.4.5 (set out above) and vesting of land (section 3.4.6). The exact development impact fees are set out in a separate *Guide to Development Impact Fees*.

8 Planning for growth

8.1 Growth in Wellington City

- 8.1.1 City growth assumptions underpin the Council's asset management plans and capital expenditure budgets in the LTP for the period 2015/16 to 2024/25.
- 8.1.2 Estimates prepared for the Council by Forecast ID in 2014 indicate the resident population of Wellington City will increase from 202,669 to 216,289 over the period of the LTP (2015 - 2025).
- 8.1.3 Growth projections are subject to significant uncertainties as to the quantum, timing and location of growth. Therefore the regular update and assessment of growth projections is a key component of planning future infrastructure requirements.
- 8.1.4 Informed by the above estimates and recognising potential forecasting errors, for calculation purposes a 10-year EHU growth assumption of 7 percent population growth has been used for the period 2015-25. Previous assumptions for both sectors over ten years (ten percent growth) continue to be applied to previous years to calculate EHUs over the total budget timeframes considered in this Policy.
- 8.1.5 The increase in capital expenditure resulting from growth is not necessarily proportional to the increase in population and employment, ie actual costs to provide for growth will depend upon the particular capital works required. However for citywide catchments in water, stormwater, roading and parks and reserves, the Council has assumed such a proportional relationship as there is little spare capacity and capital works have been designed with an ongoing provision for growth.

8.2 Application of Equivalent Household Units (EHUs) as the unit of demand

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- 8.2.1 The most equitable way to apportion the cost of new infrastructure in response to growth demand is on the basis of the number of equivalent new households expected in Wellington as detailed in 8.1 above for both residential and non-residential uses.
- 8.2.2 Residential development is defined in section 5 of this Policy. Non-residential development is likewise defined, and essentially means all development not falling within the definition of residential development.
- 8.2.3 In a residential development, the unit of demand will be an additional household unit as defined in the District Plan. In a subdivision development, the identifiable unit of demand is an allotment.
- 8.2.4 For a non-residential development, the Council has assumed that an employee requires approximately 16m² of gross floor area (gfa)² and that 2.6 employees, being the equivalent average household occupancy, would require 42m².
- 8.2.5 When calculating the number of EHUs in a non-residential development:
- The 42m² of gfa will be applied on a pro-rata basis (rather than rounding to the nearest EHU). In other words, a non-residential development with a gfa of [100m²] will equate to [2.4] EHUs.
 - Except that for development less than 10m² no contribution will be payable.
- 8.2.6 In summary:

Type of development:	EHU assessment based on:
Residential development	<ul style="list-style-type: none">▪ 1 EHU per household unit▪ 0.7 EHU per one-bedroom household unit
Fee simple subdivision	<ul style="list-style-type: none">▪ 1 EHU per allotment
Non-residential development	<ul style="list-style-type: none">▪ 1 EHU for every 42m² of gfa unless changed following an assessment under the process in 2.5.5

² Government Property Management Centre of Expertise 'Workplace Standards and Guidelines for Office Space July 2014'

9 Rationale for funding the costs of growth through development contributions

9.1 Legislative background

- 9.1.1 Section 106(2)(c) of the Local Government Act 2002 requires this Policy to explain why the Council has determined to use development contributions as a funding source, by reference to the matters referred to in section 101(3) of the LGA 2002 detailed below.

9.2 Community outcomes

- 9.2.1 The following community outcomes have particular relevance to the decision of how to fund growth related infrastructure:

- Wellington's long-term environmental health will be protected by well-planned and well-maintained infrastructure.
- Opportunities for active and passive recreation in Wellington will be diverse, safe, affordable, accessible and attractive.
- Wellington's communities will have ready access to multi-use indoor and outdoor facilities and spaces.
- Wellingtonians will protect and have access to public green open spaces and the coast.
- Wellington's governing bodies will comply with all legislative requirements and will behave in an ethical and fair manner.

- 9.2.2 Charging new development for the additional infrastructure ensures a fair contribution to the community outcomes. This means, for example, that:

- Traffic resulting from development is managed by a programme of works that maintains existing traffic flow, pedestrian and cycle access, parking and safety standards;
- Large, efficient reservoirs and pumping stations are built and shared across a number of developments; and
- Reserves are created and developed to service growth.

9.3 Distribution of benefits and the extent to which particular individuals or groups contribute to the need to undertake an activity

- 9.3.1 It is appropriate that development contributions fund additional capacity in water supply, wastewater, stormwater, roading and parks and reserves. The benefits of this additional capacity mainly accrue to new households (EHUs) and businesses generating demand for that capacity. Development contributions paid by developers are likely to be passed on through section and building prices to the residents of new households and businesses. Existing residents and businesses, however, gain a much reduced benefit from the infrastructure and resulting growth in the city, and therefore they should not be required to fund the majority of the costs (where the benefit accrues to new developments) through rates.
- 9.3.2 Conversely, the cost of maintaining or improving levels of service provided by the city's infrastructure to the existing population cannot be included in capital expenditure to be funded out of development contributions, as this expenditure does not exclusively benefit developers or new households.

9.4 Costs and benefits of funding the activity distinctly from other activities

- 9.4.1 The benefits of funding additional infrastructure capacity resulting from development growth through development contributions include greater transparency and allocative efficiency through passing on the actual costs to developers. The use of catchments also aids transparency and allocative efficiency by signalling the variations in the cost of providing infrastructure according to the characteristics of the particular locality and the nature of the works required. Although development contributions are not a significant administrative cost once systems are established, for small catchments collection of development contributions may not be cost effective and therefore a citywide fee will be more efficient for some activities with a large number of widely located projects. Citywide fees are also appropriate when infrastructure operates as a network (eg stormwater).

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9.5 Overall impact on the community

- 9.5.1 Ensuring adequate levels and balance between the various sources of funding to provide appropriate infrastructure is central to promoting the purpose of local government. Funding the cost of providing increased capacity in the city's infrastructure through development contributions rather than rates serviced debt promotes equity between existing residents and newcomers.

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10 Capital expenditure in response to growth

10.1 Activities and catchments for which development contributions may be required

10.1.1 Local Government Act 2002 allows the Council to require a development contribution from any development for:

- capital expenditure expected to be incurred as a result of growth; or
- capital expenditure already incurred in anticipation of growth.

10.1.2 Development contributions will be required for Council-funded capital works resulting from growth associated with the provision of the following network infrastructure and reserves.

Water supply

10.1.3 Development contributions will be required for:

- the ongoing citywide upgrade in capacity of the water supply network of pipes and pumping stations
- capital works to provide additional reservoir and pump station capacity for specific catchments.

Wastewater

10.1.4 Development contributions will be required for:

- the ongoing citywide upgrade in capacity of the networks of wastewater pipes and pumps
- Council funded capital works associated with the provision of the Council's Veolia project that serves the Moa Point and Karori wastewater catchments and was developed with additional capacity in anticipation of growth

Stormwater

10.1.5 Development contributions will be required for the ongoing citywide upgrade in capacity of the network of pipes and streams that make up the stormwater system.

Roading

10.1.6 Development contributions will be required for the ongoing citywide upgrades of roads, public transport facilities, cycle ways, pedestrian walkways and associated infrastructure to facilitate growth.

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Reserves

- 10.1.7 Development contributions will be required in three catchments – a citywide catchment, an inner city catchment and for Greenfield development (in accordance with section B6.1.2 to B6.1.5 of this Policy).

10.2 Growth-related capital expenditure

- 10.2.1 The table in Appendix A (Table 1) sets out for each activity:

- the capital expenditure identified in the 2015/25 LTP that the Council expects to incur to meet the increased demand for network infrastructure and reserves resulting from growth
- the total amount of development contribution funding sought for that activity
- the proportion of the capital expenditure that will be funded by development contributions and other sources of funding.

- 10.2.2 Where Council anticipates funding from a third party (such as the New Zealand Transport Agency) for any part of the growth component of the capital expenditure budget, then this proportion is excluded from the costs used to calculate development contributions.

10.3 Capital costs already incurred in anticipation of growth

- 10.3.1 Development contributions will also be required from development to meet the cost of infrastructure capacity already incurred in anticipation of development where the Council has assessed it appropriate and reasonable.
- 10.3.2 For the purpose of this Policy, taking a development contribution for capital expenditure already incurred in anticipation of development is considered appropriate for the wastewater network infrastructure in the catchment areas of the Moa Point and Western treatment plants (Veolia), the Council's share of the Porirua Treatment Plant and for several water supply catchments but not for any of the other listed activities in section 1 above.
- 10.3.3 The capital expenditure already incurred prior to 1 July 2005 to meet increased growth demand for network infrastructure and reserves is summarised in Appendix A (Table 2).

10.4 Use of development contributions

- 10.4.1 The Council will use development contributions either for or towards the capital expenditure for which they were required, or for providing analogous reserves or infrastructure.
- 10.4.2 Where a development contribution is received for capital expenditure that has already been incurred by the Council, the Council will have met its obligations under the Local Government Act 2002 that relate to the use of the development contributions, unless a refund is due.
- 10.4.3 Where the Council has received development contributions for reserves, in addition to the powers governing the use of development contributions for reserves in the Local Government Act 2002, the Council must use the land or cash received as follows:
- cash - within 20 years of it being received
 - land - within 10 years of it being received, unless a longer period is agreed with the party who paid the contribution. (Note: in all circumstances the Council will seek to reach such an agreement).

11 How development contributions have been calculated

11.1 Local Government Act 2002 Requirements

11.1.1 Section 201(1)(a) of the Local Government Act 2002 requires this Policy to include, in summary form, an explanation of and justification for the way each development contribution in the schedule to this Policy is calculated.

11.1.2 In summary, each contribution has been calculated in accordance with the methodology set out in Schedule 13 of the Local Government Act 2002, by using the following seven step process:

Step	Explanation	Local Government Act 2002 Reference
One	Define catchments <ul style="list-style-type: none"> A catchment is the area served by a particular infrastructure, eg reservoirs, pumping stations and pipes. Catchments are defined with reference to characteristics of the service, the common benefits received across the geographical area supplied and judgement involving a balance between administrative efficiency and the extent of common benefits. 	Sch 13 (1) (a)
Two	Identify 10-year capital expenditure resulting from growth <ul style="list-style-type: none"> The proportion of total planned costs of capital expenditure for network and infrastructure, parks and reserves from the LTP resulting from growth. Growth costs (capacity increase to cater for new entrants) can be funded in full or in part by using development contributions. This is one of three components of the total 10-year capital costs budgeted in the LTP, the other two components being level of service improvements and renewals. These two costs must be met from funding sources other than development contributions. Justification for the level of growth capital expenditure should be supported by financial management funding considerations (refer to 9 above) and show significant assumptions and impacts of uncertainty. 	S 106 (2) (a) and Sch 13 (1) (a) S 106(2) (a) S 101 (3) (a) S 201 (1) (b)
Three	Identify the percentage of growth related 10-year capital expenditure to be funded by development contributions Unless the Council wishes to reduce fees for clear policy	S 106 (2) (b)

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Step	Explanation	Local Government Act 2002 Reference
	<p>reasons, this is likely to be fully funded by development contributions in most cases, because:</p> <ul style="list-style-type: none"> it directly relates to the planned capital expenditure set out in the LTP and detailed in the Council's Asset Management Plans and the capital expenditure for growth can be reasonably identified. 	
Four	<p>Identify the appropriate units of demand</p> <p>The selected unit of demand is Equivalent Household Units (EHUs) calculated as follows:</p> <ul style="list-style-type: none"> For a Greenfield development, an allotment, eg in Northern Growth developments the average lot size is 550 - 600m². EHUs will be applied uniformly for each lot regardless of size for reasons of administrative simplicity and lot size is not considered to have a material impact on demand. For non-residential development, 42m² (based on average space per office worker of 16m² and an average number of persons per household in the Wellington region of 2.6 (per the 2013 census and Forecast ID) or by self-assessment supported by an impact report or by special assessment whereby the Council prepares an impact report as a basis for assessment. For an infill development, a residential dwelling as defined in clause 5 - Definitions. 	Sch 13 (1) (b)
Five	<p>Identify the designed capacity (in units of demand) provided for growth</p> <ul style="list-style-type: none"> The designed capacity may vary between different types of infrastructure. In many cases it will be considered economically prudent to provide spare growth capacity considerably beyond current 10-year expectations. For example, large scale, high cost citywide infrastructure such as a sewerage treatment plant will have significantly more designed capacity for growth than ongoing roading improvements. Costs are recovered across the full designed number of EHUs. Projected growth in EHUs over the 10 year period of the LTP will be relevant to the Council's budgeting of revenue but not to the calculation of the development contribution per EHU. 	Sch 13 (1) (b) & (2)
Six	<p>Allocate the costs to each unit of demand for growth</p> <ul style="list-style-type: none"> The development contribution charge per EHU is calculated by dividing the total capital expenditure resulting from growth (step two) by the designed units 	Sch 13 (1) (b)

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Step	Explanation	Local Government Act 2002 Reference
	of demand for growth (step five).	
Seve n	Input results to comprehensive schedule of fees by catchment <ul style="list-style-type: none"> A detailed schedule must be prepared as part of this Policy that enables the development contributions to be calculated by infrastructure type and catchment. This Policy will be supported by the significant assumptions made to determine the development contributions payable and their impacts, contribution and conditions and criteria for remission, postponement or refund, the valuation basis for assessment of maximum reserves and catchment maps. 	S 201 (2) S 201 (1) (a) S 201 (1) (b), (c) & (d)

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11.2 Significant assumptions

- 11.2.1 Section 201(1)(b) of the Local Government Act 2002 requires this Policy to state significant assumptions underlying the calculation of the schedule of development contributions.

System-wide view

- 11.2.2 In developing a methodology for the development contributions, the Council has taken a system-wide view in identifying the cumulative effect of development on infrastructure, ie by considering the infrastructure impacts on all ratepayers created by both individual and multiple developments across a catchment. For citywide catchments this means growth is proportionally reflected in total capital expenditure.

Planning horizon

- 11.2.3 The planning horizon varies by infrastructure type typically ranging from 10 years to more than 50 years. This is consistent with the Council's asset management planning. Longer horizons may result in larger capital expenditure for some projects but also means the costs are spread across a larger designed city capacity (ie greater number of EHUs).

Growth forecasts

- 11.2.4 The overall planning assumption is for a 7 percent increase in growth and capacity for renewals and upgrades for citywide catchments to take account of the impact on infrastructure of continuing growth within the city over the next 10 years.

Application of costing methods

- 11.2.5 Average costs have generally been applied to the allocation of capital expenditure between existing and new EHUs. In most cases, it is a difficult and complex exercise to determine incremental costs and average costs reflect a fair allocation of capital infrastructure costs to newcomers.

Cost of individual items of capital expenditure

The Council has used the best information available at the time of developing this Policy to estimate the cost of individual items of capital expenditure that will be funded in whole or part out of development contributions. It is likely that actual costs will differ from estimated costs due to factors beyond the Council's ability to predict, such as changes in price of raw materials, labour, etc, and the time of capital works. The Council will review its estimates of capital expenditure annually and adjust the LTP.

Financial assumptions

- 11.2.6 The following financial assumptions have been applied:
- All costs in this Policy are based on budgeted infrastructure prices and allowance has been made for inflation from 2010/11.
 - Income generated from rates will be sufficient to meet the operating costs of growth related capital expenditure into the future.

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- All New Zealand Transport Agency subsidies will continue at present levels and eligibility criteria will remain unchanged.
- The methods of service delivery will remain substantially unchanged.

12 Application of methodology to specific activities

Development contributions are required both on a citywide basis and on a more localised catchment-by-catchment basis depending on the type of infrastructure and reserves, the type of development and the impact of development on infrastructure and reserves. Further details of the basis for the development contributions in this Policy are set out in Appendix B.

12.1 Citywide development contributions

12.1.1 Citywide fees are applied to:

- Network infrastructure – those systems characterised by interdependent components where development growth adversely impacts other areas of the network if action is not taken to mitigate those effects. The network infrastructure attracting citywide development contributions will comprise roads and the water supply, stormwater and wastewater reticulation networks.
- Reserves that are destination amenities used by groups from across the city such as the Botanic Gardens.

12.1.2 Increases in capacity resulting from growth are factored into the regular, ongoing renewal and upgrade work undertaken on these networks and reserves. Over a 10-year period these works typically comprise a variety of projects right across the city.

12.1.3 In estimating the cost proportion of additional growth-related capacity included in renewals and upgrades the Council has assumed that:

- Capacity increases are designed to reflect the overall level of growth in EHUs expected over the next 10 years;
- Growth for capacity planning purposes is estimated after consideration of projections of population, households and employment prepared by Forecast id, Infometrics Ltd and Statistics New Zealand.
- Average cost is a reasonable proxy for the incremental cost of additional capacity. The cost of additional capacity for development growth installed during renewal projects is limited to the appropriate proportion of materials costs as all other costs are deemed to relate to the renewal of the asset.

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Citywide water supply

- 12.1.4 The water supply reticulation system comprises a network of pipes and pumping stations supplying fresh water from 18 bulk water supply points around the city. Development growth reduces the level of service standards for water pressure for other households within the network although not necessarily for that new development. To maintain the level of service, additional capacity is continually built into the network either as specific upgrades or as part of the renewal programme.
- 12.1.5 Citywide water supply excludes the Northern Growth area (catchments I and J) as water is supplied directly from the bulk main and does not rely on the wider city network. The water supply distribution network in this area will be provided by developers at their cost as they develop through the area.

Citywide stormwater

- 12.1.6 Flooding has occurred in the past in the central city, Miramar, Karori, Island Bay/Berhampore, Kaiwharawhara and the Tawa basin. The lack of sufficient pipe capacity and the resulting need to implement flood protection works across the city is seen as one of the most significant impacts of continued development. Planned works are ongoing across the city as growth continues. The priorities for these works are determined after consideration of the impact of flooding, environmental risk, existing consent and potential growth.

Citywide wastewater

- 12.1.7 The wastewater reticulation system comprises a network of pipes and pumping stations clearing wastewater and sewage to the Moa Point, Western and Porirua treatment plants.
- 12.1.8 Development growth increases the volume of wastewater requiring additional capacity to be built into the network on an ongoing basis either as specific upgrades or as part of the renewal programme.

Citywide traffic and roading

- 12.1.9 The transport and roading network comprises the city's main arterial routes and secondary roads including related bridges, walls and embankments, footpaths, walkways and cycle ways, parking and public transport access and shelters.

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- 12.1.10 Development growth increases traffic volumes and congestion which adversely impact traffic flows, safety, and wear and tear on road surfaces. To maintain the level of service, additional works are required across the network on an ongoing basis. These works typically comprise many small projects right across the city over a 10-year period. Works are planned to approximately match expected growth to ensure cost effective use of the Council's resources and assets.

Citywide Reserves

- 12.1.11 Citywide reserves comprise amenities such as the Botanic Gardens and open spaces. They are destinations that provide active recreational facilities to the city community. Increased demand can come from anywhere within the city.
- 12.1.12 Growth impacts on these amenities in a number of ways including degradation in the quality of the amenity, overcrowding, changes in activities and usage by residents, etc. Capital works are continually required to upgrade these reserves to enable increased usage and to purchase new land and assets. Works are planned to cater for growth to ensure cost effective use of the Council's resources and assets.

12.2 Development contributions for specific catchment areas

- 12.2.1 In addition to citywide development contributions, capital works are required to mitigate the impacts of development growth in clearly defined catchments. Examples include:
- a new water reservoir designed to provide capacity for a development (i.e. an identifiable catchment of EHUs)
 - a new link road to provide a subdivision with access to main arterial roads
 - development of local infrastructure such as an open space to service a new subdivision or to cater for additional growth in household units within existing suburbs or the inner city.
- 12.2.2 It is anticipated that specific catchments will be defined from time to time as specific local works are required to mitigate the impact of growth on the local community. There are specific catchments for water supply, wastewater, reserves and roads.

Specific catchments for roading and associated infrastructure

- 12.2.3 The future urban development of the land currently used for port and railyards will generate a substantial amount of new vehicle traffic onto an important gateway route into and out of the city as well as substantial increase in pedestrian numbers between the new development, public transport hubs and the rest of the central city. This will require improvements to be made to the road corridor and to key intersections to facilitate this growth and ensure that congestion is managed appropriately.
- 12.2.4 Therefore a sub-catchment has been defined based on the areas of future development which will generate the majority of the increased traffic and turning movements
- 12.2.5 Specific catchments for roading and associated infrastructure have also been defined in the Northern Growth area, the Johnsonville Town Centre and the Adelaide Road development. Further details are provided in Appendix B (B5.1)

Water supply catchments

- 12.2.6 There are 13 specific water supply catchments where water reservoirs and pumping station upgrades are required to provide for growth, either to provide the necessary water storage capacity based on projected population or to increase the level of service to enable further development.
- 12.2.7 The water supply catchments comprise:
- Roseneath
 - Karori
 - Brooklyn-Frobisher
 - Kelburn
 - Johnsonville-Onslow
 - Ngaio
 - Churton-Stebbings
 - Grenada-Lincolnshire
 - Newlands
 - Melrose
 - Central and Coastal
 - Tawa
 - Wadestown

Wastewater catchments

- 12.2.8 Three wastewater catchments have been defined around the service areas of the three wastewater treatment plants:
- Moa Point
 - Western (Karori)
 - Porirua (Northern Suburbs).
- 12.2.9 The Veolia treatment plants (Moa Point and Western) were built with the intention of providing significant capacity for growth over a long period of time, with Moa Point having the capacity to service twice the current population. Development contributions will be used to recover the costs of this additional capacity against new developments.

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Reserves – inner city

12.2.10 The growth in residential apartments is increasing demand for additional local reserves. This requires the redevelopment of existing reserves to accommodate additional usage and the purchase of additional inner city land to create new reserves.

Therefore, an inner city catchment has been defined where the predominant users of these reserves are local inner city residents

Reserves – Greenfield development

12.2.11 Any development falling within the definition of Greenfield development is required to meet the Council's policy for reserves (in accordance with section B6.1 of this Policy). Generally, developers contribute appropriate areas of land and either develop the reserve themselves or the Council develops the reserve and charges a contribution per allotment.

Reserves - other

12.2.12 Current reserve management policies indicate that other areas are adequately provided with local reserves and open space (except for citywide reserves). As further reserves management plans are developed, new local reserves may be required in established suburbs as a result of infill development growth.

12.3 Application of s101(3) of the Local Government Act 2002

12.3.1 The Council has considered each of the above catchment and citywide categories, and determined the fees payable for each per EHU, based on the benefits accrued. The development contribution calculation is considered to be reasonable and does not need to be amended for the overall impact of the allocation of liability on the community.

Appendix A - Tables 1 – 4

Table 1 – Capital Expenditure from the 2015-25 LTP

Activity	Total Cost of Capital Works (\$000)	Total Growth Component to be funded by Development Contributions (\$000)
Parks and Reserves - Catchment	0	0
Parks and Reserves -City Wide	61,140	4,000
Transport - Catchment	33,836	14,834
Transport - City Wide	292,123	19,516
Storm Water - City Wide	57,548	1,450
Wastewater - City Wide	125,013	0
Water Supply - Catchment	52,850	32,051
Water Supply - City Wide	146,904	3,213
Total	769,414	75,063

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Table 2 - Capital expenditure prior to 1 July 2005

Activities	Total Capital expenditure incurred prior to 1 July 2005 in anticipation of development to be funded by development contributions (\$000)
Water Supply	5,933
Wastewater	61,662
Stormwater	0
Roading	0
Parks and Reserves	0
Total	67,595

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Table 3 - Citywide development contributions

Citywide development contributions	\$ per EHU (ex GST)
Water Supply	\$ 337
Wastewater	\$ 121
Stormwater	\$ 165
Roading	\$ 1,312
Reserves	\$ 604
Total Citywide development Contributions for residential developments	\$ 2,539

* The stormwater component is only applicable to the greatest number of EHUs on any floor in non- residential or multi-unit residential developments. For example, a three storey residential development with three two bedroom units on each floor would be liable for \$495 for stormwater.

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Table 4 - Specific catchment related development contributions

Wastewater

Wastewater catchment development contributions	\$ per EHU (ex GST)
Central (Moa Point) Catchment	\$ 1,185
Western (Krori) catchment	\$ 2,440
Northern catchment	\$ 722

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Water Supply

Water supply catchment based development contributions	\$ per EHU (ex GST)
Roseneath	\$ 3,267
Karori	\$ 1,724
Beacon Hill	\$ -
Brooklyn Frobisher	\$ 1,575
Kelburn	\$ -
Johnsonville Onslow	\$ 1,583
Ngaio	\$ -
Maldivie	\$ -
Churton - Stebbings	\$ 2,939
Grenada - Lincolnshire	\$ 4,082
Maupuia	\$ -
Newlands	\$ -
Melrose	\$ 1,775
Central and Coastal	\$ 998
Tawa	\$ -
Wadestown	\$ 2,487

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Transport

	\$ per EHU (ex GST)
Transport	
Churton - Stebbings	\$ 4,067
Grenada - Lincolnshire	\$ 3,643
Pipitea Precinct	\$ 2,467
Adelaide Road	\$ 3,856
Johnsonville Town Centre	\$ 2,203

Reserves

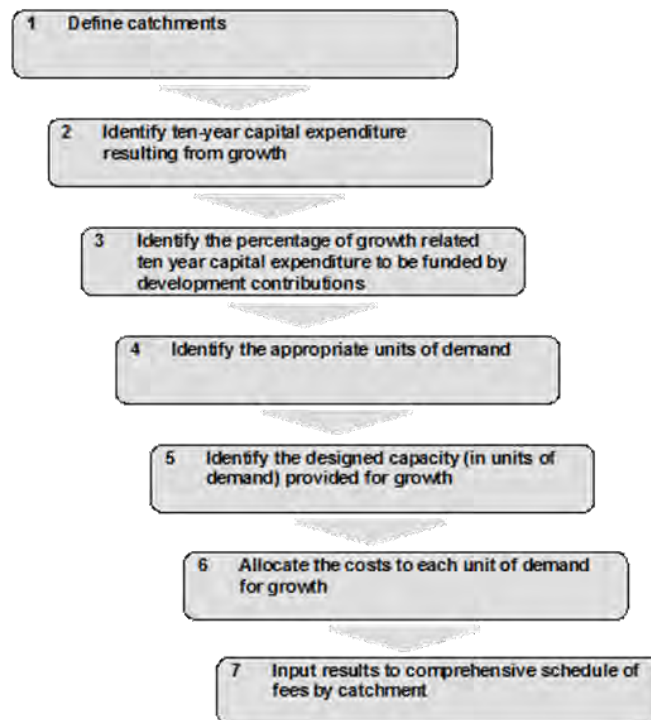
	\$ per EHU (ex GST)
Reserves	
Inner city catchment - residential	\$ 1,415
Greenfield development	(To be calculated under B6.1 based on Council's policy for reserves)

Appendix B - Methodology

Calculation of development contribution levies based on the methodology

B1.1 Introduction

B1.1.1 This Policy sets out the methodology for calculating development contributions. In summary, the methodology comprises the following seven steps.



B1.1.2 The capital works expenditure and the basis of calculation of development contributions for each of the infrastructure areas is set out below for:

- (a) A citywide catchment for water supply, stormwater, waste water, roading and reserves
- (b) Water supply catchments
- (c) Wastewater catchments
- (d) Roothing catchments
- (e) An inner city catchment for reserves

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B2.1 Citywide

B2.1.1 The capital works expenditure and the basis of calculation of development contributions for citywide water supply, stormwater and roading is set out in the table below. It identifies the capital expenditure in the Council's 2015-25 LTP, the proportion relating to growth less subsidies received from other parties to arrive at the total net contribution amount. This is divided by the estimated citywide growth in equivalent household units (EHUs) to determine the citywide development contribution payable.

Activity	Total Cost of Capital Works (\$000)	Total Growth Component to be funded by Development Contributions (\$000)	City Wide Development Contribution Amount
Parks and Reserves -City Wide	183,526	10,554	\$ 604
Transport - City Wide	419,521	22,940	\$ 1,312
Storm Water - City Wide	114,739	2,879	\$ 165
Wastewater - City Wide	210,125	2,108	\$ 121
Water Supply - City Wide	257,067	5,897	\$ 337
Total	1,184,978	44,378	\$ 2,539

B3.1 Water Supply

B3.1.1 The following table sets out the water supply catchments where capital works incorporate additional capacity to allow for growth. Development contributions recover the cost of having provided that additional capacity for growth. The calculation is based on the capital expenditure relating only to the additional capacity for growth divided by the estimated EHUs available for growth.

Water reservoirs and pumping station upgrades and renewals

Water Supply Catchment	Total Cost of Capital Works (\$000)	Total Growth Component to be funded by Development Contributions (\$000)	Development Contributions per EHU
Roseneath	5,803	828	3,267
Karori	8,620	4,595	1,724
Beacon Hill	580	0	-
Brooklyn Frobisher	6,420	2,456	1,575
Kelburn	2,276	0	-
Johnsonville Onslow	8,920	6,344	1,583
Ngaio	0	0	-
Maldiva	0	0	-
Churton - Stebbings	4,643	4,643	2,939
Grenada - Lincolnshire	6,490	6,490	4,082
Maupuia	101	0	-
Newlands	590	93	-
Melrose	2,500	1,806	1,775
Central and Coastal	25,650	13,592	998
Tawa	0	0	-
Wadestown	6,690	4,081	2,487
Total	79,283	44,928	

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B4.1 Wastewater

B4.1.1 Wellington City utilises three treatment plants. Each plant was built with additional capacity to provide for significant growth. Development contributions recover part of the cost of having provided that additional capacity for growth. The cost per EHU is calculated as follows:

Catchment	Total Cost of Capital Works (\$000)	Total Growth Component to be funded by Development Contributions (\$000)	Development Contributions per EHU
Central (Moa Point)	136,700	52,577	1,185
Western (Karori)	12,200	4,692	2,440
Northern (Porirua)	6,850	2,635	722

B5.1 Roading and associated infrastructure

B5.1.1 Three traffic and roading catchments are identified for new roads. Two come as part of the Northern Growth Management Plan. The third recognises the response to growth around the port and rail yards land at the northern gateway to the city.

This capital expenditure is included in capital projects CX311, CX377 and CX493 respectively as budgeted in the Council's LTP and related amendments. The calculation of development contributions in the following table identifies the proportion of the capital expenditure relating to growth divided by the estimated growth in EHUs.

Catchment	Total Cost of Capital Works (\$000)	Total Growth Component to be funded by Development Contributions (\$000)	Development Contributions per EHU
Churton - Stebbings	13,491	5,531	4,067
Grenada - Lincolnshire	12,771	9,068	3,643
Pipitea Precinct	16,080	9,487	2,467
Johnsonville Town Centre	14,139	2,710	2,203
Adelaide Road	12,747	3,268	3,856

B5.1.2 Two catchments are identified for centre-based developments. Both the Adelaide Road and Johnsonville Town Centre developments have significant growth components.

Adelaide Road: While many of the key outcomes for Adelaide Road are locally focused (such as providing for more high-quality residential growth, recognising and protecting employment opportunities while enabling a transition to suitable 'new economy')

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activities and strengthening the local community) there is also a strong emphasis on improving the Adelaide Road transport corridor for multiple forms of transport.

The Council has determined that, for the purposes of calculating development contributions, the benefits to the local community should be regarded as equivalent, in aggregate, to the benefits to the wider community. The benefits to the wider growth community have been assessed on a citywide basis for two key reasons:

- There are key citywide destinations south of Adelaide Road, in particular the hospital. All of Wellington will benefit, for example, from quicker ambulance access to Wellington Hospital
- Allocating the costs on a citywide basis is consistent with the approach to other similar roading projects.

Johnsonville Town Centre: Council has determined that development contributions for the Johnsonville Town Centre development should be solely catchment based. While other communities will clearly derive a benefit, the Town Centre Plan is primarily concerned with managing growth in the Town Centre, from which the existing Town Centre community and future developers will derive the principal benefit. While Johnsonville Town Centre will become a more attractive retail and business destination, increased activity will translate directly to economic benefits for those in the Town Centre. Johnsonville is not a key access route to the same extent as Adelaide Road. Alternatives that do not involve going through the Town Centre are available to many in the wider catchment, and some of the growth community in the Northern Growth area are already paying for improved alternative access to major transport routes specifically through development contributions.

B6.1 Reserves

Inner city reserves catchment

B6.1.1 In line with the Local Government Amendment Act which was passed in August 2014, the charges for non-residential developments have been removed. It is important to note that only the portion deemed to benefit residential properties is charged to residential developments. The calculation of the development contribution for inner city residential reserves is set out as follows:

- (a) Determine inner city catchment comprising Lambton and Te Aro census area units.
- (b) Determine capital expenditure for inner city reserves as follows:

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Catchment	Total Cost of Capital Works (\$000)	Total Growth Component to be funded by Development Contributions (\$000)	Development Contributions per EHU
Inner City Parks	10,062	10,062	1,415

- (c) Reserves are assumed to benefit both existing residents and newcomers equally. Therefore, the cost is divided by existing and projected EHUs over a 10-year period. Total projected EHUs are estimated to be:

- residential EHUs	3,183	
- non-residential EHUs	31,406	
	<u>34,589</u>	EHUs

- (d) Residents are considered to have eight hours per day of potential use (100 percent) whereas workers have one hour per day (12.5%). Potential usage by others (residents living outside the central city and visitors) is not considered significant.

- (e) Allocating costs results in the following contributions:

$$\begin{aligned}
 \text{Residential} &= \text{projected capital cost divided by projected residential units weighted by number of projected residential EHUs to total EHUs} \\
 &= \$10,062,426 \times 44.77\% / 3,183 \text{ or } \$1,415 \text{ per residential EHU}
 \end{aligned}$$

Greenfield reserves

B6.1.2 'Greenfield developments' are those that create new residential or rural residential areas as opposed to infill type subdivision where sections within established urban areas are subdivided. New households in Greenfield developments have both citywide and local purpose reserve needs.

B6.1.3 The local purpose contribution comprises local and community reserves and is calculated on a case by case basis as follows:

- The land is given in lieu of contributions at an agreed valuation.
- The costs of land development are paid as development contributions to the Council by the developer.

B6.1.4 This provides a method for defining a minimum standard for a new community or local park which addresses both the quality of the undeveloped land and the quality of facilities to be provided in the park for recreational use. It allows a dollar figure, per allotment in a subdivision, to be calculated to fund both the acquisition of the land and its physical development. Actual costs will vary according to the size of the specific park.

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- B6.1.5 In reaching agreements with developers, the Council will require that, in any case where the Council intends to develop infrastructure on reserve land, the capital expenditure costs involved are covered by development contributions in monetary form, rather than by vested land of greater value than required.

Open space land acquisition

- B6.1.6 Residential growth impacts the city's needs for open space in a number of ways including altering the ratio of hectares of green belt per head of population. While the existing population derives some benefit from additional open space, this benefit is offset by the increased utilisation of existing open space by the 'growth population'.
- B6.1.7 Allocating capital expenditure for open space land acquisition currently identified as necessary for growth will provide for the purchase of open space of city-wide benefit with ecological, landscape and/or recreational value. In some instances, land acquired in the context of Greenfield developments operates as a city-wide asset and should therefore be funded through a city-wide residential development contribution.

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B7.1 Schedule of assets for which development contributions will be used

Development Contribution Category	Project Description	Sub-Project Description	Total Cost of Capital Works (\$'000)	Total Growth Component to be funded by Development Contributions (\$'000)	Total Cost of Capital Works to be funded from other sources (\$'000)	Growth EHU	Residential Development Contribution Amount	Non-Residential Development Contribution Amount
Reserves - Catchment	Grenada - Lincolnshire	Community park, Lincolnshire Farm land development	767	767	0	2,600	295	
	Inner City Parks	Gobbles Park	1,122	1,122	0	3,183	358	
	Inner City Parks	Glover Park	1,711	1,711	0	3,183	241	
	Inner City Parks	Hannahs Courtyard	7	7	0	3,183	1	
	Inner City Parks	Midland Park	870	870	0	3,183	122	
	Inner City Parks	Taranaki/Courtenay Park	1,056	1,056	0	3,183	149	
	Inner City Parks	Te Aro Park	33	33	0	3,183	5	
	Inner City Parks	Victoria/Manners Park	39	39	0	3,183	5	
	Inner City - Waitangi Park	Waitangi Park	5,225	5,225	0	3,183	735	
	Other Inner City Parks	Inner City Park	0	0	0	3,183	0	
	Total Inner City Parks		10,062	10,062	0		1,415	0
Parks and Reserves - Catchment Total			10,829	10,829	0		1,710	0
Reserves - City Wide	Central City Framework		15,212	0	15,212	17,478	0	
	Central City Lighting and Greening		2,370	236	2,134	17,478	13	
	Central City Squares and Parks		2,006	(0)	2,006	17,478	(0)	
	Glyde Quay/Oriental Bay		249	25	224	17,478	1	
	Golham Drive beach		774	70	704	17,478	4	
	Evans Bay patent slip		1,155	12	1,143	17,478	1	
	Parks and Gardens		1,299	121	1,178	17,478	7	
	Property Purchases - Reserves		6,355	2,616	3,739	17,478	150	
	Suburban greening initiatives		305	31	275	17,478	2	
	Wairua Waterfront Development		96,243	3,441	92,802	17,478	197	
	Central city golden mile		5,410	0	5,410	17,478	0	
	Skateboard facilities		111	11	100	17,478	1	
	Oriental Bay beach		1,821	182	1,639	17,478	10	
	Park grounds		5,204	508	4,696	17,478	29	
	Park Structures		5,153	144	5,009	17,478	8	
	Coastal		3,440	239	3,200	17,478	14	
	Artificial Surfaces		564	28	536	17,478	2	
	Sportsfields		11,269	440	10,828	17,478	25	
	Botanic Garden		7,923	241	7,682	17,478	14	
	Walkways		5,806	715	5,090	17,478	41	
	Parks Infrastructure		3,162	48	3,113	17,478	3	
	Town Belt & Reserves		5,903	1,275	4,628	17,478	73	
	Cog Park		1,713	171	1,542	17,478	10	
	Parks and Reserves - City Wide Total		183,525	10,554	172,971		604	0
Storm Water - City Wide	Stormwater Flood Protection		5,791	145	5,646	17,478	8	
	Stormwater - Network		108,948	2,735	106,213	17,478	156	
	Storm Water - City Wide Total		114,739	2,879	111,859		165	165
Transport - Catchment	Adelaide Road		10,051	2,809	7,251	848	3,304	
	Adelaide Road		2,696	468	2,228	848	552	
	Total Adelaide Road		12,747	3,268	9,479	848	3,856	
	Churton - Stebbings		1,428	586	843	1,360	431	
	Churton - Stebbings		2,956	1,212	1,744	1,360	891	
	Churton - Stebbings		9,107	3,734	5,373	1,360	2,746	
	Total Churton - Stebbings		13,491	5,531	7,960	1,360	4,067	

Item 2.3 Attachment 1

Wellington City Council – 2015/16 Development Contributions Policy

Development Contribution Category	Project Description	Sub-Project Description	Total Cost of Capital Works to be funded by Development Contributions (\$000)	Total Growth Component (\$000)	Total Cost of Growth EIH (\$000)	Residential Development Contribution Amount	Non-Residential Development Contribution Amount
	Grenada - Lincolnshire	Mark Ave Extension	2,829	2,016	823	2,489	810
	Grenada - Lincolnshire	Mark Ave to Grenada North	1,858	1,319	539	2,489	550
	Grenada - Lincolnshire	Mark Ave to Lincolnshire	3,625	2,574	1,051	2,489	1,034
	Grenada - Lincolnshire	Woodridge to Lincolnshire	4,449	3,159	1,290	2,489	1,269
	Total Grenada - Lincolnshire		12,771	9,068	3,704	2,489	3,643
	Johnsonville Town Centre		6,339	2,710	3,629	1,230	2,203
	Pipitea Precinct		16,080	9,407	6,593	3,846	2,467
	Transport - Catchment Total		61,428	30,064	31,365	16,236	16,236
Transport - City Wide	Bus Priority Planning		31,962	2,406	29,556	17,478	138
	Vehicle Network New Roads		1,467	463	1,005	17,478	26
	Pedestrian Network Accessways		5,613	561	5,052	17,478	32
	Pedestrian Network Structures		2,794	156	2,638	17,478	9
	Residential street lighting		198	11	187	17,478	1
	Road Corridor New Walls		37,608	2,115	35,493	17,478	121
	Road Risk Mitigation		14,323	663	13,660	17,478	38
	Shape & Camber Correction		59,335	3,323	56,012	17,478	190
	Special pavement surfaces		386	39	347	17,478	2
	Northern Growth Management Framework		0	0	0	17,478	0
	Roadway Capacity		6,065	606	5,458	17,478	35
	Safety Street Lighting		11,747	181	11,566	17,478	10
	Walking		6,412	641	5,771	17,478	37
	Footpath extensions		0	0	0	17,478	0
	Roadside Parking		4,677	468	4,209	17,478	27
	Thin Asphalt Road Surface		23,814	1,335	22,509	17,478	76
	Reseals		33,067	1,832	31,216	17,478	106
	Precast Preparation		41,522	2,325	39,196	17,478	133
	Roadway and city centre		165	171	149	17,478	1
	Accident reduction		165	9	156	17,478	1
	Sumps Flood Mitigation		5,474	309	5,165	17,478	18
	Traffic and street signs		20,591	0	20,591	17,478	0
	Rural road		1,356	86	1,271	17,478	5
	Service Lane		1,355	77	1,278	17,478	4
	Research and development		30	3	27	17,478	0
	Cycling		51,577	2,396	49,181	17,478	137
	Passenger transport network		281	28	253	17,478	2
	Tunnel and bridge		18,442	1,037	17,405	17,478	59
	Minor Safety		18,139	839	17,301	17,478	48
	Traffic calming		591	28	563	17,478	2
	Tawa road		74	7	67	17,478	0
	Bus shelter		343	34	309	17,478	2
	Safer Roads		19,917	925	18,992	17,478	53
	Transport - City Wide Total		419,521	22,940	396,582	1,312	1,312

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Development Contribution Category	Project Description	Sub-Project Description	Total Cost of Capital Works (\$'000)	Total Growth Component to be funded by Development Contributions (\$'000)	Total Cost of Capital Works to be funded from other sources (\$'000)	Growth EMI	Residential Development Contribution Amount	Non-Residential Development Contribution Amount
Wastewater - Catchment		Central (Moa Point) Treatment Plant	136,700	52,577	84,123	44,379	1,185	1,185
		Northern (Porirua) Treatment Plant	6,650	2,635	4,215	3,648	722	722
		Western (Karori) Treatment Plant	12,200	4,692	7,508	1,923	2,440	2,440
Wastewater - Catchment Total			155,550	59,904	95,646		4,347	4,347
Wastewater - City Wide								
Wastewater - City Wide Total	Wastewater - Network		210,125	2,108	208,017	17,478	121	121
			210,125	2,108	208,017		121	121
Water Supply - Catchment		Beacon Hill	580	0	580	0	0	0
		Brooklyn Frohisher	6,420	2,456	3,964	195	1,575	1,575
		Central and Coastal	25,650	13,592	12,058	18,642	998	998
		Churton - Stables	4,643	4,643	0	1,580	2,939	2,939
		Grenada - Lincolnshire	6,490	6,490	(0)	1,590	4,082	4,082
		Johnsonville Onslow	8,920	6,344	2,576	1,183	1,583	1,583
		Karori	8,620	4,595	4,025	858	1,724	1,724
		Kelburn	2,276	0	2,276	0	0	0
		Maldivi	0	0	0	0	0	0
		Maupua	101	0	101	0	0	0
		Melrose	2,500	1,806	694	429	1,775	1,775
		Newlands	590	93	497	1,388	0	0
		Ngalo	0	0	0	142	0	0
		Rosebank	5,803	828	4,975	198	3,267	3,267
		Tawa	0	0	0	0	0	0
		Wadestown	6,690	4,081	2,609	888	2,487	2,487
Water Supply - Catchment Total			79,283	44,928	34,355		20,429	20,429
Water Supply - City Wide Total	Water - Network		153,389	2,200	156,190	17,478	126	126
	Water - Reservoir/Pump Station		98,678	3,698	94,981	17,478	212	212
Water Supply - City Wide Total			252,067	5,897	251,170		337	337

ADOPTION OF THE WELLINGTON CYCLING FRAMEWORK

Purpose

1. This report seeks Council's agreement to the Wellington Cycling Framework.

Summary

2. To ensure that the Council can deliver on its vision for cycling, officers have engaged with the public on the Draft Wellington Cycling Framework (the Framework) which includes a network plan and principles which set out decision-making thresholds for the delivery of each aspect of the network.
3. Public engagement has been undertaken and feedback has been provided on the Framework. While most feedback identified no requirement to recommend changes to the Framework; some changes are recommended to the Framework's principles and thresholds.
4. Subject to Council's final agreement to the framework, a delivery methodology can now be applied to the "packages" outlined to Council on 30 April. This methodology outlines the considerations that need to be made when considering the order in which the packages will be delivered over time.
5. The Governance, Finance and Planning Committee have agreed to recommend to the Council that Long Term Plan (LTP) funding for cycling for years 1-3 be increased in order to maximise the investment opportunity afforded by the Urban Cycleways Fund. This will be achieved by reducing the years 4-10 draft LTP cycling investment and bringing this forward into the first 3 years.

Recommendations

That the Council:

1. Receive the information contained in this report.
2. Note that public engagement on the Draft Wellington Cycling Framework has been undertaken and that public submissions were supportive of it by a significant majority
3. Note that Officers recommend amendments to the Draft Wellington Cycling Frameworks principles and thresholds as a result of engagement.
4. Note that Officers will report to the Transport and Urban Development Committee in September 2015, a draft Master Plan which sets out priority packages and routes.
5. Agree to the Draft Wellington Cycling Framework (**Attachment 1**).
6. Agree that the programme delivery will be aligned to the business case process being utilised to secure Urban Cycleway Funding and National Land Transport Plan funding and that council decisions, consultation and stakeholder engagement will be aligned with business case process.
7. Appoint up to six Councillors to the Master Plan Working Party.

8. Agree the Master Plan Working Party terms of reference (**Attachment 2**)

Background

6. On 30 April 2015, Council unanimously agreed¹:

- The Draft Wellington Cycling Framework principles (Attachment 1 – Appendix C to the report), subject to advice from officers on the impact of 40 and 80 meters noting Wellington's diverse neighbourhoods and populations as the "Threshold" for the Principle "Parking in the Suburbs" when the Framework is reported back for the final decision.
- The Draft Wellington Cycling Framework network plan (Attachment 1 – Appendix A to the report).
- The draft Wellington Cycling Framework (Attachment 1) was to be released for engagement and agreed that there would be engagement on the Framework that included a localised approach for each ward with input from ward councillors.
- Support of the Northern Cycle Route, Eastern Cycle Route, CBD Cycle Route(s), Western Cycle Route, South Coast Shared Path and Southern Route including stage one as provided for in the draft cycleway network plan (Attachment 1 – Appendix A of the report).

7. The Council also agreed to a process to make progress on Stage One of the Southern Cycle Route, known as the "Island Bay Cycleway". That process is reported in a separate paper.

Cycling in Wellington

8. The Council has made a commitment to delivering cycling infrastructure in Wellington via its 2008 Cycling Policy which seeks to make cycling safer and more convenient.
9. In summary, Cycling Policy forms part of the overall planning for Wellington set out in the Transport Strategy 2006. It aims to create an effective framework to provide a basis for action, the policy sets out objectives and policies on how implementation should be approached.
10. In the interim, the development of the Framework has been undertaken as a step towards the Council's objectives. The Framework outlines how decisions about the implementation of a cycling network will be made (what, where and how).

Discussion

The Framework

11. In essence, the Framework provides Council with an opportunity to set out a clear vision, establish a clear understanding of it and provide a pathway for Officers to deliver on cycling in Wellington. It helps to join the dots.

¹ <http://wellington.govt.nz/~media/your-council/meetings/Council/2015/04/20150430-CONFIRMED-Council-Minutes.pdf> pages 7 - 10

12. It will set out the Council's expectations for a decade's worth of action and provides officers with the clarity and guidance necessary to build a cycling network that is uniquely Wellington.
13. Ultimately, the Framework is about delivering choice of movement to our residents. Whether it be by bike to the shops, by bus to work, on foot to a night out or by car, we are trying to balance preferences by providing real choices about how people move around our city.
14. The Framework was developed to address a need for greater progress than has previously been made in the delivery of a cycling network for Wellington. By providing an improved strategic context for the implementation of cycling and a clear principles-based approach to the necessary decision-making process, the Framework creates the necessary pathway for delivery more immediately.
15. The Framework is structured as follows:
 - Wellington Cycling Network Plan
 - Cycleway types to be implemented
 - The target markets to grow cycle demand
 - The principles for selecting cycleway types
 - The thresholds to trigger a Councillor led decision-making process.
16. Officers have been clear that without the Framework, the development of specific routes and packages will become impossible. This is because of the extent of decisions that must be made. Without a principles-based approach, Councillors may potentially be asked to make hundreds of decisions within each package.
17. Not only would such a process make the delivery of cycleway infrastructure in Wellington non-viable and uneconomic, it is unnecessary. A principles-based approach provides officers with clarity about the extent to which Councillors wish to be making decisions about cycleway types throughout Wellington.
18. The thresholds within each of the principles of the Framework are trigger points. Those thresholds identify where Councillors will be asked to choose what is included in a proposal for public consultation. Two examples of how the thresholds work are provided as follows:

Example 1:

- **The Principle is:**
"On-street commuter parking may not be replaced..."
- **The Threshold is:**
"No threshold required. Any proposal to establish or change parking restrictions on roads requires specific decisions under the Wellington Consolidated Bylaw 2008"...
- **This means:**
...if we apply the Framework to part of the network and doing so would result in the removal of commuter parking, Councillors must make a decision on whether to propose amendment to the Wellington Consolidated Bylaw or to look for an alternative approach.

Example 2:

- **The *Principle* is:**
"We will seek to minimise the impact of cycleways on town centre businesses and community facilities"...
- **The *Threshold* includes:**
"Any proposal resulting in any loss of on-street servicing and loading spaces"...
- **This *means*:**
If we apply the Framework to part of the network and by doing so would result in the loss of street-servicing or loading spaces, Councillors will be asked whether to propose it as part of the package or consider an alternative.
- **But:**
Officers will NOT propose a reduction in short-term parking supply for high-transaction volume businesses such as dairies or those businesses that depend on car-parking unless it is necessary to re-locate parking space for safety reasons.

19. The thresholds, then, are not decisions themselves, they indicate where officers will ask Councillors to make decisions.
20. Ultimately, the Framework should be viewed organically. Undoubtedly, over time, there will be a need to consider changes to principles and thresholds. This is beneficial to the long term delivery of a programme of infrastructure which itself needs to be able to respond to the environment in which it is being delivered.
21. Officers do not intend for the Framework to be immovable. Rather, officers are of the view that as preferences change, as culture shifts to an even more positive disposition towards cycling as a modal choice in Wellington, some revisiting of the thresholds in the Framework will be appropriate to reflect the views of our communities whose tolerances will shift over time.
22. The key tenets of the Framework respond to the environment in which cycling is being delivered now, and may not be an accurate reflection of the operating environment in five years which will inevitably be different following the implementation of a large proportion of the cycling network.
23. Officers consider that, as a basis for future decision-making, the Framework presents a more-than-adequate starting point.

Parking (40m and 80m Impacts)

24. When Councillors made decisions on 30 April 2015, they also sought advice as follows:
 - a. *Agree the draft Cycling Framework principles (Attachment 1 – Appendix C) subject to:*

- b. *Receiving advice from officers on the impact of 40 and 80 metres noting Wellington's diverse neighbourhoods and populations as the 'Threshold' for the Principle "Parking in the Suburbs" when the framework is reported back for final decision.²*

25. The proposed threshold states "any proposal resulting in walks of more than 160 metres (approximately 2 minutes) compared to current provisions" triggers the need for a Council decision. Reducing the threshold level to 80 or 40 metres will require more schemes to be considered by Council. Lower thresholds tend to imply a higher need to replace on-street parking. These are matters will be considered in detail as part of a project development process.
- A 160 metre, 2 minute walk is the length of lower Cuba St from the Michael Fowler Centre to Manners St.
 - An 80 metre, 1 minute walk is like crossing Civic Square from the Library to Nikau Café.
 - A 40 metre, 30 second walk is the length of eight cars.

Engagement

26. When Councillors made decisions on 30 April, they resolved as follows:

Approve the draft Wellington Cycling Framework (Attachment 1) for engagement (as outlined in this report) and in addition agree that there will be engagement on the Framework that includes a localised approach for each ward with input from ward councillors).

27. Prior to that decision, public participation by a number of parties with interest in cycling as well as direct proactive engagement by officers with a small number of identified key cycling stakeholder groups in Wellington identified that the Framework was well received.
28. The direct feedback officers have received has broadly been positive with very few negative views expressed on the Framework with commentary broadly being around interest in what the proposed packages will look like. Feedback received via these means was consistent with the views of those in public participation.

Submissions

29. The Framework was the subject of public engagement between Monday 4 May and Friday 29 May 2015. In total, 135 submissions were received in response to the Council's request for input from the public (Attachment 3).
30. Of the total 135 submissions, 120 were received from individuals, 13 from community organisations and two from public agencies. In total, 15 (11%) clearly stated their opposition to the Framework, 6 (4%) did not state a position (2 appeared to be opposed, the remainder neutral) and the remaining 114 (84%) submission ranged in their support of the framework.

² <http://wellington.govt.nz/~media/your-council/meetings/Council/2015/04/20150430-CONFIRMED-Council-Minutes.pdf> page 9

31. Of those in support, around 75% were emphatically supportive with the remaining 25% of supportive submissions outlining a range of specific concerns. The majority of those concerns are either not relevant to the Framework (e.g. whether car window tinting should be banned to improve cycle safety and awareness) or they will form part of the development of final package proposals at a later date (e.g. curb treatment or the selection of cycleway types).

Submissions Opposed

32. The rationale for those expressing opposition to the Framework varied extensively compared with more consistent themes expressed by those in support, to varying degrees, of the Framework. Of those opposed, and who stated their reasons for opposing the framework, one submitter wrote:

I'm a cyclist - the bike has been my principal form of transport for most of my life. I understand and appreciate what the council is trying to do. I approve of facilities for young, inexperienced and nervous cyclists. But I am not one of them. I am a fit, active and confident rider. You say that you want to change the 'culture of cycling' but I read that as an attack on cyclists like me...

33. This submitter continued to note that because cycling is their primary mode of transport and that their preference was to travel at speeds in excess of 10kmph. The Council will need to provide greater clarity in the engagement processes for future packages to ensure that while the “target market” for cycling may not be already committed commuter-cyclists, the implementation of cycling infrastructure is also not to their exclusion.

34. Another submitter opposed to the Framework wrote:

We need more roads built for cars, and there should not be any car parks removed for cyclists that are not willing to obey the road code. They should cycle in the town belt. There are other issues such as flooding in Wellington, other than nice to have cycleways...

35. This submitter continued that the allocation of funding to deliver cycleways was a poor allocation of resources generated via commercial rates. The Council will need to ensure that sufficient information is shared with communities and businesses about the benefits of cycleways. In addition, the Council will need to ensure that there is an adequate understanding of the protections provided via the thresholds as outlined in the Framework and highlighted in this paper.

36. Another submitter opposed to the Framework wrote:

I highly object to the loss of car parking for which businesses rely on for use by their customers...

37. The submitter continued to outline the impact of a recent roading project, which in their mind had resulted in negative impacts. The Council will need to ensure that as engagement processes are undertaken around each of the future package proposals that there is a clear re-articulation of the principles and thresholds.

38. As set out in the Framework and highlighted in this paper, there is a specific principle and threshold to address this issue. In this case, a proposal resulting in the loss of such parking would be subject to specific engagement and would require a decision by Councillors on whether to proceed or to explore an alternative in the context of the route package.

39. Another submitter opposed to the Framework wrote:

Lack of genuine transparency and appropriate and above board consultation with the citizens and ratepayers of Wellington.

40. In agreeing to release the Framework for engagement in its decisions on 30 April, the Council also determined the following:

Note that the Working Party model shall form the basis of engagement for each cycling route package.³

41. Officers believe that when each package is released for engagement with the public that it will need to ensure a high-quality engagement process is in place with sufficient time to ensure a full expression of community views.

Submissions Supportive

42. The extent to which submissions, where a rationale was expressed, were supportive was also varied. However, the general themes of those who supported the Framework were more consistent and could be expressed in themes outlined below:

- The Framework is good, but there is a need to act on it.
- The Framework is good, let's see the packages.
- The Framework is good, followed by a very specific comment relating to the design choice of a specific street or road treatment.

43. Officers are pleased with the positive feedback with respect to the proposed principles and thresholds that identify triggers for Councillor decision-making.

44. One submitter who expressed their support for the Framework wrote:

I support the plan and my only feedback is to get on with it! You'll need to have political courage to delete some car parks but the overall value of these cycleways will more than make up for the cost.

45. This is a fair reflection of a large proportion of supportive submissions. Officers believe that a strong engagement process wrapping around well-produced packages that allow residents to engage at the detailed level will engender a collective approach to informing final package decision-making with Councillors being able to draw on an even more informed community view.

46. Another submitted who expressed support for the Framework wrote:

³ <http://wellington.govt.nz/~media/your-council/meetings/Council/2015/04/20150430-CONFIRMED-Council-Minutes.pdf> page 10

I like that the plan includes thresholds for decision-making. I hope the thresholds will be regularly reviewed to see if they are appropriate...

47. This submitter went on to refer to prioritising choice in the movement of people. Officers are encouraged that submitters consider both the Framework itself and the cultural shift towards greater modal shift as positives for the city.
48. This submitter also referred to the necessity to consider implementation of better facilities for those who choose to ride bikes as they move about Wellington. Officers are also of the view that consideration needs to be given to ensuring that the infrastructure does not “stand alone”. Strategically located facilities such as bike racks and facilities have already been installed, other infrastructure such as changing and wash facilities could also be given consideration to.
49. Another submitter who expressed their support for the Framework wrote:

Very supportive, would particularly like to see as much of the network constructed as Protected bike lanes as possible.

50. This submitter reflects a large proportion of the total submissions in their advocacy of a particular aspect. Officers consider that the application of the Framework to the network will appropriately identify opportunities for the installation of specific cycleway types. Officers are also confident that the principles and thresholds contained within the Framework provide an adequate balance between allowing progress to be made by officers while identifying key aspects of implementation where Councillor decision-making will be required and then subsequently informed by robust engagement.
51. Officers are recommending minor changes to the public transport principle and threshold as a result of the feedback received during the engagement process.
- Any key cycleway project proposal that increases public transport journey times by more than 5% compared to the existing situation.”

Agency Submissions

52. Submissions have been received from both the New Zealand Transport Agency (NZTA) and the Greater Wellington Regional Council (GWRC). These are discussed in more detail below.

New Zealand Transport Agency

53. NZTA is supportive of the Framework as a means to articulate how the Wellington Cycling network will be developed. In its view, the Framework gives the community a sense of the type of cycleways with reference to design guidelines.
54. NZTA believes that the Framework is light on its strategic focus. The submission cites a lack of rationale for the investment into cycling, what the consequences of non-investment might be and what, conversely, might be the benefits.
55. NZTA seeks expansion of the current ‘strategy development’ section to build, in its view, a stronger rationale for the investment in to cycling.

56. Officers consider that the Framework is one of a number of strategic cycling documents which themselves comprise a comprehensive and strategic view of the Council's vision of cycling for Wellington as well as its rationale for investment as contained in the Council's 2008 Cycling Policy and the recommended Urban Growth Plan 2015.
57. NZTA would also like the Council to consider greater reference within the strategy section of the Framework to facilities provided by the NZTA as part of planned improvements to the State Highway network.

Greater Wellington Regional Council

58. GWRC supports the Framework and considers that it is consistent with the broad strategic framework for cycling set out in the adopted Regional Land Transport Plan (RLTP) 2015. GWRC also considers that the principles are consistent with the guidance set out in the cycling network chapter of the RLTP.
59. GWRC has expressed that it is critical that road space allocation on all core corridors occurs in a comprehensive and integrated way. As indicated earlier in this report, officers agree that consideration should be given to the drawing together of key movement strategies such as the roading network's provision of space for vehicular travel (including public transport), cycling and walking.
60. Officers agree that a balance of priority is important in the delivery of choices for movement in and around Wellington, rather than an approach which seeks to trade one element off for the other. In the extreme, the Framework does provide principles around those key elements such as commuter parking and space allocation but officers note that the priority will be safety.
61. Officers further note that the very purpose of the thresholds is to identify these circumstances and to seek decisions from Councillors about whether to proceed with proposals that may impact on one element or to seek alternative solutions.
62. The Framework is intended to provide that appropriate balance. The Framework is not intended to determine the solution to a "pinch point" itself, but to identify where they arise and seek decisions from Councillors about how they wish to proceed in such circumstances.
63. Officers support Greater Wellington's suggested changes to the principles and thresholds to give higher priority to core public transport routes. As a result the threshold for impact on public transport journey time has been reduced from 10% to 5%.

Ward-Based Engagement

64. As per the 30 April resolution of the Council that a ward-based engagement approach also is made available, Officers sought interest from Councillors on 11 May 2015.
65. The Framework has been positively received from a diverse representation of Wellington's communities. The largest number of submissions on the Framework was 24 from Island Bay of which 15 were supportive and 9 opposed. Ten were received from Newtown of which 9 were in support and 1 was opposed. Residents from Karori submitted nine, all of which were in support of the Framework.

66. Beyond those suburbs, the numbers of submissions were statistically insignificant in light of the total number of submissions received. The suburb with the greatest proportion of opposition was Crofton Downs with both submissions opposed, however one of those submissions is noted above where the submitter has indicated their opposition on the basis that they were unlikely to use cycleways on the basis of their commuting preference and because they wished to travel faster than 10kmph.

General Commentary

67. Officers are pleased with the how positively communities in Wellington appear to have responded to the Framework. Officers do note that while communities are positive in their views of the Framework that there will be a much higher level of interest in the package proposals that will be brought forward for consideration and engagement.
68. As has been highlighted in the submissions received, residents and community organisations responding to the Framework have tended to indicate their strong interest in engaging on the packages themselves.
69. Officers have a high degree of confidence that in the context of the Framework that a high-quality engagement process can be supported that will be focused first on the relationship of the package to the wider cycling network and second, the impact of implementing routes through affected communities.

Funding and Delivery

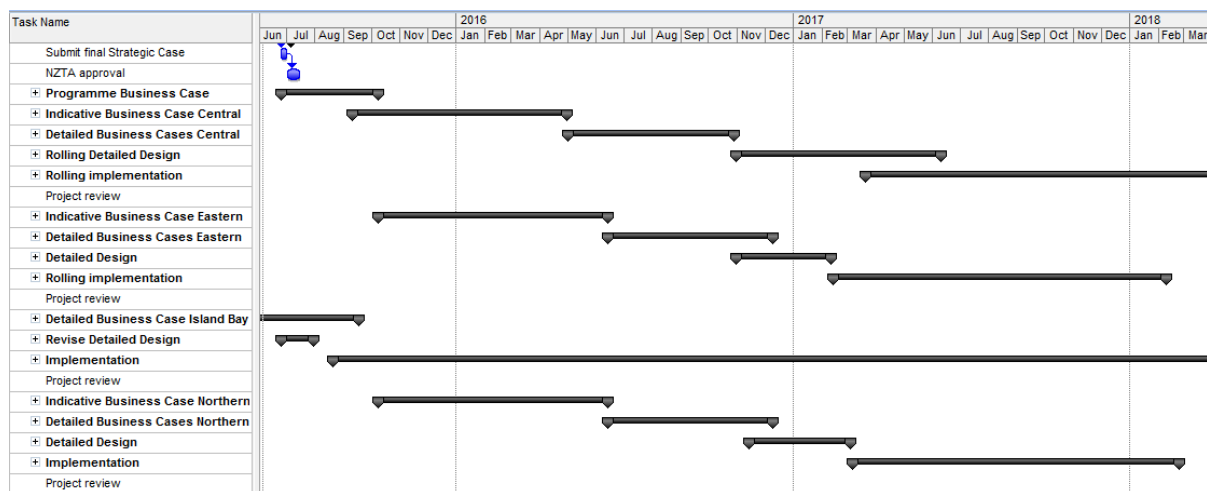
70. As part of the Long Term Plan (LTP) deliberations GFP received a paper highlight the funding considerations and the opportunity to take advantage of additional funding available through the Urban Cycle Fund for a 3 year period.
71. GFP have recommended bringing forward the 10 year LTP cycle investment to leverage maximum benefit for the first 3 years and then flattening out the remaining 7 years expenditure to remain within the draft LTP total investment in cycling.
72. WCC has indications of the level of cycle funding from both the Urban Cycleways Fund and the National Land Transport Fund. Both are administered by NZTA and whilst both need to be accessed through the business case process they are subject to different assessment criteria.
73. The business case process involves getting through a number of decision-making and approvals gateways. These are linear for particular projects but multiple projects can be run concurrently. It is necessary to pass through these gateways in order to secure funding.
74. While the business case may seem an onerous burden which only satisfies NZTA requirements it is a worthwhile process that ensures there is robustness in problem definition and resolution and ensures that the right amount of investment is made in the right things at the right time.
75. Alignment of WCC decision-making and business case processes will largely drive the delivery of the cycle programme. Nevertheless the delivery must be completed by end of June 2018. More detail on this is in the Next Steps section below.

76. There is a significant upfront time and resource investment in progressing project development through the business case process but once detailed business cases are approved then the actual implementation / delivery of physical works is a relatively straight forward process with a wide variety of procurement options available on a case by case basis.

Next Actions

77. The Urban Cycleways Programme funding is contingent upon Council delivering an agreed programme over the next three years. Priorities for the funding will dictate the areas of investment being: Central Area, Hutt-Thorndon, and Eastern suburbs. These have been factored into a delivery plan. However, a key part of unlocking the Crown funding is the completion of the business case process to NZTA's satisfaction. This is a four stage process where funding is released at each gate to allow more detailed investigation and planning to be undertaken prior to giving a green light for construction funding to be released. The four stages are: Strategic case, Programme Case, Indicative Case and Detailed Case. This planning process will take some 15 months to complete fully for most of the programme, assuming that the optimistic timeframes are able to be achieved. The local political decision making process is a key risk to achieving the outcomes sought (given recent local, national and international experience – 'bikelash' phenomenon).

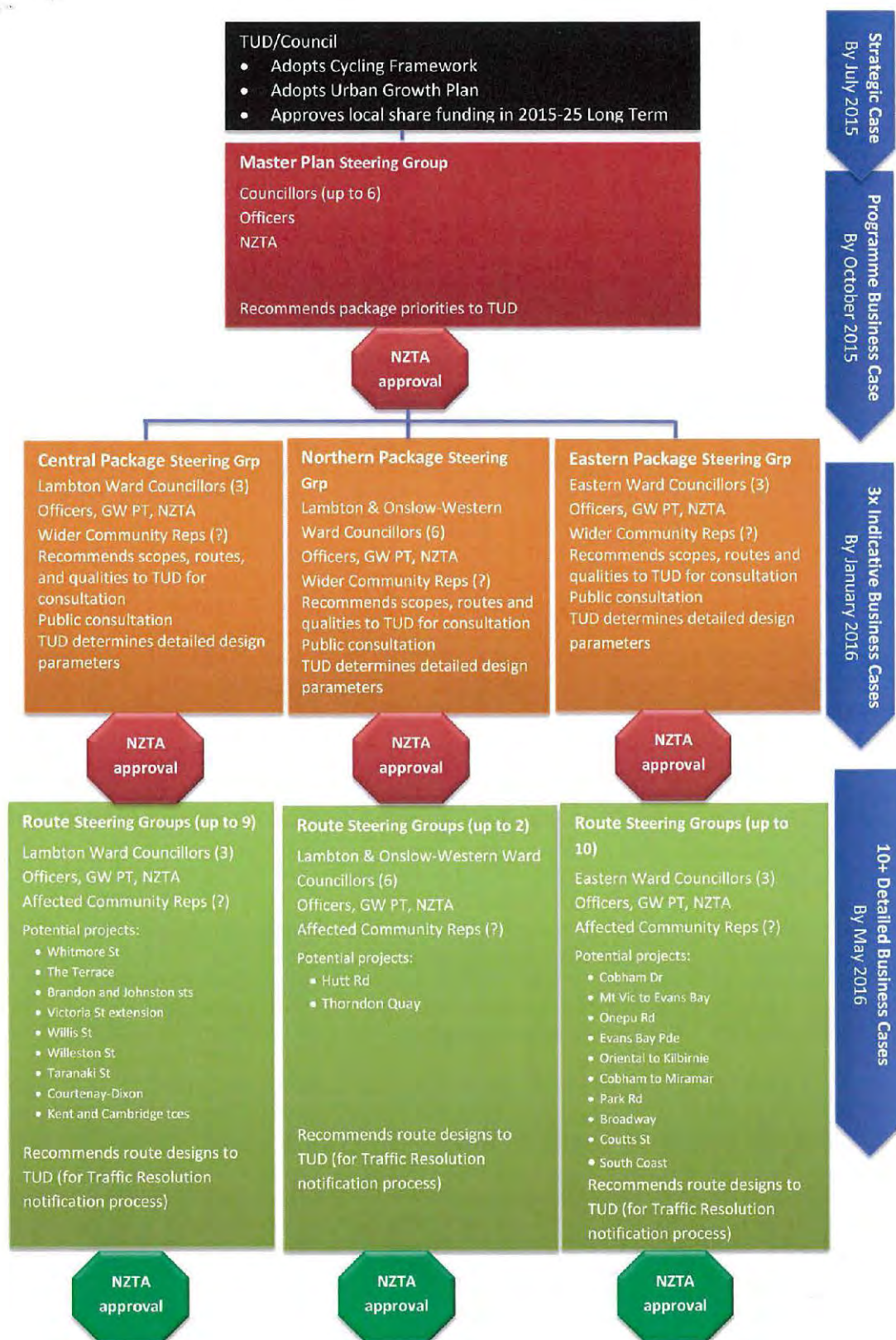
78. The Cycleway Programme Delivery Plan outline plan is shown below.



79. The plan is a work in progress and will obviously need to be developed in more detail as tasks are accurately scoped, which can only occur as their time draws near.
80. From experience it is clear that the process must be designed to accommodate significant local councillor input. With this in mind the diagram on the next page shows when councillors are to be involved in the decision making process.
81. At the strategy level (black box in following diagram) TUD / Council consider and adopt the Urban Growth Plan, the Cycleway Framework, and the funding provisions via the Long Term Plan.
82. For the Master Plan phase (red box), a working party of Councillors is proposed. The number of Councillors needs to be determined by Council however officers suggest a maximum of six. This working party will recommend route priorities for TUD's approval, and subsequent submission of a programme business case to NZTA. An alternative

approach could be to have a couple of workshop sessions with all Councillors invited to attend.

83. A suggested terms of reference for the Master Plan Working party is attached (**Attachment 2**)
84. At the package planning stage (orange box), relevant ward councillors represent political views on the working party. Three working parties are needed, one for each package area: Central, Northern and Eastern. The working party's' recommend route scope and quality to TUD. TUD then agrees to release these for community consultation and having considered the feedback determines detailed scheme design parameters. The packages are then submitted to NZTA as the package Indicative Business Case for approval.
85. Finally the Route Working party's (green box) are looking at the implementation details for each project. They recommend route designs to TUD for Traffic Resolution notification process. As each project will require its own group and at least 10 will be needed. Councillors may find attending all these meetings a significant burden, as they will most likely need to be occurring intensely around the middle of 2016 (provided earlier stages progress as envisaged).
86. Once approval is given to the final detail of each route application can then be made to the NZTA through the submission of the Detailed Business Case, approval of this is the final gate for releasing construction funding. It is at this point we must also show how the proposal is consistent with the GPS and NZTA funding criteria.



Conclusion

87. Community feedback on the Draft Cycling Framework was generally supportive. Its adoption will enable all parties to have a greater degree of certainty of what is likely to be recommended as implementation proposals are developed.
88. In developing the process for scheme development that is aligned to the NZTA business case requirements officers have taken into account Councillors desires to have more involvement throughout the process.
89. The ambitious programme can be delivered over the next three years provided that decision making processes are efficient.

Attachments

Attachment 1.	Wellington Cycling Framework - 2015	Page 119
Attachment 2.	Cycleways Master Plan Steering Group - Terms of Reference	Page 143
Attachment 3.	Submissions - Part 1	Page 144
Attachment 4.	Submissions - Part 2	Page 180
Attachment 5.	Submissions - Part 3	Page 258

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SUPPORTING INFORMATION

Consultation and Engagement

There will be targeted engagement over the draft Cycle Framework.

Treaty of Waitangi Considerations

None

Financial Implications

No direct funding implications of the Cycling Framework however the implementation of the cycle network plan will require rates funding and this will be addressed through the Long Term Plan process and additional reports to come later.

Policy and Legislative Implications

Transport legislation and Local Government Act requirements have been considered in setting the thresholds for decision-making.

Risks / Legal

None

Climate Change Impact and Considerations

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

Communications Plan

The engagement plan and actions are outlined in this report and will be addressed more fully in future reports.

Wellington City Council

Cycling Framework 2015



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Introduction

We're building a cycling network because smart cities cycle

Wellington's transport network plays an important role in the region's economy – helping people to connect with each other and bringing goods to market. An efficient transport network is also important for health and wellbeing and for the environment. Investing in cycling makes good economic and environmental sense. Cycling is a cheap and healthy transport choice and it helps to reduce traffic congestion. Being able to get around by bike makes our city a more attractive place to live, work and visit.

Liveable city

Giving people better transport choices makes Wellington a more liveable city – keeping the people who already live here happy, and attracting more people. Bringing more people into our city grows our economy.

Economic activity

Cycleways make it easier to make short trips to local shops. Following the installation of cycleways in San Francisco, 60 percent of retailers reported seeing more residents shopping locally and 40 percent experienced an increase in sales as a result.¹

Efficient transport network

Making cycling a real transport choice means our roads run more efficiently for all users. In New York, the introduction of cycleways also saw car and taxi journey times stabilise and decrease².

Wellbeing

Choosing active transport makes it easier to include exercise as a part of your daily routine. The Ministry of Health recommends 30 minutes a day to increase your quality of life and your sense of wellbeing.

Safety

International research clearly shows a significantly lower risk of injuries for all road users when cycleways are installed. In New York City, protected bike lanes have reduced injury risk for road users by 40 percent.

We're building cycle lanes for you, your family, and your friends.

In a recent survey, 76 percent of Wellingtonians told us they would like to bike but do not feel safe doing so on busy roads³. We are creating a new network of routes for people who want to bike at their own pace, in their everyday clothes, and away from most traffic. We want to change how people view cycling and encourage more women, children, and older people to bike.

We're planning our network around motivating people to get out and have a go so they can become more confident riders who can start biking recreationally, casually, and eventually to and from work and school.

¹ Mission District of San Francisco
Economic Effects of Traffic Calming on Urban Small Businesses
E. Drennen 2003

² New York City Department of Transport Protected Bike Lane Analysis

³ Cycling Demand Analysis 2014



* We estimate there is a group of riders who could be considered as vulnerable including the elderly, people with disabilities, and young people (who were not included in the Cycling Demand Analysis).

Cycleways make it easier for everyone to share the road by ensuring there's enough space given to people on bikes, on foot, or in cars or public transport.

We're looking at the best way to implement our cycling network.

We're investigating the best way to move forward, from what type of cycleway goes where to which cycleway will be built first.

The **cycling framework** outlines how decisions about the implementation of a cycling network will be made (what, where, when, how).

The **cycling network plan** will be developed based on the framework and will show where cycling lanes and infrastructure will be provided over the next 10 years. It will demonstrate how the network will connect across the city with the aim of increasing the number of people who choose to get around by bike.

The Cycling Framework in action

Phase 1 – Strategy development

We are creating a cycling network to reduce barriers to cycling and to connect people with the places they want to go. The cycling network will be based on how many people can be reached in each area, and in way that will reduce the barriers they currently face when it comes to cycling. This will mean the cycling network will help as many people as possible decide to ride their bikes recreationally, casually, or to and from work and school.

The aim of the framework is to clearly show how the network can be developed. It will provide clarity and consistence, and help us to decide the order in which we create different parts.

The framework outlines the following:

- overall network plan (what we are trying to connect from where)
- the types of cycleways we want to create
- who we are trying to attract
- the design principles for the type of cycleway we choose to use
- the decision principles for how these are applied to real locations
- the limits for decisions that we will make within the scope of the policy and for decisions that will require further Councillor input

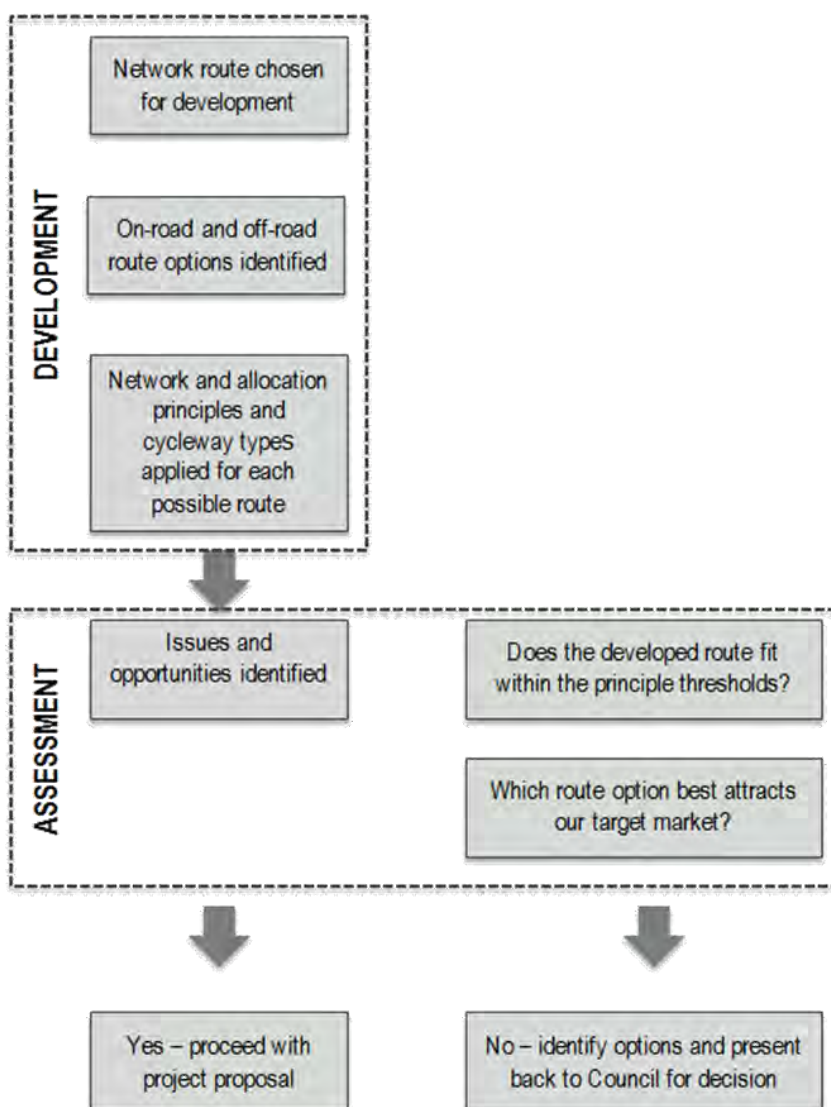
The framework principles and network plan must be agreed before we can move on to further development of specific routes.

Phase 2 – Optimisation and packaging

Following the agreement to the Cycling Framework, officers will take the network plan and apply the cycleway types and framework principles to each of the routes. Each corridor (north, east, south, west and CBD) is made up of different routes – making a route package. These will form the basis for implementation.

In most cases we will be able to find solutions by applying the framework principles. When we identify areas in a route where we can't find a way through using the principles, Council will decide how to proceed.

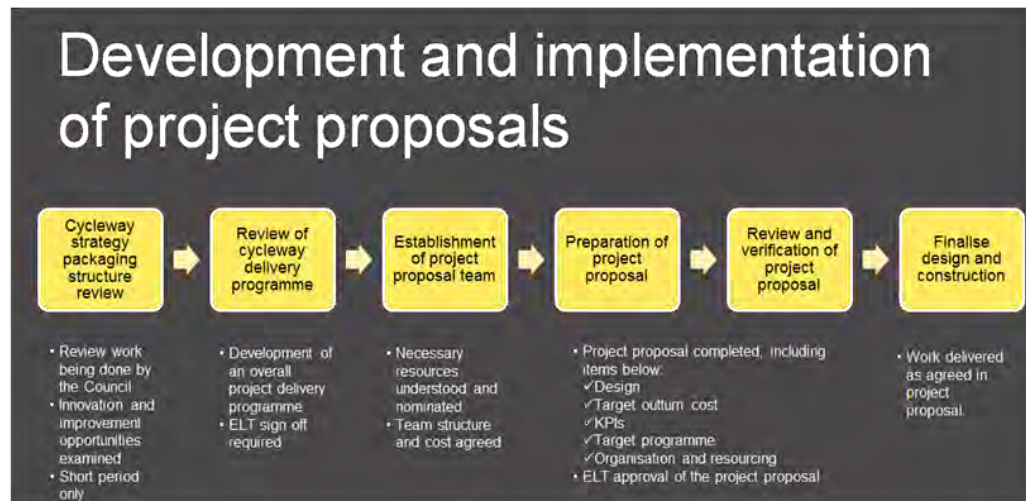
This is how decisions will be made:



Phase 3 – Design and delivery

After that, we will move into the delivery phase. We will decide on the best project delivery model to implement cycleways. The Cycling Framework and the route packages will determine the draft network delivery programme, on which the first round of project proposals will be based.

Project proposals will outline the individual projects to be implemented. As part of the development of these they will be designed, priced and programmed accurately. The development of project proposals is outlined below:



Project proposals will be developed through the delivery model that we have in place. By having the 'package' approach in place we will ensure benchmarking, improvement of cost and non-cost performance and efficiency of delivery increases over time.

Network plan

We're building cycle lanes that work for Wellington.

We're creating a plan for a connected cycling network that will cover the whole city over the next 10 years. It will join the dots by choosing routes that best connect suburbs to the central city.

We have the opportunity to join up:

- 53 schools attended by 25,000 kids
- 20,000 businesses with 200,000 residents
- Porirua and the Hutt Valley with the central city
- visitors and residents to national recreation infrastructure such as the Rimutaka Cycle Trail
- health workers to seven hospitals
- existing cycling infrastructure
- substantial funding from central government.

Building cycleways in Wellington has its challenges because we are retrofitting them into established streets. We have developed a range of solutions to address different requirements and circumstances.

Some of the routes will be major commuter routes and will require separated cycleways, most likely on the road. However, many of the routes will be quiet local routes that may result in a slightly longer travel time but provide a more comfortable cycling experience. These alternative routes may go through Wellington's parks, reserves and other spaces. Although the types of cycleway may vary, the safety of all road users will not be compromised.

We want to create a connected, safe, comprehensive network that caters for the experienced rider as well as those who lack confidence. We want to address existing concerns and barriers to cycling by investing in cycling infrastructure as and where needed.

The type of routes we create will have a positive impact on local shopping areas and quieter residential streets by calming traffic. They will be places that not only people on bikes will enjoy but the general public as well by making the spaces easier to move around.

Item 2.4 Attachment 1

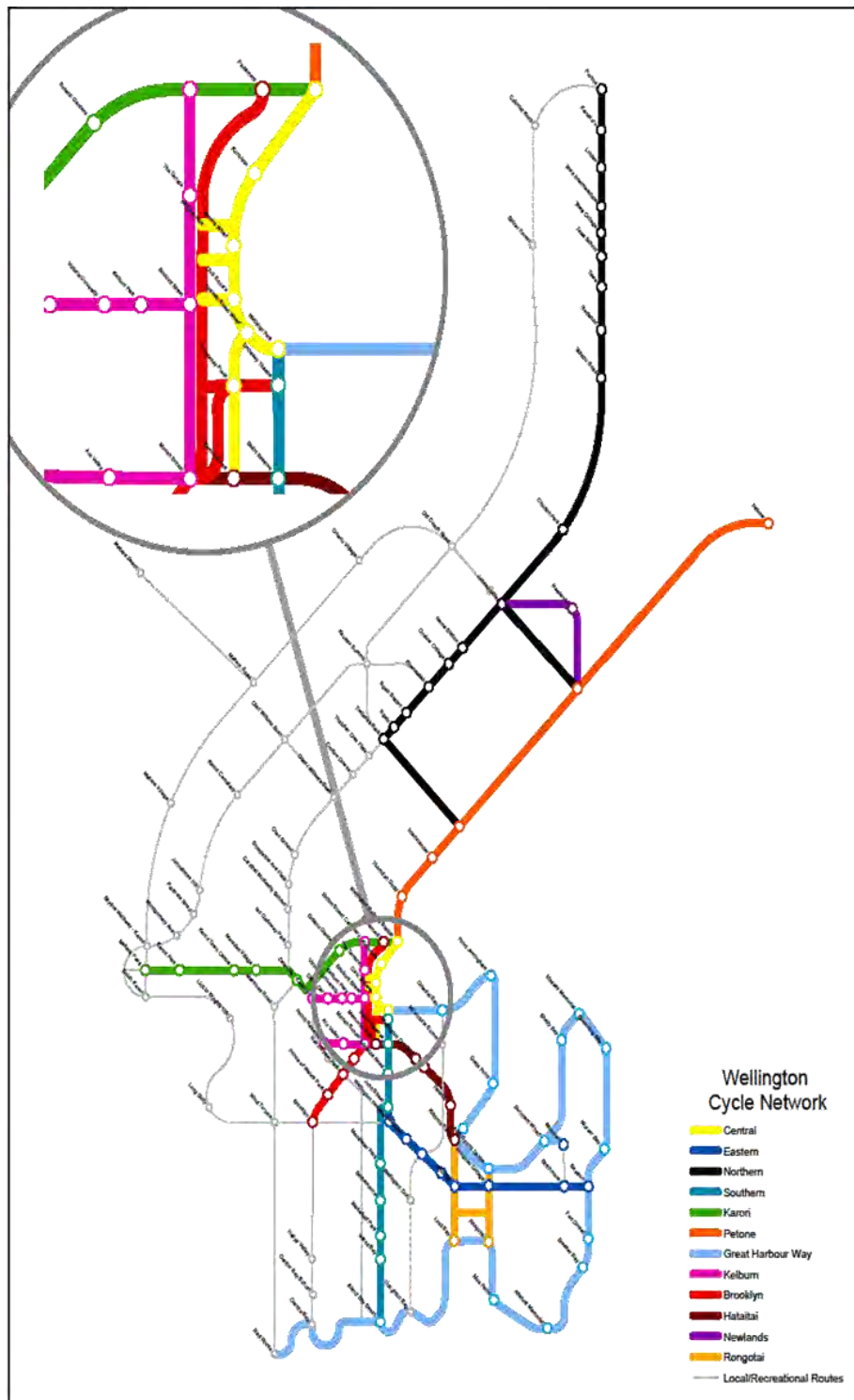


Figure 1 – Wellington Cycle Network (See Appendix B for A3 copy)

The types of cycleways we will create

See Appendix C for standard design guidelines.

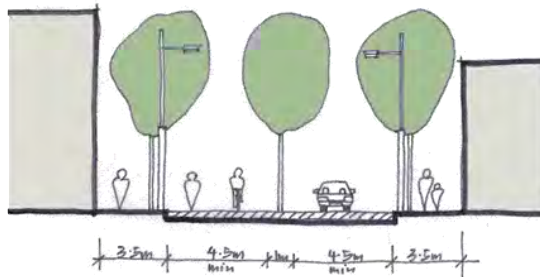
Quiet routes



Description

These routes would be along less busy suburban streets rather than on main roads. It's likely some minor modifications will be needed to make them fit-for-purpose. They may pass through cul-de-sacs or existing routes through land acquisition. These would work in areas of low speed and low volume. People on bikes must take the traffic lane. There would need to be careful intersection and side-road design.

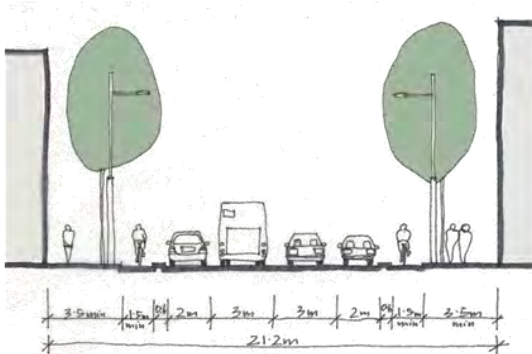
Shared vehicle/bike zones



Description

Shared zones would be used in busy commercial areas, where there is limited space and lots of people walking along and across the street. Businesses in these areas may need convenient parking for their customers. Because of the high volume of traffic, these zones will need low speed limits (30km/h or less). They are only appropriate over short lengths. People on bikes must take the traffic lane.

Protected bike lanes



Description

Protected bike lanes are along main routes, where we would expect to see the most commuters. These are the routes where parking may need to be removed, with replacement or alternative parking being provided as appropriate.

Protected bike lanes can be worked into overall streetscape upgrades like in the photograph above. They will be used on routes where there are higher speed limits and heavy traffic.

Alternative bike paths



Description

Alternative bike paths would be placed through parks and reserves and along coastal areas. They will mainly be used when space is constrained in the road corridors and there is an opportunity for use by commuters and recreational riders. These are off-road but related to the wider network. These are not mountain biking tracks, but high quality routes that will be designed to fit in with the natural environment around them. Issues that will need to be considered when designing these routes include personal safety and intersections with other routes.

Target markets

We are creating a new network of routes for people who want to cycle slowly, in their everyday clothes, away from heavy traffic. We want to change the culture of cycling and encourage more women, children, and older people to cycle.

Our Cycling Demand Analysis research suggests that, given the right conditions, more people aged between 10 and 80 would consider cycling distances less than 10km. The numbers within this group are high with around 70 percent, or over 130,000 of our residents aged between 10 and 80 living within eight kilometres of the town centre. Survey data suggests that 22 percent of residents over 18 would prefer to be able to cycle to work.

We understand that within this broad group there are different concerns, skill levels, and needs. To motivate each of these groups to cycle more often, different interventions will be required.

Our plan is to develop a cycling network that allows the beginner rider to have a go on some of the safer recreational cycleways. This will help them become a more confident rider who may ultimately start using cycling as their primary mode of transport for getting to work or school

Cycling framework principles and thresholds

These principles provide clarity for the community, Councillors, and officers around how decisions about building a cycling network will be made. They will also outline what thresholds will be applied to projects to determine whether a matter needs to be referred back to Council for a decision.

Where any element in a proposal exceeds the agreed threshold, it will be referred to Councillors for a decision. Elements that do not go above the limits will not need to be referred. Where a proposal includes one or more elements that exceed agreed limits, only those elements will be referred for decision—not the entire proposal. For example if a project complies in every respect except that alternative parking is more than 2 minutes' walk then it is only the variance from the parking threshold that would be discussed.

The framework includes principles for the design of the cycle network as well as space allocation within the network. It covers route selection as well as the impacts on pedestrians, public transport, private vehicles, parking (CBD and suburban), intersections and acquisition of property.

A full copy of the cycling framework principles and limits can be found in Appendix C.

Cycle network design principles

The network design principles ensure any decisions made will make our transport network safer, more efficient, and sustainable for all modes.

The cycle network will be made up of key cycleways and local routes that "join the dots", connect residential areas to other residential areas and the central city, and provide valuable links within communities to local centres, schools, and other facilities. The goal is to create a mix of routes across the network (including recreational routes) that cater for the varying levels of confidence and types of riders. Consideration will also be given to safety, directness, comfort, coherence, attractiveness, and adaptability. Safety solutions will be applied through the design of the cycleway types and a focus will be put on building routes that maximise funding opportunities from third parties.

Where there are viable routes within the existing road space, protected cycle lanes will be built. We will aim to keep cycle lanes away from corridors that are already under considerable space pressure, particularly where there is an overlap with busy public transport routes. For constrained corridors on main routes, viable off-road or alternative routes

will be sought in order to avoid changes in busy transport corridors and ensure a safer and more enjoyable cycling experience.

We will be innovative and adaptable in building a cycle network that best fits Wellington. Cycling will become part of a long-term corridor solution taking account of strategic aims and public transport developments.

When decisions about route selection are made, options will be presented that compare times, distances, and destinations between the proposed route and the most direct current legal route.

We will measure and report on how many people start biking and how often they use the improved cycle network in order to ascertain its value to the city, and to better understand which design types and routes work best for Wellington.

Space allocation principles

The principles relating to space allocation within corridors will ensure any decisions made will take into account other users of the corridor. These could include people on bikes, on foot, in private vehicles or on public transport, as well as parking in the suburbs and central city.

We will make sure that cycling infrastructure contributes to safe environments for pedestrians. There should be no significant negative impact on pedestrians as a result of implementing the cycle network and pedestrians will benefit from a reduction in the number of riders using footpaths.

There should be no adverse effect on core bus corridors and routes and no more than minor adverse effects on other bus services. Public transport journey times may increase slightly, due to traffic lights and reduced speed limits to accommodate people on bikes, but travel times will remain predictable on key city corridors. Through our corridor improvement proposals we will aim to improve public transport journey times and increase service reliability. We want to make it easier to cycle in conjunction with public transport and will support Greater Wellington's trial of bike racks on buses and improvements to bike parking at railway stations. We will also give consideration to implementing bike parking facilities at major bus stops.

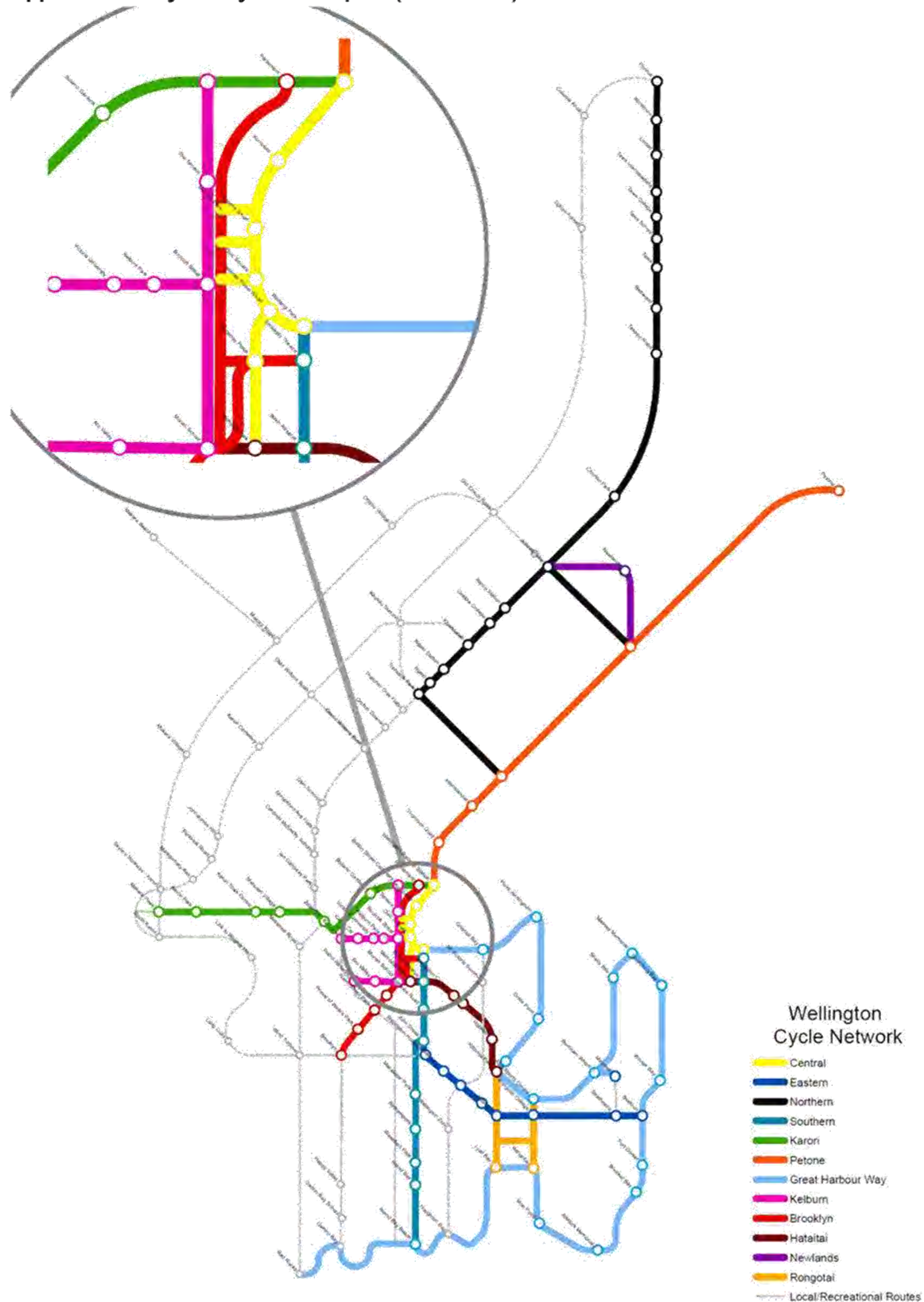
There should be no more than minor adverse effects on private vehicles. Travel times may increase but we will aim to ensure that travel time predictability is retained. Private vehicles include cars, trucks, vans, taxis, and motorcycles. Transport modelling will be used to assess travel time impacts of any proposals.

On-street parking will be removed in some locations to make space for the proposed cycle network. The loss of on-street parking is a common occurrence when new walking and cycling facilities are built. When determining how to use a transport corridor, the Wellington City Council gives priority to safety, pedestrians, cycling facilities, bus stops, bus lanes and traffic flow over other uses.

Where there is on-street parking that needs to be removed in order to implement network improvements, we will assess how current parking is used and the number of spaces available. Public residential parking in the suburbs will still be available but proximity and volume may change. Commuter car parking (ie more than three hours) may be restricted to provide for Residents Parking or time-limited for retail parking. In some cases, commuter parking may be removed altogether. We will not look to replace car parks that are primarily used for people commuting by car. We will seek to minimise the impact of cycleways on town centre businesses, with particular regard given to short-term parking supply for high transaction volume businesses (eg dairies) and businesses that are dependent on car parking. Streets in the central city will be made most effective for walking, cycling, public transport and moving traffic. The movement of traffic will take priority over on-street parking.

How intersections are controlled (eg with the replacement of a roundabout) may be changed in order to ensure the safety of people on bikes. There may be some instances where property needs to be acquired so that network improvements can continue.

Appendix A – Cycleway network plan (A3 version)



Appendix B – Cycleway standard design guidelines and design principles

Quiet routes

1. Level of Service

Level of Service	Number of vehicle movements/day	Operating speed
B	Up to 1000	22 km/h
C	1000 – 10,000	30 km/h
D	11,000	30 km/h

2. We will use physical design elements to make sure that the maximum operating speed for vehicles on these streets is 30 km/h or less. This will include traffic calming measures and may include regulatory speed limits.
3. We will design intersections carefully to ensure that the Level of Service remains at junctions. This will be most important where a quiet route meets a busy route.
4. We will use single-lane roundabouts where traffic volumes are low.
5. We will avoid using angle parking.
6. We will make sure good visibility is available for busy driveways.
7. We will use signposting as a key element to raise awareness. We will design these to encourage cyclists to ride in the middle of the lane.
8. We will keep streets similar in look and feel as they are now, with minor improvements to lighting and other elements.

Shared vehicle/bike zones

1. Level of Service

Level of Service	Number of vehicle movements/day	Operating speed
B	Up to 1000	22 km/h
C	1000 – 10,000	30 km/h
D	11,000	30 km/h

2. We will use physical design elements to make sure that the maximum operating speed for vehicles on these streets is 30 km/h or less. This will include traffic calming measures and may include regulatory speed limits.
3. We will use design elements such as seating, lighting and trees.
4. We are likely to use signals at intersections. We will use single-lane roundabouts where traffic volumes are low.
5. We will use the principles for shared zones to provide safer merge zones for cyclists and cars.

6. We will make sure good visibility is available for busy driveways.
7. We will avoid using angle parking.
8. We will use signposting as a key element to raise awareness. We will design these to encourage cyclists to ride in the middle of the lane.
9. We will make pedestrian footpaths by the shared zone.

Protected bike lanes

1. Level of Service – A-B depending on design.
2. We will provide a minimum of 1.5m wide for one direction, 2.2m wide is normally ideal.
3. For a two-directional lane, we will provide a minimum width of 2.5m.
4. We will most likely locate protected bike lanes by the kerbside, but separate from the footpath.
5. We will separate the bike lanes from moving traffic with some physical element (whether parking, planting, low kerb, hatched flush median with safe hit posts). This buffer space will be at least 0.6m wide and ideally 1.0-1.2m wide next to parking.
6. The operating speed for adjacent road may vary.
7. We are likely to use signals at intersections.
8. We will not use roundabouts on busy routes.
9. We will design side roads carefully to make sure people on bikes are safe from vehicle turning movements across protected lanes.
10. We will make sure good visibility is available for busy driveways.
11. We will provide bus stop bypasses where there are more than 4-6 buses per hour.
12. For two-way protected bike lanes on hills, we will provide greater separation between the directional lanes.

Alternative bike paths

1. Level of Service – A-B depending on design.
2. We will build these to a high design standard (these will be paved paths not dirt tracks).
3. We will give priority at intersections (may change where quiet routes meet major routes).
4. Improvements depend on location and site context.
5. We will make it clear where pedestrians and cyclists are expected to be, marking spaces for each where appropriate.
6. We will consider personal security. If a path has expected use at night, we will include lighting.
7. We will use careful design where the path meets other routes.
8. We will consider gradients and safety as requiring key attention.
9. We will need to address any loss of amenity and vegetation.
10. We will consider pedestrian volumes when determining widths of paths.

Appendix C – Cycleway framework principles and thresholds

The principles provide clarity for the community, councillors and officers around how decisions will be made regarding the implementation of a cycling network and what thresholds are to be applied to projects to determine whether a matter needs to be referred back to Council for a decision. Key cycleway projects will be designed in accordance with the principles. Where project proposals exceed the agreed thresholds, those elements would be referred to Councillors for decision. Where proposals fall below the agreed thresholds, those elements would not need to be referred to Councillors.

Network design principles

We will make our transport network safer, more efficient and sustainable for all modes. For people on bikes, this means addressing:

- Poor uptake due to perceptions that cycling is unsafe and inconvenient. This means cycling is not fulfilling its potential contribution to the broader transport system.
- Unforgiving infrastructure and poor road user behaviour. This is resulting in significantly higher than average rates of harm to people on bikes.
- Unappealing riding environment for people on bikes. This is reducing transport and recreation choices for Wellingtonians.

Principle	Considerations	Thresholds for Council decisions	Commentary
<p>We will choose routes which “join the dots”</p> <p>Key cycleways will connect residential areas to the CBD and to other residential areas.</p> <p>Local cycle routes will connect to the key cycleways and provide links within communities to local centres, schools and other facilities. These may not be to the same standard as key cycleways.</p>	<p>Safety – Quality infrastructure should help make cycling safer and also address negative perceptions about safety particularly when it comes to moving through junctions.</p> <p>Directness – Routes must be logical and continuous, without unnecessary obstacles delays and diversions, and planned holistically as part of a network. For Wellington directness includes consideration of grades.</p> <p>Comfort – Riding surfaces for cyclists and transitions from one area to another should be fit for purpose, smooth, well-constructed and well maintained.</p> <p>Coherence – Infrastructure should be legible, intuitive, consistent, joined-up and inclusive. All users should be able to use and understand the infrastructure.</p> <p>Attractiveness – Infrastructure should not be unsightly or add unnecessarily to street clutter. Well-designed cycling infrastructure should enhance the city. For Wellington this means designs which are consistent with good urban design practices.</p> <p>Adaptability – Cycling infrastructure should be designed to accommodate all types of bicycle and an increasing number of users over time.</p>	<p>Any key cycleway project proposal that is less safe than the current situation.</p> <p>Any key cycleway project proposal that is more than 40%⁴ longer in time than the most practical direct route.</p> <p>Any key cycleway project proposal for unsealed surfaces.</p> <p>Any key cycleway project proposal that effect any significant trees, heritage buildings or objects as scheduled in the District Plan; or which significantly negatively affect significant landscape amenity (e.g. coastal marine areas).</p> <p>Any key cycleway project proposal to exclude a particular type of cyclist (e.g. fast electric bikes from narrow shared areas).</p>	<p>When we make the route selection decisions we will present the options for routes with the time, distances and destinations comparisons between the proposed and the most direct current legal route.</p> <p>We will implement a mix of routes across the network that caters for the varying levels of confidence and the types of cyclists. These will include recreational routes.</p> <p>Where consistent with the wider network plan, we will implement routes that enable us to maximise the funding opportunities from third parties.</p> <p>Safety solutions will be applied through the design of the cycleway types.</p> <p>We will only implement cycleways if they are safer than what we have now. Safety considerations include:</p> <ul style="list-style-type: none">• Speed and mass differentials between modes• Minimum requirements• Crash history• Perceived safety barriers• How safety affects uptake of cycling. <p>The standard design guidelines in Appendix Two outline the minimum requirements for each type of cycleway being considered. These will have to be adapted to suit different contexts. Where we need to deviate from these guidelines significantly Council will have to make specific decisions.</p>

⁴ Dutch guidance states “Data from the Bicycle Balance project shows that the 5 and 95 percentile values for the detour factor are 1.24 and 1.50, respectively” (CROW 2007, page 60). London guidance suggests deviations greater than 40% are ‘basic’, 20-40% are ‘good’ and less than 20% are best. (London Cycling Design Standards 2014, chapter 2, page 7).

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Principle	Considerations	Thresholds for Council decisions	Commentary
<p>We will choose the right route</p> <p>Where there are viable routes within the existing road space, we will implement protected bike lanes.</p> <p>For constrained corridors on busy arterial routes we will look for viable off-road or alternative routes (e.g. waterfront, reserves or other space) to make a more attractive space for cycling and avoid changes in busy transport corridors.</p>	<p>Fit with the design considerations: safety, directness, comfort, coherence, attractiveness, and adaptability.</p> <p>Proposals for off-road routes must be consistent with current reserve management plans (e.g. Town Belt Management Plan, Suburban Reserves Management Plan, Northern Reserves Management Plan, Botanic Gardens Management Plan, and others) or other Council policy.</p>	<p>Any key cycleway project proposal where there is no space to implement protected bike lanes due to constraints of the corridor on a busy route and / or when all alternative route designs fall outside all or some of the network design considerations.</p> <p>Any key cycleway project proposal which is outside established management plans. Note: proposals to change a management plan developed under the Reserves Act must follow amendment processes under that act.</p> <p>Any property requirement must be approved by Council in accordance with the provisions of the Local Government Act.</p>	<p>Cycling will be part of a long term, multi-modal corridor solution taking account of strategic aims and public transport developments.</p> <p>Strategic assessments of projects will detail how proposed cycling provisions fit with the strategic vision for that space.</p> <p>Where there are viable routes within the existing road space we will implement protected cycle lanes. Where corridors are constrained on busy arterial routes we will look for off-road alternatives in order to maximise the cycling experience. We will aim to keep the cycle lanes away from corridors that are already under considerable space pressure - particularly where there is an overlap with busy public transport routes. We will integrate the 'look and feel' of any off-road routes with the surrounding environment.</p> <p>We will present off-road solutions with assessments of safety, directness, gradient and travel time both for the off-road route and the constrained corridor being bypassed.</p>
<p>We will design for Wellington's needs</p> <p>We will adapt and develop innovative ideas to build a cycle network that best fits Wellington.</p>	<p>Proposals will feature bespoke designs to fit local conditions and take account of best practice.</p> <p>In the short to medium term we will favour solutions that minimise initial cost of implementation.</p> <p>Parking replacement cost.</p>	<p>When all designs fall outside all or some of the network design considerations.</p> <p>Any key cycleway project proposal with an estimated cost outside of approved annual plan budgets.</p> <p>Any key cycleway project proposal with over 30% of project cost or \$1,000,000 per project for parking replacement.</p>	<p>The standard design guidelines for each type of cycleway outline the minimum requirements for each type. These will have to be adapted to suit different contexts. Where we need to significantly deviate from these guidelines we will require Council decisions.</p>
<p>We will measure and report on outcomes</p> <p>We will measure and report on uptake and usage on our improved cycle network.</p>	<p>Safety outcomes.</p> <p>Usage.</p>	<p>Schemes which create unsafe outcomes or fail to grow use will be reported to Council with recommendations for improvements.</p>	<p>Measuring and understanding the use of our cycleways is important for working out their value to the city and understanding which design types and routes work for Wellington. We will measure the use of our key cycleways to:</p> <ul style="list-style-type: none"> • Establish how many people are using them • Establish the patterns of use • Establish the effects of the cycleway on surrounding land use. <p>These results will be provided as guides for subsequent investment.</p>

Space allocation within corridors

Principle	Considerations	Thresholds for Council decisions	Commentary
Pedestrians We will ensure that pedestrian infrastructure is safe and fit for purpose. Where we plan to create paths that pedestrians may also wish to use, or share footpaths with cyclists, we will clearly sign/label these to ensure there is legibility.	<p>There should be no significant negative effects on pedestrians.</p> <p>We will consider opportunities to improve provisions for pedestrians to cross busy roads.</p>	<p>Any key cycleway project proposal below accepted guidelines.</p> <p>All proposals to establish or change shared pedestrian/cycle space on roads require specific decisions under the Wellington Consolidated Bylaw 2008.</p> <p>All proposals to establish or change zebra crossings on roads require specific decisions under the Wellington Consolidated Bylaw 2008.</p>	<p>There should be no significant negative impact on pedestrians as a result of implementing the cycle network. We expect that when a new cycle network is in place pedestrians will benefit by a reduction in the number of cyclists using footpaths.</p> <p>We will prepare assessments of pedestrian amenity at the route selection and the detailed design stages.</p> <p>We will present proposed routes to the Accessibility Advisory Group during selection to scope potential issues and again at the detailed design phase.</p>
Public Transport There should be no adverse effect on core bus corridors and routes ⁵ and no more than minor adverse effects on other bus services.	<p>There should be improved public transport journey times on core bus corridors and routes.</p> <p>There should be careful design of bus stops and road corridors to ensure safe interactions between people on foot, people on bikes and buses.</p> <p>We will work with GWRC to consider opportunities to remove closely spaced bus stops improve service reliability and reduce conflicts with cyclists.</p>	<p>Any key cycleway project proposal that increases public transport journey times by more than 5% compared to the existing situation.</p> <p>Any proposals which compromise pedestrian or bus operating space.</p> <p>Any proposal to establish or relocate bus stops on roads requires specific decisions under the Wellington Consolidated Bylaw 2008. Bus shelters require specific processes to be followed under the Local Government Act and Resource Consents may be required under provisions in the District Plan.</p>	<p>Through our corridor improvement proposals, we will aim to reduce public transport journey times and increase reliability. We want to make it easier to cycle in conjunction with public transport and we will support Greater Wellington's trial of bike racks on buses. We will give consideration to bike parking facilities at major bus stops and support Greater Wellington's plans to improve bike parking at rail stations.</p> <p>The main impact on some bus routes will be that the journey takes slightly longer. This will be due to traffic lights and reduced speed limits that improve safety for all road users. Journey times will remain predictable.</p>
Private vehicles (includes cars, trucks, vans, taxis and motorcycles) There should be no significant adverse effects on private vehicle travel time or reliability.	<p>While travel times for private vehicles may increase we will aim to ensure that travel time predictability is retained.</p> <p>There will be no negative effects on the movement of freight on key movement routes such as State Highways.</p> <p>We will consider lowering speed limits to improve safety for all road users.</p>	<p>Any key cycleway project proposal that increases vehicle travel time along a route increases by more than 10% at peak times.</p> <p>Any proposal for removal of any traffic lanes or clearways.</p> <p>Any proposal to change speed limits on roads requires specific decisions under the Wellington Consolidated Bylaw 2008.</p>	<p>Transport modelling will be used to assess travel time impacts of proposals.</p>

⁵ As defined in Figure 20 on page 77 of the Regional Land Transport Plan 2015.

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Principle	Considerations	Thresholds for Council decisions	Commentary
Parking in the suburbs Public residential parking will be available in a neighbourhood but proximity and volume may change. On-street commuter car parking may not be replaced.	For any scheme alternate residential parking to be available within a reasonably short distance of the current situation. There may be some loss of commuter parking.	Any key cycleways proposal that results in residential parking occupancy within 100 meters of a key cycleway being above 95% of observed residential parking demand. Any parking proposal resulting in walks of more than about 160 metres (approximately 2 minutes) compared to current provisions. Any proposal to establish or change parking restrictions on roads requires specific decisions under the Wellington Consolidated Bylaw 2008. No threshold required. Note: Any proposal to establish or change parking restrictions on roads requires specific decisions under the Wellington Consolidated Bylaw 2008.	We will prioritise moving vehicles and active modes of transport (such as walking and cycling) over parking. We will make sure that there is on or off-street parking located within 160 metres of a property. Where there is on-street parking that needs to be removed in order to implement network improvements we will assess the usage of current parking and the number of spaces available. We will ensure that there is adequate parking available but the proximity to individual properties may increase. Scheme proposals will report on: <ul style="list-style-type: none"> The current quantity of on-street parking The occupancy or demand of those spaces The types of local uses and the people who use them The number of parks that may be lost The proximity of alternate parks The cost of parking replacement proposals. Commuter car parking is long term parking (i.e. more than three hours) that allows for someone travelling by car from their home to their place of work to park for the day. In some cases existing commuter parking may be restricted to provide for residents parking or time limited for retail parking. In some cases it may be removed altogether. We will not replace car parks which are primarily used for people commuting by car.
Parking in suburban centres We will seek to minimise the impact of cycleways on town centre businesses and community facilities.	There may be a minor loss of suburban parking. Servicing and loading spaces will be reviewed and provided for as is reasonably necessary. This may mean part time restrictions are used to allow flexible use of the space.	Any proposal resulting in more than 10% loss of on-street parking spaces within 100 metres of a key cycleway. Any proposal resulting in walks of more than about 160 metres (approximately 2 minutes) compared to current provisions. Any proposal resulting in any loss of on-street servicing or loading spaces. Note: any proposal to establish or change parking restrictions on roads requires specific decisions under the Wellington Consolidated Bylaw 2008.	We will not reduce short term parking supply for high transaction volume businesses (such as dairies) or for businesses dependent on car-parking unless it is necessary to relocate them for safety reasons. Where the businesses are 'destination' or bulky item based we will work with businesses to identify where parking can be relocated to if necessary. We will provide options for parking replacement or other mitigation.
Parking in the CBD Streets will be optimised for walking, public transport, cycling and moving traffic. On-street parking will be secondary to all movement.	There may be a minor loss of on-street parking in the CBD. Servicing and loading spaces will be reviewed and provided for as is reasonably necessary in the CBD. This may mean part time restrictions are used to allow flexible use of the space.	Any proposal resulting in more than 10% loss of on-street parking spaces within 100 metres of a key cycleway. Any proposal resulting in walks of more than about 400 metres (approximately 5 minutes) compared to current provisions. Any proposal resulting in any loss of on-street loading spaces. Note: any proposal to establish or change parking restrictions on roads requires specific decisions under the Wellington Consolidated Bylaw 2008.	There is a significant amount of parking available within the central area located both on-street and off-street. This parking is valuable as it provides easy access to business and services. Nevertheless the priority for limited public space must be for the movement of people and goods rather than car parking. Network improvement proposals will be presented to Council as part of a wider street improvement plan. Where this cannot take place, primarily for timing reasons, a strategic fit to future upgrades will be presented.

Principle	Considerations	Thresholds for Council decisions	Commentary
Intersections Safe provisions for people on bikes may require changes to intersection controls (e.g. the replacement of a roundabout).	Proposals may change intersection controls.	Any proposal to establish or change traffic restrictions requires specific decisions under the Wellington Consolidated Bylaw 2008.	
Acquisition of property There may be some instances where we need to acquire property to enable network improvements to be built.	There may be some need to acquire property.	Any property acquirement must be approved by Council in accordance with the provisions of the Local Government Act and Public Works Act.	As we assess route options land acquisitions will be considered if: <ul style="list-style-type: none"> • We can create an alternative route to a constrained corridor • We consider more road space is necessary to provide for the safe and efficient movement of people and goods • We need to mitigate parking loss in extremely difficult circumstances.

Cycleways Master Plan Working Party

(Programme Business Case stage)

Terms of reference

Membership

Councillors (6)

Officer(s)

NZTA representative(s)

Quorum

Three Councillors, one Officer and one NZTA representative.

Chair

The Chair will be elected by the working party. When the chair is unavailable, a new chair will be appointed for the duration of their absence.

Duration and Frequency of meetings

The Master Plan Working Party will form after Council adopts the 2015 Cycling Framework. It will convene in July - August 2015 and meet as required to complete its work. It will cease once the Transport and Urban Development Committee determines implementation packages.

Hosting of meetings

Meetings will be held in Council Buildings and are expected to occur during the business day.

General Purpose

To recommend packages of cycleway projects to the Transport and Urban Development Committee which will commence implementation of Council's Cycleway Network as identified in its 2015 Cycling Framework. The packages will focus resources for the next three years (2015/16 to 2017/18); and maximise Council's return on its local funding by aligning packages with the requirements of the Urban Cycleways Fund and/or the National Land Transport Fund.

Administrative Support

Officers responsible for the implementation of cycleways will provide reports and advice to the working party as required.

Terms of Reference

The Master Plan Working Party will have responsibility to:

- Confirm the scope of its task and information requirements
- Consider and agree package priorities for recommendation to the Transport and Urban Development Committee (aiming to report to the 10 September 2015 meeting).

Draft Cycling Framework

#	Name and email:	Address and phone:	Individual?	Support the draft?	Comments:
1	Libby Callander ejcallander@gmail.com	2/67 Rintoul Street, Newtown	Yes	Yes	
2	Joachim Dieterle joachim.dieterle@gmx.de	Unit 3, 71 Pirie Street, Mount Victoria 0275388909	Yes	Yes	This is a great framework, keep up the good work. I'm already cycling a lot in Wellington and will even more once this is completed. And with more cyclists there will be less cars and thus less car parks needed. NZ is so far behind European cities, it's time to make up ground! Cycling in some areas of Wellington is just so dangerous, so this is a good step to make it safer and well invested money!
3	Adam Jang-Jones writeadam@europe.com	12/253 Riddiford Street, Newtown	Yes	Yes	Really like the focus on building safe routes suitable even for young people and the elderly. Really like the idea of planning out the whole network at once, for obvious economies of scale, which are often missing when cities plan one bike at a time. The only thing I can't find is mention of best practice: the Netherlands builds undisputably the safest bike networks, a technology they have been improving for decades, and it would be logical to follow their best practice so as not to reinvent the wheel. Good work, now please start building. :-)
4	Stuart King splame@gmail.com	491 Adelaide Road, Berhampore	Yes	Yes	
5	Mel Childs melandantschild@hotmail.com	25 Kurth Crescent, Silverstream, Upper Hutt	Yes	Yes	Please start with the Hutt Valley - CBD link. So many of us cycle but often have near misses with vehicles who don't look and just drift left in anticipation of an upcoming left turn.
6	Neville Booth 0224067322	13 Firth Terrace, Karori, 0224067322	Yes	Yes	I entirely agree with this plan and look forward expectantly to the day when it comes into being. As a resident of New Zealand's largest suburb I can only hope the Karori leg is prioritised - a short section that will give access for a large number of people. A fast win if you will.

	Name and email:	Address and phone:	Individual?	Support the draft?	Comments:
7	Gerrard Smith gerrard.smith@gmail.com	40 Abbott Street, Ngaio 021390961	Yes	Yes	Please ensure there is ongoing maintenance allowed for once cycleways are built. Lots of debris is sprayed from cars out to the road shoulder / cycle ways, making them unsafe / unenjoyable for cycling (e.g. Petone on / off ramp). These cycleways need to be cleaned regularly in order to be used regularly. Thanks
8	Lewis Barron lewtsun@hotmail.com	17 Orissa Crescent, Broadmeadows	Yes	Yes	I believe that Wellington is long overdue for a modern cycling infrastructure upgrade. I currently bus to work, but I am one of the many Wellington residents who would seriously consider cycling if it were safer. I know there are many drivers who are against this draft, but I believe a lot of these people are misinformed on the benefits of dedicated cycle lanes. If more people choose to cycle on dedicated cycle lanes it will mean less traffic, less pollution, less accidents, less demand for road upgrades and better health, which is better for everyone, cyclists and non-cyclists alike. I would urge the council to better educate the public on the benefits of dedicated cycle lanes, because it's about making life easier for everyone, not just cyclists.
9	Robert Ashe robert.ashe@parliament.govt.nz	Level 14.05, Bowen House, Parliament Buildings, Pipitea 0274990409	Yes	Yes	Hi, I support the plan and my only feedback is to get on with it! You'll need to have political courage to delete some car parks but the overall value of these cycleways will more than make up for the cost.
10	Hugh Richardson hugh.g.richardson@gmail.com	29 Spencer Street, Crofton Downs, Wellington 0277478010	Yes	No	
11	Rob Buck robjbuck@gmail.com	71 Grafton Road, Roseneath	Yes	No	I ticked No above but that does not really reflect my position. I'm a cyclist - the bike has been my principal form of transport for most of my life. I understand and appreciate what the council is trying to do. I approve of facilities for young, inexperienced and nervous cyclists. But I am not one of them. I am a fit, active and confident rider. You say that you want to change the 'culture of cycling' but I read that as an attack on cyclists like me. I get the impression that the council has

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	Name and email:	Address and phone:	Individual?	Support the draft?	Comments:
					been looking at 'Cycling Chic' websites and envisages a sedate parade of riders 1pootling about at 10kmh. But as I said, my bike is my principal form of transport. I want to get to where I'm going as quickly as I can, and get a good workout while I do so. So I will stick to the roads, and no doubt attract greater ire from motorists angry that I'm not on the dedicated cycle paths. I was stopped today by a policeman on my commute home along the waterfront and informed that the speed limit for bikes was 10kmh. If I wanted to go any faster than that, I was told, I should be on the road. I will stay on the road then, and the same will apply when the pathways are in place.
12	Peter Bellam peterbellam1996@gmail.com	86B Volga Street, Island Bay	Yes	Yes	Please build separated cycle paths and safer intersections. There should be areas where traffic is reduced and slowed on back roads in suburbs to increase cycling and walking by vulnerable primary school students. Road safety is a better goal than continuing the harmful over reliance on cars.
13	Annemarie Jutel annemarie.jutel@vuw.ac.nz	59 Dunthie St, Karori 021513305	Yes	Yes	I am a recently converted "dedicated" commuting cyclist (Duthie St to Hospital and to VUW). I would like to start by saying what an excellent improvement to cycling the tracks around the Pukeahu Memorial have made. By biking on the shared paths, and through the memorial, I can avoid the very dangerous areas around John, Webb and Taranaki Streets. There are two priorities I'd like to signal that aren't mentioned in the plan. Firstly, I want to point out that the difficult climbs around Kelburn and Karori present challenges for cyclists not only for their steepness, but for the fact that a tired cyclist will waver. Both the Terraces and Botanic Gardens are places where riders need significant protection from the traffic. I choose myself to ride up hill usually on single track (Clinical) to avoid this problem, or to take a steeper (grunt) but less travelled path (Aro Rd). Neither of these would be satisfactory for a tentative cyclist. I recommend that these two main thoroughfares have separate cyclist lanes if possible. The second point I'd like to make is that while Aro Rd is not on the plan, it is used very widely by cyclists, for a few reasons. It is reasonably safe, because a brave fit cyclist can ride as fast as a car on the down hill. It is also an important access way to the Pole Hill mountain bike tracks. There are, however some dangers: unexpected cars parked in what looks like an open lane, and impatient cars behind a slower cyclist. Signage on this road to help alert drivers about the high bike use, and encourage their patience/alertness would be a very useful addition. I think that many tentative cyclists might take another path once available, but for the high MB traffic, these signs would help us. Many thanks! Please feel free to contact me for further thoughts. I am

	Name and email:	Address and phone:	Individual?	Support the draft?	Comments:
					committed to this. Annemarie Jutel
14	Govinda Jekic vishmonster@gmail.com	12 Tanera Crescent, Brooklyn	Yes	Yes	Sounds like a great idea. Reduced traffic, better health outcomes, less pollution, increased economic opportunities in the city, safer cycling options. All contribute to an even better Wellington.
15	Nick Warren bicwarren@gmail.com	35 Athens Street, Miramar	Yes	Yes	
16	Laura Newcombe fourseasonsflorist505@yahoo.co.nz	201 Adelaide Road, Newtown	Yes	No	We need more roads built for cars, and there should not be any car parks removed for cyclist that are not willing to obey the road code. They should cycle in the town belt. There are other issues such as flooding in Wellington, other than nice to have cycleways. I see that the morons have a cyclelane in front of my business and behind my business, so what do I pay commercial rates for? so that 10 cyclist can if they choose to, ride by my place.
17	Jonathan Coakley jonnydread@me.com	39 Carlton Street, Melrose 043874459	Yes	Yes	I like that the plan includes thresholds for decision-making. I hope the thresholds will be regularly reviewed to see if they are appropriate. I am encouraged to see that the movement of people will be given priority over car parking. Removal of carparking on certain main commuter routes (e.g. Newtown) will make a massive difference for the hundreds of current (and future) cyclists that use these routes every day. I encourage the council to start constructing better facilities for cyclists as soon possible now that this framework has been developed.
18	Cristina van Dam cristina.vandam12@gmail.com	18 Reef Street, Island Bay 3836035	Yes	Maybe?	I have to congratulate WCC for a very clear and easy to understand document. However there is no mention in what order these cycle ways will be built. What will the criteria be? Island Bay cycle way is an easy start, but it does not make any sense. WCC needs to provide facilities for the largest amount of cyclist not for a few, who would not get to anywhere other than a park. Hope this issue will be clarified soon.
19	Sridhar Ekambaram smvibu@gmail.com	96B Montgomery Avenue, Karori 0276758388	Yes	Yes	
20	Michael Lowe channel_z@hotmail.com	2/42 Porritt Avenue, Mt.	Yes	Yes	1. I don't support the framework objective of having a concern for how changes to cycling infrastructure affects on local driving routes. Ok yes if changes disrupt freight and PT travel

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		Victoria			<p>times. But absolutely no if it slows down 'mum and dads' travel time when trying to drop little Johnny at school, or drive to the dairy.</p> <p>2. The Network Framework Plan should be totally integrated with all primary and secondary schools (it currently looks like only some secondary schools are noted as key destinations points). Remember the most important outcome is that the network becomes child friendly as they are the next generation of cyclists. We've let down a large demographic if its too dangerous for kids to use the cycling network to travel to school.</p> <p>3. The suggested route typologies where cyclists share the road carriageway with vehicles is not convincing yet. More needs to be done to achieve a 'child safe' approach / mentality. For example other factors, other than the sectional design set out, such as: Legal speed limits, sightlines and 'physical design speeds' (traffic calming measures) should limit road users to 20km/hr max. Crash statistics show 30km/hr collisions with pedestrians and cyclists are still fatal. Remember if an existing local road is allocated as a key part of the cycle network plan, and requires a shared road approach, then design priority towards cycling should prevail. This is no different to introducing a bus lane to a PT network. Yes it 'inconveniences' motorists as they lose a lane, but tuff cookie, as the route has been identified as being important for PT.</p> <p>4. Auckland is moving fast with its growing cycling amenity (separated cycle lanes popping up all over the CBD). If you only strive for NZ best practice and norms, bureaucracy will lessen it to something slightly better than now and second to Auckland (in need of major improvements for the next generation). But, if we aim for Amsterdam we might get something that sets a new precedent for NZ and puts us on the map internationally.</p>
21	Jaden Cairncross jaden@athfieldarchitects.co.nz	29a Rawhiti Tce, Kelburn	Yes	Yes	
22	David Nutsford david.nutsford@gmail.com	8 Reedham Close, London, England	Yes	Yes	While I strongly support any measures to improve cycle ways in New Zealand I worry that this framework contains too many compromises. If cycling is to be effectively supported then it must be completely separated from vehicle traffic in the city centre. It is my opinion that cycle and pedestrian only routes are more inviting, safer and more attractive than three lane mixed use, with overly complicated junctions. The framework identified the need for connectivity which I like. I would recommend changing the one way road system around the water front back to two

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					way road eg. Willis St. and turning Featherston, Victoria and Courtney place into cycle only streets (with possible addition of tram lines in the future). Also, will Wellington be following other cities and introducing a congestion charge for driving in the city centre? Firstly to reduce pollution and secondly to pay for road changes and improvements. Overall, I think it is a good framework but is perhaps a little spread out and half hearted given the transport changes needed to mitigate climate change and reduce transport costs. I feel that more focussed, and substantial, changes in smaller areas may prove more effective in the long run and is less likely to require remodification in 10 years time. I would focus all energies on the link between the train station and the hospital as this would be popular and it is a flat route. This could then be extended further both to Island Bay and to Miramar (Mt Victoria Tunnel is a slight barrier here with its awful cycling conditions). Lastly, does this framework plan to include some sort of cycle hire scheme such as the one in Lyon, France? (I've been away in Europe for two years so perhaps this is already happening). Even just a day hire scheme outside the train station would be excellent. Overall it's great to see such a comprehensive cycle plan for Wellington but I would like to see more car-free streets, an integrated cycle-hire scheme along the water front and, ideally, a congestion charge for private vehicles.
23	Mark Kirk-Burnnand mark@autoshop.co.nz	52 Lohia Street, Khandallah	Autostop Group Limited	No	I highly object to the loss of car parking for which businesses rely on for use by their customers. The work done on Johnsonville's recent roading design (Unlocking the Johnsonville triangle) did not include sufficient consultation with all of the affected businesses. The community consultation process was a hollow attempt at following protocol but did nothing to address the concerns raised by the community. The Council officials had already decided on their mandate prior to engaging the community. After hearing the views of cyclists and other road users I believe now that the Council are not designing a transport system that is balanced against the number of users per mode. Regardless of the need to plan forward, the current planning by Council (including this plan) goes too far towards cycling to the detriment of Wellington being a business friendly city. If we drive businesses out of our city, then the cyclists will have the roads to themselves anyway, making cycle lanes themselves unnecessary. I support cycle lanes where it does not affect existing car parking.
24	Martijn van der Tol vandertol.martijn@gmail.com	56/120 Rintoul Street,	Yes	Yes	I support the frame work in general. I think that safe, separate cycle lanes to provide safe routes for people to use bicycles to get around within suburbs (incl. children) is very important, as are 'commuter routes' to the CBD. The team at Red Design of Newtown have done exemplary work

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		Newtown			on two way cycle lanes through Island Bay to Te Papa and their expertise should be used by Council traffic engineers. I have used similar cycle lane design in Sydney (Surrey Hills, Kings Cross etc.) and they work very well with minimal impact on parking.
25	Paul Franken paulfranken@paradise.net.nz	1/83 Monorgan Road, Strathmore Park, 6022	Yes	Maybe?	1/ Darkened car and van windows were declared illegal some 20 years ago. What happened? Were vested interests allowed to cause death and protect criminals? It is very hard to anticipate passengers and drivers opening their doors when the have darkened windows. 2/ Beautiful pedestrians and pram footpath edges on road corners have been installed all over town. The now routine profile of vehicle crossings to driveways and garages entrances with 30-40 mm. Edges are dangerous to cyclists. Unless they are crossed at 90 degrees they are as dangerous as tram-rails used to be. Bikes crossing these footpath edges diagonally will very likely have the frontwheel twisted and throw the rider- I know. I was. Why cannot the same smooth crossings like at roadcrossings be use as guttering profiles here? 3/ Why are so many traffic signs indicating where cyclists (and pedestrians) should go bordered in RED, a colour associated with do NOT. They should be blue. 4/ Why do drinking drivers smash their bottles where they expect cyclists to ride? 5/ Why are bells not compulsory on bikes? 6/ Rearvision mirrors on bikes will enable cyclists not to be caught by passing vehecles, especially electric cars
26	Richard Welter rwelter@gmail.com	283B Adelaide Rd, Newtown 0211729209	Yes	Yes	As an immigrant who came here from The Netherlands I recommend making bicycle helmets voluntary, after more than 30 years of not wearing a helmet having to wear one while cycling in NZ is really irritating and uncomfortable.
27	Barry Norton barrynorton@xtra.co.nz	27 Lawson Place, Mt Victoria 3853382	Yes	No	I find this draft cycle plan light on detail.The plan references, Holland and London,both are very flat.Wellington is not flat and any conclusions this plan draws on these two environs are completely erroneous.The statement referencing less parking is a dismissal of the upheavel which will occur, and that it would be a reasonably short distance to pick up ones vehicle The plan says 2 minutes walk.It will be a lot further than 2minutes walk.The number of people who cycle and do cycle have been grossly over estimated.If you ask a survey question"would you cycle to work if you could" of course you will get a positive answer.Its like asking the question "would you prefer to pay less tax"
28	Sally Talbot	37	Yes	No	I believe the cost is too high. I think it is detrimental to the residents who live along the way(

	Name and email:	Address and phone:	Individual?	Support the draft?	Comments:
	novak-talbot@paradise.net.nz	Boardwalk Lane, Seatoun			many old homes that have no parking /garages), shops (losing parking) , & risking danger with cars driving alongside. I think the money should go on core transport that benefits the maximum number of people - this to me means mostly in the inner city, trying to move as many people as possible efficiently-eg bus hubs, light rail, tunnel improvements (using the bus tunnel for taxis and buses , freeing up the Mt Vic tunnel in the short term for cars will cut the density there by up to 50 % esp at busy times). I think that the people that need to be transported are families (women , babies , children) the elderly , infirm, disabled- these groups are pretty much excluded from biking on a regular basis. Sure some children can bike to some schools on good days (e.g. not windy , raining etc) but what about after school sports / music/ drama lessons etc - these are scattered all over Wellington and likely not with in likeable distances. We need the money spent to go towards everyone's transport, not just a small group of active men and women (without significant family commitments in general) who want to bike to and from the CBD from the periphery. I think some improvements of the bikeways we already have could be possible, but with our limited flat land, narrow roads, old houses, extra space for wide bike lanes is hard to fit in.
29	Celia Goldsmith celiabidelia@gmail.com	12 Oriental Terrace, Oriental Parade	Yes	Yes	
30	Peter Kemp pete.kemp@gmail.com	76 Kinghorne Street, Strathmore Park 043807341	Yes	Yes	Very supportive, would particularly like to see as much of the network constructed as Protected bike lanes as possible.
31	Sally Boyd sally.may.boyd@gmail.com	111a Karori Road, Karori	Yes	Yes	Love the ideas in the plan & the different types of paths. It is very important to have protected lanes in high traffic areas plus some off road commuter paths! I would like to see some fast tracking of high use areas as we have spent alot of time in the thinking & planning phase -time for action!
32	Michael Gray gray.michael.nz@gmail.com	73 Hobart St, Miramar 0277024692	Yes	Yes	Bring it on!

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33	Jane Byrne pearlproductions@paradisene.net.nz	62A The Parade, Island Bay 3839922	Yes	No	Lack of genuine transparency and appropriate and above board consultation with the citizens and ratepayers of Wellington. It is all very well to have the cycling lobbyist in the WCC's ears - but to not listen to and undermine the good of greater Wellington is just wrong on so many levels. This Council is about punishing motorists and the general public in favor of the vocal few! How about focussing on some decent affordable and reliable public transport which would benefit ALL road users and citizens alike!
34	Travis Gray travis@wrightgray.co.nz	203 Townsend Road, Seatoun Heights 3843132	Yes	Yes	The framework and method of approvals look sensible. Most of the car type infrastructure rolled out recently has not had any approval processes like this, but should have had it. Seems to be one rule for one mode and one for another. I believe that there also needs to be one for all modes that are developed to acknowledge safety to other transport modes. Otherwise you will create cycle lanes and then if unchecked road engineers will create car infrastructure in conflict with what you are trying to achieve. They will have differing governing objectives. There needs to be a completely integrated and coordinated high level approval process for all modes. The cycle framework could act as a template. The engineers will need to be innovative and have the skills and confidence to roll out cycle infrastructure. They may need to be retrained in urban design principals or have heavy oversight from an urban designer. Current traffic design (to put it bluntly with no apology) is appalling and engineered to one arrogant mode, so we need to pick up our game with specialists and cross discipline advisers if we want good cycle infrastructure. You will need to employ good people and pay well for it. Long lasting well thought out infrastructure with no half measures starts with excellence in design to avoid expensive redesign.
36	Sonja Mitchell dearestsonja@gmail.com	9 Salisbury Garden Court, Wadestown	Yes	Yes	
37	Tania Slater mave.cat@paradise.net.nz	171 Sutherland Road, Lyall Bay	Yes	Yes	I am thrilled that the framework appears to give priority to safe cycle routes over car parking. The Portland Model shows that this will increase the number of people able to participate in cycling. Please also note that failure to provide protected cycling infrastructure means that we have a transportation system that systematically discriminates against women. In the

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					Netherlands 55% of women cycle. Data from the USA shows that only 8% of the population cycle, and they are predominantly men aged 18-65. I could not find any research on Wellington's cyclist demographic, but as a female cyclist I see few other women. Giving us protected cycle lanes will allow us to get to work, school, facilities without being at the mercy of motorists. It will also provide excellent opportunities for children to make cycling a normal part of their lives instead of a dangerous lottery.
38	Christian Williams unclegis@hotmail.com	5 Melrose Crescent, Melrose 0272112075	Yes	Yes	I am very supportive of the Cycling Framework. If anything I think there are places it could be strengthened, particularly with the emphasis on the right to move safely around our city as having a greater priority than private vehicle parking. Some of the thresholds in this area could be raised, to either a higher distance from the cycleway when considering parking supply, or allow for a greater walking distance to replacement parking. There is little mention of cycle parking provision, surfaces (which should be smooth to cycle on for road bikes as well as mountain/commuter bikes). I also noted that an on-road (non-separated) cycle path hasn't been explicitly listed, which I think will be needed in some instances, although the separated version is far preferable.
39	Janine Bidmead janine.bidmead@gmail.com	9 Barton Terrace, Thorndon	Yes	Yes	If this happens I would absolutely bike everywhere. Even to my work in the Hutt from Thorndon. Good luck!
40	Rachel Hogg manukaflower@gmail.com	39b North Terrace, Kelburn	Yes	Yes	
41	Gary McCorry gary.mccorry@spark.co.nz	37 Overtoun Tce, Hataitai	Yes	Yes	I support any moves to make cycling more accessible and safer in Wellington.
42	John Wierenga johnnybegoodnz@gmail.com	299 The Parade, Island Bay 0299347659	Yes	Maybe	Hi I'm not opposed to a cycling network in the city, in principle, where it is appropriate.

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					<p>I am however absolutely opposed to wasting millions of dollars on the Island Bay cycle lanes for the benefit of the very few cyclists who currently use the Parade to cycle to the city on a good day in the summer.</p> <p>I live on the right on the Parade and work from an upstairs room in my house and I can't ever recall seeing more than a dozen or so cyclists passing on the road right in front of my house on any the morning. In the winter months the number reduces considerably (i.e. maybe a handful)</p> <p>I don't remember a cyclist ever being involved in an accident on the Parade section of the route into the city. The current setup for cyclists on the Parade is perfectly adequate. They already have a cycling lane from Shorland Park to the village Through the shopping area the speed limit was reduced some years ago to a sensible 30km/hr. Reconstructing the entire kerbing and parking configuration is a complete waste of my hard earned rates. Get the priority spending sorted out first (how about on some essentials like flood control, for example?) instead of spending money where a problem simply doesn't exist. If the cycle lanes are constructed in Island Bay I would view it as another case of reckless expenditure by Wellington City Council- not how I want my rates to be wasted.</p> <p>I am also strongly opposed to promoting the south coast as a cycle route, unless the existing carriageway is widened for it's length between Owhiro and Lyall Bay . That could only be done at prohibitively astronomical cost, which again I'm strongly opposed to. On any fine weekend a cyclist crawling along at 10 or 15 km/hr will hold up a whole trail of cars who are forced to tuck in behind or risk colliding with opposing traffic in an attempt to overtake on a dangerously narrow and winding stretch of road. Where the Parade is perfectly adequate as it is to accommodate cyclists and motor vehicles, the Esplanade obviously is not.</p> <p>If you're going to spend my hard earned \$3,500.00 rates please do it sensibly (just like you would spend your own money) and don't waste it on these ridiculous rubbish projects.</p>
43	Ian Logie ian@outdoorsafety.co.nz	6 Dorking Road, Brooklyn 043895399	yes	Yes	Sound principals. Currently it does feel a bit like "taking one's life into ones hands" when cycling in Wellington. This is due mainly to poor cycling infrastructure. Most drivers are considerate, but all it takes is one....

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44	Rodolfo Camerino rodjunc@yahoo.com	181 Mark Avenue, Grenada Village 044781081	Yes	Yes	
45	R Burnard cathryn.russell@clear.net.nz	42 Bentinck Avenue, Strathmore	Yes	No	Stop spending my money on things that slow my journey into town. You are spending millions on a project that you think only 22% of people will use including, paradoxically, public transport; At a push I can understand your grand harbour route as it doesn't drastically affect traffic in and out of the CBD. This could be use for people wishing to cycle in weekends safely. However this is not my preference. Because you are focusing on a vocal minority you are acting counter to your liveable city goal. Instead, as this last week should prove - you should focus on better infrastructure and storm water management.
46	Samuel Kempthorne samkempthorne@hotmail.com	9 Gowrie Street, Brooklyn	Yes	Yes	Direct, high quality, protected bike lanes will encourage more people to cycle than the other types of bike paths, please ensure these are the preferred option. As a citizen of Wellington I would like to see this Council turn the corner, work together and get these bike paths built, we need to get past the planning stage and move to the action/construction stage.
47	Warren Hall warren.hall@caravel.co.nz	147 Clyde Street, Island Bay	Yes	No	I do not support the framework in its current form. It makes the following statements: - Although the types of cycleway may vary, the safety of all road users will not be compromised. - The network design principles ensure any decisions made will make our transport network safer, more efficient, and sustainable for all modes. - There should be no significant negative impact on pedestrians as a result of implementing the cycle network. - There should be no more than minor adverse effects on bus services. - There should be no more than minor adverse effects on private vehicles. However, during the consultation and discussion with Council officers on the Island Bay portion of the cycleway AND in the final report it stated that removal of the right turning lanes on The Parade would increase the incidence of nose to tail collisions between vehicles. This clearly is a compromise on safety. Secondly, the final design did nothing to remove the risk to elderly and young children when crossing the cycleway to and from parked vehicles. Council officers were not interested in addressing any of these concerns. Finally your survey results suggesting 76% of Wellingtonians want to cycle is highly suspect to say the least. As

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					about 15% of the population is either under the age of 10 or over 80 one can reasonably assume that almost 100% of them would not have expressed a desire to cycle (note that the framework sets the target age group as 10-80 which tends to confirm this). So that suggests that only 9% of the remainder of the population don't want to cycle. Rubbish. I would like to know what the demographics were of the people that were surveyed and what the confidence levels and margins of error of the survey were. On the basis that the population of Wellington is around 200,000, 76% suggests that 152,000 people want to cycle. Even if this was true the city simply could not afford to put in place the infrastructure to meet this demand, although maybe the council wouldn't need to because there would be no motorcycles, cars, trucks, buses or pedestrians on the road to worry about. What a nonsense - a clear case of: "Lies, damned lies, and statistics" and an indication that the council is hell-bent on building a cycleway no matter what. Ratepayer money could and should be better spent on maintaining and upgrading more fragile and critical infrastructure (e.g. storm water drains) and investing in alternative evacuation capabilities in the event of a major disaster.
48	Sanjeev Ganda sanjeev_ganda@hotmail.com	20 Taylor Street, Cobden, Greymouth	Yes	Yes	
49	Helen Scobie office@ibpc.org.nz	88 The Parade, Island Bay 3838699	No. Island Bay Presbyterian Church	Yes	Island Bay Presbyterian Church would like its earlier submission to be considered at this stage of the decision process. We trust that our previous input and suggestions will continue to be included. Please refer also to our email to Joe Hewitt on 19 February 2015, which gave feedback on the table supplied by WCC setting out a draft analysis of the options and the various matters taken into account in recommending a proposal a bus stop and bus shelter location along the road between Medway and Tamar Sts. Joe copied this to the Mayor, Andy Foster, David Lee and Paul Eagle. The strong preference of the church was OPTION D, which best achieved Council outcomes and was acceptable to our church. A bus stop bypass was originally proposed for directly outside our church front door. Option D is our preferred bus stop location. The Draft Cycling Framework states: "We will design side roads carefully to make sure people on bikes are safe from vehicle turning movements across protected lanes." A bus stop directly before our busy carpark entrance and exit will not be safe for cyclists, in fact it will also compromise safety

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					for all using the church and church centre, located behind our carpark. A bus stop in front of the church would require the footpath and cycleway to be set further in and onto the ramp leading from the current footpath to the church entrance. The potential coincidence of a bus stopping, cyclists passing, 200 hundred school children trying to enter the church for a mass (St Francis de Sales School), and the flow of traffic into/out of our carpark would be a high-risk situation and one that has the potential to happen. You note that in the cycle lane design: "There should be careful design of bus stops to manage interactions between people on foot, people on bikes and buses." We would expect that locating a bus stop and bus shelter island directly outside the church entrance would therefore be rejected. The Framework also states: "We will make sure good visibility (from cycleways) is available for busy driveways." Our church driveway (and parking) is used constantly, 7 days a week and around the clock, and particularly by children and parents using the church Centre. A bus stopping in front of the church will not facilitate better visibility for cyclists, but in fact, add to the hazards of such a bus stop location. With increases in bus patronage and therefore bus numbers, a bus stop by our driveway would only compound problems. We would like to continue to be consulted on all planning and design for bus stop changes along the Island Bay Parade section of a proposed cycleway. Thank you. Parish Council Island Bay Presbyterian Church.
50	Anthony Edwards anthonyedmonds@iisolutions.co.nz	1A Rawhiti Terrace, Kelburn 021499466	Yes	Yes	Wellington needs to develop a comprehensive cycle trail network to become a more liveable city by creating viable alternative transport options. Cycling offers a cheap fun way for people to move around our city. I am hugely encouraged to see reference to alternative bike paths through parks, reserves and coastal areas. Given the extensive coastal and green belt areas that we have, and their location relative to the city, this seems to offer a very viable option to make Wellington a more cycle friendly city cost effectively. While I agree that many of these trails need to be high quality routes (e.g. with lighting etc.), consideration should also be considered to creating secondary level trails (essentially high grade mountain bike trails). This simply ensures that the network is more extensive. Wellington needs to get into this initiative quickly (personally I would focus more about getting on with this project than over-scoping it). Wellington is behind other cities in regards to developing viable alternative transport options. Note that potential exists to work closely with the universities and educational facilities within the city reflecting the large number of people who attend these (e.g. get them to see the benefit of students and

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					stakeholders biking to their facilities). Equally employers (including the Government who employ a large number of people in NZ) should be encouraged to support this initiative (many senior people in large employers in Wellington are keen cyclists). I support this proposal and framework.
51	Antony Foster afoster@fryphone.com	14A Buckley Street, Southgate	Yes	Yes	I support the Draft Cycling Framework. One key point made in the framework that I particularly support: "Streets will be optimised for walking, public transport, cycling and moving traffic. On-street parking will be secondary to all movement." Trade-offs will need to be made and the best use of our shared resource (the public roads) is not for parking cars. I hope that the Council can continue to make progress against this Framework.
52	Kirsty Smith smithkirsty@xtra.co.nz	236A The Esplanade, Island Bay	Yes	Yes	The framework provides a good set of principles re route types, pleased to see commitment to protected bike lanes on main routes rather than the painted line. Route plan covers all of the major commuter routes and is a good balance between cbd and suburb. Hope that this actually results in routes being built.
53	Richard Brandon richard.brandon@brandon.s.co.nz	23 Scapa Tce, Karori	Yes	Yes	I am a keen cyclist, mainly recreational in the hills surrounding Wellington in the weekends, but I am keen to commute more, and the big issue surrounding that is safety. I am a reasonably confident rider, and I have done a reasonable amount of commuting in the past, but I know a number of people who would like to ride more, but a very concerned about their safety. the provision of safe cycling routes is a great idea, and is a worthy investment for a "better" city, even if it doesn't actually create more money for anyone. touching on safety, on the route I have followed to and from Karori one of the key concerns is the space for cyclists and visibility. there are a lot of bendy roads in wellington and riding around blind corners can be hairraising, not knowing if you are going to get hit from behind. if roads can be built or modified to create greater visibility around corners, then that would, help a lot. good lighting around key area is also important. most of the lighting issues falls on riders, with many riders being woefully under protected with lighting, but good street lighting is also important. ALSO clear guidelines about when/where cyclists can ride in pedestrian areas. some riders go on the footpaths as the roads feel too dangerous. better communication of if/when we can do that would be good.

	Name and email:	Address and phone:	Individual?	Support the draft?	Comments:
54	Liam Drew petitions@elsidee.com	25 Plymouth St, Karori 048064608	Yes	Yes	I am currently on holiday in Canada and seeing the direct cultural and economic benefits being reaped by the towns that have embraced cycling. I'd love to see wellington go from being a good cycling city to a great one, and see this proposal as being a useful way of helping that aim.
56	Frazer Allan Fraz.rebs@vodafone.co.nz	14 Cluny Ave, Kelburn 0272276151	Yes	Yes	I support this submission on the basis that promoting alternative modes of transport should be encouraged where possible on the basis of sustainability. In addition, it will make Wellington a more attractive place for residents and our large student body to live in. I would strongly recommend that the Council considers in the plan a plan around mountaing biking. There is a wealth of absolutely stunning mountain biking resources in the Greater Wellington Region. Investing in trails and mountain biking services in a park (e.g. shuttles, showers/facilities) has resulted in significant economic returns in many cities/regions around the world. Rotorua is a fine example and Rotorua's success could be replicated manyfold in Wellington. In addition, it could attract people who want to live and work in Wellington.
57	Douglas Trotter dug@sandyatoll.com	21 Robertson Street, Owhiro Bay 0272459123	Yes	Yes	The people of Wellington will benefit from a cycleway network (especially protected lanes) as this will: encourage more cyclists with a safe option; result in less accidents with a purpose build network; result in lower carbon emissions; and make Wellington more liveable and Wellingtonians more healthy (increased fitness!). It needs to start now to assist infrastructure planning (is all that work on Victoria St - a hazardous road for cyclists - cycle friendly?).
58	Mark Coburn coburn_mark@hotmail.com	1a Coromandel Street, Newtown 0211315384	Yes	Yes	Overall positive. Good to see different types of cyclists listed p3 and target market p12. Good examples of different types of cycle ways (quiet, shared etc), . Strongly support protected lanes. P13 Bus travel times may have some increase if less cars on road, to offset negatives. Will Police enforce 30km speed limits as previously thought they said no. Any thoughts to rialling reverse angle parking? Agree to removing some closely spaced bus stops. P19 agree hope to see reduction in cyclists using footpaths.
59	Lincoln Mackay Lincoln.mackay@gmail.com	108 Cecil Road, Wadestown 021891804	Yes	Yes	I am encouraged to see reference to alternative bike paths through parks, reserves and coastal areas. Given the coastal and green belt that wellington has, and their location relative to the city, this seems to offer a very viable option to make Wellington a more cycle friendly city cost effectively. While I agree that many of these trails need to be high quality routes (e.g. with

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					lighting etc.), consideration should also be considered to creating secondary level trails (essentially high grade mountain bike trails). This simply ensures that the network is more extensive. well surfaced dirt or gravel tracks are appropriate for secondary level bike paths. There is no need for hard surfaces in every case. Strongly recommend that you add a new category, "Off road bike Paths" to the plan. Fully off road, grade 1 & 2 mountain bike tracks should be used to augment the techniques discussed in the plan. Many commuters use mountain bikes anyway, and will gain benefits from more direct routes and mixing recreation with commuting. Council and ratepayers benefit from low cost construction required for bike paths with softer surfaces. Council referral should obviously not be required for un-sealed surfaces in this part of the network Other notes: traffic calming techniques such as judder bars or cobblestones have a worse impact on bikes than cars, and reduce traffic flow. The comfort principle should be applied to traffic calming REMove cheese grater wire median barriers bus stop bypasses or other techniques should be used in busy city streets such as lambton quay & willis st. Bikes should have access to these corridors, not just buses Reserve management plans and council policies can, and are updated on a cyclical basis as the needs of the community change. Plan to include changes required in the next revision of these documents. Greater consideration should be given to bike racks on busses to extend distances that cyclists can easily travel. It is difficult to locate information on the trial that is mentioned in the document
60	Rowan Hannah rowan@planitconstruction.co.nz	329 Middleton Road, Glenside	Yes	Yes	I am hugely supportive of improving the cycle-ability of cycling in Wellington. I think it is very important to make Wellington a great place to live work and play. I thoroughly enjoyed cycling around San Francisco when I was their with my Family a few years ago & I would love to be able to do that safely in Wellington. Another important thing I think that needs to be factored in to this framework is Secure bike parking storage as bike locks are not suitable/secure enough particularly for higher value bikes
61	Tyler Cory Tyler99@paradise.net.nz	54 Glen Road, Kelburn 0296071800	Yes	Yes	Hi there. I ride my bike to and from work every day and have done so for about 4 years. The idea of dedicated cycle lanes is long overdue and will encourage even more cyclists. I really hope it happens. cheers Tyler

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62	Bruce Carey brucare@xtra.co.nz	42a Kanpur Road, Broadmeadows 4780788	Yes	Maybe?	<p>I am making this submission as an individual.</p> <p>It is common knowledge Wellington has serious transport problems. There are too many vehicles on often narrow roads constrained by the realities of the city's topography. These problems will worsen as the population increases.</p> <p>The prime objective of a cycleway network is to reduce vehicle traffic volumes by encouraging citizens to cycle to and from their destinations , leaving their vehicles at home. This is best achieved by convincing them they are protected from coming into a collision with a vehicle.</p> <p>The more a person is segregated from vehicular traffic the more likely he/she will cycle rather than drive. Protected bike lanes accordingly offer the best incentive for people to cycle.</p> <p>Protected bike lanes are the most expensive type of cycleway of the three proposed in the Council's Cycleway Network Plan. They are also more controversial in that they will be seen as causing greater inconvenience to motorists , residences , businesses etc. along the route.</p> <p>How can Council persuade a generally sceptical driver dominated populace that protected cycleways are worth the cost and (perceived) inconvenience ? The simple answer is to show they actually work in significantly reducing vehicle traffic volumes on busy roads.</p> <p>From a cost viewpoint protected cycleways need to be introduced in stages. Which routes on the Cycleway Network Plan have the greatest potential for increasing cycle patronage and thereby reducing vehicle traffic volumes ? In my view these are Central , Hataitai , Eastern and Southern. The areas served by these cycleways are generally flat. They can be utilised by people of average (even below average) fitness. The catchment of potential users in these areas is far greater than that of the hill suburbs.</p> <p>My submission is that Council's entire budget for the proposed Wellington Cycleway Network should be allocated exclusively to establishing protected cycleways on the Central , Hataitai , Eastern and Southern routes. Once the worth of these cycleways is proven (I am convinced it will</p>

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					be) Council can consider expanding the network into other areas.
63	Geraldine Tatham geraldinetatham@xtra.co.nz	3/1 Weasley Road, Kelburn 0276528333	Yes	Yes	The initiative as outlined in the plan should be urgently implemented to take advantage of what is fast becoming the hottest way of moving around our lovely city with all its reserves parks and gardens to link us to many places throughout the city that we may wish to travel. To have a safe corridor through the city where we cyclists interface with motorized vehicles has to be put in place. to enable the fast growing body of our citizens who see, those who dare, to ride on these motorized roads , believing it an impossibility for them, to believing, YES I will because I CAN cycle safely. The health promotion, the time saving less car congestion, the fun and social camaraderie, all the benefits which councillors are very aware of , needs no further comment, it just needs action. For me as what was primarily a mountain bike rider, and now regular work commuter, I am so excited by the progress the council has made over the past 5 years, with the increasing use of our lovely hills to create recreational trails suiting all abilities, I only want now for the council to put more effort into making my daily commute around the city for work, admin, and recreation safer. Thank you, Geraldine
64	Dave Goodwin dave@enginuity.co.nz	34 Karepa Street, Brooklyn, 6021	Yes	Yes	I fully support the work that the Council are doing to promote cycling. I work from home and sometimes bike to meetings in town but I have a had some bad experiences with cars that have put me off a bit but things are getting better. I use the tracks in Brooklyn every Sunday for a mountain bike rides with friends and the tracks are just magic. Interestingly, it is the ountain bike riding on tracks that started me using my bike to go into town. Not the other way around. It's nice that these areas of bush around Wellington are now being enjoyed by bikers, runners and walkers. They will be better looked after now that they are being used. Keep it up.
65	Dev V devb99923@gmail.com	3 Mizzen Place, Porirua	Yes	Yes	As a committed commuter I see great value in developing a comprehensive cycle network to provide alternate transport options. Even though not living under the WCC I see myself using the network on a regular basis during the working hours. I support this proposal & framework.
66	Kelvin Wills kelvin.wills01@gmail.com	33 Gurkha Crescent, Khandallah	Yes	Didn't say.	

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67	Malcolm Campbell malcolmjcampbell@gmail.com	12 Jackson Street, Island Bay 0274635267	Yes	Yes	Cycling is a great way to move about the city and efficient. Wellington needs to develop the network to ensure separation at key pinch points, such as Berhampore. A cycle network offers a cheap, fun and safe way for people to move around our city. I support this proposal and framework.
68	Christopher Tatham christatham@xtra.co.nz	3/1 Wesley Road, Kelburn 0272912389	Yes	Yes	I support this framework and network plan. I am 58 and cycle a lot. I have many friends who acknowledge all the benefits as outlined in your proposal but are afraid to cycle with things the way they are. Please implement this framework and network.
69	Jozsef Bognar jozsef@jigsawproperty.co.nz	11 Zetland Street, Highbury 4712426	No. Jigsaw Property Consultancy	Yes	100% behind this. Please get on with it rather than over planning it and too much process. Sooner the better please.
70	Michael Szabo millsszabo@xtra.co.nz	5/238 The Esplanade, Island bay	Yes	Yes	I fully support the Draft Cycling Framework. I have three children who regularly cycle in Island Bay and I want them to be safe, especially going to and from school. There are thousands of children in Island Bay so I believe it should be prioritised ahead of the CBD. I also support the cycle lanes being moved into the current 'parking space' because international research shows this to be the safest option. This will also especially help when there is gusting wind because this can cause cyclists to unexpectedly veer into the adjacent traffic lane. Separating the cycle lane from the traffic lane with the 'parking space' will greatly reduce this problem. The intersection by The Empire cinema is currently problematic because I often see cars jutting right out into the traffic lane as they drive downhill along Mersey Street because many do not have a very good line of sight along The Parade to see oncoming vehicles approaching. This means cyclists have to be extra watchful here as they approach this intersection because there is a risk that a car will jut out into their path and not see them because the driver is concentrating on looking for oncoming cars, not the smaller profile of a bicycle. The sooner the new cycleway is built the better, as far as I'm concerned.
71	Pryor Rowland pryorrowland@gmail.com	73a Te Anau Road, Hataitai,	Yes	Yes	Road design and maintenance rarely seem to take account of cyclists needs - I provide some key examples below: 1) I would like to see sanctions to discourage car parking in cycleways.

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		Wellington 0274539464			2) When roads used by cyclists are resurfaced the acceptance criteria should include proper surfacing of the margin areas used by bikes. 3) When islands are added to roadways to protect pedestrians the impact on cyclists should be factored in to the design.
72	Regan Dooley regandooley@gmail.com	12 Liffey Crescent, Island Bay	Yes	Yes	Overall, I think the framework is sensible and fit-for-purpose. The network map appears to include all the key destinations and routes, and the proposal to deliver them as packages of routes seems sensible. It is not indicated in the framework which projects will get priority over others but the statements about "target markets" and "implementing a mix of routes across the network" would seem to imply that suburban cycle routes will be given equal priority alongside CBD routes and commuter routes. It is crucial that the needs of all users (existing and potential) are given appropriate weighting when making decisions about priority. The four types of cycleways identified to be created should provide an adequate range of solutions as long as some flexibility is retained about exactly how they are used in different situations. The network design principles are good. It is particularly pleasing to see that "where there are viable routes within the existing road space, protected cycle lanes will be built". I believe it is very important to establish protected cycle lanes as the default position from which there will sometimes be exceptions, rather than the other way round. This is likely to lead to a much higher standard of network being built overall. The space allocation principles are fine and it is good to see that mobility is generally being prioritised over parking, especially in the CBD. I think that the thresholds around the removal of on-street parking (in the CBD and elsewhere) could possibly be even more aggressive but as a starting point what is proposed is OK. It also doesn't preclude the council considering removing more street parking where it is justified. It is also good to see that "minor adverse effects" on bus services and private vehicles are included in the framework as being within an acceptable range of outcomes. It is important that the public understands and accepts that some trade-offs will need to be made in order to realise the benefits of more cycling. It is very pleasing to see thresholds introduced for council decision-making. These will be absolutely crucial to delivering the proposed improvements to the cycling network in a timely and efficient manner. The council already faces a massive task to deliver such a huge programme of work within such a short space of time and quick decisionmaking that respects the difference between governance and

	Name and email:	Address and phone:	Individual?	Support the draft?	Comments:
					management will be important. Decisions on cycleways should not be hijacked in pursuit of other agendas. The proposed thresholds for council decisions look fine at face value but this is one part of the framework that will probably involve some trial and error. As individual routes are tested against the framework there may be a need to tweak the thresholds to stop either too many or too few decisions going to council. Finally, I think it is very important that once the framework is agreed all councillors take collective responsibility for it, regardless of their individual positions on cycling. Councillors will need to be proactive and positive about leading the communities they represent through the sometimes difficult process of consulting on, and implementing, cycleways. There is a massive amount of work to be done in a short space of time and councillors will need to be outcome focused rather than being too reactive to issues or giving disproportionate weight to the interests of noisy minorities.
73	Ben White benjamin.white@xtra.co.nz	236A The Esplanade, Island Bay 0272900423	Yes	Yes	Long overdue, provides a coherent strategy and basis for making decisions for developing cycling infrastructure in Wellington,
74	Nina Cuccurullo nina.cuccurullo@xtra.co.nz	21 Liffey Street, Island Bay 3837142	Yes	No	
75	Dermot Coffey dermotcoffey@yahoo.ie	88 Nevay Road, Miramar 0211837865	Yes	Yes	I generally support the draft cycling framework, with a few caveats. I am fully supportive the aim to build a joined-up comprehensive network within Wellington and agree with the benefits outlined that will accrue. The cycle network map provided gives an excellent outline of the planned routes The suggestions I would have: 1- I believe the framework is still too slanted towards commuter cycling. While this is of course important and will give people a excellent option to beat congestion, I believe that equal stress should be put on local suburban cycling as part of a network. It is likely that suburban facilities will be easier to develop than the main commuter ones as the roads (certainly in the Eastern and southern suburbs) are wider and less busy. As well as improving things for local cycling traffic, and kids cycling to and from schools, most commuter trips will start and end on these routes. While the main 'flagship' routes are important, I believe the local routes shouldn't be neglected and that the standard of these

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					<p>should be as high as possible to encourage less confident cyclists, such as kids, to cycle. Building routes for people who already cycle like commuters is not the best way to encourage greater uptake. 2-While I agree with the space allocation principles with regard to pedestrians and public transport, I feel they are far too lenient with respect to private vehicles. Frankly, private vehicles have no more right to the space on the road than bicycles- less when you consider their huge adverse effects on the liveability and health of the city. A 10% increase in travel times on any route where a key cycleway proposal is far too low, and a far higher tolerance should be allowed. Private motor vehicles dominate the city, far in excess of their actual importance (census figures showing barely over half of workers commute by car for example), and cycleways will go some way towards reversing this anachronism. 3-I also believe the parking recommendations lean far too much towards private use of public space. More than 10% loss of public parking or walks in excess of 160m for suburban are ludicrously low and would make any cycleways through important suburban centres like Newtown very difficult to build. These routes are extremely important for allowing cycle traffic from suburbs to suburban centre rather than the CBD. An example would be a hypothetical Island Bay/Berhampore to CBD route- through Newtown centre and past the hospital would be a far superior route to an Adelaide Road/John St one- for CBD commuters it might make little difference, but it would make a huge one for local traffic. 4- Finally the 40% figure quoted as being an acceptable increase in journey time for a route over the existing is far too high. Most trips in Wellington will be relatively short given the density and city layout, and a 1/3 increase in journey time will just lead to people ignoring the built cycleways. 10-20% would be acceptable. Overall I am in favour of the Draft Cycling Framework, but I feel a slightly stronger and more visionary plan would pay better dividends in the future.</p>
76	Maria van der Meel mariavandermeel@outlook.com	2/20 Trent Street, Island Bay 3834993	Yes	No	Missing; 1. Definition of cycle lane / path and standards. 2. No commitment to the Official Road Code for Cyclists 3. No enforcement of the Road Code rules on roads controlled by the local authority in regard to separated cycle lanes. 4. Warrant of fitness for cycles. 5. Bus stop bypasses built at bus stops with 4-6 buses per hour when? Peak time? 6. No acknowledgement of bus-priority plans where options to share bus lanes are available.
77	Tim Priest tim_priest@xtra.co.nz	2 Aspen Grove,	Yes	Yes	I strongly support the draft cycling framework. Any non-segregated cycle routes should have a maximum speed limit no more than 30k/hr. Oppose use of multi-lane roundabouts on cycle

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		Maungaraki, Lower Hutt 5689054			network unless provision is made for cycle priority.
78	Simon Ross rossi187@gmail.com	142 Campbell Street, Karori	Yes	Yes	I'm all for improvements to cycling facilities. These are long overdue. As I move around the city now I see ludicrous, dangerous, incomplete, haphazard, painted on provision for people on bikes. This needs to change. In most cases the road space is there to provide proper protected facilities, all it takes is prioritisation of people over often poorly allocated existing road uses. We need not invent anything new to make vast improvements. All we need to do is adopt good practices from around the world and implement them right here. My plea is for expedient action on implementing these good practices. Victoria Street is a good start but what about the many arterial roads that have nothing right now: Thorndon Quay, Molesworth Street, Glenmore Street, Karori Road, Adelaide Road, Constable Street, Kent and Cambridge Tces, Taranaki Street, Wallace Street, Willis Street, Brooklyn Road, Island Bay... the list is long. Details of individual projects need to be consulted on so that the right good practice is applied in each place, but what we're really crying out for is delivery of these projects so people can see and use the first delivered and so we can build momentum toward a connected network. Lastly: GET ON WITH IT!
79	Matthew Plummer matthew.plummer@gmail.com	B44 / 10 Ebor Street, Te Aro 0044776556 1226 (?)	Yes	Yes	One of the considerations in route selection must be how level a bike route is - this is not the same as 'directness'. Flatter routes might not be the most direct, but will potentially be more popular.
80	Alastair Smith agsmith37@gmail.com	5 Durham Crescent, Aro Valley 0210364443	Yes	Yes	The Cycling Framework is a good model for taking cycling in Wellington forward. Attracting more commuters to cycling through an attractive and efficient cycling network will help make Wellington a livable city, as well as reducing fossil fuel emissions and improving overall health of the community. Specific points: - The delivery model, of setting thresholds to determine how a route is implemented, is an efficient one. Council should use transportation designers with expertise in cycling, for example Via Strada. - Arterial routes should prioritise transport, including cycling, over parking of motor vehicles. - Attention should be given to wayfinding and signposting of the network. This is important not just for existing cyclists, but to alert potential cyclists to routes that they might use. - EBikes should be allowed on all parts of the cycling

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					network, including alternative bike paths through council reserves. - Cycling should be integrated into the public transport system, for example by provision of cycle racks on buses It is important that Council approves the Framework without delay, so actual construction of the network can begin.
81	Ben Lepper ben.lepper@yahoo.co.uk	1 Wilson Grove, Normandale, Lower Hutt	Yes	Yes	Great that you: a) have a plan for developing cycling in Wellington b) have identified different options for protecting cyclists c) are trying to get non-cyclists on bikes Please dont forget the regular cyclists. Please build a cycle lane connecting ngauranga and central city ASAP. Petone to Nguaranga isnt so bad for regular cyclists.
82	Janice Jones jjones@kwns.school.nz	Karori West Normal School, 19 Arlington Road, Karori West 4766165	Karori West Normal School	Yes	Kia ora koutou, We think the framework is FANTASTIC! It's comprehensive and well-thought out, and we can't wait for it to be actioned. We would especially like to see the Karori arm developed quickly, for the following reasons: 1. We would like our students to be able to cycle safely to school, on protected bike lanes. Karori Road, as it is now, is extremely dangerous for cyclists. Because our school is a lucky recipient of the Bikes in Schools project, and we will have a pump track, skills area and cycle track on site, we think that being able to cycle safely to our school is a huge priority, as these facilities will attract many children and their families after school and in the weekends. 2. Suburban cycleways are great for physical and mental health. It would be wonderful to see families out using these networks to travel around on bikes, promoting health, well-being, and participation in our local community. What a wonderful way to get children and their families active, and to fight childhood obesity. Ka pai to mahi!
83	Craig Starnes craig.starnes@gmail.com	19 Forsyth Grove, Brooklyn, 0292782736	Brooklyn Trail Builders	Yes	BTB submission to Draft Cycling Framework (DCF) 2015 Wellington has a unique topography that is blessed with large green spaces, albeit modified over time and mostly underutilised. This submission relates solely to off road route options as that is the Brooklyn Trail Builders (BTB) area of expertise and interest. This should be seen as complimentary to the on road route options. Details of BTB are at the end of this submission. The trail network BTB has built is used by about 100,000 people pa (per WCC track counters). Each day commuters use this network and we anecdotally put this at 10% of total use, ie 10,000pa (note that city wide off road commuters would be significantly greater). The commuters actively choose to go off road and, often, the shortest point to point distance is secondary when compared to safety, connection

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					<p>with nature and added exertion (physical activity). Off road provides the ultimate separation from motorised traffic so low risk benefits should be given strong consideration, particularly for the vulnerable/hesitant/casual rider cohorts. An opportunity now exists (with 3rd party funding) to create a network through the green spaces that will provide a long term (inter-generational) route option. For example, a Grade 2 trail could be built from Wakefield Park to Central Park contained within the Town Belt. The route would cross 5 roads that could be on grade initially but bridged (or one under pass) as funding allows. Wellington has minimal Grade 2 trails so in addition to commuting; these trails can also be used by families and tourists for recreating. It also provides a progression to Grade 3 tracks. Other Grade 2 trails can connect Zealandia to the waterfront (and Greater Harbour Way) following the Kaiwharawhara Stream with a spur track to Johnsonville and beyond (below the Skyline track so suburbs along the way are connected). The Grade 2 trails should form the primary spine that other tracks can link into, eg Wakefield Park to Mt Albert, the zoo, and onto Mt Vic. There are also opportunities for other Grade 3 tracks that logically connect or bridge missing links. In the BTB area, there are 2 such tracks: 1. Spooky Gully – a link from Owhiro Bay carpark to the south end of Barking Emu (about 9 km). Currently, there is no ‘easy’ way up from the south coast and the steepness (Tip Track and Red Rocks) discourages commuters. This track is also a ‘missing link’ in the recreation network and would leverage off the WCC facilities at Owhiro Bay and the reserves on the south coast as well as the balance of the BTB network to the north. 2. Maori Gully – a link between the west end of Wharangi and the north end of Windmill (a shorter track with less height gain). An issue for WCC is organising legal access over the leased area (either side of the clean land fill but the south side makes more sense). The DCF goes some way to documenting an off road cycle network. BTB has participated in several WCC consultations but there continues to be a lack of a comprehensive master plan for all off road development which would ultimately establish an outstanding network. The demarcation between commuting, recreation, and tourism is very blurred with respect to reasons for track use (indeed multiple reasons are likely to exist). We accept that the masterplan is outside the scope of this consultation but it does link in with other initiatives by other interested parties in promoting Wellington trails for all users. Creating a masterplan could potentially assist the various parts of WCC to become more ‘joined up’ as currently we are experiencing mixed messages. A Grade 2 off road network that connects the city would be an enduring asset for future generations with funding from central government and using the WCC</p>

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					green estate. Off road options certainly satisfy the bullet points on page 2 of the DCF so get on with it! BTB would welcome further involvement with WCC in developing the 3 phases of the DCF and off road options for the cycling network plan. BTB background: BTB, a voluntary group, has built and maintains about 15km of off road trails in the green corridor from Aro Valley to the South Coast. BTB has a MoU with the WCC (via the Wellington Mountain Bike Club) to carry out this work. Each individual track is separately consented by WCC. The cost to build this network by paid contractors would probably exceed \$1m. The WCC contribution to this network is guessed at \$50 to \$100k (mainly bridges and supply of materials). The Grade 3 tracks are generally 2 way multi user and are designed for the broadest user group possible. Two tracks are Grade 4 MTB downhill only which provides the best degree of separation to minimise user conflict. BTB also has an aggressive tree planting programme with approximately 10,000 native plants planted over the last 10 years. BTB has a proven track record and is an award winning organisation (2 x CAW awards and DOC Encore award) that comes under the umbrella of WMTBC. We are active participants in WCC submissions that relate to the open spaces (including land access and ecology). https://www.facebook.com/BrooklynTrailBuilders
84	Fiona Cockerill-Ghanem Fiona.cockerillghanem@gmail.com	5 The Parade, Island Bay	Yes	No	The idea in principle is a good idea. But the way the Wellington City Council will implement it is undemocratic and has been carried out in a very disingenuous manner. To claim that 76% of Wellingtonians want cycleways is not accurate as it has been take out of a sample of less than 1% of the Wellington population. You do not have the buy in from the majority of Wellingtonians and this will prove to be the biggest downfall of this council!!! This term's council will have a legacy of lies, lies and more lies!!! Not a fantastic cycling infrastructure - you have done the cycling community and it's future a great disservice as you have made many Wellingtonians angry about cycling - whoever did your PR (I think that would be the Mayor!!) has got it so wrong!! So I say Good Luck for the Future!!!
85	Greg Bodnar greg.bodnar@gmail.com	131 Hanson Street, Newtown	Yes	Yes	As a general concept, the draft framework is a positive step toward delivering a cycling network. I would prefer to see two changes: 1) The threshold relating to pedestrians should refer to the NZTA Pedestrian Planning and Design Guide. If any change in a cycleway proposal would cause a pedestrian pathway to not be adequate according to the design guide, full council approval should be required. 2) The threshold relating to bus travel times should be any projected increase. Full council approval should be required for any bus delays. I am a parent in a residential neighbourhood and I'm looking forward to having a safe cycleway on my street. I

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					think it's more important for us to be able to navigate our community safely on bikes than it is for us to have on-street parking next to our house. I anticipate a stronger community and an increase in local spending after the changes, so I'm happy to sacrifice some minor personal convenience.
86	Howard Markland happen@hotmail.co.nz	82b Pembroke Road, Northland 044398151	Yes	Yes	It is good to see the Framework, but it is overly conservative and focused on infrastructure solutions, rather than behaviour change and traffic controls. Although creating safer routes is commendable, cyclists will still have to mix with vehicles elsewhere, and still be exposed to the risk arising from too many vehicles on roads that are too narrow for the larger vehicles and buses that use them - which is exacerbated by poorly controlled on-street parking. Disappointingly, the document appears obsessed with attracting non-cyclists onto the roads, with virtually no acknowledgement of existing cyclists who have had to put up with sub-standard provision for decades. It also seems to propose a solution without adequately evaluating the problem - cycleways are the solution. The Chevron diagram at the top of p3 suggests that riders will eventually graduate to 'dedicated' status. However, I have been a dedicated rider for 40 years, but am now a hesitant rider due to road safety concerns, and prefer to run or walk on dark, windy or rainy days because of the elevated cycle risk. The shared-use cycleways appear to be a relatively poor compromise, unless there is a strict 'cycles have priority' rule. Would it not be better to be bolder, and ban vehicles from some streets altogether during certain hours? The Target Market section seems to have missed the point completely, and comes over more as a generic marketing strategy by a PR company than an informed strategy developed by someone who understands the issue - and again, 'retaining existing riders' or 'improving conditions for existing users' is not even acknowledged. It also seems to assume that Wellington is two dimensional, without considering the extra difficulty imposed by steep hills and strong winds. Young and novice and elderly riders are unlikely to use these areas even if there is a dedicated lane. A 2.5m width of a 2-way cycle lane appears very narrow to me. Finally, there is no acknowledgement of electric bikes, and how they are likely to radically transform the cycling landscape. How will they fit into things? (are they bikes or motor vehicles - should they be allowed in cycle lanes and pedestrian zones)? Overall, a good idea but poorly executed, with more glitz than substance unfortunately. 4 out of 10.
87	Megan Hubscher pukekoinapundatree@gmail.com	9 Collier Ave, Karori	Karori by Bike	Yes	We mostly support the Draft Cycling Framework. Well done. We have some comments to make on various specifics, so hopefully there is somewhere I can attach those... (more attached in a

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	Name and email:	Address and phone:	Individual?	Support the draft?	Comments:
	il.com				letter)
88	Ian Welch gwacter@gmail.com	16/381 Adelaide Road, Berhampore	Yes	Yes	I broadly support the Draft Cycling Framework. My main worry is the lack of targets for the roll out although I am aware that it sets out a process for consultation. Nonetheless the lack of aims or idea of order of application makes me worry that this will lack momentum. The plan doesn't mention either Victoria University or Massey University, this seems to be a big miss given the numbers of students and staff working there. Nor does it discuss integration with buses, some cities such as Seattle have provision for bikes on buses. I cycle and sometimes get a taxi or a bus home with my folding bike. Taking my bike on the bus is a hit or miss affair because there is no dedicated provision.
89	Michael Hudson michael@gmail.com	44 Melbourne Road, Island Bay 021854439	Yes	Yes	The plan so far, as presented in Island Bay, has to my mind focused too much on the cycleway along The Parade itself and not enough on how to build something useful for the community. In particular, I don't understand how to gain access to the cycleway when a right turn is involved, and find it astonishing that the one place where this would be straightforward, the Dee Street roundabout, is proposed to be removed. That said, I very much support the vision of a cyclable city. Ignore the people who complain about parking!
90	Emma Hudson emmadoyl79@gmail.com	44 Melbourne Road, Island Bay 021854456	Yes	Yes	As an ex-cyclist (used to cycle daily in Palmerston North, and Bristol UK) I support this framework and hope that it will increase cycling numbers (and encourage me to start cycling again!). However, my primary concern with this framework is the lack of planning for how people JOIN the various cycleway routes. For example, in Island Bay, little thought or discussion has gone into how people from the side roads will cross The Parade at junctions to join the cycle way - given this framework is meant to encourage nervous, inexperienced, or young riders this needs to be discussed and considered more. Second, and related, is the issue of the Dee Street Roundabout. I use this daily as I reside on the East side of Dee street and the roundabout helps greatly in making a right turn into town. Without the roundabout this junction would be very dangerous: due to fast moving traffic coming from town, and extremely poor visibility due to road curvature and buildings. Ironically, if you take the roundabout away, I'd be even less likely to use my bike to get to work in town, because navigating that junction without the roundabout would be very dangerous. Note: the roundabout was introduced originally as a calming and safety measure -

	Name and email:	Address and phone:	Individual?	Support the draft?	Comments:
					and it seems counter-intuitive to remove it. There have also been serious concerns regarding the due process around the consultation on this roundabout, with the cycleway process ensuring it would stay in the initial consultation and then having it removed in the follow up to that consultation. On the topic of roundabout designs for cyclists, Sustrans (the leading body for cycle way design in the UK) state in their design guidelines state that the danger issue with cycle lanes and roundabouts is associated with large conventional roundabouts, and that the same issues do not arise for 'compact/continental design roundabouts'. They advocate replacing large roundabouts with such compact roundabouts. The Island Bay Dee street roundabout is a 'compact/continental design roundabout' and currently meets the design standard set by Sustrans (see http://tinyurl.com/safecycling2015 , page 20). So I can not understand, based on this international standard that states these types of roundabouts are safe for cyclists, why the roundabout needs to be removed (thus making the junction more dangerous).
91	Malcolm Moore arbor1953@gmail.com	172 Derwent Street, Island Bay	Yes	Yes	The Draft Cycling Framework is a good general policy. I think the section: "Target markets We are creating a new network of routes for people who want to cycle slowly, in their everyday clothes, away from heavy traffic. We want to change the culture of cycling and encourage more women, children, and older people to cycle." is the most important statement in the document. A lot of the controversy surrounding Wellington cycleways is because they have been regarded as a means for commuters to get to the central city. In fact a large increase in numbers of cyclists will be achieved through local residents cycling within their own suburb. This will occur once safety is increased. There is no reason to commence building cycling infrastructure in the central city, outlying suburbs can initially be standalone and then eventually linked up until the complete network is completed. Specific comments: Quiet routes; Some streets can be made into quiet routes by blocking motor vehicles from having through access with bollards, still allowing cyclists to use it as a through route. This will only be feasible where there is an alternative route for motor vehicles. Shared vehicle/bike zones; Where the zone is one way only for motorised traffic, it is quite safe to allow cyclists to travel in both directions. This is quite common in the Netherlands. Protected bike lanes; Where possible, curbs beside bike lanes should be bevelled (at a slope), not a right angle, so a bike will ride up or down it if inadvertently leaving the lane, rather than causing a spill. This may only be feasible when major reconstruction is undertaken. At uncontrolled intersections, cyclists using a bike lane must have priority over traffic on side streets. To maximise the space available for lanes there should be zero painted median in the

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	Name and email:	Address and phone:	Individual?	Support the draft?	Comments:
					centre of the motor vehicle lanes. General; All cycle lanes should be hot mix asphalt or concrete, not coarse chip or paving stones. Regarding loss of parking in the CBD and suburban retail centres, numerous studies have shown that making business areas attractive for pedestrians & cyclists actually increases patronage of nearby businesses. Congratulations on developing this framework.
92	Matthew Walsh matz_shorts@hotmail.com	28 Torrens Tce, Mt Cook	Yes	Yes	Off road commuter links need to have a high priority as they provide the safest commuting links as well as more opportunities for learners to learn to ride their bikes in safe locations. Petone to Wellington and Porirua to Northern Suburbs and Wellington are hugely important commuter routes that are long overdue to be focused on. And linking off road/mtb destinations such as Makara Peak, Polhill should be important as MTBing is becoming hugely popular in Wellington.
93	Ellen Blake windynell@icloud.com	72 Majoribanks St, Mt Victoria	Yes	Yes	Hi This is my submission on the cycling plan for Wellington. I recommend this plan is sent back for reconsideration to be redeveloped as an integrated and comprehensive transport plan for Wellington, rather than this mono-modal interest group plan. Framework It is very disappointing to see a cycling plan that ignores all the other parts of the transport network. This continued approach by Wellington City Council does not work and does not address issues in an integrated and comprehensive manner. I don't cycle nor does anyone in my household so this plan is not for us. We walk and want to know what effect this promotion of cycling will have on us. There is no assessment for other road users. Who was involved in developing this plan who speaks for pedestrians? In the space allocation section there is mention that other road users will be taken into account. There should be 'no significant negative impact' on pedestrians yet 'no more than minor adverse effects' on other road users. Why the difference? Who decides this? Where will the increased number of cyclists park their bikes in the CBD? The footpaths are already over-cluttered with bike parks which interfere with pedestrian movements. How will this address the serious conflict issues along the waterfront or illegal cycling on the footpaths? The framework does not consider other users of our valuable public space nor provide for the level of service for them. This is necessary so that proper consideration of options can occur. What are the goals for increasing walking or public transport use. How will the inevitable conflicts with these sustainable modes be addressed? Parks and reserves should be for recreational purposes only and not serve as a commuter vehicle routes. This seems to ignore that bicycles are vehicles subject to all the road rules wherever they are. Please send this back to the drawing board.

	Name and email:	Address and phone:	Individual?	Support the draft?	Comments:
94	Tony Offord tofford@gmail.com	10 Friend Street, Karori 021894018	Yes	Yes	
95	Fran Unsworth unsey@xtra.co.nz	169 The Parade, Island Bay	Yes	No	It's very vague, not enough detail which leaves things left very open. I'e Bus by- passes council will provide a bus by pass where busses pass more than 6 per hour? How is this recorded monitored ie. Busy hours or during the quite period document doesn't state how they will decide on this. I would like to see a more consistent plan where cycleways are the same regardless of area for safety's sake.
96	Peter Panettieri panettieri@gmail.com	2 Endeavour Avenue, Lyall Bay 021738373	Yes	Yes	I feel the way forward is only protected cycle ways and quiet streets. Since the new route has been in place here in kilbirnie/lyall bay many people and children have used it. Which is amazing considering the ends are connected to anything yet. We need it connected to say Crawford road and Broadway to make it more useful. Peter
97	Rebecca Somerscales somerscalesbeck@yahoo.com	67 Frobisher Street, Island Bay 0210708300	Yes	Yes	
98	Anna Lambrechtsen llambanna@gmail.com	11 Salford St, Newtown	Yes	Yes	cycling is an increasingly important part of transportation and needs to be funded accordingly.
99	Peter Elder peter.elder@rocketmail.com	20 Cudby Street, Woburn, Lower Hutt 0211493748	Yes	Yes	I'm very much in favour of improving the facilities for cyclists across the whole Wellington Region. However, this has to be carried out in a rational way. For example the current proposed cycleway from Nauranga to Ptone at circa \$67m is quite simply ridiculous. This is not a good use of money. I'm all in favour of seeing the current cycle way completed all the way to Petone, but not at that cost. I think other options to the current poposed plan have to be investigated. e.g. Minor upgrade to the existing cycleway, clear vegetation, fix fences etc. then for the 1 km section to Petone look at some sort of raised canterlevered section either over the train track or over the road. Or a 'minor' realignment of the rail track to provide sufficient room for the cycle way to

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	Name and email:	Address and phone:	Individual?	Support the draft?	Comments:
					continue next to the road through to Petone. The current plan to relocate to the seaward side of the train track all the way from Petone to Naurang is quite simply a waste of \$67m. I'm sure you could pretty much do the whole proposed cycle network for that sum. Happy to be involved in further discussions should you require it.
100	Matthew Cole colematthew@yahoo.com	64 Kenya Street, Ngaio 0274330673	Yes	Yes	The framework is good and having plan is good but you need to start building some proper separated cycle lanes on key routes. Get on with it!! Thorndon Quay would be perfect. You need to sell them to communities on the economic benefit they bring as well as the environmental and safety benefits.
102	Kirsten Stallard kirstenstallard@gmail.com	21 Beaconhill Road, Seatoun	Yes	Yes	Thank you WCC for taking note of such a wonderful way to get around the city. My feedback is the more separated cycle lanes, all the better! And when cyclists have to be sharing the road it would be great if the line on the outside of the road (between the cars and the 'bike lane' was a rumble strip, especially around corners and coming up to roundabouts.
103	Simon O'Brien simonwobrien@gmail.com	185 Orangi Kaupapa Road, Northland 021995657	Yes	Yes	I think any action to improve Wellingtonians access to better and safer cycling is ideal.
104	Chris Nicholls chris.nicholls@myabc.co.nz	131 Mairangi Road, Wilton 0273323466	Wellington Mountain Biking Economic Growth Initiative (WMBEGI)	Yes	Wellington needs to develop a comprehensive cycle trail network to become a more liveable city by creating viable alternative transport options. Cycling offers a cheap fun way for people to move around our city. We are encouraged to see reference to alternative bike paths through parks, reserves and coastal areas. Given the extensive coastal and green belt areas that we have, and their location relative to the city, this seems to offer a very viable option to make Wellington a more cycle friendly city cost effectively. While we agree that many of these trails need to be high quality routes (e.g. with lighting etc.), consideration should also be considered to creating secondary level trails (essentially high grade mountain bike trails). This simply ensures that the network is more extensive. Wellington needs to get into this initiative quickly. Wellington is behind other cities in regards to developing viable alternative transport options. Note that potential exists to work closely with the universities and educational facilities within the city reflecting the large number of people who attend these (e.g. get them to see the benefit of

	Name and email:	Address and phone:	Individual?	Support the draft?	Comments:
					students and stakeholders biking to their facilities). Equally employers (including the Government who employ a large number of people in NZ) should be encouraged to support this initiative (many senior people in large employers in Wellington are keen cyclists). We, WMBEGL, support this proposal and framework.
105	Aaron Pratley pratters@xtra.co.nz	3 Dee Street, Island Bay 0212800032	Yes	Yes	Any treatment for island bay must retain the roundabout at dee street . Prior to this being installed it was almost impossible to turn right to go into town. Losing the Round about will severely impact the safety of all types of vehicles bikes included to safely exit dee street.
106	John Munro munro@xtra.co.nz	48 Clyde Street, Island Bay	Yes	No	The impression is that the Cycling Framework has been devised by cycling activists and some WCC councillors and staff who want funding from central government to subsidise an unrealistic proposal. Inapplicable "facts", often from overseas, are woven through the document to justify a mindset that has already made a decision to proceed. There is no recognition of Wellington's unpleasant weather, the hilly topography, the ageing population, the massive reluctance of commuters to cycle, the "uncoolness" of cycling for hipsters, the absence of facilities to return a bike to home after a one way trip, the absence of convenient and secure places to park bikes, etc. The Framework's reference to using "interventions" to motivate non-cyclists is precisely the type of bullying social engineering that must be stopped. As a general principle street parking in Wellington and suburbs should not be reduced or made more costly. If it is made difficult it damages the business base and social fabric of the city; as an example I quite often ignore Wgtn City and drive to Lower Hutt, park for free at Queensgate and shop there. The very disruptive and expensive plans for Protected Bike Lanes are unjustifiable for most of Wellington; however if they are built then any cyclist found using the road instead of the Protected Bike Lane should pay an instant and significant fine. Cycling has become a crusade for single-issue zealots and WCC should ensure that this noisy minority quieten down while the City deals with drains, earthquake provisions, removal of trolley bus wires, LED street lights, and countless things more important than the interests of a few cyclists.
107	Malcolm Gunn malcolm.gunn@gmail.com	11 Wavell Street, Karori	Yes	Yes	I think the Draft Cycling Framework is a fantastic planning document that will transform the city and enhance the lives of all who live in Wellington

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	Name and email:	Address and phone:	Individual?	Support the draft?	Comments:
108	Paul Kennett paul@kennett.co.nz	4 Bond Street, Te Aro, Wellington Mobile: 0274421055 Work: 044996976	Kennett Brothers Limited	Yes	From Kennett Brothers Limited Kennett Brothers are a small business specialising in cycling books, and design/construction of cycling/walking tracks. We are based in Bond St, Wellington, and cycling has been our primary mode of transport in Wellington for 30 years. Overall, we support the draft framework. We're especially pleased to see recognition of the importance of road space for key cycle routes over commuter parking. We expect that both commuter and residential parking demand will ease thanks to the construction of a quality cycling network. We look forward to the development of a clearer network map. It would be clearer if a distinction were made between sealed and unsealed routes (perhaps with solid versus dashed lines). Note that Long Gully is no longer a cycling destination. We would like to see a denser network. Suburbs such as Wadestown and Northland which are within easy cycling distance of the CBD, should certainly be included. For our business, cycling routes in the heart of the CBD are important. While the waterfront is pleasant, it is out of the way for most of our trips. We travel the main arterial roads because they take us most directly to the places we need to go. We feel 40% is too great a deviation from the most direct route to be appealing for commuter/utility cycling. A detour up to 30% might be acceptable if the new route were very attractive and timely. Avoiding steep grades of >10% is another import factor to be considered. While a steep alternative route might not be slow overall, it may be painful, and therefore quite unattractive. Direct and low-gradient are critical attributes of popular routes for transport cycling. We look forward to seeing a dense cycling network developed in Wellington over the next decade. Regards, Paul Kennett and Jonathan Kennett
109	Shirley Hampton shirley9@clear.net.nz	24 Hudson Street, Island Bay 0211458305	Yes	Yes	I support the network plan and would like to know more about timelines etc but way to go! Thanks very much. I will yet be brave enough to get my bike out on the road!
110	Paul Young paul@generationzero.org.nz	6 Moncrieff Street, Mt Victoria	Generation Zero	Yes	Generation Zero Submission on Draft Cycling Framework. Generation Zero Wellington supports the Draft Cycling Framework. We see this as a key step in building and servicing the people of Wellington City with safe and reliable cycling infrastructure. We commend the use of thresholds in order to streamline the planning process and reduce the chance of delays. As the Council's own 2015 Transport Monitoring Survey shows, there has been a significant rise in the numbers of cycling commuter up 21 percent from 2014, and 200 percent over the last 10 years. This clearly shows that there is a larger and growing demand for cycling. Servicing current and future

	Name and email:	Address and phone:	Individual?	Support the draft?	Comments:
					cyclists of Wellington in a timely manner is needed. It would be helpful for the Framework to specify route priorities and timings, rather than just 'over the next 10 years' as stated in the plan. Like many Wellington residents who have called on the Council to 'get on with it', we would like to see fast progress as well as a clearly staged plan. Generation Zero sees the Cycling Framework as an important part of the puzzle that will lead to decarbonising transport in Wellington City. Wellington has an opportunity to lead New Zealand cities in low emission transport options, and ensuring that low emission transport choices are provided to the people of Wellington should be a key priority. We congratulate the Council on the progress this Framework represents and look forward to engaging with the Council further on cycleway developments.

Draft Cycling Framework Consultation 2015

Name: Tony Randle

Date: 29 May 2015

Street Address: 20 Truscott Avenue
Johnsonville
Wellington 3067

I am making a submission: On behalf of an organisation.
Name of organisation: Johnsonville Community Association¹

Do you support the Draft Cycling Framework? No for the reasons outlined below

Do you have any other feedback?

The JCA agrees with increased WCC support for cycling as an important mode choice for our community. However, it has serious concerns that the Draft Cycling Framework 2015 (DCF2015) will not provide the clear guidance required to ensure the huge investment in cycling improvements are appropriately prioritised and targeted to ensure the success promised in the framework introduction. The proposed framework is not, for example, as clear and informative as the Christchurch Cycle Design Guidelines².

More specific concerns include the following:

1. The DCF2015 claims that investment in cycling makes good economic sense but the framework does not provide (either directly or by reference) any supporting evidence for this claim.
2. The DCF2015 outlines the types of cycleways desired and a plan for the routes but it is totally unclear which type of cycleway is being proposed for each route.

¹ The JCA discussed and approved this submission at its May monthly meeting.

² On the Web: <http://www.tfc.govt.nz/assets/Uploads/ChristchurchCycleDesignGuidelinesWEB.pdf>

3. The DCF2015 fails to recognise the important role of other roading elements to support cycling. For example, cyclist can also find relief from traffic by using bus lanes but the role of bus lanes to promote cycling is not even mentioned. It is likely that implementation of protected cycleways will be required to provide protection for cyclists from fast moving traffic at the expense of road space but the framework does not provide any guidance on whether cyclists must use such cycleways. For example, the Hutt Road cycleway will be improved but will cyclists still be permitted to use the road even when it is designated at 60 – 80kmph ?
4. The DCF2015 does not provide any context about the different conditions across Wellington City. The intention to introduce protected cycleways is great but there are many parts of Wellington City where there is barely room for a traffic lane, where there are narrow streets with extensive residential parking, and where there are no or inadequate provision for pedestrians also. There is also no guidance on how cycling routes up/down some of the hilly terrain should be addressed.
5. The DCF2015 is totally lacking in any quantified measures. This is a seriously major deficiency for such a major initiative. Quantitative measures are needed in many areas including:
 - Support for the introduction of cycleways. It is important to understand how many cyclists already using a route are needed to justify the cost and other adverse impacts of implementing a cycleway ... especially a protected cycleway. For example, the current plan has a cycleway up SH1/Ngauranga Gorge (an 80kmph zone) to both Newlands and Johnsonville even though WCC's own survey shows only 80 – 90 cyclists use this route. There is no guidance in the framework on whether or not this level of cycling merits the investment in a protected cycleway (as required under the framework for roads faster than 30kmph) ?
 - The adverse impact of the cycleways such as loss of car parks is also an important measure to include. For example, if a cycleway removes 50 roadside car parks used by commuters to get to local employment to enable a lesser number of cyclists to use a cycleway, then the cycling framework may well have failed. Adverse impact from cycleway implementation on the more important bus service must also be understood as part of any proposal.
 - Guidance to prioritise different cycleway initiatives. It is totally unclear how the framework proposes to focus cycleway investment. It is important that it provides clear guidance on what and where the priority areas are for cycleway implementation to support proper planning.
 - Measuring the success of a cycleway. The whole point of a cycleway is to significantly increase the use of cycling as a mode. It is possible that cycleways do not achieve such an increase and it is critical that the public understands the relative success as the project progresses.

6. The DFC2015 also does not recognise the different types of cyclists. For example, some faster riders find cycleways too slow and dangerous (due to the risk of driveway and pedestrian collisions). Such riders may never use a cycleway and may even be disadvantaged (due to required road narrowing) by the introduction of cycleways. Child cyclists may have their own safety requirements. Stating *"We are creating a new network of routes for people who want to bike at their own pace, in their everyday clothes, and away from most traffic"* is a great vision but hardly a cycleway design principle.
7. The DCF2015 is also lacking in guidance to how routes are to be implemented. Even if implemented in phases, it is important that the total cost and design for the entire length of a cycling route is worked out.
8. The DCF2015 principles do not specify any implementation priorities and so it has the major risk that the easy parts are done first but the whole end-to-end the cycling routes are never properly implemented. It is important for the overall success that the most expensive parts of the end-to-end cycleways are addressed (and funded) early.
9. It is especially important on end-to-end routes with major safety issues that the DCF2015 ensures cycleway investment addresses all unsafe areas first to ensure cycling safety. The framework must ensure that it only promotes cycling on routes that are safe from end-to-end even if the cycleway is being implemented in phases. To do otherwise would be totally against the objective of the whole framework to promote safe cycling.
10. The DCF2015 is clear that it wants extensive use of protected cycleways but it is unclear how these can be added to many key roading corridors without major impact to other transport initiative. For example, the "Level of Service" for *"Shared vehicle/bike zones"* (Appendix B) states:
"We will use physical design elements to make sure that the maximum operating speed for vehicles on these streets is 30 km/h or less. This will include traffic calming measures and may include regulatory speed limits."
This could have major adverse impacts where these are arterial roads (such as Adelaide Road) and there is special concern about such cycleways being proposed on routes that are already major bus services.
11. The WCC is also committed to supporting and implementing the Bus Rapid Transport initiative as recommended by the Spine Study. This is reliant on the allocation of dedicated road space to ensure fast and reliable bus services. However, many of the roads designated for Wellington BRT lanes are also designated for protected cycleways. The DCF2015 does not even mention the future BRT initiative (which will support a non-car commuter usage use that is much greater than planned cycling increases) yet its implementation could be in conflict with key parts of the proposed cycleway network. It is critical to both the BRT and cycling initiatives that the relationship and prioritisation of cycleways on planned BRT corridors is made clear.

12. It is unclear whether approval of the DCF2015 is also approval of the draft cycling network as outlined in Appendix A of the framework. The actual details of the cycling network need to be agreed as a separate public consultation exercise. For example, the JCA supports the proposed cycleway from Johnsonville to Wellington via Ngaio Gorge but strongly opposes any investment in the current cycleway from Johnsonville to Wellington via Ngaurunga Gorge as the latter is clearly very unsafe on parts of SH1³.
13. The DCF2015 does not have any reference section and so the research basis for the framework cannot be understood or further clarification on its principles determined.

In conclusion, the WCC proposes a huge investment into ensuring that cycling use is made safer and easier in Wellington City. While the objectives outlined in the DCF2015 are clear, the defined, measurable criteria on how, where and when the council will deliver to framework objectives are not. The framework is equally lacking in providing clear guidance to ensure end-to-end routes are made safe before cycling is promoted on them.

The JCA supports the framework's intentions behind promoting a good quality cycling infrastructure. But unless the concerns outlined above are addressed, it is likely that the framework will fail to deliver on these intentions.

It is for these reasons the JCA CANNOT support the Draft Cycling Framework 2015.

Finally, we would like the opportunity to present this submission to the WCC in person.

³ The JCA supports this cycleway as has ideas on how to make it a safe route but it is important that initial cycleway investment into any route be towards addressing the safety of the end-to-end route.

Draft Cycling Framework Consultation 2015: submission form

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

To: cyclingframework@wcc.govt.nz

Friday 29 May 2015

Name Judith M Graykowski

Address Apt 6, 123 Austin Street, Mt Victoria

Phone 04 977 1454 Email jgraykowski@clear.net.nz

I am making a submission as an individual.

Q. Do I support the Draft Cycling Framework? YES!

Q. Do I have other feedback? Yes, see comments below

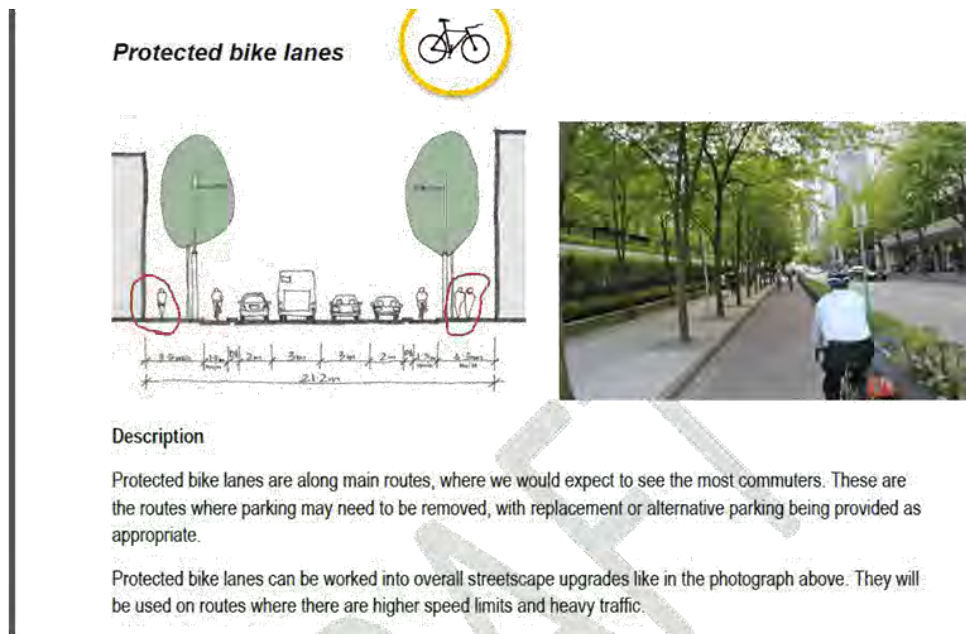
To WCC Cycling Framework Deliberators and Designers

(1) I am in the “senior” category (age 65+) of the potential cyclist cohort and I am a newcomer to Wellington. My interest in cycling is recreational and practical:

to exercise and to sight-see; and to use alternative forms of transport to do daily tasks such as shopping, and attending meetings to socialise. *(footnote A)*

(2) My central concerns are vehicle speeds and lack of awareness by motorists of the leeway they must give to cyclists using the shared space.

I am most strongly in favour of this design of pedestrian/cycleway/street layout: *(footnote B)*



(3) I am strongly in favour of Greater Wellington's trial of bike racks on buses and improvements to bike parking at railway stations. (footnote C)

Reasons for advocating this:

the Wellington winds and sudden changes in weather make some cycle journeys a hard ask. If a cyclist had the option to cycle one way, and "hitch a return" with the assistance of a cycle rack on the bus or use the train with cycle on board the train to make the return journey, this would minimise the inhibitions of attempting to stretch one's targets to cycle more frequently and further afield. (footnote C)

(4) Cycle Route--Great Harbour Way—Miramar Peninsula section.

Priority should be given to monthly closures of the coastal road from Shelly Bay/Miramar to Seatoun. The reception to this route as a car-free zone (**Cyclovia**) in summer 2015 and in summer 2014 was enthusiastic and a clear manifestation of the desire of Wellingtonians to take up outdoor exercise with the whole family as preferred activity.

The availability of many more safe cycling and walking spaces will increase people's expectation of outdoor exercise. When the occasional outing is transformed to a weekly or daily habit, many health and fitness values become ingrained and will make inroads into the obesity epidemic our Health Systems cannot cope with.

Note please **Dr Russell Tregonning's** many public presentations on this inter-relationship of physical activity and long-term health impacts.

(5) Appropriate models for integrating cycling into transport modes in other Urban settings.

I recommend you study the cycle routes that **Canberra** has developed for workers commuting from their near suburbs into the Government and CBD precincts. The cycle paths are heavily used, the bus system can accommodate cycles on an exterior rack, and the routes provide a realistic commuting option in work clothes for public servants.

(6) Blending the introduction of a cycle framework with “demand management” by reducing all-day car-parks is a good start. I strongly support this move: *We will not look to replace car parks that are primarily used for people commuting by car (footnote D)*

END

Notes

WCC Cycle Framework—Footnotes from text:

<http://wellington.govt.nz/~media/have-your-say/public-input/files/consultations/2015/04-cycling-framework/cycling-draft-framework.pdf>

(A)Our Cycling Demand Analysis research suggests that, given the right conditions, more people aged between 10 and 80 would consider cycling distances less than 10km. The numbers within this group are high with around 70 percent, or over 130,000 of our residents aged between 10 and 80 living within eight kilometres of the town centre.

(B)We will measure and report on how many people start biking and how often they use the improved cycle network in order to ascertain its value to the city, and to better understand which design types and routes work best for Wellington.

(C)We want to make it easier to cycle in conjunction with public transport and will support

Greater Wellington's trial of bike racks on buses and improvements to bike parking at railway stations.

(D) Commuter car parking (ie more than three hours) may be restricted to provide for Residents Parking or time-limited for retail parking. In some cases, commuter parking may be removed altogether. We will not look to replace car parks that are primarily used for people commuting by car

Afterword: I own a bicycle in Feilding (Manawatu) but have been put off using my bicycle in Wellington. I am a prime candidate for investing in an electric bike for Wellington, but want to see very sturdy (CCTV-monitored?) bike-racks in some CBD spots so one's \$3K asset is not easily-swiped from the footpath.

I have biked as a commuter cycling to work in Auckland; Sydney, Australia; Ann Arbor, Michigan; Washington DC; Ithaca, New York [n.b., very hilly and windy like Wellington]. I look forward to embarking on cycle adventures in Wellington, once the framework for making cycling safer in shared spaces is made clear to the motorists!



Submission from Living Streets Aotearoa - Wellington
on the Wellington City Council Draft Cycling Framework 2015

Contact person: **Mike Mellor**

Email: **mmellor1@gmail.com**

Phone: **027 684 1213**

Date: **29 May 2015**

Thank you for the opportunity to submit on this draft Framework.

We support the Framework in principle, but we do not support some of the details about its potential negative effects walking and on public transport. Any negative effects on walking would be inconsistent with the Urban Growth Plan's desire to foster that mode, which has pedestrians as the foundation of the sustainable transport hierarchy (see page 44 of the Plan); and any negative effects on public transport would be inconsistent with both the Urban Growth Plan and the Greater Wellington Regional Council's Regional Public Transport Plan, which both of which support both the development of public transport and a reduction in car dependence.

For walking, the Framework's space allocation principles (p13) say that the proposals will have "no significant negative impact on pedestrians", which is translated in Appendix C to mean that a proposal that is below "accepted guidelines" will be referred back to councillors. Both "no significant" and "accepted" are undefined, and this is unsatisfactory. In the public transport section the need not to compromise pedestrian space is mentioned, and we suggest that this be included in the walking section, too.

We submit that proposals that have any negative effects on pedestrians should not be considered; and “accepted guidelines” should explicitly include such documents as the NZTA Pedestrian Planning and Design Guide.

For bus services, the space allocation principles say “no more than minor adverse effects on bus services”, amplified in Appendix C to mean referring back to councillors any proposal that increases public transport journey times by more than 10% compared to the existing situation; or which compromise pedestrian or bus operating space. A 10% increase in journey times is significant, and would be a significant disincentive to public transport use, contrary to both WCC and GWRC policy.

We submit that proposals that have negative effects on public transport times should not be considered.

We also note that the Wellington Regional Land Transport Plan 2015 includes a Wellington City Council activity under walking and cycling called Road Space Reallocation Corridor Programme. We have no information about this programme except the description in the WRLTP, but it appears to be very relevant to the Framework and the absence of any reference to it seems a strange omission.

We would like to be heard in support of this submission.

About Living Streets

Living Streets Aotearoa is New Zealand’s national walking and pedestrian organisation, providing a positive voice for people on foot and working to promote walking friendly planning and development around the country. Our vision is “More people choosing to walk more often and enjoying public places”.

The objectives of Living Streets Aotearoa are:

- to promote walking as a healthy, environmentally-friendly and universal means of transport and recreation
- to promote the social and economic benefits of pedestrian-friendly communities
- to work for improved access and conditions for walkers, pedestrians and runners including walking surfaces, traffic flows, speed and safety
- to advocate for greater representation of pedestrian concerns in national, regional and urban land use and transport planning.

For more information, please see: www.livingstreets.org.nz.

Wellington's Cycle Framework – yes, but...

Why?

There are many well-researched gains ('mitigation co-benefits') to support Wellington quickly developing a safe attractive cycling network – so Wellingtonians of all ages and fitness levels can bike to almost any place they want to go, any time:

- Fitness & fat-burning – half of NZ adults struggle to find our 30 minutes daily exercise minimum
- Fuel-savings with greater economic independence for NZ
- Financial savings for households
- Freedom & independence – especially for younger people
- Flexibility – including emergency resilience
- Fun – enjoy those endorphins & the breeze, flying downhill, no pedalling

Central reason – climate!

But centre-stage is that we all face a rapidly reducing limit on how much more greenhouse gas emissions we can put into our atmosphere safely – before we make our climate ultimately incompatible with human life.

Climate changes are already making life more difficult for Wellingtonians, around the world people are dying in hundreds of thousands from climate-related events. We are running out of time to act. Yet NZ has so much to gain from a clean energy future from jobs to health to future-proofing our economy – so frustrating to see us waste time.

A safe cycling network is an essential investment for Wellington – and the faster we get it in place the better. We don't have a choice, and climate adaptation will increasingly put more and more pressure on city rates.

Speed – start Island Bay cycle-way construction NOW

The Island Bay cycleway is good to go – start construction now. This is one of the easiest new cycle-ways to put into place – and the credibility of the Council for making things happen is at risk after a very lengthy public consultation.

Going ahead now means learning for subsequent cycle-ways. But councillors and council staff must strongly support the two Southern ward councillors – united public support and ongoing careful 'no surprises' communication. Wellingtonians will take time to get used to what safe cycle-ways look like – and then start to enjoy cycling safety and freedom for all ages, which will make more cycle-ways much easier.

Although I live in the southern suburbs, I hope that I would urge speed if the cycleway consultation had started on a similar cycle-way for say, Karori. I strongly believe there is urgency in getting cycle-ways in place - plus the associated learning from starting with this relatively easy section.

Design details

The central government's urgent climate consultation has dominated submission energy and time, and regretfully, I have neither considered, nor consulted on, the design details. Congratulations to council staff on the overall framework.

On a quick glance, perceptions of social safety matter and climate changes mean we need to prioritise clean energy transport. So locating cycle-ways through reserve/park areas may be pleasant, but care is needed with route choices to make sure these work for both commuting cyclists and parents' perceptions of their children cycling safely in secluded areas. Until clean energy private vehicles are widespread (a decade or more away?) shared and active travel modes are top priority. We are investing in a transport network that needs to work for almost everyone.

Global agreement is building for a zero carbon emissions future before 2050, much sooner for countries like NZ. This is the transport future Wellington is investing in – with considerable economic, health and well-being 'co-benefits'. NZ seems to be in a climate denial bubble, no need to do anything, whilst the rest of the world moves on without us.

Hopefully Wellington can join the global movement of cities leading the way, enhancing and future-proofing our urban lives with attractive, innovative infrastructure. Start cycleway construction now please!

If there's another chance to talk with the Council, count me in thank you. I can also supply research references if useful.

Liz Springford, 16 Chatham Street, Berhampore, Wellington 6023 ph 04 9709 126 or 021 0617 638
liz.springford@gmail.com

Additional points:

- Car share systems are an essential third leg of a clean energy emissions transport network. So far [Cityhop](#) is operating in NZ.
- As well as other advantages, car share eases the way for cycle-ways by significantly reducing the number of private cars that need to be stored on our road-sides - yet enables people to use a private car when the journey calls for this.

To whom it may concern

The Makara Peak Supporters Inc (MPS) are an incorporated society established in 1998 to work in partnership with the local community and Wellington City Council to develop a world class mountain bike park at Makara Peak. We feel the development of a safe and attractive cycling route between downtown Wellington and Makara Peak is necessary in order for the Makara Peak Mountain Bike Park to be considered world class.

Makara Peak attracts between 50,000 and 100,000 visits per year, with a significant portion of those visits being made by people who cycle to the park. The level of visitation is growing as the park develops and we expect it will continue to grow significantly for the foreseeable future. We were surprised the park is not mentioned in text of the Framework, as it is in the Regional Land Transport Plan. It is a cycling facility of national significance (one of only 20 rides in New Zealand to get the maximum rating in the best-selling 'Classic New Zealand Mountain Bike Rides', 9th edition) and is rated highly by Lonely Planet (as one of Wellington's 'must do' activities).

The following text is from our draft Track Development Plan -

"CBD to Makara Peak: This is a key route for many visitors to the park. Whether it be for trips originating in the CBD or beyond, or from within the Western suburbs, mountain bikers are now a very common sight on Karori Rd. The 2001 park survey suggested that approximately a third of visits to the park are made by bike. The traffic calming on South Karori Rd provides a reasonable level of service for cycling. However, the speed and volume of traffic on Karori Rd, combined with parked cars and frequent squeeze points offers a low level of service for locals and tourists alike. A proper cycling facility between the CBD and the end of Karori Rd would improve the experience of a trip to Makara Peak for many who choose to ride there, and may encourage many who currently drive to ride instead (which is important given the limited parking available for park users)."

Karori Road is also popular with recreational road riders and cycle commuters. With these three sources of cycle demand on Karori Rd, and the desirability of encouraging children in the suburb to be confident to bike to school any improvement in the cycling LOS is likely to generate tens of thousands of extra cycling trips per annum.

Karori Road is the desired route due to directness.

Conclusion - MPS support the general principles of the Framework. We would like to see the CBD-South Karori route prioritised for development in next three-to-five years.

Jamie Stewart

Chair - Makara Peak Supporters Inc.

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Submission on the Draft Cycling Framework

Introduction

I agree on the objectives of the Cycling Framework as it encourages more people on bikes. However, there are too many issues that I have with the Draft Cycling Framework, therefore, I do not support the Draft Cycling Framework.

I understand there is a significant number of people who would like to cycle more often around Wellington. In fact, 75% of our population said they would be willing to bike more if there is safer infrastructure for people on bikes. As a cyclist myself, I believe more cycling infrastructure should be built, especially paved, off road cycle paths.

However, I believe fewer people would say they want bike lanes if there is a significant loss of parking and vehicular capacity on Wellington's roads. This was clearly shown in the submissions and discussions regarding the Island Bay cycleway. What does this mean? This means that we should be looking for off road and quiet street solutions, and solutions that do not result in significant losses of car parking wherever possible.

We should have more public engagement especially regarding the proposed cycle routes. This should include more consultation sessions, pop up information stands, and longer periods for submissions regarding the new cycleways. This would allow the cycleways to be built in a way that best suits the needs of local residents, local businesses and the wider community, rather than fulfilling the wants of vocal cycling and environmental groups.

The new cycle network should complement Wellington's current roading, public transport and walking infrastructure. **It should not be intended to wholly, or partially substitute any other part of the transport system.** My thoughts on the Draft Cycling Framework is below.

Network Plan

I agree with most aspects of the network plan.

One issue is the Great Harbour Way, especially from Burnham Point to Moa Point. Most of the route is very narrow and windy, with a few short straight stretches. It would not be equitable for car, motorbike and moped users as it would be **impossible to overtake if the speed limit is reduced down to 30kph**. Not being able to overtake slower moving road users in the entire 7km section between Burnham Point and Scorching Bay would result in **significant increases in journey times** on that stretch of road, much to the frustration of car, motorbike and moped users, simply because it is possible to reach speeds of above 50kph on the 'short straights.'

For the local and recreational routes, I presume some are on road, and some are off road. I would prefer that all the local and recreational routes are off road, instead of on road, unless this is impossible to do. This is because the local and recreational routes (in grey lines) are likely to have significantly fewer people on bikes, than on trunk routes, therefore few/no road 'treatments' are needed for the on road sections of these routes.

I would like to see a greater use of off road routes. For example, the route between Kaiwharawhara to Johnsonville via Ngaio should go through Trelissick Park and the Johnsonville rail line instead of on the main road.

Types of cycling infrastructure

I believe WCC should find off road solutions for accommodating people on bikes wherever possible, and then consider on road options, **only if there are no suitable off road options.**

If off road paths are not suitable, I would prefer that quiet streets are used, rather than protected cycle lanes in order to minimise cost, and to minimise the loss of car parking. Another reason is that quiet routes have significantly fewer vehicles on it. Only when there are no suitable quiet routes, WCC should then look to protected bike lanes. For example, WCC should investigate the feasibility of a quiet route on Tory St between John Street and the Basin Reserve. If that route is not suitable, then WCC should look for solutions along Adelaide Rd (e.g. bus and bike lane shown below).

For off road cycle paths, I would like to see some form of painted or physical buffer between people on bikes, and pedestrians wherever there are high numbers of pedestrians and/or people on bikes. This will allow the paths to cater for a larger range of cyclists, rather than beginners, and slower riding cyclists and I feel the safest riding on these paths. One example of where this path should be implemented is on Wellington's waterfront, instead of building cycle lanes on the Quays where it is likely that there would be losses of traffic lanes. We should use the Capital City Trail in Docklands, Melbourne as an example of what to build for off road paths.

Regarding the types of cycle routes, I believe many of the quieter streets are suitable for speeds over 30kph. As such, I believe that on quiet routes, the regulatory speed limit should not drop to 30kph, but instead be 40/50kph. Reducing speeds on 'quiet streets' to 30kph **would unnecessarily increase journey times for local drivers, and users of mopeds and motorcycles, especially if there are few cyclists on that stretch of road.** Reducing the speed limit to 30kp/h may also mean **more people on bikes will exceed the speed limit, and be a nuisance to other road users** because it is harder for them to judge their speeds. On some long downhill stretches of road, there are significant numbers of cyclists that exceed 30kp/h, and even 50kp/h. When there no/few cyclists on a particular stretch road, a speed limit of 30kp/h is totally unnecessary. It is also in the best interest of all road users that drivers should drive to the conditions at an appropriate speed. **Reducing the limit to 30kph will mean drivers may start treating the speed limit as a recommendation,** rather than the maximum speed you could travel at in GOOD conditions. Alternatively, **it may result in more road users exceeding the speed limit.** Reducing the speed limit would mean **drivers would be significantly less able to overtake cyclists that ride at well under 30kph,** i.e. around steep uphill sections. Therefore, I believe that speed limits on quiet streets should remain as it is OR reduced to 40kph rather than 30kp/h.

Commercial areas

For commercial areas, the draft report fails to define what 'short sections' are. Is it 500m, 1km, or 2km? I believe that for 'commercial areas', the 30kp/h zone **SHOULD NOT exceed 500m.** Any

additional stretch of road in a commercial area that requires the speed limit to be dropped to 30kp/h AND is longer than 500m MUST be referred to the Councillors.

One way we could make cycling safer in commercial areas would be to place **variable speed limits in commercial areas**. For example, **commercial areas could have a 30kp/h speed limit during times where there could be a higher number of people on bikes**. This would encourage cyclists to 'take the lane' assuming the area is flat. **When there are no/few people on bikes, the speed limit could stay at 50kp/h**, e.g. 10pm. One example of a variable speed limit is shown below, however, it is a 40/60 variable limit, rather than a 30/50 which I propose.



A variation of this could be to install buttons or triggers, in and around commercial areas. When a person on a bike passes through the area, the person would have to press a button. This would trigger the variable speed signs to drop to an appropriate speed and possibly, display signs to show that people in cars, mopeds and motorcycles need to look out for people on bikes.

Bus and bike lanes

I also believe “bus and bike lane” could work well in the Golden Mile, as buses tend to be slow travelling. Outside the Golden Mile, peak time bus lanes could be widened, especially on Kent/Cambridge Terrace and on Adelaide Road. This would allow cars to be parked on the road during non-peak periods, as well as accommodating people on bikes. One example of how it works is shown below. This assumes the bus and bike lane is 4.3m. The bottom left picture is how it might work during non-peak times. The bottom right picture is how the bus and bike lane might work during peak times. Note: the “median” is a painted buffer area.

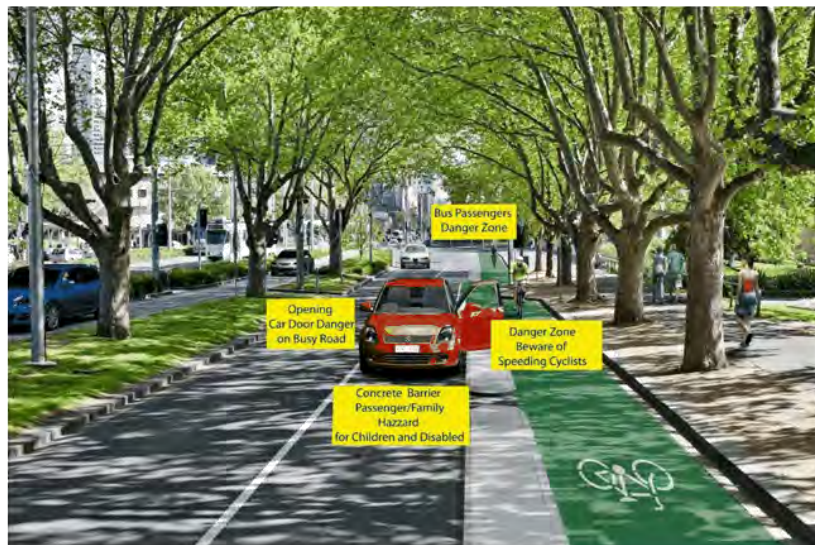


Protected cycle lanes

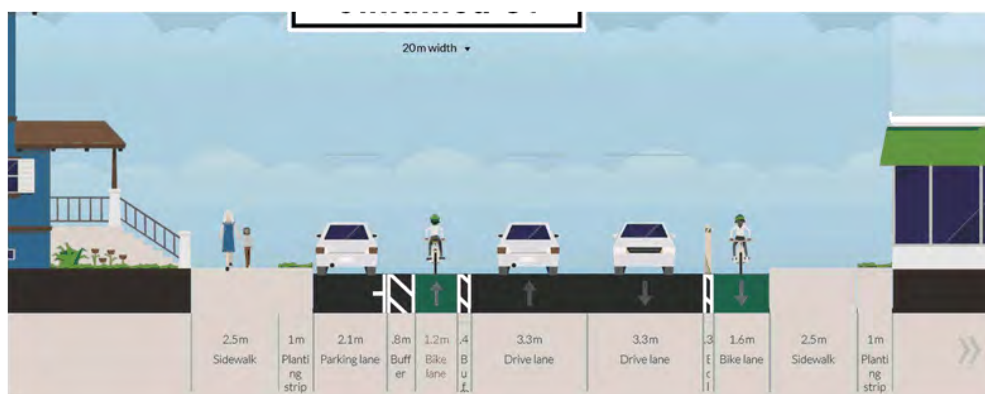
Wherever possible, kerbside “Copenhagen style” bike lanes should be avoided where there are high volumes of parked cars and/or a high number of turning vehicles. These kerbside lanes are not equitable for people who have limited mobility. Issues regarding this type of bike lane is shown in the picture below. One issue that is not mentioned in the picture below, is that **young children may move into the path of fast moving cyclists**, e.g. walk from the footpath to the red car shown below, therefore increasing the risk of harm to young children.

The kerbside lanes will reduce visibility and sight lines for people turning from side streets, onto main streets if parking is retained. This is because parked cars would be at least “2m further out towards the centre of the road”. Therefore, drivers may block the cycle lane when they are giving way to other road users.

These cycle paths also reduces the visibility of people on bikes. This is because they would be riding behind a row of parked cars where people in cars would struggle to spot them. With SUV’s and high sided vehicles becoming more popular nowadays, it will be nearly impossible to spot people on bikes unless turning vehicles are blocking the cycleway. This is because the parked cars would obscure the view of drivers and users of motorcycles and mopeds. This would unnecessarily increase the risk of an accident caused by turning vehicles. **I feel the least comfortable riding on these cycle lanes** due to drivers not being able to see me when they are turning.



Due to the flaws with kerbside “Copenhagen style” lanes, I believe **conventional bike lanes should be used instead**, however with striped buffers to prevent dooring and “close” overtakes. This is called a chevron style bike lane. One example of what I propose is shown on the next page. These bike lanes would be more equitable for all road users and it **would make people on bikes more visible to other road users**.



If WCC decides to implement conventional cycle lanes, I believe that there **no need for physical separation between people on bikes and other road users in all situations**. Striped buffers (shown above) can allow people on bikes to avoid riding in the door zone and not too close to faster moving road users. Another example of using striped buffers is shown below.



I believe the **minimum separation should be lowered**. This should not compromise the safety of people on bikes, and it would minimise the total amount of roadscape required for bike lanes. One example of a narrow physical separator is shown on the next page, where the separation is one “kerb width”. Where there is no car parking, e.g. the example below, the minimum separation should be abolished.



The City of Melbourne identifies the dooring zone to be within 0.75m of parked cars. Therefore, in order to reduce the amount of roadspace required for cycleways, the buffer between parked cars and the cyclelanes should be reduced from 1.2m to 0.75m. This will mean that **people on bikes will not be inside the dooring zone**. This would also minimise the road space required for bike lanes without compromising the safety of people on bikes.

For protected cycle lanes, I believe that the threshold for bus stop bypasses, should be increased from 4-6 buses per hour to 8 buses per hour. This would minimise the cost of protected cycle lanes. **The new bus shelters must not be less accessible than the current bus stops for all mobility impaired users.** One way to do that could be to require people on bikes to give way to people who enter or exit the "island" bus stop.

I also believe there should be no multi-lane roundabouts on protected cycle routes. Single lane roundabouts are fine.

I also believe we should install bicycle signals on busy intersections. This would minimise the risk of people on bikes being hit by turning vehicles.

As a result of what I have stated, the guidelines for protected cycle lanes should be completely rewritten. The current draft proposals is on top of the next page.

Protected bike lanes

1. Level of Service – A-B depending on design.
2. We will provide a minimum of 1.5m wide for one direction, 2.2m wide is normally ideal.
3. For a two-directional lane, we will provide a minimum width of 2.5m.
4. We will most likely locate protected bike lanes by the kerbside, but separate from the footpath.
5. We will separate the bike lanes from moving traffic with some physical element (whether parking, planting, low kerb, hatched flush median with safe hit posts). This buffer space will be at least 0.6m wide and ideally 1.0-1.2m wide next to parking.
6. The operating speed for adjacent road may vary.
7. We are likely to use signals at intersections.
8. We will not use roundabouts on busy routes.
9. We will design side roads carefully to make sure people on bikes are safe from vehicle turning movements across protected lanes.
10. We will make sure good visibility is available for busy driveways.
11. We will provide bus stop bypasses where there are more than 4-6 buses per hour.
12. For two-way protected bike lanes on hills, we will provide greater separation between the directional lanes.

I believe the proposals should look more like this:

1. Level of Service – A-C depending on design
2. We will provide a minimum of **1.2m wide for one direction. 2m is usually ideal, however it would only be suitable in very few areas.**
3. For a two-directional lane, we will provide a minimum width of 2.5m
4. We will most like locate protected bike lanes **by the footpath if there are no parked cars. Where there are parking spaces, bike lanes would be placed between the parked cars and the traffic lanes i.e. chevron-style.**
5. We will separate the bike lanes from moving traffic with some **painted or physical elements.** These include **rumble strips**, posts, planting or low kerbs. **This buffer space will be at least 0.75m next to parking. No minimum distance is required where there is no parking.**
6. Leave as is
7. "" ""
8. **We will not use multi-lane roundabouts.**
9. "" ""
10. "" ""
11. We will provide bus stop bypasses where there are **more than 6-8 buses per hour**
12. Leave as is.

Thresholds, traffic and parking

I believe that it is in the best interest of all users, **to lower the thresholds for councillor input**. One current threshold, I would like to see reduced is 'travel times must not increase by 10% during peak times.' **The report, in its current state, ignores the demands of people in cars, mopeds and motorbikes during non-peak periods, and on weekends.** Therefore, I would like this threshold reduced to '10% increase in journey times at all times.'

I believe that in order to accommodate bike lanes, **a traffic lane (peak or non-peak) must not be lost under any circumstances**. Wherever possible, **turning lanes and medians should not be replaced unless the impact on traffic flow is very minimal**. This is especially true on busy intersections such as **Broadway/Monorgan Rd**. **The level of service (LOS) on arterial roads must not drop by two (i.e. drop from LOS B to D/E or from LOS C to LOS E/F) or more under any circumstances.**

In the report, it states that commuter parking would not be replaced. However, this would essentially force some drivers to use alternative transport due to the shortage of commuter parking. **This situation is inequitable as there are some people who have no alternative, but to drive.** I believe that the loss is likely to affect suburban areas the most as they do not have dedicated car parking buildings. By not replacing commuter parking, **workers and students in suburban areas are likely to be significantly worse off**. I also believe there must be a threshold for commuter parking as large losses of commuter parking is inequitable. I believe the threshold for commuter parking should be **15% of on street commuter parking within 400m of a suburban town centre** and for other areas, it should be **15% of on street commuter parking within 400m of the cycleway**. Where there are large losses of commuter parking WCC should compensate for the loss of parking by building off street parking in suburban areas, wherever possible if funds allow.

It is likely there would be a significant loss of short stay car parking in the CBD. I believe **losses of short stay parking inside the CBD should be minimised. Any losses of short stay parking is likely to significantly increase prices for short stay parking**. This was evident after Wellington's earthquakes in 2013, where car-parking prices for short and long stay parking increased significantly after the closure of the Reading Cinemas and the James Smith car parks. Hourly short stay parking rates are roughly similar to other larger cities such as Hong Kong! (see appendix) **This is inequitable for road users** as public transport runs less frequently, and has fewer routes during non-peak periods. Therefore people living far away from the CBD would be much less willing to go into the CBD. **Pricing of short stay parking must remain at a fair and reasonable level** (e.g. at or below current prices). As a result, I would like to see the threshold for short stay car-parking in suburban town centres, and the CBD **reduced to "any net losses of on street short stay car parking within 100m of a key cycle route (suburban town centre), and 5% loss within 200m of a key cycle route (CBD).**

There are a number of on street car spaces that are mostly used for "park and bike" (e.g. Ngaio Gorge Road, and roads around Jarden Mile). These spaces allow people from other suburbs drive to the area, and ride their bikes into the CBD. I would prefer is these "commuter" spaces remain, as it would allow Wellingtonian's to have that choice of parking close to the CBD and riding in.

Attachment 2 Draft Cycling Framework - Cycling Principles Applied Examples

I agree with the aims and intentions of all the cycleways in the examples. However, I believe there could be potential issues with some of the cycleways.

For the Southern corridor, I prefer the cycle lanes be on Tory Street between the Basin Reserve and Wellington Hospital or on the road on the eastern side of the Hospital. This is because both routes are quiet streets with few traffic movements. If further analysis finds either option to be unsuitable, I would prefer the bus and bike arrangement shown in page 3, on Adelaide Road.

I believe the cycleway on Kent/Cambridge Terrace **should be in the middle of the two roads because it would integrate well with the proposed tree lined stream.** Assuming all intersections will be signalised, this should remove the conflict between turning vehicles and people on bikes in this route.

In the CBD, I would like to see the bus and bike lanes in the Golden Mile left in its current state. The cycle route along the waterfront should be green painted, and separated from pedestrians wherever possible. **This would help to encourage faster bike riders to use this route instead of riding along the Quays.**

For the Karori route, cycle lanes that result **in the loss of traffic lanes are not acceptable**, especially on Bowen and Whitmore Street because they are congested road corridors. Therefore, for this section, alternatives should be found.

I believe the section between the Glenmore St roundabout and Whitmore St, should not be constructed. This is because **the route would be duplicating the Kelburn route.** The Kelburn route would mean there is no possibility of significant losses of car parking on Glenmore St. By ditching this section of the Karori route, it would minimise costs too.

However, if that section of cycleway is to be built, there is the likelihood of a significant loss of carparking on Glenmore Road, especially around Botanical Gardens if the on road option is chosen. **The current on road proposal is unacceptable in its current form due the significant losses of carparking and the difficulty of providing alternative parking.** This would negatively impact thousands of visitors to the Botanical Gardens because there is insufficient parking inside the Gardens. Therefore, I support the alternative route in dotted green that is parallel to Glenmore St. This would provide an off road path inside the Botanical Gardens should it be built.

Further up Glenmore Street, there is a large speed difference between people riding uphill and the buses. **In flatter areas (e.g. Golden Mile, Adelaide Rd), bus and bike lanes are acceptable. The current bus and bike situation on Glenmore St is not suitable for most people on bikes due to gradient of the road.** This could be alleviated by cutting into the hillside, and putting a couple of "rest stops", or areas where people on bikes can pull over and allow buses to safely overtake. Ultimately, I believe other routes should be investigated for a cycle route between Botanical Gardens and the Glenmore St roundabout.

For the Kelburn route, the shared area should be extended to the entire 30kp/h area (i.e. from Kelburn Normal School to the very end of the current 30kp/h zone). This should minimise the potential loss of parking around Kelburn Shops and provide safety for people on bikes. As

conventional angle parking might be a safety hazard for people on bikes, **I believe that reverse angle parking would be a much more equitable solution for all road users.**

The loss of long stay coupon parking near the Cable Car is likely to have a negative impact on students. This is because Victoria University removed a significant amount of student parking, and students are forced to park on street. Long stay “commuter” carparks should be retained around Victoria University. Not all students have access to reliable public transport, and not all students live close to the campus, therefore, a number of students are forced to drive into the University.

For the Northern Corridor, I would prefer to upgrade the existing cycle path so there is a bidirectional cycleway along Old Hutt Road. This is because it does not reduce the number of traffic lanes, or remove the medians because there are a high number of turning vehicles. A bidirectional cyclelane is also likely to require less roadspace than two one way cyclelanes. I believe the bidirectional cycleway should continue along Thorndon Quay. However, solutions should be found on Thorndon Quay that would minimise the loss in parking space as **many of the businesses rely on vehicular traffic that passes through the area.**

Opportunity costs of cycleways

One issue that was not mentioned in the Draft Cycling Framework is the opportunity cost of building the cycleways, especially on the allocation of roadspace. WCC needs to consider the needs of all users, including public transport users, pedestrians and people on mopeds, motorbikes and cars. WCC needs to consider whether the opportunity costs of the cycleways exceeds the benefits of them. For example, would it be worth it if we took out one traffic lane (significantly increases journey times and congestion for up to hundreds of thousands of road users) to build a cycleway (might benefit a few hundred or a couple of thousands of people at best). In this case, the opportunity cost would be far higher than the benefits gained from that cycleway.

Clearly, this shows the “costs” to all other road users should be minimised. Therefore, we should compensate for the loss of parking in and around suburban town centres and commercial areas. It also shows that if we had the choice of removing traffic lanes, or parking, the on street parking should go and not the traffic lane. The parking should be moved to another street nearby, or off street.

Conclusion

WCC must prioritise off road bicycle routes ahead of on street options.

Off road routes should have a painted or physical barrier between pedestrians and people on bikes where there are a large number of people on bikes and/or a large number of pedestrians.

The Cycling Framework must not be intended to reduce the utility of the automobile, mopeds, motorcycles and public transport. The sole purpose is to encourage more people on bikes, **without reducing the efficiency of other modes.**

WCC should use variable speed limits in commercial zones.

WCC should consider changing conventional angle parking into reverse angle parking in suburban town centres in order to improve the safety of people on bikes, and to maintain a similar number of parking spaces.

WCC should minimise, and compensate for the loss of car parking.

A threshold for losses of commuter parking should be added to the Cycling Framework.

There must be no net losses in short stay parking in suburban town centres, and very minimal losses of short stay parking in the CBD.

Guidelines for protected cycle lanes should be completely re-evaluated

WCC should consider chevron-style bike lanes on main roads instead of 'Copenhagen style' lanes.

The new "island" bus stops must be easily accessible for all users.

The cycleways must not result in significant increases in journey times for all other road users.

The cycleways must not cause the removal of a traffic lane or a clearway. On busy intersections, the cycleways must not cause the removal of turning lanes or medians.

WCC must consider the opportunity costs of building the cycleways, especially on road cycleways on main roads.

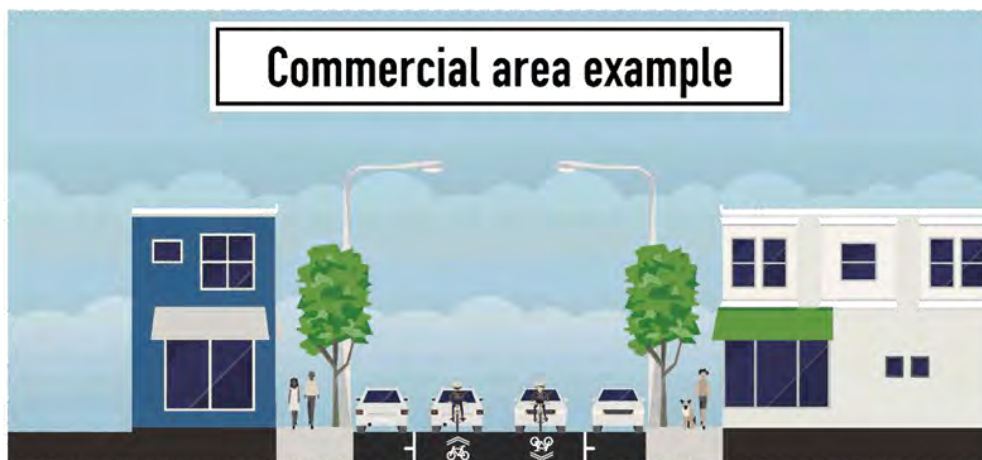
Hourly parking prices in Wellington



Example of a commercial area with 20m building to building. NOTE: perpendicular parking is reverse angle parking.



Commercial area with 15m building to building



Richard Zhang, rwzhang@gmail.com

(email for further details)

Submission on the "Draft Cycling framework"

I oppose the adoption of this daft cycling framework.

This cycling framework is so full of fallacies, propaganda, generalisations and assumptions that it does not warrant consideration or adoption. Reading it insults me: do you really think I'm that stupid?

Or am I represented by Councillors who cant see how stupid it is?

Do you believe your own cant?

This policy is full of rhetoric and sham: for example

"We're building a cycling network because smart cities cycle." Sorry which cities: the top cycling cities are Amsterdam, Copenhagen, New York and Chicago (by cyclists' rating). First, notice they are all flat. Second, they all have population densities at least 3 to 4 times that of Wellington. Third, none of them are as constricted by their geography as Wellington is. How do these cities qualify as "smart?" Their internet accessibility varies wildly from VDSL to limited FTTH (UFB). Surely they do not qualify because they have cycling frameworks and policies: that's fallacious circular reasoning. The remainder of this section is an amalgam of platitudes, solipsisms and cliches: Please explain how any proposed cycleway will **"make it easier to make short trips to local shops"** from my home in Melrose. And what **"local shops"** - the supermarkets killed them 20 years ago. WCC published a plan for area shopping centres a decade ago and the Council's District Plan groups shops into retail precincts to cater to vehicular shopping. Perhaps the first aim of the Cycling Framework should be to rewrite the District Plan. And which local supermarkets will your cycleway direct me to; Newtown or Kilbirnie? Can I have cycleways to both?

I have not met anyone whos expressed desire was to move to a city because it had cycleways: Perhaps our Mayor should move to one of the aforementioned cities.

Please stop using misleading statistics and examples to justify this policy: for example

San Francisco: After 35 years of providing cycle paths: 6% of total trips, and that 16% of San Francisco residents are "frequent cyclists", defined as cycling two or more days per week.

So how much effort and resources should we be putting into 6% of trips in 25 to 30 years time?

What, apart from blind optimism or wishful thinking, is your basis for expecting a greater uptake by Wellingtonians? Can you get even this level of support from Councillors or Council staff?

What percentage of Council trips are by bicycle? Lead by example!

How much more efficient is an extra lane of traffic in coping with 6% of trips?

Surely, emphasising smaller cars and especially motorcycles would be more productive.

Looking at asian cities, the predominance of motorcycles and scooters indicates that peoples preference is for personal motorised transport and anything you attempt to do contrary to that is wasteful of my rates and doomed to failure. Especially in our hilly geography.

New York: is pointing out the improvements derived from protected separate cycle lanes as opposed to the shared traffic lanes as proposed in this framework. The lower risk of injuries was predominantly for cyclists as a sub group of all road users and does not mean actual injuries decreased: in fact statistics like this are used to disguise an increase in adverse events such as injuries and deaths. Also, this was on one way roads 17 to 21m wide. The worldwide agreed best practice is for cycleways completely separate from vehicular roadways yet you are not even utilising this option when it is available. There is space for a cycleway about 70m east of lower Adelaide Rd or even utilising Hanson, King, Myrtle and Belfast/Tasman to the west yet you insist on using the clogged main thoroughfares. Your proposals also do not restrict cycleways to roads that are sufficiently wide to accommodate them. Reducing parking, especially in the CBD, will only aggravate its stagnation.

Space allocation within corridors: this is the work of the pigs at Animal Farm: if you can really do these things and you are a super-council who can easily solve all Wellington's problems without rates increases or traffic impediment. As a cyclist I prefer to travel away from the risks and noise of other traffic, as along the waterfront, rather than sharing corridors.

The principle is: We will ensure that pedestrian infrastructure is safe and fit for purpose. Where we plan to create paths that pedestrians may also wish to use, or share footpaths with cyclists, we will clearly sign/label these to ensure there is legibility.

How will signs affect pedestrians who cannot see (the partially sighted and children) or blissfully ignore such signage? How well is the Oriental Bay shared cycle/foot path working?

Demonstrate that you can get pedestrians to heed signs by documenting a reduction in crossing roads away from pedestrian crossings without using physical barriers.

The result of this policy will be to protect bikes from traffic by fostering a conflict between bikes and pedestrians: which will reduce public transport usage and walking as transport.

If you insist on this policy you should also insist that all bikes be fitted with constant audible notification of the bike's presence.

The principle is: There should be no more than minor adverse effects on bus services.

With shared roadways buses and cycles are always in conflict because they travel at the same speed – increasing cycling with immediately affect bus times unless the cycle path is completely separate from normal bus routes and is more direct (otherwise cyclists will prefer the bus route – regardless of legality) If you separate buses and bikes you throw bikes and passengers into conflict

The principle is: There should be no significant adverse effects on private vehicle travel time or reliability.

Yet you recognise that private vehicle travel time will increase by up to 10%

and how are you going to determine that: put in a cycle lane and then remove it if travel time increases more than 10%: yeah right! Personally I find an increase of 10% in my travel time an unacceptable significant adverse effect. Removal of some of the plethora of traffic lights would help improve travel times: at last count there were 27 sets of lights on my 7km trip to the railway station – that's a set every 250m. This may be the true cause of traffic congestion in Wellington.

By the way, the solution to the congestion at the Basin Reserve is to make the schoolbus lane on Dufferin St an extra lane to Newtown during the pm peak.

In summary the Cycling framework should mandate only cycleways that are separate from main traffic routes. As to What network is required: having 3 parallel cycleways within a couple of hundred metres of each other (Terrace/Kelburn, Lambton Quay/Brooklyn and Waterfront/Central) is redundant and obsessive. All the map of proposed cycleways is, is a relabelling of Wellington's major transport routes as cycleways. This conflicts with your target market of those who would like to cycle away from heavy traffic. Your survey questions need to be more realistic: 22% of Wellingtonian's are not in such a rush to get to work in the morning that they could practically cycle: yeah right!

How many of us want to cycle through flooded streets because you've spent the rates on cycleways instead of adequate drainage?

Go away and come up with something sensible please.

R. Murray

34 Hornsey Rd

Melrose

FEEDBACK ON DRAFT CYCLING FRAMEWORK

I support Draft Cycling Framework.

Some Thoughts and Comments:

- Council should employ specialist staff **with substantial track records and experience of designing urban cycleways/lanes** and not just existing Council transport/engineers.
- Framework covers a period of 10 years i.e. several three Council terms. Will WCC commitment to providing better, safer cycling facilities continue from current Council policies over the 10 year period?
- No specific target numbers (page 6) of non-cyclists taking up cycling as a result of building new cycling facilities -only list of schools, businesses, unspecified numbers of visitors using e.g. Rimutaka Cycle trail, health workers to hospitals etc. Would be useful to have specific targets e.g. 10% of short journeys undertaken by bicycle by specified year.
- Bicycle parking: The current metal pipe hitching rail stands (no protection of bicycle paint due to metal to metal contact stand to bicycle) needs to be changed. A better stand type is the circular stand with roof used on Hutt Valley train stations. Bristol stands take up a lot of footpath space (Victoria St outside Library) which could be reduced by changing to vertical parking as with the Kiwi Rail stands. Also illegal parking of motorcycles/scooters at current bicycle stands exists (ONE motorcycle parked between Bristol stands takes the same space as TWO bicycles).
- One Way Streets are a pain for cyclists. Contra flow lane on inner city one way city streets would reduce the time cyclists take to travel around the city. Also on street parking on one way streets (especially Molesworth St) with consequent narrow traffic lanes at peak hours is hazardous for cyclists. A peak hours CLEARWAY on both sides of Molesworth St would be very useful (as Molesworth St is a DIRECT route to Wadestown).
- Angle Parking (especially WCC practice of 90 degree angle parking on inner city streets is a safety hazard for cyclists e.g. Thorndon Quay, Wakefield St and Oriental Parade) should be eliminated on streets used by commuter cyclists.
- Steep Terrain routes: Commuter cyclist shuttles up steep cyclist routes e.g. Ngaio Gorge Rd and Ngauranga Gorge at peak hours would encourage more people to commute from the northern suburbs to the CBD.
- FREE LEFT TURNS FOR CYCLISTS AT CERTAIN TRAFFIC SIGNALLED CONTROLLED INTERSECTIONS IN INNER CITY: An example of this is Featherston St at Mulgrave St intersection for southbound cyclists where there is an existing marked cycle lane which could be used when traffic signals are red for Featherston St southbound and green for Mulgrave St vehicle traffic which must not use the cycle lane.
- BREAKDOWNS: The equivalent of an AA breakdown service (punctures/equipment problems) for commuter and other cyclists in adverse weather or at night or when trains are not operating would encourage more non-cyclists to 'risk' travelling by bicycle and could promote more bicycle use.
- Council decisions when planned cycleways fall outside guidelines: It would be very useful if there was some input from experienced cyclists (e.g. Cycle Aware Wellington) to Council discussions before any decisions are taken. It would also be useful if Councillors were upskilled in appreciating situations from a cyclist's point of view before making decisions.
- Significant effort is needed by Council to overcome the attitude of suburban residents who oppose cycleways in their streets as they assume that they OWN the road space outside their residences and consequently have some inalienable right to free park outside their

house in perpetuity. This problem is clearly currently demonstrated by residents living on The Parade, Island Bay and Coutts St (nowhere to park on their property, significant loss of property value, strongly emphasised by and supported by real estate agents etc.). These complaining residents think the Status Quo should be the case FOREVER. Do they realise that if their house property value decreases then their RATES will decrease as well and are they intending to sell their property in the very near future and move?

- Flats/Houses on future suburban cycle routes often have space on the property for ONE Vehicle and there are three to five residents at the property, all of whom have vehicles which they must park on the street and directly outside their residence, instead of slightly further away and safer for other road users. Council may have to consider limiting the number of residents vehicles parked outside a given property on the roadway on suburban cycle routes.
- **Page 13 Space allocation principles: *There should be no more than minor adverse effects on private vehicles*** --- This is **not a very good start** to the Framework in which substantial improvements to bicycle facilities are proposed. The current practice of one person/one vehicle commuting and using up much more road space than necessary (e.g. more commuters travelling by bus or train, just because of the personal preference of the single drivers has to change as there are more vehicles on the road each year and little room for extending the road carrying capacity. Council giving priority to motor vehicles is not a good look for cyclists being promised better cycle facilities.
- **Bicycle Priority at Traffic Signalled Controlled Intersections:** An improvement on the current Advanced Stop Boxes at intersections would be bicycle priority traffic signals as the case for buses at some inner intersections. Currently some drivers, through ignorance or a don't car attitude, intrude on Advanced Stop boxes and cyclists don't gain much advantage in starting from a Stop box with a queue of vehicle traffic behind them starting at the same time as the green signal. A few seconds advanced green signal for bicycles only would be very useful for cyclists at busy inner city intersections.

Ron McGann

37 Moffitt St

Vogeltown

Ph 389 4782

Draft Cycling Framework Consultation 2015: submission form

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Section one - details for the submission form

Enter your name and contact details

☒ Mr ☐ Mrs ☐ Ms ☐ Miss ☐ Dr

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Street address* 3 HARROLD STREET

Phone/mobile 021 725525 Email HELEN.BEWLEY@XTRA.CO.NZ

* Mandatory fields

I am making a submission: ☒ As an individual ☐ On behalf of an organisation

Name of organisation

We are keen to get your views on the Wellington City Council Draft Cycling Framework.

You can have your say:

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Section two - questions

1. Do you support the Draft Cycling Framework? ☒ Yes ☐ No

2. Do you have any other feedback?

Four objectives "We are creating a new network of routes for people who want to cycle slowly, in their everyday clothes, away from heavy traffic. We want to change the culture of cycling and encourage more women and older people to cycle."

The WCC will need to do more dual used walking/cycling tracks in parks + on train belt. A good example of where this has worked in the busy area is the Cable Car Port Office. Allowing slow cycling in other walking areas would greatly support your objective.

Continue over next page if needed

28 May 2015

Freepost WCC Cycling Framework,
Transport Team, Wellington City
Council P.O. Box 2199 Wellington
6140

cyclingframework@wcc.govt.nz

Re: Draft Cycling Framework 2015

This submission is from the Architectural Centre, an incorporated society dating from 1946, which represents both professionals and non-professionals interested in the promotion of good design.

The Architectural Centre supports the need for a cycling framework, and we agree with the introductory comments in the Draft Cycling Framework 2015 pointing to the benefits of, and the need to provide better facilities and infrastructure (both soft and hard) for cycling, but we consider the current draft to be deficient, because it does not represent the stated transport hierarchy which places cycling as a higher priority than public transport and car traffic.

We have the following statement to make:

1. Look to the Netherlands (i.e. CROW: Information and technology centre for transport and infrastructure) rather than America for models of good cycling infrastructure practice.
 2. Separated cycle lanes are a context specific response, in low traffic and suburban areas they are often not needed and reduce flexibility and route options for cyclists. In this regard we support the stated intention to provide a range of responses to different situations.
 3. Soft infrastructure is needed too (e.g. practices for using shared streets)
 4. The Centre considers that the cycle network plan/framework needs to identify and map:
 - (a) high accident areas for cyclists
 - (b) space restrictions and pinch points
 - (c) route destinations (e.g. to the CBD)
 - (d) demographic targetting (e.g. school children)
 - (e) terrain and weather issues (e.g. predominant wind, strong cross winds)
 - (f) existing cycling infrastructure
- and then use these to:
- (g) prioritise design (e.g. establishing conventions that work in the difficult bits)
 - (h) prioritise implementation (i.e. the routes and parts of routes which will provide the most benefit (e.g. address crash rates, use by more people (e.g. the inner city)), and
 - (i) inform route selection.

5. We consider that cross-town links are in desperate need of implementation. The waterfront is not an adequate cycle route (due to its indirectness from many parts of town and its high use as a pedestrian commuter route, and high pedestrian use during weekend events, which mean that cycling is not plausible).



the architectural centre inc.
PO Box 24178 Wellington

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6. We support the premise that the cycle network "will be based on how many people can be reached in each area" (p. 3) and see that working outward from the CBD as important to support this (i.e. relate the implementation of cycleway to the existing bus fare zones).

7. We support agreement on the framework principles and network plan prior to building cycleways, and consider that the information (e.g. the network map, insufficient primary information underpinning the framework) provided in this consultation to be insufficient, requiring further work and at least one more round of consultation. The Architectural Centre strongly supports cycleways and increasing cycle awareness and soft and hard infrastructure in Wellington, but we do not want it done badly.

Types of cycleways

8. The distinction between *Quiet routes* and *Shared vehicle/bike zones* is not clear (other than context) if bikes in both instances "must take the traffic lane" (pp. 8, 9; also pp. 14-15); though the section drawing of the Shared vehicle/bike zones suggests that pedestrians and bikes will share the same space - so this drawing (or the writing) needs amending. Given simple systems are often more legible, conflating these two categories may be appropriate.

9. We encourage the council to commit to the removal of car parks on arterial routes with *Protected bike lanes* (p. 10). We would also like to see council solutions at intersections for protected bike lanes, and how cyclists make right turns. Plans and diagrams are needed to be provided for consultation on these designs, which need to ensure the flexibility of cycling is not foregone.

10. We would also like to raise the issue of ensuring that bike routes are well lit, and designed to support natural surveillance and other CPTED strategies, especially for *Alternative bike paths* and their design and planning.

11. The addition of dual-direction (flow and counter-flow) cycle lanes would strengthen the range of cycleway types and have the added benefits of safety and space efficiency.

11. While we support a range of responses, there needs to be an explicit mapping of proposed routes and intervention type for public consultation, so we can understand where specific types of infrastructure are proposed to be.

Roading hierarchy

12. We strongly encourage the council to reconsider its current roading hierarchy to introduce a new cycle-prioritised road-type. These would be a network of streets where cyclists have priority over cars, and would need an associated road design and signage systems to convey this. We consider that this would enable better reflection of the stated (but not practised) traffic hierarchy of pedestrians, cyclists, PT and, lastly, car traffic.

Cycling Demand Analysis

13. The WCC's Cycling Demand Analysis finding that "more" people would consider cycling "distances less than 10km" (p. 12), indicates a 10km catchment area. We question whether 10km is an accurate finding, and suggest that issues such as terrain, dominant wind direction, and weather are also critical factors. We also note the phrase "distances less than 10km" is inherently deceptive because it is equally true for a group who would consider travelling distances less than 1km, as it is for a group who would consider travelling 5-10km, not to mention the vagueness of "more." All this is to say that the statement is meaningless and unhelpful in this context. Travelling from Island Bay to the CBD is apparently 6km. It is hard to believe that a

significant number of Wellingtonians would travel almost twice this distance frequently (e.g. commuting) when they have the option of their cars to do this. It would also be difficult to find routes of this length which are of a gradient (other than along the waterfront), and in a wind direction, appealing to this novice and entry level cyclist. We strongly question the validity and reliability of this analysis. We recommend focussing initially in inner city and linking high density population areas (e.g. Newtown) to the CBD, especially on the area covered by public transport fare zones 1 and 2.

Target cyclists

14. We can appreciate the WCC's intention to focus on entry-level cyclists (p. 12). While we believe this is important, we consider that the council needs to consider all types of cyclists (e.g. commuter, novice, recreational, tourist, and work-time CBD cycling etc.) to ensure the full range of cycling needs are catered for. To commence this initiative so narrowly focussed will likely mean that the framework and network are not robust long term. We also consider that the council ought to consider targets of annual cycling hours travelled rather than cyclist numbers (p. 13) in their KPIs. Some infrastructure might not support novice riders, but might increase overall bike use.

Cycle network design principles

15. The key design principle appears to be one of separation and removal of cyclists from key (and convenience) transport corridors. It does not appear to be "innovative" or "adaptable" (p. 13). We consider that the council needs to take seriously as a design principle their stated transport hierarchy which places cyclists above PT and car traffic. We believe that there needs to be a significant cultural shift in terms of transport prioritisation. This is not to say that we believe there ought to be no car travel, but rather that a reconsideration of the role of the car in the transport network needs to be considered. We wonder if the transport hierarchy also needs to be rethought, for example that for commuter transport the hierarchy is pedestrian, cycling, PT, motorbikes, and taxis, and for regional transport, and non-peak travel, the hierarchy acknowledges the usefulness of the car (along with the train) for long-distance travel, and for off-peak multi-trip journeys.

Space allocation principles

16. We are exceptionally pleased to see a commitment to "no significant negative impact on pedestrians" after seeing the ease with which it was proposed to reduce footpaths widths in the proposed design for the Island Bay cycleway. We support the provision of bike parking facilities at major bus stops. We cannot see how a successful cycling infrastructure can be implemented and there be "no more than minor adverse effects on private vehicles" (p. 13). Isn't the point to achieve a mode shift to active modes? We are confident that while the council continues to retain private cars at the top of the transport hierarchy in practice (if not in rhetoric) roles to achieve sustainable transport options will remain unsuccessful. We consider it essential for private car commuter traffic to be explicitly and deliberately targetted by providing viable and convenience alternative transport options, and by providing disincentives for car driving (e.g. taxing car parks, removing car parking, not providing car parking information, prohibiting car parking in new CBD developments, restricting road space), while increasing the viability of PT (route convenience, reduced prices, increased frequency, better bus shelters, fare transfers etc.).

17. While increasing the effectiveness of CBD streets for walking, cycling and PT is admirable, it will unlikely affect the journey from home to work significantly.

18. We are not convinced that replacing roundabouts is a fundamentally good idea. The NZTA have developed cycle-safe roundabout design for large, multi-lane roundabouts (the C-roundabout), and small roundabout (one-lane) is perfectly

designed for cycling. Roundabouts enable good traffic flow, and traffic lights are hardly a cyclist's friend, given that they usually do not trigger, and required cyclists to stop, often for lengthy and needless amounts of time. Reconfiguring traffic signals to recognise approaching cyclists would be a good improvement in council roading operations.

Cycleway network plan

19. The cycleway network appears to be largely unconsidered. It retains the problems of the status quo. East-west permeability is not addressed in the CBD, forcing the continued inadequate, and indirect route of the waterfront (or is it Wakefield St? - it is impossible to know from the imprecision of this graphic). There appears to be reliance on Karo Drive, which is not a cycle-way (these need to be continuous) but an inadequate footpath, interrupted at every intersection. We consider this lack of cycling permeability in the CBD to be a key issue that needs to be explicitly addressed in the network plan.

20. The map appears simply to be primarily coloured lines on roads, with no consideration of what it is like to cycle through the city. The graphic is also difficult to read. There is no indication of what types of infrastructure are proposed for which location. More detail is needed. A mapping of current laneways would appear to be an important first move in analysing potential routes in the CBD (as well as the points we raise in [4] above), and it appears that this is yet to be done. A key point is that graphic schematics for depicting roadways designed for the speed of a car are not appropriate for depicting routes for the speed of the bicycle, which require greater detail. The framework and network plan appears to be driven by conventional traffic thinking about road types and existing roads - not what is needed for cyclists. We ask that the CBD component of the network map is reconsidered as needing the level of information of a pedestrian route hierarchy (with primary, secondary and tertiary routes).

21. In closing we would ask, in addition to the above, that an explicit connection is made in this documentation with the recent work done in the NZTA Safer Journeys for people who cycle project. We consider that the idea of transport equity be given greater integrity in this proposal, which would require a substantive rethink of the role of the private car in our city.

Thank you for this opportunity to comment on the Draft Cycling Framework 2015. If you have any questions please do not hesitate to contact me.

Yours faithfully



Christine McCarthy
President, Architectural Centre
arch@architecture.org.nz

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Draft Cycling Framework Consultation 2015: submission form

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Section one - details for the submission form

Enter your name and contact details

☐ Mr ☒ Mrs ☐ Ms ☐ Miss ☐ Dr

First name*

Last name

Nicci Page

Street address*

22 Aron St, Island Bay

Phone/mobile

Email

0211-620-602 nicci.page@gmail.com

* Mandatory fields

I am making a submission ☒ As an individual ☐ On behalf of an organisation ☐ I would like to make an oral submission

Name of organisation

We are keen to get your views on the Wellington City Council Draft Cycling Framework.

You can have your say:

- submitting online at Wellington.govt.nz,
- emailing a submission cyclingframework@wcc.govt.nz

- complete this form, detach and post back to us (no postage required)
- phoning us on 04 499 4444

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Section two - questions

1. Do you support the Draft Cycling Framework? ☒ Yes ☐ No

2. Do you have any other feedback?

I strongly support the Island Bay section of the cycleway being implemented as a priority. I support its current design (but without traffic lights at Dee St), and the placement of the cycleway adjacent to the footpath with car parking moved closer to centre of road. I support bus stop 'islands' being created, and want the cycleway to connect from Wakefield Park to Sholland Park.

Continue over next page if needed

Draft Cycling Framework Consultation 2015: submission form

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Section one - details for the submission form

Enter your name and contact details

In other words, work on the Island Bay section should go ahead without delay and its construction + use can be used to inform the development of the other sections of the framework. It does not need, or benefit from, delay while the rest of the framework is considered.

Thank you for your comments. Please return this submission form by 5pm 29 May 2015

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**Please return this submission form
by 5pm 29 May 2015**

2nd fold here

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Wellington City Council**
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Freepost Wellington City Council
Proposal: Draft Cycling Framework 2015
Wellington City Council

Draft Cycling Framework Consultation 2015: submission form

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Section one - details for the submission form

Enter your name and contact details

☐ Mr ☒ Mrs ☐ Ms ☐ Miss ☐ Dr

First name*

NICOLE

Last name

WIJNGAARDEN

Street address*

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Phone/mobile

02102625148

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nicolewijngaarden@gmail.com

* Mandatory fields

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☒ As an individual

☐ On behalf of an organisation

Name of organisation

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Section two - questions

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2. Do you have any other feedback?

I think that there are many cases around the globe of well designed cycleways. I encourage the council frequent undertakings to compare projected upgrades with those in high cycle use countries.

Also, Some areas have been in need of repair for some time. The Kaiwharaurua Bridle Path & the road to Petone are 2 of those.

I fully endorse many quality & well designed + cared for cycleways.

Thank you.

Continue over next page if needed

**Draft Cycling Framework
Consultation 2015: submission form**Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Section one - details for the submission form

Enter your name and contact details

☒ Mr ☐ Mrs ☐ Ms ☐ Miss ☐ Dr

First name* TIM Last name NORLING

Street address* 107 PERWENT ST, ISLAND BAY, WELLINGTON 6023

Phone/mobile (04) 934 5430 Email N/A

*Mandatory fields

I am making a submission ☒ As an individual ☐ On behalf of an organisation ☒ I would like to make an oral submission

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Section two - questions

1. Do you support the Draft Cycling Framework? ☐ Yes ☒ No UNTIL THERE IS AN OVERALL PLAN

2. Do you have any other feedback?

UNTIL THERE IS AN OVERALL PLAN FOR WELLINGTON THERE SHOULD BE NO WORK ON ANY SECTION OF CYCLEWAY
AS REGARDS ISLAND BAY ALL THAT IS NEEDED IS AN UPGRADING/
REFURBISHING OF THE EXISTING CYCLEWAY FOR THE FULL LENGTH
OF THE PARADE
THE PROPOSED PLAN PUTS ALL USERS (CYCLISTS, PEDESTRIANS &
MOTORISTS) AT GREATER RISK THAN CURRENTLY EXISTS. IT IS
ALSO NOT COST JUSTIFIABLE AT APPROX. \$2 MILLION FOR BETWEEN
40-50 CYCLISTS DAILY TO DEAD END AT WAKEFIELD PARK.
COUNCIL SAVING KIXATED ON STUMPING UP A PERFECTLY GOOD
SUBURB TO SATISFY A MINORITY OF FANATICS & DO NOT APPEAR
TO BE LISTENING TO THE LOCAL COMMUNITY.

Continue over next page if needed

Karori by Bike's submission on the Draft Cycling Framework 2015

About Karori by Bike:

Karori by Bike is a community initiative, established in 2014. Karori by Bike provides a voice for Karori's many residents who would like to leave the car at home more often, and still be able to get around safely and conveniently. We work with local schools, business, community organisations, Wellington City Council councillors and staff, and individuals, to advocate for safer infrastructure and road design, for everyone. Karori by Bike has no legal status, but has an active body of supporters and volunteers who collaborate on a range of local transport campaigns and activities.

www.karoribike.org for more info.

Getting Around Karori Survey 2015

Early in 2015, Karori by Bike conducted an online survey called 'Getting around Karori'. The survey remains open, and so far 327 respondents have filled it out (more than submitted on any one question in the council's Draft Long Term Plan). The results are fascinating, and contribute valuable qualitative and quantitative information to the transport needs and aspirations of people who live in, and visit, Karori.

Key findings of the survey show:

5. 80% of all respondents would be more likely to use a bike if Karori had separated cycle lanes.
6. 82% of all respondents believe that improved cycling infrastructure would result in safer trips to school.
7. 63% of all respondents who never ride a bike would be more likely to ride if Karori had protected bike lanes.

[The more detailed results summary can be viewed here.](#)

Karori by Bike's submission on the Draft Cycling Framework, 2015

1. *Karori by Bike strongly supports prioritising the development of suburban routes to enable convenient and safe movement between homes and nearby, high use, facilities such as schools, shops, libraries, swimming pools, and recreational facilities.*
2. *A Karori cycle route should travel along the main Karori road, where most shops/schools/public facilities are located. A routes that will clearly 'connect people with the places they want to go'¹ should be prioritised over routes that may be simply be easier to build regarding existing traffic flows, ease of infrastructure development, and political caution.*
3. *Cycle routes should contribute to a) solving existing traffic problems, and b) build on existing infrastructure, where these goals are compatible with the principles of the cycling framework.*
4. **Design Principles:** *When considering suburban routes that are under space pressure, Karori by Bike proposes that active transport modes should have priority over other modes, and should also have priority over residential and commuter car parking. Karori by Bike proposes a threshold for residential on-road parking on arterial routes similar in intent to the threshold for commuter parking.*
5. **Directness of route threshold:** *Karori by Bike proposes the threshold for directness of route should be more ambitious, at 20%. This would require routes less than 'best', according to the LCDS, to be referred for decision making.*

6. **Parking in the suburbs threshold:** Karori by Bike propose changing this threshold to '... that results in residential parking occupancy within 100 meters of a key cycleway being above 95% of the actual number of affected dwellings which do not already have off-road parking.
7. **Parking on the suburban centres threshold:** Karori by Bike supports high frequency limited time-zone parking for outside suburban shopping centres, or relocating parking to side roads where this is not compatible with dedicated cycle routes. However where neither of these options is possible, we support the prioritisation of cycle routes over parking, since a) cycle routes will deliver more customers by active transport modes, and reduce the need for existing parking spaces, b) parking is less important to shoppers than safe and attractive retail areas.

Cycling Network Implementation Strategy

1. Karori by Bike strongly supports prioritising the development of suburban routes to enable convenient and safe movement between homes and nearby, high use, facilities such as schools, shops, libraries, swimming pools, and recreational facilities.

Karori by Bike fully supports and encourages a high level of local council investment in the full cycle network, (and as submitters to the LTP made clear they want), but we doubt that sufficient funds will be available initially to build more than a few routes in their entirety. Rather than sinking all available funds into routes connecting a few suburbs with the city centre, we strongly support a strategy that prioritises movement within a greater number of suburbs.

One of the largest groups to benefit from dedicated cycle routes are primary-school age children, whose main need is not to travel between the suburb and the city, but within their own suburb, especially between home and school.

Decreasing car congestion during school pick-up and drop-off hours is a high priority for public safety in most, if not all, Wellington suburbs². The flow-on effect of such a decrease would significantly contribute to easier access to the city, regardless of transport mode. This effect logically leads to the conclusion that building cycle routes which improve access to schools should be the top-most construction priority, since it would benefit many city commuters as well, regardless of transport choice.

Another group standing to gain from dedicated cycle routes are local businesses and their customers. Prioritising suburban route development would allow a greater number of local businesses and retailers throughout the city to benefit from more residents shopping locally, and increased availability of car parking to those who drive.

Finally, suburban cycleways will clearly benefit the older, non-working population, who do not travel into the city daily. These people would greatly benefit from easier access to local amenities, and reduced demand for car parking space.

Western Arm Route Location

2. A Karori cycle route should travel along the main Karori road, where most shops/schools/public facilities are located. A routes that will clearly 'connect people with the places they want to go'³,

² <http://www.karoribike.org/schools-join-call-for-bike-lanes/>

³ Page 3, Draft Cycling Framework 2015, WCC

should be prioritised over routes that may be simply be easier to build regarding existing traffic flows, ease of infrastructure development, and political caution.

Karori has four primary schools, one secondary school, 2 key retail areas, a library, swimming pool, 2 medical centres, access to the Makara Peak MTB park, all on the main road, which is also the main arterial route to the city.

In considering where it is that people want to get to and from, it is clear that the main cycle route must travel from Karori West Normal School to Marsden Village, along the main road. This route is accessible to cyclists from both sides of the valley (without having to cross the main road), for the entire length of the suburb, and will enable cyclists to 'connect with the places they want to go'.

Alternative cycling routes have been suggested for along Friend St, and/or Birdwood Street. Cycling routes along Birdwood and Friend St will function as commuter bypasses, and will not help people access suburban amenities.

The main attraction of the Friend Street route, is that it is a quiet, residential street that travels roughly in parallel with the main road. Deviations along Friend St, or Birdwood Ave, would a) serve only one part of the Karori Valley community, those that reside on that particular side of the valley and b) not improve cycling access to key facilities within Karori Suburb.

Furthermore, a route travelling along Ranleigh and Friend would have to negotiate 2 'dog-leg' intersections - at Chamberlain, and Parkvale - which in their current forms, would require a cyclist to give way twice at each intersection, an obvious hazard for young and/or inexperienced cyclists.

Any cycle network in Karori that does not use Karori Rd as its main spine, will serve a much smaller number of people (those who are cycling to the city, and are also from that particular side of the valley, and also don't want to use a more direct route along the main road). Such a route risks failing through lack of use through not meeting the needs of most Karori residents.

Karori West Normal School and Makara Peak MTB

3. Cycle routes should contribute to a) solving existing traffic problems, and b) build on existing infrastructure, where these goals are compatible with the principles of the cycling framework.

Karori West Normal School (KWNS) has already reported to the WCC on unsafe access around the school, and has called for safe cycle routes to improve student safety when travelling to and from the school. ⁴ A cycle route through Karori, must enable students travelling by bike to safely access the school, without needing to compete with cars, buses, and pedestrians, as is currently the case.

A route that delivers KWNS pupils safely to school, would also simultaneously cater for visitors to the mountain bike park, who would exit the route at South Karori Road. Providing safer access to the MTB park would allow greater numbers of young and beginner cyclists, and tourists, to access this significant recreational facility safely and conveniently.

Karori by Bike strongly supports a Karori cycle route continuing to the gates of Karori West Normal School, and involving the redesign of the South Karori/Karori/Makara road intersections to prioritise the safety of pedestrians and cyclists over cars and buses.

⁴ <http://www.karoribike.org/wp-content/uploads/2015/04/Karori-West-safety-and-access-report.pdf>

Cycle network design principles

4. *When considering suburban routes that are under space pressure, Karori by Bike proposes that active transport modes should have priority over other modes, and should also have priority over residential and commuter car parking. Karori by Bike proposes a threshold for residential on-road parking on arterial routes similar in intent to the threshold for commuter parking.*

Karori by Bike disagrees that public transport routes should necessarily be prioritised over cycle routes as described on pge 12 of the DCF 2015. In a suburb such as Karori, where the main road is the most attractive transport spine for accessing amenities within the suburb, options other than relocating the cycle route should be considered.

The first option should be reconsidering the necessity of locating the bus routes along the main road. According to the 'Getting Around Karori 2015' survey, less than 7% of respondents use buses for getting around the suburb, whereas 59% use a bus for commuting to work. On the other hand, 60% of respondents use a car for getting around Karori, and 31% of respondents use a bike to get around the suburb. Furthermore, 81% of respondents said they would cycle more often if Karori had protected bike lanes. These results raise the question of why public transport is given priority access, via the main Karori Road, to all the key suburban amenities, when this is not the main purpose for which people in Karori use public transport.

The second option is to relocate residential as well as commuter parking along arterial routes. Karori by Bike proposes a threshold for residential on-road parking on arterial routes similar in intent to that for commuter parking. The primary purpose of roads, particularly arterial roads, is for transport, not for private vehicle storage. Especially if that private vehicle storage comes at the expense of convenient and safe cycle routes.

The thresholds

'We will choose 'join the dot' routes'

'Any cycleway project proposal that is more than 40% longer in time than the most practical direct route'.

5. *Karori by Bike proposes the threshold for directness of route should be more ambitious, at 20%. This would require routes less than 'best', according to the LCDS, to be referred for decision making.*

The provision of convenient routes are essential to their success. It is unreasonable to expect any cyclist, particularly the young, elderly, inexperienced, or impatient, to spend up to 40% longer in journey time on a particular route, and most will not. Instead it is more likely that they will opt for their usual, non-cycling, mode of transport, or continue to cycle the most direct route. This threshold only rules-out routes that are considered to be 'basic' according to the referenced London Cycling Design Standards. Karori by Bike cautions that this level of deviation risks a failure of the route due to lack of convenience.

'Parking in the suburbs'

'...that results in residential parking occupancy within 100 meters of a key cycleway being above 95% of observed residential parking demand'.

6. *Karori by Bike propose changing this threshold to '... that results in residential parking*

occupancy within 100 meters of a key cycleway being above 95% of the actual number of affected dwellings which do not already have off-road parking.

We are concerned that this threshold will prevent development of many key suburban cycleways. Karori by Bike supports the intent of the threshold, which is to ensure that residential car parking is usually available and within a reasonable walking distance of the original. But when the threshold is exceeded, which will frequently occur because many households have multiple vehicles and have exceeded their existing capacity to provide storage, the cycle route will be put at risk.

Karori by Bike does not agree that it is the council's responsibility to ensure parking for limitless cars per household. While we support relocating parking where possible, we do not agree that the choice of cycle way route should hinge on this threshold in its current form.

Parking in the Suburban Centres

'...that results in more than a 10% loss of on-street parking spaces within 100 meters of a key cycle way'

7. Karori by Bike supports high frequency limited time- zone parking for outside suburban shopping centres, or relocating parking to side roads where this is not compatible with dedicated cycle routes. However where neither of these options is possible, we support the prioritisation of cycle routes over parking, since a) cycle routes will deliver more customers by active transport modes, and reduce the need for existing parking spaces, b) parking is less important to shoppers than safe and attractive retail areas.

It is likely that an increase in people choosing to shop by bicycle will result in a reduction in demand for car parks. Therefore, it is less important that car parking is retained to a similar level as currently.

Furthermore, an NZTA study 'Reallocation of Road Space 2013' finds that: '...retailers consider parking as the most important design feature to attract shoppers. However, the evidence from the shoppers...indicated they would be willing to forgo parking in shopping centres, to ensure they had a safe and attractive shopping experience.'

The Study concludes that: 'the study findings would suggest that if well signed off-street and side road parking is provided, on-street parking directly outside the shops is not an essential feature to attract passing or local trade'.⁵

Please feel free to contact our coordinator, Megan Hubscher, if you have any questions about this submission.

www.karoribike.org
pukekoinapungatree@gmail.com
021 293 1745

⁵ <http://www.nzta.govt.nz/resources/research/reports/530/docs/RR-530-Reallocation-of-road-space.pdf> (pg 131)

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29 May 2015

Wellington City Council
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 Wellington 6140

Draft Cycling Framework

We are pleased to have the opportunity to comment on Wellington City Council's Draft Cycling Framework.

We are a retail business on Thorndon Quay at the northern end of the Wellington CBD. We have been operating on Thorndon Quay for 7 years and want to see it continue to grow as a living community of retail, trade supplies, design studios, churches, child care, dance studios, apartments, cafes, offices and computer, sewing machine and vehicle repair much like the 'activity street' definition under the Regional Land Transport Plan.

We feel we must express our concern at the tight timeframe for this consultation. And also note that we found the document hard to deal with in electronic form with important material on A3 pages at the back. Those pages did not easily print for us with the rest of the document. Hard copies were not readily available and some of the reference copies we saw at the library did not have their A3 pages. We are puzzled at the contrast with an abundant supply of hard copies of the proposed verandahs bylaw and the gaming review.

We also express our disappointment that an apparently related project to do with road space reallocation appeared in the Regional Land Transport Plan process after that draft was out for consultation. We see that project in the final RLTP ranked number 9 without the having had opportunity to make submissions on it.

Turning to the Draft Framework we commend the effort to produce a city wide network. Having a variety of routes available may give cyclists some choice for instance, to take a scenic longer route one day then the short cut the next.

In that regard we look at the map of the proposed network. We approve of the intent to connect in some way our Thorndon Quay area with the Interislander and cruise terminal. But we are dismayed that the Harbour Way does not seem to exist north of Kumototo. We urge you to be resolute in your efforts to overcome the obstacles to getting the Harbour Way actually around the harbour. We struggle to see how Thorndon Quay could cope if it became some sort of permanently landlocked section of the Harbour Way.

We see streets as living creatures. They have their own characteristics and can accept change at particular rates. For instance, a business whose customers typically carry heavy or bulky items will locate on a street with easier vehicle access than a business whose customers mostly walk. Thorndon Quay is a lively mix of transport modes from pedestrians to heavy commercial vehicles. We fear that any attempt to rapidly reprioritise the space will cause real hardship to those like us who depend on our customers being able to get to us. We are conscious that we cannot dictate to our customers their choice of transport mode. They choose the mode that best suits their journey.

We struggle to understand how the thresholds for who makes the decision at particular stages of parking removal will work in practice. We feel that Council itself is the appropriate decider. But you need more tools to evaluate the costs

and benefits of alternatives for instance, to choose between parking, traffic lanes and space whether for buses or cyclists. Having a 'commercial use of road space policy' would also assist.

We see from Council on 30 April the concept of 'working groups' in particular areas. We view this idea with caution. We see local input about what might work in an area as different to actually being a decision maker. Decision makers accept accountability for what they do.

On a different tack we do want to say that the actual pace of any works on a street matters. This is about both the intended scope of works and actually proceeding to timetable. Protracted road works in themselves strain the viability of those who depend for their living on an area functioning.

We thank you for the opportunity to make this submission. Nancys Stitch Studio would appreciate the opportunity to appear in support of this submission. Please contact Leslie Brown, email@ljbrown.net.nz or phone 021 527696.

Yours sincerely



Mary Self (Director)
Nancys Stitch Studio



28 May 2015

Geoff Swainson
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Dear Geoff,

Submission on Wellington City Council Draft Cycling Framework 2015

The New Zealand Transport Agency appreciates the opportunity to comment on the Wellington City Council (WCC) Draft Cycling Framework.

Overall the Transport Agency is supportive of the Draft Cycling Framework. It is well-aligned with one of the Transport Agency's top priorities to make urban cycling a safer and more attractive transport choice. However the Transport Agency considers that the Draft Framework needs to better define the focus of its strategy and the subsequent phases needed to create a cycling network in Wellington.

8. The Transport Agency's role and purpose

6. The New Zealand Transport Agency is the crown entity responsible for planning and investing in land transport networks, managing the state highway network and providing access to, and use of, the land transport system. Our purpose is to create transport solutions for a thriving New Zealand. We will be achieving that when:

we are all making best use of the existing transport system
the whole of our transport system is safer

freight is moving around our cities and regions more freely, and is delivered on time
there is less congestion during rush hour for commuters
public transport is reliable and easy to use

vehicles are more fuel efficient and we are reducing the environmental impact of transport, and

our transport system is resilient and we have more choices about how to get around, walking, cycling, using public transport or driving

7. The Transport Agency works closely with our partners in local government to plan and invest in the land transport network and promote a safe, affordable, and responsive land transport system. We support providing safer infrastructure for cyclists within, and to and from, Wellington City and are working closely with WCC on projects such as the Wellington to Hutt Valley walkway/cycleway to provide safer journeys for cyclists.

2. Cycling is a top priority for the Transport Agency

- 2.1 Through the Government Policy Statement on Land Transport 2015-25, the Government has recognised the opportunity for cycling to take a greater role in providing transport system capacity in our urban areas. It has established the Urban Cycleways Programme (and a Fund of \$100m) to bring forward selected cycling improvements. Together, the Urban Cycleway Programme, the allocation for cycling in the National Land Transport Programme, plus local share funding, means up to \$300 million is available nationally for urban cycling initiatives over the next three years.
- 2.2 One of the Transport Agency's top priorities is to make urban cycling a safer and more attractive transport choice. To advance this priority, the Transport Agency is 'gearing up' on cycling. We have set up a Cycling Planning team within our National Office to support the established relationships our regional officers have with our local government partners as we administer investment via both the National Land Transport Fund and the Urban Cycleways Fund.

3. Summary of Transport Agency position on the Draft Cycling Framework

- 3.1 The Transport Agency is supportive of the Draft Cycling Framework as a means to articulate how the Wellington cycling network will be developed.
- 3.2 The Transport Agency notes that the Draft Cycling Framework performs three functions:
- It explains the phases associated with creating a cycling network – strategy development, optimisation and packaging, and design and delivery.
 - It gives the community a sense of the type of cycleways that may be developed with reference to design guidelines.
 - It sets out the network design and space allocation principles and thresholds that provide clarity around how decisions on implementation of the cycling network will be made and the thresholds that trigger Council decisions.
- 3.3 In our view, the Draft Cycling Framework performs the second and third of these functions very well. It explains the types of cycleways and accompanying design guidelines clearly. We also consider that the principles and thresholds will be very useful going forward to enable efficient progress to be made on cycling within defined parameters, and clarity on when Council decisions are required. We provide more detailed comment on these sections further below and outline where we are seeking changes to recognise interaction of cycling with other modes of travel.
- 3.4 It is the first part of the Draft Cycling Framework – that describes the strategy, and explains the subsequent phases – that the Transport Agency considers needs strengthening. Our comments on this section are more significant and we address these first.

4. Phase 1 'Strategy development'

- 4.1 The Transport Agency considers that the Draft Cycling Framework is 'light' on its strategic focus. For instance, what is the case for investment in cycling? What are the problems and flow on consequences of not investing, and conversely what benefits will be achieved by investing, and where might these be targeted?
- 4.2 The Transport Agency is assisting and advising WCC officers on the application of the Business Case Approach to the planning and delivery of a Wellington cycling network. We recommend that the first step in this process – the development of a strategic case for cycling, be used to inform the Cycling Framework and expand the strategy section. The Transport Agency also queries the role of the 2008 Cycling Strategy and asks how this fits with the Cycling Framework.
- 4.3 We recommend the Cycling Framework also reference the wider network plans and strategies, particularly the Ngauranga to Airport Corridor Strategy included within the Regional Land Transport Plan 2015-21. This will reinforce the contribution that cycling makes to delivering on this multi-modal package and making best use of urban network capacity.

Change sought: Expand the current 'strategy development' section or include a new section that draws from the cycling strategic case, referencing the wider network strategies (such as Ngauranga to Airport) and summarising the current problems and issues, the benefits of investing in cycling, and an indication of the types of strategic responses that may be developed (including non-infrastructure responses), target users, benefits and initial priorities.

- 4.4 The Transport Agency would also see the like to see reference being made within the Cycling Framework to cycling facilities provided by the Transport Agency as part of planned improvements to the State Highway network, along with acknowledging the enabling effect these facilities will have for the wider cycling network. In particular, the dedicated walking and cycling tunnel proposed as part of the Mt Victoria Duplication

Project resolves a major existing constraint in the development of Wellington's cycling network, and is key to ensuring safe and convenient access from the City to the eastern and southern Suburbs. It is important that these elements of the network are visible in the Cycling Framework to ensure ongoing integrated planning and an optimised cycle network.

Change sought: Include reference within the 'strategy development' section to the cycling facilities provided by the Transport Agency as part of planned improvements to the State Highway network, acknowledging the enabling effect of these improvements for the wider cycling network.

- 4.5 The Transport Agency notes there is some discussion of users on page 12, and page 3 of the Draft Cycling Framework, however there it is not clearly expressed which users will be prioritised or which areas of the network may be developed first. The Transport Agency also considers it is more appropriate to use the Gehler scale of users as this is simple and consistent with the scale used nationally.

Change sought: Bring forward the discussion of users, identifying the target users that will be prioritised and/or what type of routes may be developed first. The Transport Agency also suggests that the Cycling Framework reference the Gehler scale of users as this is simple and consistent with the scale used nationally.

5. Phase 2 'Optimisation and packaging' and 'Phase 3 'Design and delivery'

- 5.1 As noted above, the Transport Agency is currently working with WCC on the completion of a cycling strategic case and advising on the Business Case requirements going forward (eg, development of a programme business case to identify the long-term implementation plan for the cycling network). The Transport Agency recommends that this section of the Cycling Framework should note that WCC is following the principle-based Business Case Approach to further develop its cycling programme. The Transport Agency also recommends that the programme and implementation plan is developed a high priority in the short term as this is likely to be a condition of funding for investment from the Urban Cycleways Fund over the next three years. Alongside the network plan development, the programme is also likely to look at options for cycle facilities. The Transport Agency also suggests that opportunities for public participation in the development of project proposals is identified within the diagram on page 5.

Change sought: Amend the diagram on page 5 to note that WCC is following the principle-based Business Case approach to the development of its cycling programme, which will be developed as a high priority in the short term; and to identify the opportunities for public participation in the further development of the Wellington cycling network.

6. Cycling framework and principles

- 6.1 'Interaction of cycling with public transport' – under the discussion of 'space allocation principles' on page 13, the Draft Cycling Framework states "Public transport journey times may increase slightly, due to traffic lights and reduced speed limits to accommodate people on bikes, but travel times will remain predictable on key city corridors." The Transport Agency's view is that public journey times should not increase and that priority should be given to public transport, particularly core routes of the Wellington city bus network, including the public transport spine corridor on which Bus Rapid Transit will operate. This language reflects the 'core route' terminology of the Wellington Regional Transport Plan 2014-24 and the priority given to Bus Rapid Transit in the Wellington Regional Land Transport Plan 2015-21.

Change sought: Amend the discussion on page 13 and the corresponding 'public transport' principle on page 19 as follows:

- Page 13: "...travel times will not be affected on core bus routes, including the public transport spine corridor on which Bus Rapid Transit will operate".

- Page 19: "There should be improved public transport journey times on core bus routes, including the public transport spine corridor on which Bus Rapid Transit will operate."

7. Appendix A – Cycleway Network Plan

- 7.1 The Network Plan in Appendix A does not provide sufficient detail at present on which cycling routes are of most significant or priority. It would be useful to provide an indication of current thinking within this Plan (noting that this prioritisation may be indicative only). The Transport Agency also requests that the parts of the network that will be delivered by the Transport Agency as part of state highway improvements are also identified on the Plan.

Change sought: Amend 'Appendix A – Cycleway Network Plan' to identify the priority routes and the parts of the network that will be delivered by the Transport Agency as part of State highway improvements.

8. Appendix B – Cycleway standard design guidelines and design principles

- 8.1 The Transport Agency suggests that the Appendix B Cycleway standard design guidelines and design principles' could be clearer by including an explanation of the level of service range at the beginning of this section.

Change sought: include a summary table at the start of Appendix B to explain the level of service range.

- 8.2 The Transport Agency notes the need for network design to take account of the emerging work on the National Cycleways Guidance and we would like to support officers in factoring this work into the Wellington cycling programme.
- 8.3 The Transport Agency considers that there are also significant opportunities for increased permeability within the city using some of the emerging treatments seen elsewhere (eg, contraflow on slow one way streets), and encourages WCC to consider this as part of its design guidelines.

9. Appendix C – Cycleway framework principles and thresholds

- 9.1 **Principle 'We will choose the right route'** – as per our point 4 above, it is important that there is consideration of the how cycling fits within the overall network, therefore we recommend that additional text is added to the 'Commentary' column to reference comment consistency with the Ngauranga to Airport Corridor Strategy.

Change sought: Include reference to the Ngauranga to Airport Corridor Strategy within the Commentary column for principle 'we will choose the right route'.

- 9.2 **Principle 'We will measure and report on outcomes'** – the Transport Agency is keen to work with WCC to develop a consistent and one network approach to measurement and monitoring of the network.

- 8.4 **Principle 'Public transport'** – the Transport Agency supports the public transport principle that "There should be no more than minor adverse effects on public transport" however under 'Thresholds' we suggest an amendment (or alternatively removal) of the first threshold so that it reads "any key cycleway project proposal that increases public transport journey times by ~~more than 10%~~ compared to the existing situation", noting that it is preferable for *all* public transport journey times to increase. In addition, as already noted above under point 6.1 above, we recommend more specificity under the 'Considerations' column to refer so as to state "There should be improved public transport journey times, particularly on core bus routes, including the public transport spine corridor on which Bus Rapid Transit will operate."

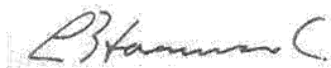
Change sought: Amend the 'public transport' principle, first threshold so that it reads

"any key cycleway project proposal that increases public transport journey times compared to the existing situation", and amend the 'Consideration' column so that it reads: "There should be improved public transport journey times, particularly on core bus routes, including the public transport spine corridor on which Bus Rapid Transit will operate."

- 8.5 **'Parking' principles** – we support the three principles relating to parking in the suburbs, suburban centres, and the CBD. Parking reallocation will continue to be an important consideration that needs to be addressed not only for delivery of an effective and efficient cycle network but for improvements to public transport services and to maximise the overall capacity of the Wellington transport network.

The Transport Agency looks forward to an ongoing and constructive relationship with you as we work together to deliver improve the Wellington cycle network and implement other transport network improvements in Wellington City. If you would like to discuss any points raised in this submission, please contact me or alternatively Phillip Eyles, Planning and Investment Manager (phillip.eyles@nzta.govt.nz).

Yours sincerely



Lyndon Hammond
Regional Manager – Planning and Investment, Central

Draft Cycling Framework Consultation 2015: submission form

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Section one - details for the submission form

Enter your name and contact details

☒ Mr ☐ Mrs ☐ Ms ☐ Miss ☐ Dr

First name*

PETER

Last name

DEAR

Street address*

4/30 AVON ST. ISLAND BAY WELLINGTON 6023

Phone/mobile

Email

3835666 0211678156 peterandpolly@slingshot.co.nz

* Mandatory fields

I am making a submission ☒ As an individual ☐ On behalf of an organisation ☒ I would like to make an oral submission

Name of organisation

We are keen to get your views on the Wellington City Council Draft Cycling Framework.

You can have your say:

- submitting online at Wellington.govt.nz,
- emailing a submission cyclingframework@wcc.govt.nz
- complete this form, detach and post back to us (no postage required)
- phoning us on 04 499 4444

Submissions close at 5pm, Friday 29 May

Disclaimer:

All submissions (including name and contact details) are published and made available to all elected members of the Council and the public. Personal information supplied will be used for the administration and reporting back to elected members of the Council and the public as part of the consultation process. All information collected will be held by Wellington City Council, 101 Wakefield Street, Wellington. Submitters have the right to access and correct personal information.

Section two - questions

1. Do you support the Draft Cycling Framework? ☐ Yes ☒ No I AM A CYCLIST

2. Do you have any other feedback?

STOP WASTING RATEPAYERS^{MONEY} ON A CYCLE LANE
THATS ALREADY THERE AND WORKS PERFECTLY
WELL AND IS SAFE.

Continue over next page if needed



29 May 2015

Cycling Framework, Transport Team
Wellington City Council
PO Box 2199
Wellington 6140
By email: cyclingframework@wcc.govt.nz

Dear Councilors,

DRAFT CYCLING FRAMEWORK 2015

Thank you for the opportunity to comment the draft cycling framework. It is a useful document and in its final form will give some transparency to the Council's decision-making about the cycle network. It is vital that it reflects the views of all Wellington ratepayers.

We agree that cycling has benefits for the environment and citizens' wellbeing and there are some areas in Wellington where cycle access could be improved. However, in our view, parking, vehicle and pedestrian access are more important to the majority of Wellingtonians. During the consideration of any new cycleway the number of people likely to use it should be accurately assessed, and a detailed cost-benefit analysis taking into account all factors should be undertaken to inform the decision-making process.

We do not believe that motivating certain groups to cycle, or changing the culture of cycling, is a rationale for the level of expenditure required to create a cycle network in Wellington. There is a number of key factors such as geography, weather, fitness and time that influence a person's decision to use a bicycle that even a perfect cycle network cannot change.

The framework notes that Wellington cycleways will most likely be retrofitted into the road network, and outlines in effect a priority list for other road users. It is implicit that cycling has been prioritised over all other road users, and we disagree with this approach. We note that a significant proportion of funding for road is sourced through taxes collected on petrol. We question whether it is fair that vehicle users subsidise cycleways that have no benefit to them, and may in fact have a negative impact.

Space allocation

We agree that the cycle network should have no significant negative impact on pedestrians and are pleased to see this in the draft framework.

We do not accept that minor adverse impacts are acceptable for bus services and private vehicles. The vast majority of road users are private vehicles and buses and there is no justification for increased travel times as a result of the cycle network.

We do not agree that on-street parking should be removed to make way for the cycle network without new parking being created. Citizens shopping in the CBD fringe and suburban centers in particular depend on a good supply of parking to make purchases. In these areas public transport is infrequent and are unable to be easily accessed on foot. Removing parking, without replacement, cannot be justified. It will inconvenience a large number of citizens and threaten the viability of a many local of businesses. There is no evidence to show that removing parking and replacing it with cycleways will have a positive economic benefit in Wellington.

NEW ZEALAND RETAILERS ASSOCIATION (INCORPORATED) //

RETAIL NZ // HQ

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We note the 2003 San Francisco research in the draft framework that suggests that cycleways make it easier to make short trips to local shops and lead to an increase in retail sales. It is difficult to draw comparisons from this research to likely impacts of cycleways in Wellington, which is unusually hilly with very narrow streets, and that there are other differences (e.g. there is no requirement for mandatory cycle helmets which may discourage cycling). In addition, city and suburban centers and residential areas in Wellington are not well geographically connected because there are only a few key arterial routes, and few connections between areas. The economic impacts of cycleways in the draft framework are not based on local evidence and, we believe, are overstated.

Retail NZ would prefer to see dedicated cycleways developed that are separate from existing roads and do not impact existing services (for example, routes along the harbour side of Aotea Quay should be considered as opposed to Thorndon Quay). However the costs should be balanced against the best local evidence on the number of citizens that are likely to use them.

Yours sincerely

A handwritten signature in blue ink, appearing to read "Greg Harford", written over a horizontal line.

Greg Harford
General Manager, Public Affairs

TAKING RETAIL FURTHER //

RED DESIGN: *ARCHITECTS*



MARTIN HANLEY & ANNA KEMBLE WELCH
123 Daniell St, Newtown, Wellington. 04 - 389 7316 red@top.net.nz

Draft Cycling Framework Submission

Urban Activation Lab Submission

Red Design's Urban Activation Lab supports the overall concepts of:

- Developing the framework and principles to improve cycling .
- Providing key principles that provide clear guidance.

Our policy unit believes Council should be providing a design framework for cycling that considers all of society – including non cyclists who need to walk or to park vehicles at home and while shopping. Route corridors need uniformity of design to be safe for young cyclists.

Beginning in 2001 Red Design sponsored a research project which looked at possible cycle routes from Island Bay to the CBD. The project designs were presented to the Wellington City Council, local schools and community groups.

With the political will in 2013 supporting the development of a cycling network in Wellington, the Council has had various consultants look at the proposed Island Bay to Te Papa route and develop consultation drawings and overarching frameworks for potential routes through Berhampore, Newtown and Mount Cook. Options have been workshopped through a variety of community consultations

Our team believes the design in this key corridor of the city should be for a Safe Cycleway Network – a protected reserved cycling zone with safety treatments at all intersections that empowers young, old and the safety conscious to cycle much more safely than now. We believe the lessons learned in design ideas and trials for this complex urban corridor can help provide a template for the whole city.

While supportive of the Draft Cycling Framework's steps forward, we recommend that Wellingtonian's deserve more... .

Comments

Red Design's Urban Activation Lab wish to make the following comments and suggestions:

Generally we support the provision of a network of cycleways in Newtown, Berhampore & Mt Cook. Commend that the proposal recognises Newtown as a key cycling corridor and catchment.

Support implementing 30km/h speed limit along cycle avenues in Newtown, Rintoul St, Riddiford St, Wilson St, Luxford St, Adelaide Rd Berhampore to Island Bay. This helps existing users to be more safe.

Support that the only way to increase cycling use is to provide safe separated cycle lanes

Support retaining carparking as this acts as a safety buffer to traffic.

Page 3 - Would Like to know more about exactly what cycleways from San Fran and New York the draft plan is referring to.

Page 4 - Are very concerned about the flow chart describing phase 2 development. Public consultation should be included in the assessment category. The fact that it is not mentioned is very worrying. Even when the cycleway design meets the proposed cycling framework, Council needs to talk to locals about the specific fit into their street or locale. The community as a whole needs to be kept in the loop at all times.

Page 5 - No mention of public consultation in the diagram describing phase 3. Please include public consultation in between "review and verification" and "finalise design".

Page 7 - Network Map

Rintoul St is a perfect cycle route and is not included here. WCC need to consider transferring outbound public transport to Adelaide Rd to make space for a separated cyclelane on Rintoul St.

Rintoul St gradient is 20m below Adelaide Rd and the Russell Tce proposed routes. This is significant for cyclists.

Please retain street furniture and planting in Riddiford St between Rintoul and Constable St.

Wilson St should be considered as a cycling avenue.

Page 10 - Protected cyclelanes should be 1.8m,

While buffers of 0.6 between parked cars and cycle lanes is ok, however buffers between moving traffic and cyclelanes should be 1.2m planted, or fenced with a 0.3m buffer either side of the fence. The Cycling Framework needs to consider 2-way cyclelanes (like the one in your photograph pg 10) as a way to save space in Newtown and Wellington. these can be 2.5m - 3m and give flexibility. An ideal starting point that could evolve over time into a wider on-way network

In general providing a street cross section is not enough detail, the Framework should provide intersection and public driveway birds eye view plans. A set of generic intersection solutions in plan should be included for discussion and feedback.

Support the Cycle network design principles on Page 13. especially *"The cycle network will be made up of key cycleways and local routes that "join the dots", connect residential areas to other residential areas and the central city, and provide valuable links within communities to local centres, schools, and other facilities."*

In General we support the Space Allocation Principles on Page 14 / 15 especially *"The principles relating to space allocation within corridors will ensure any decisions made will take into account other users of the corridor"*

However we need to know more about specifically how many pedestrians they are talking about. If pedestrian rates are less than 100 people per meter per hour then there could be the ability to share space. *"We will make sure that cycling infrastructure contributes to safe environments for pedestrians"*

Space to fit separated cycleways could be gained if the busses didn't have to pull out of the traffic corridor into parking space at bus stops. In parts of the city traffic delayed behind a stopped bus to allow space for protected cycle lanes could provide traffic calming and increased pedestrian safety. *"There should be no more than minor adverse effects on bus services"*

The ease of travel by private vehicles should be at the bottom of the transport food chain triangle, under carparking. *There should be no more than minor adverse effects on private vehicles.*

On street carparking shouldn't be removed as it acts as a safety buffer between moving traffic and protected cycleways. The space to fit the cycleway **and** carparking should be taken from the traffic corridor. *"On-street parking will be removed in some locations to make space for the proposed cycle network"*

Conclusion

On behalf of current and future citizens of Wellington, Red Design's Urban Activation Lab commends WCC for considering the principles and route networks that look after this important part of our city's movement. With our suggestions and refinements included that transform this starting point into a safe protected cycleway for young old and novice riders we would be supportive of this initiative.

The Urban Activation Lab would like to be heard in support of this succinct submission. Please do not hesitate to contact us at 123martinh@gmail.com and urbanactivationlab@gmail.com or on 389 7316 if you would like our policy unit to provide more detail on this important Wellington issue.

Yours sincerely


Martin Hanley
Director – Urban Activation Lab
Partner – Red Design: Architects


James Coyle
Researcher – Urban Activation Lab

Draft Cycling Framework
Consultation 2015: submission formAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Section one - details for the submission form

Enter your name and contact details

☐ Mr ☐ Mrs ☐ Ms ☐ Miss ☐ Dr ☒ Professor

First name*

Frazer

Last name

Allen

Street address*

21 Kelburn Parade, PO Box 600, Wellington 6140

Phone/mobile

Email

frazer.allen@uw.ac.nz

* Mandatory fields

I am making a submission

☐ As an individual☒ On behalf of an organisation

Name of organisation

Victoria University of Wellington

We are keen to get your views on the Wellington City Council Draft Cycling Framework.

You can have your say:

• submitting online at Wellington.govt.nz,

• emailing a submission cyclingframework@wcc.govt.nz

• complete this form, detach and post back to us
(no postage required)

• phoning us on 04 499 4444

Submissions close at 5pm, Friday 29 May

Disclaimer:

All submissions (including name and contact details) are published and made available to all elected members of the Council and the public. Personal information supplied will be used for the administration and reporting back to elected members of the Council and the public as part of the consultation process. All information collected will be held by Wellington City Council, 101 Wakefield Street, Wellington. Submitters have the right to access and correct personal information.

Section two - questions

1. Do you support the Draft Cycling Framework? ☒ Yes ☐ No

2. Do you have any other feedback?

Please find submission letter attached.

Continue over next page if needed

28 May 2015

Freepost WCC

Cycling Framework, Transport Team, Wellington City Council

PO Box 2199

Wellington 6140

Wellington City Council Draft Cycling Framework 2015

Victoria University of Wellington supports Wellington City Council's Draft Cycling Framework 2015.

With more than 20,000 students and 2,500 staff spread across four campuses, Victoria University is the largest educational institution in Wellington. It also must be noted that a key strategic goal is to double the size of the University over the next 20-30 years. This submission should be considered in that context.

Victoria supports initiatives to encourage more people to use walking and cycling as their primary mode of transport. Sustainability is a key theme at Victoria and we therefore actively promote sustainable transport options for both our staff and students commuting to and from the University.

New staff and students are informed of the difficulties in finding car parking near our campuses and are consequently encouraged to use public transport, cycle or walk. Victoria has also undertaken a major improvement to the end-of-trip facilities available to cyclists, including the provision of showers at all campuses.

The University particularly approves of the proposal to improve cycling access to our Kelburn campus from the city via The Terrace.

Safe cycleways are an important aspect in improving the uptake of cycling as a viable transport option in Wellington. Our own research shows that safety concerns are the major reason why we don't have more people cycling in and around the city. The

proposal to expand the provision of dedicated cycle lanes, broaden existing cycleways and reduce the speed of vehicle traffic along certain corridors are initiatives the University fully supports and will improve the safety of cyclists and other road users.

While Victoria is extremely supportive of the Council's intentions and much of the detail of the Framework, we do have some issues that need further consideration.

Firstly, the University is concerned at the proposal to re-route cycleways through parks and reserves. A large proportion of people's cycling journeys are undertaken during the hours of darkness, especially during winter. Parks and reserves are potentially dangerous places for cyclists at night, especially in regards to personal safety. The University would like to see more detail on where these routes are to be located and the personal safety provisions provided to protect cyclists (and walkers) on those routes.

A further concern for Victoria is the proposed removal of car parking spaces in predominantly residential areas. The University has significant experience in dealing with this issue due to the location of our main campus in Kelburn. The removal of car parking will need to be carefully thought through and it will be critically important for the Council to proactively engage with residents and business owners over the plans. The provision of cycleways need to be perceived positively by ratepayers, therefore reducing inconvenience imposed on suburban residents and business owners must be taken seriously.

Finally, Victoria suggests the plan give greater consideration to the promotion of Wellington as a mountain biking destination. The University considers that the City's mountain biking infrastructure is an asset that both the University and the City can leverage to attract visitors and to retain and attract people studying and working in Wellington.

There is significant potential for Wellington to be promoted as a mountain biking destination, in much the same way as Rotorua is now. The provision of accessible, quality amenities such as showers, parking, limited retail and opening flat space up for families and other users near popular mountain biking areas would encourage the use

.../2

of the resource. Supporting businesses providing shuttle services to the top of popular runs using available four-wheel drive tracks may be a further option that warrants consideration.

Victoria welcomes the opportunity to contribute to the Draft Cycling Framework 2015 and is committed to continuing to work with Wellington City Council to help make it a success.

Yours sincerely



Professor Frazer Allan
Deputy Vice-Chancellor (Engagement)

.../3



Phone 04 463 7406
Fax 04 463 6990
Email president@vuwsa.org.nz

NAME	Submission to Wellington City Council's Draft Cycling Framework
PREPARED FOR	Wellington City Council
PREPARED BY	VUWSA Executive
DATE	29/05/2015

Contents:

- 9. Introduction
- 10. Why we support cycleways
- 11. Why cycling works for students
- 12. Cycleway network plan: Kelburn Route
- 13. Contact



Phone 04 463 7406
Fax 04 463 6990
Email president@vuwsa.org.nz

8. Introduction

The Victoria University of Wellington Students' Association (VUWSA) welcomes the opportunity to make a submission on the Wellington City Council's Draft Cycleway Framework.

VUWSA is the oldest students' association in New Zealand and functions to represent and advocate for the interests of Victoria University of Wellington's 22,000 students.

VUWSA acknowledges that the students of Wellington's largest university directly contribute at least \$610 million to the City's economy and rating base annually. Students are also an invaluable part of the Wellington community and contribute strongly to Wellington's vibrant and dynamic culture.

VUWSA acknowledges that Wellington as a city is a primary reason that prospective students choose to study at Victoria, and that students value the city very highly.

VUWSA notes the importance of the consideration of students' needs in the Cycleway Framework. As a young population, students are more inclined to use active transport than many other groups in Wellington. By building a cycle network that works for students, Wellington can grasp low hanging fruit and access the road congestion and public health benefits that come with active transport.

9. Why We Support Cycleways

VUWSA commends WCC for indicating a clear commitment to improving Wellington's transport network by producing a framework for a city-wide cycle framework. As our current transport model which prioritises private vehicles increasingly shows itself to be unfit for a 21st century city, and as we move toward an inevitable carbon-zero future, the development of infrastructure that brings active transport to centre stage in urban areas is essential.

VUWSA shares WCC's view that cycling is one of the key modes of active transport that must be made available to Wellingtonians in order to solve transport problems, and that developing effective cycle infrastructure is essential in order to achieve this.

We agree with WCC that on top of the congestion and emissions reduction benefits that cycleways provide, they also come with extensive co-benefits to the economy, the public health system, and the vibrancy of the city.



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3. Why Cycling Works for Students

3.1 VUWSA notes that a transport system which prioritises private vehicles is not compatible for students. Using a car to travel from home to University in the inner city is not practical due to slowness and lack of parking space. The cost of running a vehicle is also out of reach for most students. Walking and busing are popular modes of transport for students, however many would like to cycle due to the time and fitness benefits but feel unsafe on Wellington's roads.

3.2 VUWSA supports the development of cycleways that make it safe for students who want to ride, and agrees with the Council's research which shows there is huge latent demand for cycling in the capital.

4. Cycleway Network Plan: Kelburn Route

VUWSA notes the particular importance to students of the *Kelburn* route as identified in Appendix A. The student population is concentrated in the inner-city, and this route will provide a key link between the city and Victoria's largest campus.

5. Contact

We would greatly appreciate the opportunity to discuss submission in more detail in person. Please contact us in the event further clarification of this submission is needed, or to arrange for VUWSA to make an oral submission.

Rick Zwaan | President

Victoria University of Wellington Students' Association

| M: 021 188 1705 | DDI: 04 463 6986

| E: rick.zwaan@vuw.ac.nz | president@vuwsa.org.nz | W: www.vuwsa.org.nz

Level 4, Student Union Building

Victoria University of Wellington Kelburn Campus PO Box 600,
Wellington 6140.

Wellington City Youth Council

Submission on the Draft Cycling Framework

Contact: Sebastian Klinkum (Wellington City Youth Council Member) **M:**
027 979 0216 **E:** s.klinkum@gmail.com

Wellington City Youth Council welcomes the opportunity to submit on the Draft Cycling Framework. Youth Council wishes to make an oral submission.

We recognise cycling as a hugely important investment area for Council and as such, regard it as an investment which will bring about economic, environmental and social returns.

Investing in a world class cycling network will show Wellington's commitment to sustainable development, transport options and quality of life for its residents. Therefore we strongly support the direction of this draft framework in setting out a strong and action focused plan for improvements to cycling.

We believe that the plan sets the right principles - to encourage new or inexperienced cyclists to cycle to work or school more often. The key here is safety and convenience, and by meeting both of these targets Council should be able to greatly improve uptake of cycling by people who may otherwise never consider cycling as a primary means of transport.

In order for environmental, economic and social benefits to be realised on a larger scale, the implementation of this plan needs to attract a large number of people to make cycling a regular or primary means of transport. Therefore we hope to see as few compromises as possible made to the quality of the new cycling network.

We are pleased to see the plan mentions the possibility to link Wellington's cycling infrastructure to cycle routes in other centres in the region, such as Porirua and Lower Hutt. We strongly support the inclusion of the Wellington to Petone cycleway in the planned network and hope that WCC will continue to work with central government and other territorial authorities to progress this route in particular as a possible flagship project for our cycling network which links Wellington with Petone.

We would also propose that Council explore the possibility of using excess spoil from the Petone to Grenada link road for the Great Harbour Way route, as this could require land reclamation.

Of the options for different cycleway types, our preference is for 'protected bike lanes'. We would like to see this option progressed for as many routes on the network as feasible, as this is the option which will offer greatest safety and convenience to cyclists, and therefore encourage the highest uptake of cycling. Ideally all links between the CBD and major suburbs, such as the proposed Karori, Southern, Eastern and Brooklyn routes would use this option. In addition, we would like to

see the Central route use this option to create a safe and efficient cycleway through the CBD which will support high traffic volumes.

We also support the 'alternative bike paths' and 'quiet route' options, however we would like to see as many routes as possible use the 'protected bike lane' option.

We are pleased to see that in particular, some schools and education institutions have been identified on the planned network. We hope that as many schools and tertiary campuses as possible can be served by this planned network, to make cycling a more safe and appealing option for young people.

We would also propose that Council investigate the possibility to introduce some programmes to encourage cycling in primary schools, as this would encourage more young people to cycle regularly in the future. This could be done in collaboration with schools, central government and/or the private sector.

In the future as this plan is progressed we would like to see more extensive advertising and social media campaigns carried out to encourage uptake of cycling, and to capitalise on the new capacity these routes will create.

The use of electrically assisted bikes, or 'ebikes', is becoming increasingly prevalent in Wellington, so we would like to see some analysis in this plan as to how this change in technology will impact the objectives of the plan. If in 10 years for example, electric bikes become more common than regular push bikes, an implication could be that longer trips on Wellington's cycle network are made easily accessible. This could possibly make routes like Lower Hutt or Porirua to Wellington feasible for everyday commuters who want to cycle to work regularly or a few days a week. We would like to see the plan account for such scenarios and how the network could be adapted or managed to support mainstream use of electric bikes.

The plan seems to lack specific details about the timeframe for implementation. We realise that developing these cycleways will be a lengthy and complex process, however we would like to see some firm commitment sometime in the near future from Council in setting an approximate start date for construction of different cycleways in the plan.

In summary, we strongly support the Draft Cycling Framework as a plan which advocates for investment in cycling and seeks to create a high quality, city wide network. We very much hope that the plan is realised to its fullest potential.



PO BOX 7316, Newtown, Wellington, 6242

newtownwellington@gmail.com

WELLINGTON CITY COUNCIL CYCLING NETWORK DRAFT FRAMEWORK

Introduction

The Newtown Residents' Association is the Incorporated Society representing the suburbs of Newtown, Berhampore, Mt Cook and parts of Melrose. We are an active local group of residents and businesspeople, concerned with maintaining and improving our suburb's liveability, connectedness and sustainability. For more than 100 years our organisation has worked actively to make our community a thriving, diverse, great place to live. We care passionately about the design, function and ecology of our urban and natural environment. The Association has a long history of contributing design ideas and pro-actively lobbying for cycling initiatives that connect our community, the central city and the South coast.

The Newtown Residents' Association applauds the WCC and its officers for finally getting serious about catering for cycling in our streets. A safe cycling corridor has the ability to transform our part of the city.

Submission

The Newtown Residents' Association supports the overall concepts of a cycleway network in Newtown, Berhampore & Mount Cook. We are very supportive that the Draft Cycling Framework recognises Newtown Berhampore and Mount Cook as a key cycling corridor from the outer suburbs, and a key catchment in its own right. (as we have long been advocating for)

We strongly suggest that the only way to increase cycling is to provide safe, separated cycle lanes. This is alluded to on page 18, "**Where there are viable routes within the existing road space, we will implement protected bike lanes.**" Protected bike lanes will broaden the pool of people prepared to cycle.

Newtown Residents' Association Cycle Framework submission 1

Summary of points raised:

The wider membership of our Association, including lots of non cyclists, strongly support implementing 30 km/h along main cycle avenues: Rintoul Street, Riddiford Street, Russell Terrace, Wilson Street in Newtown; and Luxford Street, Adelaide Road south of and including Berhampore. We support the way WCC currently delineates this clearly at the entry thresholds to such slow zones elsewhere in the city, and feel additional reminder speed limits need to be painted at regular intervals within cycle avenues, mid block, along with the cyclist welcome / priority graphic also in the traffic corridor. Please do this NOW.

Shared paths, where pedestrians and cyclists share need to be more than 3 metres wide to be any good for pedestrians and cyclists. Generous shared paths, 3.5m and wider, also allow scooters, skateboards, roller blades – and other slow wheeled personal transport to successfully share as well. These kinds of generous shared paths provide space and flexibility for residents to negotiate their driveways and garages in a slow safe environment. Urban Activation Lab's 2014 study recommended a two way cycleway, which leaves one footpath exclusively for walkers, was ideal for Newtown, particularly important for the elderly, or walkers with impairments, or walkers who are nervous of skateboarders and scooter riders. Cycleway designs need to consider all of society and footpaths reserved for walkers are very important, a consideration that in turn benefits cycling where shared paths are created. If sufficient width to share is not available scooters, skateboards, roller blades, and mobility scooters should be encouraged on footpaths, rather than in cycle lanes.

Green paint between northbound lanes on Riddiford Street would improve access to the advanced stop boxes.

We support clearer paths for decision-making by the Council on cycling infrastructure. Our experiences with past WCC cycling consultations have been generally negative, with poor communication, changing criteria, and lack of follow-up by Council. Participating in the Citizens

Newtown Residents' Association Cycle Framework submission 2

Advisory Panel of 2014 carefully considering local cycleways was a huge disappointment, as their report of July 2014 was never implemented and seem to have been largely disregarded. As an Association we were very disappointed that WCC also shelved the innovative community sourced designs for Island Bay - Berhampore - Newtown - Mt Cook devised by the Urban Activation Lab summer 2013 – 14. This scheme provided a protected safe cycleway for slower cycling right through our community while maintaining or increasing on-street carparking in every street it carefully passed through. Boosting car parking in both residential and commercial streets at the same time as creating a cycleway safe for novices was an innovative solution. This sort of design that caters for cycling, walking, shopping and motorist parking ie all of society, should be at the core of the Draft Cycling Framework.

Carparking is important for residents and businesses that are along route corridors. As well as positive community buy in supporting cycleways if residents can leave their cars at home they are much more likely to cycle. Retailers who gain a cycleway and keep customer car parking are likely to champion the project.

As a community we have always sought traffic calmed streets. Residents and retailers benefit from slower traffic and safer streets for pedestrians. Our community is in favour. of preserving carparking and reducing the vehicle corridor if space for adding a cycleway is scarce. The WCC draft framework creates a hierarchy which we mostly approve of, however car parking is at the bottom of this hierarchy. We would rather that traffic flow was underneath car parking in the hierarchy. The Urban Activation Lab's design proposal in the wider part of Riddiford Street in front of Wellington Hospital even shows how this can work in busy traffic corridors.

Local businesses at John Street were very disappointed that the Urban Activation Lab scheme [recommended by the Citizen's Advisory Panel] increasing Riddiford Street car parking in the whole Hospital block, and adding cycling customers has been overlooked. The businesses feel this was a welcome helpful initiative for retail and cafes at Riddiford Street north who had suffered from customer car park removals to do with other roading projects and development work.

In commercial precincts cycleways are best separated from pedestrian footpaths, unless the entire roadway is a shared space.

Newtown Residents' Association Cycle Framework submission 3

Specific to WCC Draft Cycling Framework document of May 2015:

Page 2

We agree with the goal of encouraging less confident cyclists onto the road (page 2).

Page 4

Phase 2 of the Framework omits any participation by, or communication with, the local neighbourhood, community groups, schools, businesses, and other affected parties, in the development and assessment processes.

We are alarmed that the Council may not have learned any lessons from the recent fiasco in Island Bay.

If not involved in Phase 2, can we please have some community input during Phase 3, before the Final design and construction.

Page 5

Concerned at the reference to "Project proposals will be developed through the delivery model that we have in place." Does this mean the same consultants will be involved? Will these proposals sink without trace, as the Citizens Advisory Panel report of July 2014 did? Current delivery models are not giving ratepayers great results, as evidenced by the John Street Protocols. We want to see an improved model.

Please clarify the next sentence in the Draft Framework which reads: 'By having the 'package' approach in place we will ensure benchmarking, improvement of cost and non-cost performance and efficiency of delivery increases over time.' We are unable to understand what this means..

Page 7

Would much prefer to see Rintoul Street rather than Adelaide Road on the Southern route. This was Option 1 of the Citizens Panel in 2014. Why has this reverted to Adelaide Rd?

Page 10

Dimensions of protected bike lanes: We agree with 0.6m width of buffers between cycle lanes and parking lanes. Buffers between cycle lanes and moving vehicles should be wider or solid, eg planted. Two-way cycle lanes can save space, as less buffer width is required.

Thoughtful treatment of intersections is essential for successful, attractive, safe cycling. We want to see a set of generic intersection solutions (T intersection, crossroads, controlled intersections, roundabouts) included in the design guidelines.

Pages 12-13

Where protected cycle lanes can't be accommodated, **off-road or alternative routes will be sought**. This sounds as though there is a real risk of no improvement to current roads.

We support the emphasis on the continuity and linked nature of cycle networks. It is vital that the network is built in places that serve the users, not only where there is space!

Pages 15-16

Levels of service A-D are not defined. Is there something missing from the document?

Pages 19-20

We generally support space allocation principles. Private vehicle travel may need to recognise suburban residential parking, in some situations. For example, single lane slow speed, low volume residential streets, allowing for on-street parking along minor or dead-end routes.

We are suspicious of "**Transport modelling will be used to assess travel time impacts of proposals**." These models are generally car-centric, and do not reflect benefits to non-car traffic.

Conclusion

On behalf of the wider Newtown community, and on behalf of our youngsters, the future citizens of Wellington, the Newtown Residents' Association thanks you for the opportunity to comment, and for the extension of time to do so. We appreciate the effort to seek feedback from those of us who are directly affected by these policies.

With our suggestions and refinements included we are supportive of WCC establishing a Cycling Framework. Core to a successful policy for transforming this important part of our city's transport network, reducing Wellington's carbon footprint and improving our population's fitness and health is the provision of a safe protected corridor that has continuity through intersections.

Newtown Residents' Association Cycle Framework submission 5

The Cycling Framework must provide significant safety that caters for those who are currently reluctant to cycle. The Framework needs to clearly establish a benchmark that defines making it safe for the young, the old, novices, school pupils and relaxed riders to cycle as a priority – “the Wellington way”. Then our population will embrace using their bikes.

The Newtown Residents' Association would like to be heard in support of this succinct submission. Please do not hesitate to contact us at newtownwellington@gmail.com or leave a message at our Association's Festival Office, 04 389 7316, if you would like our Association to provide more detail on this important Wellington issue.

On behalf of the Newtown Residents' Association

Kate Zwartz

Newtown Residents' Association Vice President



Tom Law

Newtown Residents' Association Cycleway Subgroup



James Coyle

Newtown Residents' Association Vice President

Newtown Residents' Association Cycle Framework submission

Draft Cycling Framework Consultation 2015: submission form

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Section one - details for the submission form	
Enter your name and contact details	
<input type="checkbox"/> Mr <input type="checkbox"/> Mrs <input checked="" type="checkbox"/> Ms <input type="checkbox"/> Miss <input type="checkbox"/> Dr	
First name*	Last name
Fe	DAY
Street address*	
16d Rubble St, Island Bay	
Phone/mobile	Email
021 1466209	bianca.theduck@gmail.com
* Mandatory fields	
I am making a submission: <input checked="" type="checkbox"/> As an individual <input type="checkbox"/> On behalf of an organisation <input type="checkbox"/> I would like to make an oral submission	
Name of organisation	
We are keen to get your views on the Wellington City Council Draft Cycling Framework.	
You can have your say:	
<ul style="list-style-type: none">submitting online at Wellington.govt.nz,emailing a submission cyclingframework@wcc.govt.nz	<ul style="list-style-type: none">complete this form, detach and post back to us (no postage required)phoning us on 04 499 4444
Submissions close at 5pm, Friday 29 May	
Disclaimer: All submissions (including name and contact details) are published and made available to all elected members of the Council and the public. Personal information supplied will be used for the administration and reporting back to elected members of the Council and the public as part of the consultation process. All information collected will be held by Wellington City Council, 101 Wakefield Street, Wellington. Submitters have the right to access and correct personal information.	
Section two - questions	
1. Do you support the Draft Cycling Framework? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
2. Do you have any other feedback?	
<p>I think the Cycleway network plan is very far-sighted and will create a sustainable safe city for people to grow up in knowing that they are valued and safe as cyclists.</p> <p>NZ has a love affair with cars, so this development is counter-cultural; therefore, kua kaha! There will be inevitable criticism, which is emotional in nature. What you are proposing is rational and forward looking.</p>	
Continue over next page if needed	



25 May 2015

File Ref: ST/05/02/01

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www.gw.govt.nz

Freepost WCC
Cycling Framework
Transport Team
Wellington City Council
PO Box 2199
Wellington 6140

Greater Wellington Regional Council's feedback on Wellington City Council's Draft Cycling Framework 2015

I am pleased to provide feedback from the Greater Wellington Regional Council (GWRC) on Wellington City Council's 'Draft Cycling Framework 2015'.

GWRC supports the draft cycling framework which is consistent with the broad strategic framework for cycling set out in the adopted Regional Land Transport Plan (RLTP) 2015.

The draft framework recognises the challenges for cycling that are identified in the agreed RLTP, including that cyclists are relatively vulnerable road users, that the perception of cycling as unsafe may be limiting growth in cycling, and that different cyclist types (e.g. different skill or confidence levels) have different needs.

The RLTP identifies the development of strategic and local cycling networks as a key strategic response to these cycling challenges, alongside other interventions such as promotion/education/training and land use planning. Agreeing a framework to guide the development of the cycling network in Wellington City is a crucial step towards delivering the aspiration of the Regional Transport Committee for improved cyclist safety and increased uptake.

Cycle network design principles

The network design principles described in the draft cycling framework (page 12 and 13) are consistent with the guidance set out in the cycling network chapter of the RLTP. For example, it is proposed to provide a range of facility types to suit different cyclist types, including safe and attractive options for less experienced riders, and to suit different road environments and route purposes (recreational/commuter). In addition, development of the network is proposed to focus on: providing key cycleway facilities linking residential areas to the city centre and CBD; providing local cycling routes to connect local centres, schools and other facilities; and, on addressing significant gaps or safety issues in the existing cycling network.

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Greater Wellington promotes Quality for Life by ensuring our environment is protected while meeting the economic, cultural and social needs of the community

It may be useful to provide further guidance in the cycling framework that will inform the staging or timing of network development. The RLTP includes a section 'Priorities for staged development of the regional cycling network' which may be useful in terms of outlining network priorities within Wellington City. For example, providing for commuting journeys less than 12km in length or along low gradient routes, where potential uptake might be maximised.

Space allocation principles

Overall, GWRC supports the space allocation principles set out in the cycling framework (page 13 and Appendix C). However, we believe it is critical that road space allocation on all core corridors occurs in a comprehensive and integrated way. This means considering and being clear about the role of each mode along different routes and parts of the corridor and then setting space allocation principles to support these roles and broader transport network objectives. Whilst improving cycling provision is a key action that we support, it is also crucial to advance bus priority measures and improve journey times for buses on core routes. Public transport provides the most efficient method for moving large numbers of people at peak times along key corridors compared with any other mode, and this needs to be recognised in any road space allocation decisions.

We seek some amendments to the text in relation to the description of impacts on bus services. The impact on public transport is discussed in the draft cycling framework under the heading 'space allocation principles' on page 13. We believe this will, as currently written, potentially undermine the importance of improving public transport reliability and travel times on core bus routes in future road re-allocation decisions.

The following amended wording is therefore requested, to be clear about what impacts on bus services are considered acceptable on core bus routes (defined by the Regional Land Transport Plan 2015 and Regional Public Transport Plan 2014):

*There should be ~~no adverse effect on core bus corridors and routes~~¹ and no more than minor adverse effects on ~~other~~ bus services. Public transport journey times may increase slightly on ~~some non-core routes~~, due to traffic lights and reduced speed limits to accommodate people on bikes, but travel times will ~~remain predictable~~ be ~~enhanced on key city corridors~~ **along core bus routes**. Through our corridor improvement proposals we will aim to ~~reduce~~ **improve** public transport journey times and increase service reliability. We want to make it easier to cycle in conjunction with public transport and will support Greater Wellington's trial of bike racks on buses and improvements to bike parking at railway stations. We will also give consideration to implementing bike parking facilities at major bus stops'.*

This should also be reflected in the 'Public Transport' section of the table in Appendix C.

GWRC acknowledge the importance of making it easier to cycle in conjunction with public transport and look forward to working with Wellington City Council on public transport/cycling integration projects such as providing cycle parking at public transport stops and stations.

We strongly support the principles in relation to long stay commuter parking which states it may be removed to provide for other higher priority uses and may not be replaced. This is generally consistent with the RLTP, which seeks to investigate supply and pricing of long stay commuter parking as one possible demand management tool. This approach highlights the importance of maintaining or enhancing public transport travel times on core routes (mentioned above) to ensure commuters have good, reliable travel alternatives.

¹ As defined in Figure 20 on page 77 of the Regional Land Transport Plan 2015
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GWRC also supports the principle that for streets in the central city, movement of people and goods will take priority over on-street parking. This is consistent with the policy framework in the RLTP which seeks improved clarity of role and priority of modes and routes within city centres, which should assist with the assessment of trade-offs as part of road space re-allocation projects.

Appendix A – Cycleway network plan

The proposed network plan, provided in Appendix A of the draft cycling framework, is supported. The plan includes those routes identified as having regional significance in the RLTP (Figure 32, page 105 of RLTP).

Appendix C – Cycleway framework principles and thresholds

A number of minor amendments are requested to the section under 'Public Transport' in the table in Appendix C, these are to:

- Ensure consistency with the narrative provided under the heading 'Space allocation principles' on page 13 of the draft cycling framework
- Ensure internal consistency within the table itself
- Recognise the need for road corridor design projects to consider integration with existing bus stops and pedestrian and cyclists movements associated with these – rather than just design of bus stops
- Recognise the importance of Wellington City Council working with GWRC as the bus service network manager on any review of bus stop spacing.

The subject amendments are marked in red in the table below.

Principle	Considerations	Thresholds for Council decisions	Commentary
Public Transport There should be no adverse effect on core bus corridors and routes² and no more than minor adverse effects on other bus services.	There should be improved public transport journey times on core bus corridors and routes key city corridors . There should be careful design of bus stops and road corridors to manage ensure safe interactions between people on foot, people on bikes and buses. We will work with GWRC to consider opportunities to remove closely spaced bus stops improve service reliability and reduce conflicts with cyclists.	Any key cycleway project proposal that increases public transport journey times by more than 5% 10% compared to the existing situation. Any proposals which compromise pedestrian or bus operating space. Any proposal to establish or relocate bus stops on roads requires specific decisions under the Wellington Consolidated Bylaw 2008. Bus shelters require specific processes to be followed under the Local Government Act and Resource Consents may be required under provisions in the District Plan.	Through our corridor improvement proposals, we will aim to reduce improve public transport journey times and increase reliability. We want to make it easier to cycle in conjunction with public transport and we will support Greater Wellington's trial of bike racks on buses. We will give consideration to bike parking facilities at major bus stops and support Greater Wellington's plans to improve bike parking at rail stations. The main impact on some non-core bus routes will be that the journey takes slightly longer. This will be due to traffic lights and reduced speed limits that improve safety for all road users. Journey times will remain predictable.

² As defined in Figure 20 on page 77 of the Regional Land Transport Plan 2015

In addition, we note that under the section 'Private vehicles' on page 19 of the draft cycling framework, the principle states '*There should be no significant adverse effects on private vehicle travel time or reliability*' which is different to the principle described on page 13 of the draft cycling framework which states '*There should be no more than minor adverse effects on private vehicles*'. We suggest that these descriptions need to be consistent. GWRC would support the wording on page 19 for private vehicles.

GWRC commends Wellington City Council on developing this important cycling framework to guide development of its cycling network. We look forward to working with Wellington City Council on future road space re-allocation projects under this framework, which will optimise the transport network and provide a range of safe and efficient transport options for residents of Wellington City and the wider region.

Yours sincerely



Greg Campbell
Chief Executive
Greater Wellington Regional Council

2015/16 STATEMENT OF INTENT FOR WELLINGTON CABLE CAR LTD

Purpose

1. To receive and consider the 2015/16 Statement of Intent (SOI) for Wellington Cable Car Limited (WCCL).

Summary

2. At its meeting on 16 April 2015, the Transport and Urban Development Committee reviewed the draft 2015/16 SOI for WCCL and recommended some changes be incorporated in the company's final SOI.
3. Ordinarily the final SOI would be presented to the Transport and Urban Development Committee for its consideration and recommendation to Council. However, the timing of the Committee's meeting and the publication of the company's final SOI has not aligned, so the SOI is presented directly to Council for approval.
4. The recommendations of the Transport and Urban Development Committee at its meeting on 16 April 2015 have been addressed by WCCL in its 2015/16 SOI.

Recommendations

That the Council:

1. Receive the information.
2. Note that Wellington Cable Car Limited has responded to the comments of the Transport and Urban Development Committee in presenting its 2015/16 Statement of Intent.
3. Approve the 2015/16 Statement of Intent for Wellington Cable Car Limited.

Background

5. Under the Local Government Act 2002, CCOs are required to submit a draft SOI to the Council by 1 March in the previous financial year. As a matter of good practice, the Council precedes this with a Letter of Expectation which outlines the Council's expectations in respect of the SOIs it will receive.
6. Officers received the draft SOI and provided their review of the draft SOI at the Transport and Urban Development Committee meeting on 16 April 2015. The report included issues that had been identified in the draft SOI that were expected to be addressed in the final SOI. Officers advised WCCL of these issues and requested that they be addressed in the final SOI.
7. The final SOI is included with this report for approval by Council. As the key accountability document between Council and the Board of WCCL, the approval of the SOI is important in confirming WCCL's strategic direction and accountability to Council.

Discussion

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8. Officers have reviewed the 2015/16 SOI and acknowledge that it responds constructively to the Letter of Expectations and the subsequent comments and recommendations of the Transport and Urban Development Committee. The main areas for Council to note are as follows:
9. The company's SOI does acknowledge the Committee's request for more information regarding its future capital expenditure needs. In 2015/16 the company will replace the Cable Car's electric drive and controller in a project worth \$2.9m, of which Council has provided for funding of \$2.5m in its Long Term Plan, and the company will fund \$0.4m.
10. Also beginning in 2015/16, a tunnel strengthening project worth \$0.3m is scheduled to be undertaken over 3 financial years finishing in 2017/18 and will be funded by the company.
11. The company notes that in 2025/26 it intends replacing the passenger cars and bogies in a project that is estimated to cost between \$8.0m and \$10.0m and expected to take approximately 5 weeks.
12. In terms of decommissioning the overhead network, the company notes that variables including project scope, planning and scheduling plus significant negotiations with external parties have not been concluded. As a result, the expected cost of decommissioning the network is not able to be confirmed at this stage.
13. Officers recommend that Council approves the 2015/16 SOI of Wellington Cable Car Ltd.

Attachments

Attachment 1. Wellington Cable Car Ltd 2015/16 Statement of Intent

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Author	Warwick Hayes, CCO Project Manager
Authoriser	Derek Fry, Director City Growth & Partnerships

SUPPORTING INFORMATION

Consultation and Engagement

The organisations in this report consult with the Council on a wide range of matters as part of our “no surprises” relationship.

Treaty of Waitangi considerations

This report raises no new treaty considerations.

Financial implications

The CCOs work within the context of the Council’s overall Long Term Plan and Annual Plan framework.

Policy and legislative implications

This report complies with the legislative requirements of the Local Government Act (2002) and is consistent with existing Council policy.

Risks / legal

Not applicable.

Climate Change impact and considerations

The CCOs work with the Council and other organisations in considering the environmental sustainability of their operations, including with the Council’s Our Living City programme.

Communications Plan

Not applicable.



Statement of Intent 2015/16 Wellington Cable Car Limited

**Presented to the Transport and Urban Development Committee
Pursuant to Schedule 8 of the Local Government Act (2002)**

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1. Introduction

This Statement of Intent for 2015/16 has been produced at a time of continuing significant activity and great change for Wellington Cable Car Limited (WCCL). The current Cable Car plant and equipment is now in its 36th year of operation and WCCL continues to seek a range of options to assist with funding the requisite capital replacement programme. Clarity has now been achieved over the long term future of the Trolley Bus overhead electrical network, and WCCL still remains busy with the final aspects of pre-existing network section replacement projects and the final roll out of an electrical fault protection system to enhance public safety.

Notwithstanding these activities and changes, the core strategies and activities outlined in this Statement of Intent largely continue the thrust of the previous Statement of Intent for 2014/15, as the company's principal activities relate to its long-term infrastructure assets – the Wellington Cable Car and the Trolley Bus overhead electrical network.



WCCL provides infrastructure services that contribute to the operation of Wellington Trolley Bus services under contract to Greater Wellington Regional Council (GWRC) until 30 June 2017. WCCL will continue to provide support and expertise to assist GWRC and WCC in planning the most cost effective and pragmatic way to decommission the Trolley bus overhead electrical network once operations cease.

This Statement of Intent also includes further specific responses to queries raised by the Transport and Urban Development Committee in its meeting on 16 April 2015; these are contained in Appendix One of this document.

2. Strategic Direction

a) Core Purpose

The primary business activities of WCCL are:

1. Provision of the Cable Car passenger service, to meet the needs of local residents (including commuters and students) and visitors (domestic and international). This operation is financed from passenger fare income and any additional revenue developed from WCCL and Wellington City Council tourism-related activities. This could also potentially include some form of retail and merchandising activity.
2. Provision of Trolley Bus traction services by means of the overhead electrical network for use by Trolley Buses in Wellington under contract from GWRC, using Transfield Services Limited (TSL) as the maintenance services provider. This operation is financed from payments by GWRC on a cost recovery basis, to cover planned maintenance, reactive defect rectification and progressive replacement of severely degraded sections of the overhead electrical network. This also includes:
 - Infrastructure-related activities undertaken within Wellington on a profit making basis, namely:
 - i. Projects initiated by parties other than GWRC requiring the overhead electrical network to be relocated and/or modified (for example, the Victoria Street construction project);
 - ii. Protection of the Trolley Bus overhead electrical network from damage by escorting high loads through the city, and protection of parties requiring safe access in proximity to overhead lines by electrical de-energisation.
 - Maintaining WCCL's pole network funded via a combination of support from GWRC and pole user charges from telecommunications companies using WCCL's poles to support their broadband networks.

b) Operating Environment Update

The overall operating environment in 2014/15 was more buoyant than 2013/14, but was still somewhat subdued compared to previous years. The number of cruise ships visiting Wellington is a key indicator for the Cable Car and will remain relatively static for the next 2 years before growth in the market is seen again.

The Cable Car remains the second most visited tourist attraction in Wellington after Te Papa, and the tourist market is vitally important as it has significant growth potential in the medium term. WCCL is liaising with Victoria University of Wellington to take advantage of increased Snapper system capability to increase staff and student patronage. Prior to this, Victoria University student numbers have declined markedly in recent years due to demographic changes in student accommodation and improved bus services to Kelburn Parade.

Transition from the current Health and Safety in Employment Act to the new Health and Safety at Work Act will be of paramount importance during the coming year and will impact both WCCL operating divisions.

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The relationship with GWRC remains strong and they continue to be supportive in their approach to passenger safety by funding the replacement of severely degraded sections of the network and technical development work on the prototype Trolley Bus electrical fault protection system (TBOP project).

WCCL is working closely with GWRC and WCC to identify the most pragmatic, cost effective and safest methodologies and approaches to deal with the decommissioning of the Trolley Bus overhead electrical network after its closure date (currently planned for 30 June 2017).

c) Strategic Framework

This Statement of Intent is part of a legislative framework created by the Local Government Act 2002 and informs the Wellington City Council and Greater Wellington Regional Council Annual Plans and Long Term Plans (WCC: 2015 – 2025 and GWRC: 2015 – 2025). Collectively, these set forth the activities to be undertaken and the Cable Car passenger services / Trolley Bus network services to be provided for Wellington over the ten-year period, together with their financial dimensions.

In 2011 WCC signed off on its vision for the future of Wellington in *Wellington Towards 2040: Smart Capital*. The vision is expressed through four core themes, being the pillars of the Smart Capital – People Orientated City, Connected City, Eco City and Dynamic Central City. These have been encapsulated in more detail in the Economic Development Strategy which aims to attract, retain and grow investment, business and talent, to create jobs, and to support sustainable economic growth in Wellington City. This has four main aims, namely:

- Destination Wellington,
- The Smart Capital,
- The Connected Capital, and
- Open for Business.

For each of these aims there is a goal, with a number of drivers for that goal. Not all of these drivers are relevant for WCCL, however those that are relevant are described in Table 1 linking WCCL's core strategies with the Wellington City Council Economic Development Strategy and the formation of the Wellington Regional Economic Development Agency (WREDA). This informs WCCL's future work and strategic investments.

WCCL has also been directed to adopt a number of supporting, high priority strategies and plans, including:

- Accessible Wellington Action Plan, 2012 – 2015 , Promoting Inclusion, which aims to enhance Wellington's reputation as an inclusive and socially responsible city and one that is accessible, safe and easy to get around.
- Wellington Events Policy 2012, which recognises that events are highly valued by Wellingtonians and aims to promote central Wellington as a vibrant and active place for all.

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- Wellington's Our Living City Work Programme, which aims to ensure Wellington grows its urban – nature connections by growing and enjoying our natural capital, transforming our economy and reducing our impact, and showing leadership in this area.

WCCL has aligned its strategic priorities and planning with the outcomes desired by Wellington City Council's relevant strategies.

d) WCCL's Core Strategies

The table below provides an overview of the core strategies of WCCL; their targeted outcomes and how these relate to the Council's strategic direction as encapsulated in the transport and economic development strategies:

WCCL SOI 2015/16

WCCL's Core Strategies	Targeted Outcomes	Relationship of WCCL Core Strategies to WCC Strategic Direction
<p><u>1. Cable Car Passenger Services</u></p> <p>(a) WCCL's core strategy is to be able to offer enjoyable, affordable, safe and reliable passenger services between Lambton Quay and Kelburn to a diverse range of customers. These include local residents, students, senior citizens, domestic and international tourists. We will continue to do this on behalf of Wellington City Council by maintaining our reputation as the proud and friendly operator and maintainer of Wellington's iconic Cable Car:</p> <p>(b) WCCL will continue to take an active role in improving the visitor experience for local residents and visitors. This will be undertaken as a combination of independent activities and also by working in conjunction with other Wellington City Council CCOs and Trusts. This will apply to:</p> <ul style="list-style-type: none"> i) The Cable Car operation, including the cars, stations, platforms and tunnels; and ii) The areas immediately adjacent to the Lambton Quay and Kelburn stations. 	<p><u>Outcomes for 2015/16</u></p> <p>(a) Maintain a safe and reliable Cable Car service between Lambton Quay and Kelburn.</p> <p>(b) Increase the number of passenger trips and revenue.</p> <p>(c) Provide an enjoyable and pleasant customer experience for all Cable Car passengers.</p>	<p><u>Economic Development Strategy</u></p> <p>The Cable Car service contributes to achievement of goals of Wellington City Council's Economic Development Strategy by supporting a number of key drivers of those goals:</p> <p>(a) Destination Wellington</p> <p>The Cable Car is the second most popular tourist attraction in the region after Te Papa, and a key part of its success must be to play its role as an active participant in the burgeoning international tourist market (and cruise ships, in particular).</p> <p>It also provides an excellent transport link between Lambton Quay, the Botanic Gardens, the Cable Car Museum, Carter's Observatory and Zealandia.</p> <p>(b) The Connected Capital</p> <p>The Cable Car transport network assists the interaction of Victoria University of Wellington's Kelburn campus (comprising 22,000 staff and students) with Wellington's vibrant CBD.</p>

WCCL SOI 2015/16

WCCL's Core Strategies	Targeted Outcomes	Relationship of WCCL Core Strategies to WCC Strategic Direction
<p>(c) The intent of these strategies is to improve the attractiveness of the Cable Car by focusing on the quality of the overall experience and ultimately increasing passenger numbers and revenue.</p>		<p>The Cable Car continues to host the free CBD Wi-Fi (provided by Citylink) in Lambton Quay and Kelburn stations, and will eventually expand to include the whole Cable Car operation through the tunnels.</p> <p>(c) Open for Business</p> <p>By continuing to operate as a thriving business, and a good employer, the Cable Car promotes generic business prosperity in Wellington and the development of Kelburn as a vibrant and prosperous suburban centre.</p> <p>As part of the long-term upgrade and replacement of strategic assets, the Cable Car showcases and supports innovative, high technology engineering within Wellington's CBD.</p>

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WCCL SOI 2015/16

WCCL's Core Strategies	Targeted Outcomes	Relationship of WCCL Core Strategies to WCC Strategic Direction
<p><u>2. Operation of Trolley Bus Traction Services</u></p> <p>(a) WCCL's core Trolley Bus strategy is to safely operate and maintain Wellington's iconic Trolley Bus traction services infrastructure. This is provided under contract to Greater Wellington Regional Council who require WCCL to provide a continuous, reliable overhead electrical network that will enable the Trolley Buses to operate.</p> <p>(b) As a by-product of owning the Poles and associated infrastructure that supports the overhead electrical network, WCCL maintains and collects revenue (where practicable) from utilities that access and use WCCL's poles</p>	<p><u>Outcomes for 2015/16</u></p> <p>(a) Maintain a safe and reliable Trolley Bus overhead electrical network as contracted for by Greater Wellington Regional Council.</p> <p>(b) Meet the contracted targets for operational availability and reliability, safety and cost.</p> <p>(c) Assist third parties as necessary to facilitate changes in road infrastructure or movement of high loads through Wellington.</p> <p>(d) Assist GWRC and WCC with planning, scheduling and estimating activities for the eventual decommissioning of the Trolley Bus overhead electrical network.</p>	<p><u>Economic Development Strategy</u></p> <p>The Trolley Bus traction services contributes to achievement of goals of Wellington City Council's Economic Development Strategy by supporting a number of key drivers of those goals:</p> <p>(b) The Connected Capital</p> <p>The Trolley Bus network supports strong links and access to good transport between suburban areas and the CBD</p> <p>Wellington City Council's strategic broadband infrastructure initiatives are supported (particularly within the CBD) via the use of Trolley Bus traction poles, building anchors and span wire to carry ultra-fast broadband equipment</p>

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WCCL's Core Strategies	Targeted Outcomes	Relationship of WCCL Core Strategies to WCC Strategic Direction
		<p>(c) Open for Business</p> <p>By continuing to operate as a thriving business, and a good employer, and investing in renewal of the network where required, WCCL promotes growing economic activity in the central city and the southern suburbs for the benefit of the wider city and region.</p> <p>Examples include WCCL support to:</p> <p>(i) The WCC Victoria Street construction project by relocating parts of the Trolley Bus network supporting infrastructure.</p>

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WCCL's Core Strategies	Targeted Outcomes	Relationship of WCCL Core Strategies to WCC Strategic Direction
<p><u>3. WCCL Organisational Culture and Values</u></p> <p>(a) WCCL has developed a set of core values and behaviours that reflect our expectations both in the performance of employees' individual work and the way we conduct our business as a whole. As the proud operator and maintainer of Wellington's iconic Cable Car and Trolley Bus Overhead Electrical Network, we recognise the importance of being customer focused, and responsible for maintaining the highest standards of safety, quality and environmental sustainability.</p> <p>(b) WCCL is critically dependent upon the quality, integrity and professional ethics of its employees and values immensely their contribution to the successful running of WCCL as a Council Controlled Organisation. WCCL will invest in training and nurturing its employees as this is the right thing to do.</p>	<p><u>Outcomes for 2015/16</u></p> <p>(a) Safety at Work – WCCL never compromises health and safety in the mistaken belief that other requirements are more important. WCCL performs work in accordance with health and safety responsibilities, policies, procedures and standards</p> <p>(b) Customer Satisfaction – WCCL provides prompt and efficient customer service and is always focused on achieving internal and external customer satisfaction.</p> <p>(c) Safeguards our Environment and Community – WCCL recognise the importance of being environmentally responsible and performs work in accordance with environmental responsibilities, policies, procedures and standards.</p>	<p><u>Wellington City Council Foundation Values</u></p> <p>WCCL's organisational culture and values are closely aligned with those of Wellington City Council as described below:</p> <p>(a) Aim High – WCCL wants to show it is a CCO that has high professional standards and is on a path to continuous improvement.</p> <p>(b) Encourage Fresh Thinking – this is a year of renewal, with a new Board, a new CEO, and a great opportunity to change for the better.</p> <p>(c) Deliver What's Right – WCCL needs to deliver a good level of service for both operations and its shareholder, whilst also prudently investing for the future.</p> <p>(d) Work Together – WCCL will work with WCC, GWRC, sister CCOs and Trusts, TSL, its customers and suppliers in a collaborative approach to achieve excellence in business.</p> <p>(e) Act with Integrity and Respect – treat your employees, partners, customers and suppliers, as you would like to be treated yourself.</p>

WCCL SOI 2015/16

WCCL's Core Strategies	Targeted Outcomes	Relationship of WCCL Core Strategies to WCC Strategic Direction
	<p>(d) Strives for Excellence – WCCL continually looks at new ways to improve individual, team and business performance and actively supports change. WCCL makes suggestions for improvement and is prepared to adapt to new ideas to improve products and services, work processes and procedures and financial performance.</p> <p>(e) Takes Personal Responsibility – employees accept responsibility for their own actions and behaviours and ensures work performed meets agreed performance levels, policies, procedures and standards and acts in an ethical, fair and reasonable manner.</p> <p>(f) Cultivates Team Spirit – employees trust and respect each other's opinions, ideas and contributions. Employees support team members and proactively participate in and contribute towards the achievement of team goals.</p>	<p>(f) Aspire to Zero Harm to our Staff and Customers – it is vital that WCCL maintains and its high standards of Health and Safety, whilst also preparing for the introduction of the new Health and Safety at Work Act.</p>

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WCCL SOI 2015/16

WCCL's Core Strategies	Targeted Outcomes	Relationship of WCCL Core Strategies to WCC Strategic Direction
	<p>(g) Manage Business Results - our Managers control performance gaps, delegate tasks, reward successes, and actively drive individual and team performance to achieve business results.</p> <p>(h) Empower Others - Our Managers act as role models for other employees by providing clear direction and leading by example. Our Managers will instill commitment and motivation in individuals and the team to align values and behaviours to our company vision and value.</p> <p>(i) Manage Talent - Our Managers actively develop team capability and support employee development through coaching and counselling individuals to manage their career and personal development.</p> <p>(j) Continuing Professional Development – WCCL will actively invest in individuals to enhance the company's overall efficiency and effectiveness by promoting ongoing continuing professional development.</p>	

3. Nature and Scope of Activities

The activities that will be undertaken and the outputs that WCCL seeks to deliver for each of the Core Strategies listed above are as follows:

<u>Core Strategies</u>	<u>Key Activities and Outcomes Sought</u>
a. <u>Operation of Cable Car Service</u>	<p><u>Key Generic Activities and Outcomes</u></p> <ol style="list-style-type: none"> 1. Ensure all Legal and Statutory requirements are met. 2. Safe operation of the Cable Car service with no serious injuries or fatalities, by ensuring high importance is placed on the safety of staff, contractors and members of the public, and meeting statutory requirements. 3. Reliable operation of Cable Car service by ensuring appropriate staffing levels and that Cable car assets are managed through the Cable Car Asset Management Plan, anticipating potential obsolescence and failure modes with the objective of having zero breakdowns due to asset failure. 4. High standard of customer service provided, with convenience for regular users and a memorable experience for visitors to Wellington. 5. Stakeholder engagement with all relevant central government departments, councils, organisations, companies, suppliers and third parties whose activities impinge upon or who could affect Cable Car services. 6. Cable Car marketing activities managed in accordance with Marketing Plan. 7. Manage the operation of the Cable Car within the timetable to maximise the throughput of passengers, without detracting from the overall experience of visitors to the facility. 8. Train employees to ensure that they perform all aspects of their work helpfully and in accordance with safety and operational requirements. 9. Set revenue targets for the Cable Car service to contribute optimally to WCCL's net profit after tax. 10. Ensure appropriate insurance cover is held for Cable Car assets and functions. 11. Cable Car Health and Safety Plan kept up to date and appropriately managed.

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<u>Core Strategies</u>	<u>Key Activities and Outcomes Sought</u>
	<p><u>Key Change Activities and Outcomes</u></p> <p>12. Implement the findings from the strategic marketing review undertaken in 2014.</p> <p>13. Progress the project to replace the electric drive and controls system (to be installed in July 2016).</p> <p>14. Maintain Qualmark accreditation (first obtained in March 2014).</p> <p>15. Investigate with NZTA and GWRC the future potential options for the Cable Car to join the Metlink public transport network (it's currently an exempt service).</p> <p>16. Investigate and plan an internal overhaul of the Cable Car seating (to be undertaken in July 2016).</p> <p>17. Review and update the long-term Asset Management Plan.</p> <p>18. Initiate a technical review of critical obsolescence issues, and investigate potential options to increase passenger capacity.</p> <p>19. Assist WCC and other stakeholders with any collaborative initiatives instigated to reinvigorate Cable Car Lane (including the WCC Urban Design project to renovate Cable Car Lane in 2016).</p>

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<u>Core Strategies</u>	<u>Key Activities and Outcomes Sought</u>
b. <u>Operation of Trolley Bus Traction Services</u>	<p><u>Key Generic Activities and Outcomes</u></p> <ol style="list-style-type: none"> 1. Ensure all Legal and Statutory requirements are met. 2. Safe operation of the Trolley Bus overhead electrical network with no serious injuries or fatalities, by ensuring high importance is placed on the safety of staff, contractors and members of the public, and meeting statutory requirements. 3. Operate, maintain, repair and replace (where required) the Trolley Bus overhead electrical network assets in accordance with the Asset Management Plan as required under contract by GWRC, using Transfield Services Limited as the maintenance services provider. 4. The Trolley Bus Overhead Electrical Network is fully available for Trolley Bus services during the working week as contracted for by GWRC, subject to damage caused by extreme weather / third parties, or any requirements to undertake reactive maintenance or defect rectification. 5. Stakeholder engagement with all relevant central government departments, councils, organisations, companies, suppliers and third parties whose activities impinge upon or who could affect Trolley Bus services. 6. Train WCCL employees (and TSL employees where necessary) to ensure that they can perform all aspects of their work satisfactorily and in accordance with safety and operational requirements. 7. Ensure appropriate insurance cover is held for Traction Services assets and vehicles, excluding the overhead electrical network infrastructure. 8. Ensure the Trolley Bus Traction Services Health and Safety Plan is kept up to date and appropriately managed. 9. Investigate opportunities to use new technologies and consider their implementation. 10. Liaise and negotiate with WCC, GWRC, utility companies and broadband providers to manage third party use of WCCL Poles for safety reasons and to secure revenue.

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<u>Core Strategies</u>	<u>Key Activities and Outcomes Sought</u>
	<p>11. Provide assistance to third parties who are required to move high loads through the overhead electrical network.</p> <p>12. Provide assistance to organisations who need to relocate overhead electrical network assets for road building / modification purposes or earthquake strengthening works.</p>
	<p><u>Key Change Activities and Outcomes</u></p> <p>13. Complete the Trolley Bus Overhead Protection project, through the Golden Mile, Lyall Bay and Miramar.</p> <p>14. Work with TSL to progress and implement improved working practices identified during the 2014 maintenance services provider contract renegotiation process.</p> <p>15. Complete the Bus Highway 1 and 2 network section replacement projects as agreed with GWRC.</p> <p>16. Assist GWRC and WCC with planning, scheduling and estimating activities for the eventual decommissioning of the Trolley Bus overhead electrical network.</p> <p>17. Assist third party construction projects with the relocation of overhead electrical network assets (as required).</p>

4. Performance Measurements

a) Non-Financial Performance Measures

1. Cable Car Passenger Services Performance Measures

Performance Indicator	Measure	Target/Result
Cable Car vehicles, track, tunnels, bridges, buildings and equipment are maintained to required safety standards	Approval by NZTA to be obtained each year	Timely approval received
Cable Car service reliability	Percentage reliability	Greater than 99%
Wellington Residents Satisfaction Survey	Q1. Have you used the cable car in the last 12 months? Q2. How do you rate the standard and operational reliability of the Cable Car (Good/Very good)	30% of respondents have used cable car 95% of respondents with some knowledge of the Cable Car rate it Good or Very good
Cable Car Service maintains Qualmark endorsement to confirm that the Cable Car Service meets the established tourism standards	Qualmark endorsement maintained	Qualmark endorsement maintained when annual requalification is required (March 2016)
Cable Car Asset Management Plan (AMP) produced and implemented	Asset Management Plan agreed and signed off	Asset Management Plan implemented and long term planning and financial implications fed into WCCL and WCC planning system
Cable Car Passenger Trips	Passenger trips as per the estimates below	Passenger trip estimates achieved

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Cable Car Passenger Trip Estimates and Actual Figures					
	1 st Qtr	2 nd Qtr	3 rd Qtr	4 th Qtr	Full Year
2013/14 (actual)*	172,280	251,983	343,814	189,496	957,573
2014/15 (actual)*	193,251	268,787	355,433	189,430**	1,006,901**
2015/16	186,854	268,971	365,566	189,514	1,010,905
2016/17	187,533*	270,176	367,737	189,619	1,015,065
2017/18	188,733	271,676	369,237	190,419	1,020,065

* This quarterly figure has not been adjusted to take into account a potential 8-week shutdown for the replacement of the electric drive and controls system in 2016.

** Forecast.

2. Trolley Bus Services Performance Measures

Performance Indicator	Measure	Target/Result
Inspection, maintenance repair and replacement of trolley bus overhead network components is successfully undertaken to ensure contracted levels of reliability are achieved	Number of network failures due to inadequate maintenance	Nil failures
Trolley Bus Overhead Network Asset Management Plan (AMP) updated and reviewed	Draft Asset Management Plan completion	Asset Management Plan agreed and planning / financial implications fed into GWRC planning system
Trolley Bus Overhead Network Decommissioning Investigation undertaken	Trolley Bus Overhead Network Decommissioning Plan and Schedule produced for GWRC	Planning and financial implications fed into GWRC planning system

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Trolley Bus Overhead Network Poles identified in the AMP as requiring urgent and critical replacement are programmed for replacement	Pole replacements completion	Completed in accordance with the programme
Network section replacement projects as agreed with GWRC are satisfactorily completed.	Network section replacement programme completion	Replacement completed in accordance with the programme
GWRC funding and performance agreement compliance	Number of breaches of agreement	Nil breaches by WCCL Nil complaints from GWRC

3. WCCL Corporate Activities Performance Measures

Performance Indicator	Measure	Target/Result
Compliance with appropriate regulations and statutes	Number of adverse comments from the relevant regulatory authorities	Nil adverse comments
WCCL Corporate and Operational Risks are proactively identified, assessed and managed to an As Low As Reasonably Practicable (ALARP) level using "Isolate – Eliminate – Minimise" principles	WCCL Corporate and Operational Risks are proactively identified, assessed and managed	Nil Extreme Risks extant High Risks are proactively managed in accordance with "Isolate – Eliminate – Minimise" principles

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4. Financial Performance Measures

Performance Indicator	Measure	Target/Result
Budgetary requirements approved by the WCCL Board are met	Degree of variance from budget	Within 10% of Board approved variance
Board delegations are adhered to	Board and leadership team approvals of financial and contractual commitments and expenditure	All approvals of financial and contractual commitments and expenditure are in accordance with delegations policy
WCCL can fund its long-term Cable Car capital expenditure programme	Appropriate budgeted amount set aside each year for long-term capital works programme	Sufficient financial reserves are maintained to permit funding of capital works programme through a combination of cash, external borrowings and grants / external funding

5. Board's Approach to Governance

- The Board of Directors normally comprises two members. All are appointed by WCC for varying terms, according to WCC policy.
- The Chairman is appointed by WCC.
- The Board currently meets every two months.

a) Responsibility of the Directors

The Board supports the principles of good governance as set out in "The Four Pillars of Governance Best Practice for New Zealand Directors" (incorporating the Code of Practice for Directors), issued by the Institute of Directors in New Zealand (Inc.) in 2012.

The responsibilities of the Directors include:

- Exercising prudence and skill in their governance of the company, and to act in accordance with the requirements of the Companies Act 1993 and all other relevant legislation in the execution of their duties;
- Managing WCCL to meet:
 - The objectives of WCCL's Board;
 - General WCC objectives for WCCL as expressed from time to time;
 - Monitoring and addressing policy, solvency and statutory matters of the company;
 - Monitoring all of the company's activities and ensuring the company acts in accordance with its stated objectives.

b) Delegated Functions

The Board of Directors delegates the day-to-day management of the company to the CEO and his leadership team, who are required to act in accordance with the Board's approved delegations policy.

c) Board Practices

The Board's practices include:

- i) The Chair contacts our CEO weekly to discuss current issues
- ii) The Board meets more frequently than bi-monthly, on an as required basis. After each Board meeting a brief note is sent to the CEO of WCC (and other individuals within WCC who have monitoring responsibility of WCCL) advising of any material decisions taken at the Board meeting or any material matters relating to WCCL which the Directors of WCCL believe ought to be brought to the attention of WCC

6. Organisational Health, Capability and Risk Assessment

WCCL is committed to developing and maintaining an enduring and resilient approach to health and safety that embeds a culture of zero harm within the company, adheres to current and future legislative requirements (noting that the HSE Act 1992 will be superseded in 2015) and ensures that staff, contractors and the general public are not exposed to unnecessary risk or harm in their dealings with WCCL. The following approaches and organisational procedures are in place or are being developed to ensure that WCCL meets its obligations to the Council and the Wellington public as required by the Local Government Act 2002 and other pertinent legislation:

a) Organisational Approach to Health and Safety:

Health and Safety legislation is being overhauled in New Zealand, and the old Health and Safety in Employment Act 1992 is being replaced by the new Health and Safety at Work (HASAW) Act modelled upon the Australian equivalent. WCCL is working in conjunction with WCC to ensure that WCCL remains "ahead of the curve" in the transition to the new regime that will exist under the new HASAW Act, including the oversight of WorkSafe New Zealand.

At a governance level, Health and Safety reporting is a mandatory item at all Board meetings, ensuring that Directors remain apprised of current statistics and any developments arising.

The Cable Car operates under a license granted by the NZTA Rail Safety Regulator and follows well established procedures for the investigation and reporting of any near misses or accidents. The vast majority of reported statistical events comprise either slips, trips or falls, or members of the general public who have injured themselves elsewhere and ask for first aid assistance whilst travelling on the Cable Car.

As a result, WCCL has in place appropriate Health and Safety policies, practices and procedures to meet its responsibilities covering hazard identification and management, emergency planning, accident reporting, investigation management, contractor management and safe work procedures (incorporating appropriate Safe Systems of Work).

b) Capital Investment and Asset Management Plans:

Sourcing adequate funding to meet the requirements of the long-term Cable Car capital investment plan is a very high priority as several significant large equipment replacement programmes will be needed over the next 10-12 years. WCCL will continue to liaise with NZTA and GWRC in addition to WCC to identify appropriate finance (which could be a combination of debt, grant, and external funding from both local and central government funding streams).

The two operating divisions of WCCL each have their own Asset Management Plans and associated capital investment plans. These plans are reviewed annually, however the Cable Car Asset Management Plan was fundamentally rewritten during the previous year to incorporate changes in engineering preventative maintenance procedures and practices, and observed physical loads carried by the Cable Car that have become standard practice in recent times.

c) Staff Engagement and Training:

The two operating divisions of WCCL each have staff engagement responsibilities and conduct a variety of training to support their activities as well as continuing professional development for employees. Some training is conducted in house or using services provided by sister CCOs and Trusts, but WCCL also engages external training providers. These are essential for customer service ("front-of-house") related activities, first aid, HT driver training, specialist technical training (noting the unique nature and design of the Trolley Bus network and the skills required for its upkeep), and IT (including computer-aided design and project management).

d) Emergency Planning and Business Continuity:

WCCL has a disaster recovery plan, which focuses on effective communications with staff and the general public in the event of an emergency event, as well as IT system and data recovery, bearing in mind the importance of maintaining Cable Car and Trolley Bus passenger services for the general public in the event of accidents, incidents and natural disasters. This will be revalidated in 2015 and benchmarked against the processes and procedures adopted within WCC to give a high degree of confidence that good practice is being followed

e) Environmental Impact Assessment and Practices:

WCCL does not produce high levels of waste or contaminated materials, and therefore does not have a highly developed environmental impact procedure for analysing its carbon footprint. However, it does undertake sensible initiatives including separation and recycling of waste paper products, plastics, aluminium tins, food waste, conventional garbage and metals (ferrous and non-ferrous).

f) Risk Management:

The company's Risk Management Policy is to actively manage risk by assessing risks on at least an annual basis, using the methodologies and practices laid down in AS/NZS ISO 31000:2009 (Risk Management). These risks are identified and actively managed under the following categories:

- a) Health and Safety
- b) Environment
- c) Assets Management
- d) Financial and Commercial
- e) Statutory and Legislation
- f) Corporate
- g) Project
- h) Operational
- i) HR
- j) IT

In each category all aspects of the business have been considered and the level of risk assessed and risk mitigation actions determined as appropriate using the principles of isolate, eliminate or minimise wherever practicable.

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WCCL currently has the following risks that have a High or Extreme Risk Assessment:

Category	Description	Level	Control Method
Corporate	WCCL (CCO Restructure) – restructure or reorganisation of the business arising from local government reorganisation or the cessation of Trolley Bus operations in Wellington	High	Minimise (Communication Strategy and Stakeholder Engagement) - ensure all relevant parties and stakeholders are aware of the benefits and risks of WCCL's CCO status and the expertise that WCCL possesses that can assist strategic change of publically-funded transport operations.
Health and Safety / Asset Management	Trolley Bus (Electrical Fault Protection on Overhead Electrical Network) – lack of electrical fault protection in accordance with modern electrical safety regulations.	High*	Minimise (TBOP project funded by GWRC) – prototype fault protection device was successfully trialed in Kilbirnie. A production version is being rolled out across higher risk elements of the network (the Golden Mile, Lyall Bay, and Miramar). * The risk level will reduce to Medium once implemented (estimated completion – September 2015).
Financial and Commercial / Asset Management	Cable Car (Earthquake Damage to Cable Car Infrastructure) – WCCL has insufficient funds to repair severe damage caused by a seismic event to Cable Car rolling stock, drive machinery, terminus buildings and platforms.	High	Minimise (Insurance Cover and Earthquake Insurance Excess Reserve Fund) – assets are insured to 40% of the replacement value, earthquake insurance excess reserve fund is maintained.
HR / Asset Management	Trolley Bus (Heavy Reliance on very small number of Senior Experienced Technical Personnel) – uncertainty over the long-term future of Trolley Bus operations and an improvement in the local employment market may lead to staff attrition	High	Minimise (Retain Key Personnel) – WCCL works hard to provide enjoyable and rewarding employment conditions, and key personnel are remunerated and rewarded accordingly to recognise their hard work, loyalty, key skills and experience.
HR / Asset Management	Cable Car (Heavy Reliance on very small number of Senior Experienced Technical and Managerial Personnel) – uncertainty over long-term future of WCCL CCO status may lead to staff attrition	High	Minimise (Retain Key Personnel) – WCCL works hard to provide enjoyable and rewarding employment conditions, and key personnel are remunerated and rewarded accordingly to recognise their hard work, loyalty, key skills and experience.

7. Additional Information

a) Response to other specific Letter of Expectation matters (if applicable)

The WCC Letter of Expectations for 2015/16 has advised WCCL it wishes it to:

1. **Assist WCC in implementing the Cable Car Lane urban design redevelopment and Cable Car Precinct way finding / signage projects.**

WCCL is fully committed to assisting wherever possible to implement these.

2. **Co-operate with WCC and GWRC to provide information and feedback in relation to the future decommissioning of the trolley bus overhead network.**

WCCL will assist and work with all relevant parties to ensure that any information required to make an informed decision on the most practicable and cost effective methodology for the future decommissioning of the Trolley Bus overhead electrical network is readily available.

3. **Commitment to Accessibility Wellington Action Plan**

WCCL is committed to reducing and eliminating social and physical barriers in its facilities and services, to help achieve the aims of the Accessible Wellington Action Plan. The Cable Car Passenger Service is fully compliant with this and is accessible for disabled passengers. In addition, the Lambton Quay and Kelburn stations have braille signage on the platforms immediately adjacent to the Cable Car entry positions.

4. **Wellington City Council's Living Wage Initiative**

WCCL is committed to undertaking an assessment of the impact of the Living Wage initiative on WCCL and how much it would cost to implement, when required to do so.

b) Ratio of Shareholders Funds to Total Assets

1. Definition of Terms

Shareholders' funds: Represents the net equity the shareholder has contributed to the Company since its incorporation. This amount includes issued share capital, revaluation reserves and retained earnings. For completeness, this amount would also include any balances in the shareholder current account that exist but is not applicable in the case of WCCL as the Company is self-sufficient financially and pays all amounts in respect of dividends when they are declared. As at 30 June 2014, the shareholders' funds equated to \$7.62m.

Total Assets: Represent the total assets, both intangible and tangible of the Company, disclosed in accordance with applicable financial reporting standards. For completeness, it is noted that any tax liabilities in respect of GST and deferred tax are classified as liabilities irrespective of them being a debit or credit balance. As at 30 June 2014, the Total Assets of the Company equated to \$9.81m.

Ratio of Shareholders Funds to Total Assets as at 30 June 2014 – 77.69%.

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c) Estimate of amount intended for distribution

The Board and Management of the Company are continuously investigating additional revenue earning streams, and the result of these activities may require initial capital investment in order to provide increased revenue (and therefore dividend) streams in future years. However given the planned capital investment programme detailed below, the Company is not expecting to declare any dividends over the next three financial years.

The Directors anticipate a continuing increase in Cable Car passenger revenue arising from the completion of the new Cable Car Kelburn terminus as well as the other improvements and focused marketing initiatives the Company is undertaking.

Balanced against this is the long-term requirement to ensure that the capital investment programme is adequately funded, bearing in mind several significant Cable Car equipment replacement programme will be required. In addition to the additional maintenance required over the coming years, the two most important projects within the capital investment programme are listed below. These are considered the bare minimum to maintain the operation at an acceptable level of performance and customer experience, however, the Cable Car is an iconic attraction and WCCL wishes to maintain the highest levels of service and customer experience wherever possible:

- a) Upgrade of the Cable Car Drive and Programmable Logic Control Systems (2015/16)
- b) Replacement of the Cable Car Passenger Vehicles and Bogies (currently planned for 2025/26 however this will be reviewed as part of the Asset Management Plan supporting work underway)

In addition to the dividend, there are other payments that WCCL makes to its shareholder as a consequence of WCCL's structure as an independent entity and its business operations that would not otherwise be received if an internal WCC division. The primary mechanism for this is a subvention payment to Wellington City Council in lieu of income tax, which on average over the last period of time has exceeded \$200,000. There are also consent payments made to WCC as part of the Trolley Bus operations, which are ultimately funded by GWRC.

Acquisition Procedures

The Company will only issue shares or acquire shares in other companies or become a partner with any other business with the express prior permission of WCC.

The Company will fully investigate and report to WCC any proposal to enter into partnerships or to sell any buildings or other significant assets before binding commitments are entered into.

Activities for which the board seeks compensation from a local authority

The Company obtains funding from the following sources, noting that no significant operational or capital funding has previously been provided by WCC for many years:

- The company is funded by GWRC to operate and maintain the Trolley Bus overhead electrical network, including replacement of key degraded sections that will become unsafe to operate if not replaced in a timely fashion. The other activities of WCCL will not subsidise the funding needed for the maintenance and replacement of the Trolley Bus overhead electrical network;

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- The Cable Car operation will be funded from fares and any enhanced tourism activities, including any prospective retail and marketing opportunities. The exception to this is the capital replacement of the electric drive and control systems that will be grant funded from WCC's Long Term Plan. WCCL, in conjunction with GWRC and NZTA, is investigating the feasibility and merits of the Cable Car operation becoming an integrated part of the Metlink network;
- Income from undertaking miscellaneous services for third parties relating to the Trolley Bus overhead electrical network, including project management (for example, the Victoria Street road construction project);
- Utility companies that currently pay for access to and use of Trolley Bus poles;

However, should the shareholder require the company to undertake obligations or services which cannot be covered by the funding from these sources, the company will seek compensation from WCC or other funding sources to restore an adequate level of income to meet the business's requirements.

d) Estimate of commercial value of shareholders investment

The estimate of commercial value is equal to the equity value of the company as at 30 June 2014, is \$7.62m.

The commercial value is reassessed annually, following completion of the audited annual report of the Company.

e) Other matters (if applicable) e.g. Water supply services, LGA requirements

Nil.

f) Supplementary information the entity wishes to include

1. Insurance Programme

The insurance programme for the respective operating divisions is as follows:

(1) Cable Car Service

All assets related to the cable car service are covered by a policy with Lloyds of London.

The amount of cover necessary has been calculated on the basis of Probable Maximum Loss, as advised by the structure and earthquake engineering consultant who surveyed the assets and reported to WCCL. The Company maintains an investment fund which exceeds any excess payable under this insurance policy to ensure sufficient business operations funds exist at any point in time.

(2) Material Change

Following the Canterbury earthquakes, it was not possible to get continued cover from the then insurer, or from any other NZ-based insurer. The placement was made with Lloyds through and introduction by WCC on the best terms that could be achieved, but not for full replacement. WCCL was able to get its cover only on the strength of the consultant's report and his assessment of Probable Maximum Loss.

(3) Trolley Bus Overhead Network

The trolley bus overhead network itself (poles, stays wires, contact wire and other equipment) is not insured, and has never been. WCCL has attempted to get quotations for cover, but historically these have been not economically viable. It is understood that electricity Lines companies (for example, WE*, Vector) generally do not have insurance cover for this type of infrastructure.

The warehouse and contents, including inventory and equipment is insured with a NZ-based insurer (Aon).

Motor Vehicles are insured with a NZ-based insurer (Aon).
Liability covers are insured with a NZ-based insurer (Aon).

Appendix 1: Responses to Queries Arising at the Transport and Urban Development Committee Meeting on 16 April 2015

1. Further Detailed Description and Outline of Future Capital Requirements

The capital expenditure requirements of WCCL can be separated into the two operating divisions of the Company, namely the Trolley Bus Network and the Cable Car. All amounts stated below are included within the Forecast Financial Statements contained in Appendix 3 of this document, but can be summarized as:

Cable Car

There are three main capital projects in WCCL's long term plan:

- A. Electric Drive and Controller Replacement (2015/16) – this project has a budgeted cost of \$2.935m, of which Wellington City Council is funding \$2.5m as included within their Long-Term Plan. The remaining \$0.435m will be funded by WCCL out of existing cash reserves
- B. Tunnel Portal Strengthening (2015/16 – 2017/18) – this project has an estimated cost of \$0.3m and has been scheduled to be completed over the three financial years commencing in 2015/16. The full cost of the project will be funded by WCCL from existing cash reserves.
- C. Replacement of Cable Car Passenger Cars and Bogies (2025/26) – this project is currently planned to be completed by the end of the 2025/26 year with a completion period of 5 weeks; however the precise timing is yet to be confirmed. The cost of the project is currently estimated to be \$8-10m.

Trolley Bus Network

The current capital expenditure program for the ongoing replacement and renewal of the Trolley Bus network will cease on completion of the Bus Highway No.2 section (Hataitai) during the 2015/16 financial year (expected December 2015). These capital works will be fully funded by the Greater Wellington Regional Council.

2. Implications to WCCL of the Proposed Decommissioning of the Overhead Trolley Bus Network

Noting the decision by Greater Wellington Regional Council to cease Trolley Bus services in Wellington from 30 June 2017, the overhead division of WCCL will cease to operate post the decommissioning of the network. The decommissioning is estimated to be completed by the end of the 2017/2018 year and lends itself readily to being broken into three main functional areas, namely:

- A. Contact Wire and Overhead Fittings;
- B. Poles; and
- C. Building Anchors.

There are still a large number of factors to be resolved (including scope, planning, and scheduling) plus agreements to be negotiated with external parties, hence the total cost of this undertaking cannot be confirmed at this stage.

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Appendix 2: Accounting Policies

(Subject to amendment arising from new reporting standards)

Reporting Entity

These are the financial statements of Wellington Cable Car Limited ('the company'). Wellington Cable Car Limited is a company wholly owned by Wellington City Council and is registered under the Companies Act 1993. It is a Council-controlled Organisation as defined by Section 6 of the Local Government Act 2002 and is domiciled in New Zealand.

The primary objective of the Company is to provide goods or services for the community or social benefit rather than making a financial return. Accordingly, the Company has designated itself as a public benefit entity for the purposes of New Zealand equivalents to International Financial Reporting Standards (NZ IFRS).

The financial statements are for the year ended 30 June 2014 and were approved by the Board of Directors on 13 November 2014.

Statement of Compliance

The financial statements of Wellington Cable Car Limited have been prepared in accordance with the reporting requirements of the Companies Act 1993, the Financial Reporting Act 1993 and the Local Government Act 2002.

The financial statements have been prepared in accordance with generally accepted accounting practice in New Zealand (NZ GAAP) and they comply with NZIFRS as appropriate for public benefit entities.

Other accounting policies set out below have been applied consistently to all periods presented in these financial statements.

Measurement Base

The financial statements of Wellington Cable Car Limited have been prepared on an historical cost basis, except where modified by the revaluation of trolley bus overhead lines.

The information is presented in New Zealand dollars.

Changes in Accounting Policies

There have been no changes in accounting policies. All policies have been applied on bases consistent with those used in previous years.

Standards, amendments, and interpretations issued but not yet effective and have not been early adopted, and which are relevant to the Company, are:

- NZ IFRS 9 Financial Instruments will eventually replace NZ IAS 39 Financial Instruments: Recognition and Measurement. NZ IAS 39 is being replaced through the following three main phases: Phase 1 Classification and Measurement, Phase 2 Impairment Methodology, and Phase 3 Hedge Accounting.

Phase 1 on the classification and measurement of financial assets has been completed and has been published in the new financial instrument standard NZ IFRS 9. NZ IFRS 9 uses a single approach to determine whether a financial asset is measured at amortised cost or fair value, replacing the many different rules in NZ IAS 39.

The approach in NZ IFRS 9 is based on how an entity manages its financial assets (its business model) and the contractual cash flow characteristics of the financial assets. The financial liability requirements are the same as those of NZ IAS 39, except for when an entity elects to designate a financial liability at fair value through the surplus or deficit. The new standard is required to be adopted for the year ended 30 June 2016. However, as a new Accounting Standards Framework will apply before this date, there is no certainty when an equivalent standard to NZ IFRS 9 will be applied by public benefit entities.

- The Minister of Commerce has approved a new Accounting Standards Framework (incorporating a Tier Strategy) developed by the External Reporting Board (XRB). Under this Accounting Standards Framework, the Company will be eligible to apply the reduced disclosure regime (Tier 2 reporting entity) of the public sector Public Benefit Entity Accounting Standards. The effective date for the new standards for public sector entities is for reporting periods beginning on or after 1 July 2014.

Therefore, the Company will transition to the new standards in preparing its 30 June 2015 financial statements. The Company has not assessed the implications of the new Accounting Standards Framework at this time.

Due to the change in the Accounting Standards Framework for public benefit entities, it is expected that all new NZ IFRS and amendments to existing NZ IFRS will not be applicable to public benefit entities. Therefore, the XRB has effectively frozen the financial reporting requirements for public benefit entities up until the new Accounting Standard framework is effective. Accordingly, no disclosure has been made about new or amended NZ IFRS that exclude public benefit entities from their scope.

Specific Accounting Policies

In the preparation of these financial statements, the specific accounting policies are as follows:

(a) Differential Reporting

The company is a qualifying entity within the Framework for Differential Reporting. The company qualifies on the basis that it is not publicly accountable and there is no separation between the owners and governing body of Wellington Cable Car Limited. The Company has applied all differential reporting exemptions except Statement of Cash Flows and income tax.

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(b) Judgments and Estimations

The preparation of financial statements in conformity with NZ IFRS requires judgments, estimates and assumptions that affect the application of policies and reported amounts of assets and liabilities, income and expenses. Where material, information on the major assumptions is provided in the relevant accounting policy or will be provided in the relevant note.

The estimates and associated assumptions are based on historical experience and various other factors that are believed to be reasonable under the circumstances. Actual results may differ from these estimates.

The estimates and underlying assumptions are reviewed on an ongoing basis. Revisions to accounting estimates are recognised in the period in which the estimate is revised when the revision affects only that period. If the revision affects both current and future periods, it is reflected in the current and future periods.

Judgments that have significant effect on the financial statements and estimates with a significant risk of material adjustment in the next year are discussed in the relevant notes.

(c) Property, Plant & Equipment

Recognition

Property, plant and equipment consist of operational assets. Expenditure is capitalised as property, plant and equipment when it creates a new asset or increases the economic benefits over the total life of an existing asset and can be measured reliably. Costs that do not meet the criteria for capitalisation are expensed.

Property, plant and equipment is shown at cost or valuation, less accumulated depreciation and impairment losses.

Measurement

Property, plant and equipment are initially recorded at cost. The initial cost of property, plant and equipment includes the purchase consideration and those costs that are directly attributable to bringing the asset into the location and condition necessary for its intended purpose. Subsequent expenditure that extends or expands the asset's service potential and that can be measured reliably is capitalised. In accordance with IAS 23, borrowing costs are capitalised if they are directly attributable to the acquisition, construction, or production of a qualifying asset.

Trolley bus overhead and Poles

The Traction network is valued at its fair value based on a discounted cash flows approach to their valuation. This valuation is completed annually as at 30 June using a model prepared by PricewaterhouseCoopers. The valuation is based on expected revenue from contracts for connections to poles using a discount rate of 8%. The valuation assumes that the infrastructure will continue to be retained and maintained by the users of that infrastructure.

Between valuations, expenditure on asset improvements is capitalised at cost only if it is probable that future economic benefits associated with the item will flow to Wellington Cable Car Limited and the cost of the item can be reliably measured.

Cable Car Asset

The Cable Car assets are valued at cost and reviewed annually to ensure their carrying value is appropriately recorded in the financial statements.

Impairment

The carrying amounts of property, plant and equipment are reviewed at least annually to determine if there is any indication of impairment. Where an asset's recoverable amount is less than its carrying amount, it will be reported at its recoverable amount and an impairment loss will be recognised. The recoverable amount is the higher of an item's fair value less costs to sell and value in use. Losses resulting from impairment are reported in the Statement of Comprehensive Income, unless the asset is carried at a re-valued amount in which case any impairment loss is treated as a revaluation decrease.

Revaluations

The result of any revaluation of the Cable Cars infrastructure asset is credited or debited to the asset revaluation reserve for that asset. Where this results in a debit balance in the reserve, the balance is expensed in the Statement of Comprehensive Income. Any subsequent increase on revaluation that off-sets a previous decrease in value recognised in the Statement of Comprehensive Income will be recognised firstly in the Statement of Comprehensive Income up to the amount previously expensed, and then secondly credited to the revaluation reserve.

Accumulated depreciation at revaluation date is eliminated against the gross carrying amount so that the carrying amount after revaluation equals the re-valued amount.

Disposal

Realised gains and losses arising from the disposal of property, plant and equipment are determined by comparing the proceeds with the carrying amount and are recognised in the Statement of Comprehensive Income in the period in which the transaction occurs. Any balance attributable to the disposed asset in the asset revaluation reserve is transferred to Retained Earnings.

Depreciation

Depreciation is provided on all property, plant and equipment, except for assets under construction (work in progress). Depreciation is calculated on a straight line basis, to allocate the cost or value of the asset (less any residual value) over its useful life.

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The depreciation rates of the major classes of property, plant and equipment are as follows:

Cable Car Tracks & Wires	2%
Cable Car Equipment	2%
Cable Car Equipment	10%-33%
Computer Equipment	33%
Motor Vehicles	20%
Furniture & Fittings	20%
Trolley Bus Overhead Wire	
System & Fittings	2.5%-20%
Trolley Bus Overhead Wire	
System Equipment	10%

The residual values and useful lives of assets are reviewed, and adjusted if appropriate, at each balance date.

Work-in-progress

The cost of projects within work in progress is either expensed or transferred to the relevant asset class when the project is completed. It is transferred to the relevant asset class only if it is probable that future economic benefits associated with the item will flow to Wellington Cable Car Limited and the cost of the item can be reliably measured. Otherwise the item is expensed.

(d) Foreign Currencies

Transactions in foreign currencies that are settled in the accounting period are translated at the settlement rate. Transactions in foreign currency that are not settled in the accounting period, resulting in monetary assets and liabilities denominated in foreign currencies at the Statement of Financial Position date are translated to NZD at the foreign exchange rate ruling at that date.

Foreign exchange differences arising on their translation are recognised in the Statement of Comprehensive Income.

(e) Intangible Assets

Intangible assets comprise computer software which has a finite life and is initially recorded at cost less any amortisation and impairment losses. Amortisation is charged to the Statement of Comprehensive Income on a straight-line basis over the useful life of the asset. Typically, the estimated useful lives of these assets are as follows:

Computer Software	3 years
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Realised gains and losses arising from disposal of intangible assets are recognised in the Statement of Comprehensive Income in the period in which the transaction occurs. Intangible assets are reviewed at least annually to determine if there is any indication of impairment. Where an intangible asset's recoverable amount is less than its carrying amount, it will be reported at its recoverable amount and an impairment loss will be recognised. Losses resulting from impairment are reported in the Statement of Comprehensive Income.

(f) Goods & Services Tax

These financial statements have been prepared on a GST exclusive basis with the exception of accounts receivable and accounts payable which are shown inclusive of GST. Where GST is not recoverable as an input tax, it is recognised as part of the related asset or expense.

(g) Income Tax

Income tax expense is charged in the Statement of Comprehensive Income in respect of the current year's results. Income tax on the profits or loss for the year comprises current and deferred tax.

Current tax is the expected tax payable on the taxable income for the year, using tax rates enacted or substantively enacted at the balance sheet date, and any adjustment to tax payable in respect of previous periods.

Deferred tax is the amount of income tax payable or recoverable in future periods in respect of temporary differences and unused tax losses. Deferred tax is provided using the balance sheet liability method, providing for temporary differences between the carrying amounts of assets and liabilities for financial reporting purposes and amounts used for taxation purposes. The amount of deferred tax provided is based on the expected manner of realisation or settlement of the carrying amount of assets and liabilities, using tax rates enacted or substantively enacted at balance date. Deferred income tax assets are recognised to the extent that it is probable that future taxable profit will be available against which the temporary differences can be utilised.

(h) Inventories

Inventory has been valued at the lower of cost (average weighted cost price) or net realisable value. Net realisable value is the estimated selling price in the ordinary course of business, less applicable variable selling expenses. Inventories held for distribution or consumption in the provision of services that are not supplied on a commercial basis is measured at the lower of cost and current replacement cost.

(i) Leases

Finance Leases

Assets purchased under finance leases which effectively transfer to the lessee substantially all the risks and benefits incidental to ownership of the property are included as non-current assets in the Balance Sheet. Finance Leases will be capitalised at the present value of the minimum lease payments. A corresponding liability is also disclosed with lease payments being apportioned between the liability and interest payments.

The depreciation policy for depreciable assets, that are the subject of a finance lease, will be consistent with that for assets that are owned, unless there is no certainty that the lessee will take ownership by the end of the lease term, in which case the assets will be depreciated over the shorter of the estimated useful life of the asset or the lease term.

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Operating Leases

Leases where the lessor effectively retains substantially all the risks and rewards of ownership of the leased items are classified as operating leases. Payments made under these leases are expensed in the Statement of Comprehensive Income in the period in which they are incurred. Payments made under operating leases are recognised in the Statement of Comprehensive Income on a straight-line basis over the term of the lease. Lease incentives received are recognised in the Statement of Comprehensive Income as an integral part of the total lease payment.

(j) Statement of Cash Flows

The Statement of Cash Flows has been prepared using the direct approach. Operating activities include cash received from all income sources of the company and record the cash payments made for the supply of goods and services. Investing activities relate to the acquisition and disposal of assets. Financing activities relate to activities that change the company equity and debt capital structure.

(k) Related Parties

Related parties arise where one entity has the ability to affect the financial and operating policies of another through the presence of control or significant influence. Related parties also include key management personnel or a close member of the family of any key management personnel.

Directors' remuneration is any money, consideration or benefit received, receivable or otherwise made available, directly or indirectly, to a Director during the reporting period. Directors' remuneration does not include reimbursement of legitimate work expenses or the provision of work-related equipment such as cell phones and laptops.

(l) Financial Instruments

WCCL classifies its financial assets and financial liabilities according to the purpose for which the investments were acquired. Management determines the classification of its investments at initial recognition and re-evaluates this designation at every reporting date.

Non Derivative Financial Instruments

WCCL has the following non-derivative financial instruments.

Financial assets

WCCL classifies its investments into the following categories:

- Financial assets at fair value through profit and loss and loans and receivables.
- Loans and receivables comprise cash and cash equivalents, trade and other receivables.
- Trade and other receivables are financial assets with fixed or determinable payments.

They arise when the Company provides money, goods or services directly to a debtor with no intention of trading the receivable. Trade and other receivables are recognised initially at fair value plus transaction costs and subsequently measured at amortised cost using the effective interest rate method. Fair value is estimated at the present value of future cash flows, discounted at the market rate of interest at the reporting date for loans of a similar maturity and credit risk. Trade and other receivables issued with duration less than 12 months are recognised at their nominal value. Allowances for estimated irrecoverable amounts are recognised when there is objective evidence that the asset is impaired.

- Cash and cash equivalents comprise cash balances and call deposits with up to three months maturity from the date of acquisition. These are recorded at their nominal value.

Financial liabilities

Financial liabilities are classified as financial liabilities at fair value through profit and loss or other financial liabilities. Financial liabilities comprise trade and other payables and borrowings. Financial liabilities with duration more than 12 months are recognised initially at fair value less transaction costs and subsequently measured at amortised cost using the effective interest rate method. Amortisation is recognised in the Statement of Comprehensive Income as is any gain or loss when the liability is de-recognised. Financial liabilities entered into with duration less than 12 months are recognised at their nominal value.

(m) Revenue

Wellington Cable Car Limited derives revenue from the cable car passenger service with fares being the sole source of income.

Additional revenue is received from projects in relation to the Traction Network to modify the network at the request of outside parties and there is also pole occupancy licenses in place. Revenue is recognised when billed or earned on an accrual basis.

(n) Government Grants

The trolley bus overhead wiring system funding is from contract payments by the Greater Wellington Regional Council.

Grants are recognised as income when received, unless conditions apply. Any grants for which conditions apply under the grant agreement are carried as liabilities until all the conditions have been fulfilled.

(o) Expenses

Expenses are recognised when the goods or services have been received on an accrual basis.

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(p) Other Liabilities and Provisions

Provisions are recognised for future expenditure of uncertain timing or amount when there is a present obligation as a result of a past event and it is probable that expenditures will be required to settle the obligation. Other liabilities and provisions are recorded at the best estimate of the expenditure required to settle the obligation. Liabilities and provisions to be settled beyond 12 months are recorded at their present value.

(q) Employee Benefit liabilities

A provision for employee benefits (holiday leave) is recognised as a liability when benefits are earned but not paid.

Holiday leave is calculated on an actual entitlement basis at the greater of the average or current hourly earnings in accordance with sections 16(2) and 16(4) of the Holidays Act 2003.

(r) Going Concern

These financial statements have been prepared on the basis that the company is a going concern and has the continuing support of its shareholders. Based on the continuing financial support of its shareholders, the company would satisfy the solvency requirements of the Companies Act 1993.

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Appendix 3: Forecast Financial Statements

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Wellington Cable Car Limited - Business Plan
Statement of Comprehensive Income for the years ending 30 June 2016, 2017 and 2018

	2016 - Qtr 1 \$000	2016 - Qtr 2 \$000	2016 - Qtr 3 \$000	2016 - Qtr 4 \$000	2016 - Total \$000	2017 \$000	2018 \$000
OVERHEAD DIVISION							
Income	1,193	1,193	1,660	1,193	5,238	4,527	10,714
Contractor Operations Costs	420	420	420	420	1,681	1,681	0
Wellington Cable Car Operations Costs	322	322	322	322	1,289	1,328	0
Reactive Maintenance	138	138	138	138	551	551	0
Total Operating Expenses	880	880	880	880	3,521	3,560	0
Operating Surplus/Loss before Replacements	313	313	780	313	1,718	968	10,714
Reactive Maintenance	0	0	0	0	0	0	0
Pole Replacements	178	178	178	178	713	570	0
Feeder Pillar Replacements	5	5	5	5	20	20	0
Special Works Replacement	34	34	34	34	137	137	0
Contact Wire Replacements / Rentensions	35	35	35	35	140	140	0
AMP Expenditure	0	0	0	0	0	0	0
Total Replacements	253	253	253	253	1,010	868	0
Total 3rd Party Jobs Completed	0	0	0	0	0	0	0
Overhead Division Items Subject to Business Case to GWRC							
Investigation Funding / Decommissioning	25	25	25	25	100	100	10,714
Contact Wire Replacements / Rentensions	0	0	467	0	467	0	0
Other Network Upgrade Expenditure	35	35	35	35	140	0	0
Total Maintenance cost	313	313	780	313	1,718	968	10,714
Depreciation	57	57	57	57	228	216	206
Total Expenses	1,250	1,250	1,717	1,250	5,466	4,744	10,920
Overhead Overall Surplus/ (Loss)	(57)	(57)	(57)	(57)	(228)	(216)	(206)

COMPANY ACTIVITIES DIVISION

	2016 - Qtr 1 \$000	2016 - Qtr 2 \$000	2016 - Qtr 3 \$000	2016 - Qtr 4 \$000	2016 - Total \$000	2017 \$000	2018 \$000
Cable Car Income	422	698	921	345	2,387	2,411	2,435
Cable Car Operations	212	212	212	212	847	889	933
Cable Car Maintenance	170	170	170	170	682	737	726
Depreciation	42	42	42	42	168	170	161
Cable Car Expenses Subtotal	424	424	424	424	1,696	1,796	1,820
Cable Car Operating Surplus/ (Loss)	(2)	274	497	(79)	691	615	614

EXTERNAL ACTIVITIES

3rd Party Services Net Contribution	2	2	2	2	8	8	8
Sundry External Income	52	52	52	52	209	212	176
External Activities Operating Surplus / (Loss)	54	54	54	54	217	220	184

Administration Expenses	105	105	105	105	422	436	450
External Activities Division Surplus/ (Loss)	(53)	223	446	(130)	486	399	348

WELLINGTON CABLE CAR - TOTAL SURPLUS/ (LOSS) BEFORE TAX	(110)	166	389	(187)	258	183	143
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Income Tax Expense	0	0	86	0	86	65	55
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WELLINGTON CABLE CAR - TOTAL SURPLUS/ (LOSS) AFTER TAX	(110)	166	303	(187)	172	118	88
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The Total Surplus / (Loss) After Tax Consists of:

Total Income	1,682	1,958	2,647	1,605	7,892	7,158	13,333
Total Expenditure	(1,792)	(1,792)	(2,345)	(1,792)	(7,720)	(7,040)	(13,245)
	(110)	166	303	(187)	172	118	88

Wellington Cable Car Limited - Business Plan

Statement of Movements in Equity for the years ending 30 June 2016, 2017 and 2018

Notes	2015 \$000	2016 \$000	2017 \$000	2018 \$000
Opening Equity - 1 July	7,623	7,900	8,072	8,189
Net Surplus (loss) for the period	277	172	118	88
Total Recognised Revenues and Expenses	<u>277</u>	<u>172</u>	<u>118</u>	<u>88</u>
Distribution to Owners	-	-	-	-
Closing Balance 30 June	<u>7,900</u>	<u>8,072</u>	<u>8,189</u>	<u>8,277</u>

Wellington Cable Car Limited - Business Plan

Statement of Financial Position for the years ending 30 June 2015, 2016 and 2017

Notes	2015 \$000	2016 \$000	2017 \$000	2018 \$000
CURRENT ASSETS				
Bank	1,467	1,163	1,242	1,586
Inventory	650	650	650	650
Work In Progress	50	50	50	50
Accounts Receivable	500	500	500	500
	<u>2,667</u>	<u>2,363</u>	<u>2,442</u>	<u>2,786</u>
FIXED ASSETS	2	6,550	7,048	7,109
TOTAL ASSETS		<u>9,217</u>	<u>9,411</u>	<u>9,552</u>
CURRENT LIABILITIES				
Accounts Payable/Accruals	750	773	796	820
Current Portion of Term Loan	-	-	-	-
	<u>750</u>	<u>773</u>	<u>796</u>	<u>820</u>
NON CURRENT LIABILITIES				
ANZ Bank Loan	-	-	-	-
Deferred Tax Liability	567	567	567	567
Employee Retirement Granuity	-	-	-	-
	<u>567</u>	<u>567</u>	<u>567</u>	<u>567</u>
NET ASSETS		<u>7,900</u>	<u>8,072</u>	<u>8,189</u>
SHAREHOLDERS' FUNDS				
Represented by:				
Authorised Capital				
Ordinary Shares at \$1 fully paid	7,435	7,435	7,435	7,435
Retained Earnings	<u>465</u>	<u>637</u>	<u>754</u>	<u>842</u>
	<u>7,900</u>	<u>8,072</u>	<u>8,189</u>	<u>8,277</u>
		(0)	(0)	(0)

Notes and Assumptions:

- 1 Bank balance has been taken as the balancing figure and includes any short term deposits and the Cable Car self insurance fund.
- 2 Fixed assets include the capital expenditure as included in the 2015-16 detailed budget report including replacement of the Cable Car Electric Drive and PLC.
- 3 Adjustment to revaluation reserve and Fixed Assets may be required for Poles post decision on overhead network decommissioning
- 4 No distribution to owners based on the Company accumulating funds for further capital replacements required however will be assessed on an annual basis.

Wellington Cable Car Limited
Statement of Cash Flows
For the Years Ended 30 June 2016, 2017 and 2018

	Year Ended 30 June 2016	Year Ended 30 June 2017	Year Ended 30 June 2018
Cash flows from operating activities			
<u>Cash was received from:</u>			
Operating receipts	7,776	7,092	13,267
Interest received	66	66	66
<u>Cash was disbursed to:</u>			
Payments to suppliers and employees	(7,165)	(6,566)	(12,800)
Net cash inflow / (outflow) from operating activities	676	592	533
Cash flows from investing activities			
<u>Cash was received from:</u>			
Investments	-	-	-
Sale of Fixed Assets	-	-	-
<u>Cash was applied to:</u>			
Purchase of fixed assets	(894)	(447)	(135)
Net cash inflow / (outflow) from investing activities	(894)	(447)	(135)
Cash flows from financing activities			
<u>Cash was received from:</u>			
Term Loan	-	-	-
<u>Cash was applied to:</u>			
Payment of Dividend	-	-	-
Term Loan	-	-	-
Payment of Tax	-	-	-
Subvention Payment	(86)	(65)	(55)
Net cash inflow/(outflow) from financing activities	(86)	(65)	(55)
Net Increase/(decrease) in Cash held	(304)	79	343
Opening Cash Balance	1,467	1,163	1,242
Closing Cash Balance	1,163	1,242	1,586

4. Committee Reports

REPORT OF THE TRANSPORT AND URBAN DEVELOPMENT COMMITTEE MEETING OF 5 FEBRUARY 2015

Members: Mayor Wade-Brown, Councillor Coughlan, Councillor Foster (Chair), Councillor Lee, Councillor Lester, Councillor Pannett, Councillor Woolf, Councillor Young.

The Committee recommends:

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

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

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

Column One	Column Two	Column Three
The Parade	<i>Bus stop</i>	<i>West side, commencing 7 metres south of its intersection with Mersey Street and extending in a southerly direction following the western kerbline for 12 metres.</i>
The Parade	<i>Bus Stop At All Times</i>	<i>East side commencing 68 metres from its intersection with reef street and extending in a northerly direction for 16.5 metres.</i>
The Parade	<i>Bus Stop At All Times</i>	<i>East side, commencing 15 metres south of its intersection with Tamar Street and extending in a southerly direction following the eastern kerbline for 12 metres.</i>
The Parade	<i>Bus Stop At All Times</i>	<i>East side, commencing 199.5 metres south of its intersection with Tamar Street and extending in a southerly direction following the eastern kerbline for 14 metres.</i>