

ORDINARY MEETING

OF

CITY STRATEGY COMMITTEE

AGENDA

Time: 9.30am
Date: Thursday, 8 June 2017
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

MEMBERSHIP

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

NON-VOTING MEMBERS

Te Rūnanga o Toa Rangatira Incorporated
Port Nicholson Block Settlement Trust

Have your say!

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

AREA OF FOCUS

The role of the City Strategy Committee is to set the broad vision and direction of the city, determine specific outcomes that need to be met to deliver on that vision, and set in place the strategies and policies, bylaws and regulations, and work programmes to achieve those goals.

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

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

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

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

Quorum: 8 members

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The report was not available at the time the agenda went to print, and will be circulated separately.	
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1 Meeting Conduct

1.1 Apologies

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

1.2 Conflict of Interest Declarations

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

1.3 Confirmation of Minutes

The minutes of the meeting held on 11 May 2017 will be put to the City Strategy Committee for confirmation.

1.4 Public Participation

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

1.5 Items not on the Agenda

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

Matters Requiring Urgent Attention as Determined by Resolution of the City Strategy Committee.

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

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

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

2. Policy

SUBMISSION TO THE REMUNERATION AUTHORITY ON LOCAL GOVERNMENT REVIEW

Purpose

1. The purpose of this report is to approve the Wellington City Council submission to the Remuneration Authority (Authority) consultation document relating to proposals for the current year.

Summary

- 1.
2. The Authority sets elected member remuneration, allowances and expenses.
3. The 2017 Determination sets the remuneration, allowances and expenses to be paid to elected members in the 2017/2018 financial year.
4. This report provides a response to the Authority consultation document on Part Two of the review. Feedback from Council is sought by 19 June 2017.
5. Part Two of the consultation document covers RMA plan hearings fees, leave of absences and implications for additional remuneration, expense policies, information and technology allowances, travel time and mileage.

Recommendations

That the City Strategy Committee:

1. Receive the information.
2. Agree to the attached feedback on Part Two of the Remuneration Authority Consultation Document Local Government Review.
3. Note that matters relating to Part Three - Longer Term Proposals will be considered by the Council prior to October 2017.

Background

6. The Authority sets the base remuneration for all elected members including community boards.
7. It also has the responsibility for setting allowances and expenses. When making decision, the Authority must:
 2. a. Have regard to the need to:
 - Achieve and maintain fair relativity with remuneration received elsewhere
 - Be fair to individuals or groups
 - Ratepayers
 - Recruit and retain competent persons.

3. b. Take into account:
 - Requirements of the positions
 - Conditions of service
 - Any adverse economic conditions
8. It has the statutory authority to set the payments to key office holders including Mayors, councillors and community board members. It is required by law to be fair and independent
9. The Authority has recently circulated a document seeking the Council's feedback on various issues. The Authority requires the Council's feedback (and not of individual elected members or management).
10. A workshop was held with Mayor and Councillors on 24 May 2017 to help inform the responses to the Authority.
11. A draft response to the consultation document is attached as Appendix 1.

Discussion

12. This report provides a response to the Authority on behalf of the Council on Part Two (Proposed Immediate Changes (2017 determination)) of the consultation document.
13. Due to the short timeframe for comment, only the Part Two changes are considered in this report.
14. The Part Three Changes (Longer Term Proposals and due October 2017) will be the subject of a subsequent report.

Next Actions

15. Communicate to the Authority Wellington City Councils response to the questions raised.

Attachments

Attachment 1. Submission to the Remuneration Authority

Page 8

Author	Anusha Guler, Manager Democratic Services
Authoriser	Kane Patena, Director Governance and Assurance

Submission to the Remuneration Authority's consultation document titled Local Government Review

This is a response to the Remuneration Authority (Authority) on behalf of the Wellington City Council on Part Two (Proposed Immediate Changes (2017 determination)) of the consultation document. Due to the short timeframe for comment, only the Part Two changes are considered in this report. The Part Three Changes will be the subject of a subsequent report and are due by October 2017.

The Authority Review – Part Two

Comments on Part Two of the review are due by Monday 19th June 2017.

Part Two seeks feedback on the following areas:

- a) RMA plan hearing fees
- b) Leave of absence for elected members and acting mayor payments
- c) Approach to expense policies
- d) Provision of an allowance for information and communication technology and services
- e) ICT hardware
- f) Internet usage and phone plans
- g) Unusual circumstances (in relation to communications equipment and access)
- h) Travel time allowance
- i) Mileage claims.

The Authority Review – Part Three

Comments on Part Three of the Review are due by Friday 20th October 2017. A draft response to these matters will be considered in a subsequent meeting round.

The Part Three review seeks feedback on the following areas:

- a) Proposed factors to be used for sizing councils (in relation to remuneration)
- b) The weighting and relativity of factors used for sizing
- c) Mayoral remuneration system
- d) Councillor remuneration system
- e) Relationship between local government and parliamentary remuneration.

RESPONSES TO REMUNERATION AUTHORITY QUESTIONS

RMA PLANNING FEES

- **Do you agree that elected members who are sitting on plan hearings under the RMA should be remunerated in the same way as elected members who are sitting on resource consent hearings?**
Wellington City Council agrees that this work is over and above the normal workload of a councillor and a recognition of the time commitment should be considered.
- **Do you agree that elected members who chair such hearings should be remunerated for time spent writing up decisions?**
Yes, an hourly rate should be considered.

LEAVE OF ABSENCE FOR ELECTED MEMBERS AND ACTING MAYOR/CHAIR PAYMENTS

- **Do you agree that there should be provision for elected members to be granted up to six months leave of absence by councils? If not, what should the maximum length of time?**

It would be useful for the Authority to provide councils with guidance. There has been uncertainty in the past about how to handle absences.

The rules for Mayor and Councillors should state a period of four to six months for leave of absence. This will allow some flexibility, depending on the circumstances.

The Authority states the rules are based on governance boards in the state sector. We note the rule in the Cabinet Fees Framework which provides for a minimum of two months:

“Where an individual receives an annual fee and is absent from body business for a period of greater than two months, then the annualised fee should be pro-rated to take account of this absence (e.g. an absence of 2 months would result in payment of 10/12 of the annual fee). Where there are frequent absences over the period of a year, the annual fee should also be pro-rated to take account of those absences.”

- **Do you agree that additional remuneration can be made to an acting mayor or chair under the circumstances outlined?**

The Council supports payment of additional remuneration to acting roles, however this is only where the Council has resolved to cease remuneration for the elected member on leave of absence.

- **If you disagree with any of the conditions, please state why.**

The reason for the leave of absence has been taken into account when considering remuneration. In some cases, there may be extenuating circumstances whereby an elected member is forced to take a leave of absence due to serious illness. The decision to cease remuneration or additional remuneration should be made by each Council.

- **Are there any other conditions that should apply?**

The Council recommends that the provision of additional remuneration be extended to include elected members who have been appointed, on an interim basis, to any role which receives payment for additional responsibilities (i.e. Acting Deputy Mayor, Acting Committee Chairpersons and Acting Community Board Chairpersons).

APPROACH TO EXPENSE POLICIES

- **Do you agree that the Remuneration Authority should supply a prototype expenses policy that will cover all councils and that councils should be able to adopt any or all of it to the upper limit of the metrics within the policy?**

The Council has no issue with the supply of a prototype expenses policy. However, expense policies have been in place for a number of years now and our practice is to reaffirm these

policies following each election, usually with amendments. Wellington City Council would appreciate the Authority to provide an expense policy that allows for options that each Council could select from.

- **Do you agree that each council's auditor should review their expense policy and also the application of the policy**

Currently the Authority has the power to approve each Council's expense policy. This process may change the current process of requiring Council approval following each triennial election. There is some benefit in the Council not having to formally consider the expense policy at the start of each triennium. It is a difficult task, particularly for new elected members, to have a public discussion on expenses as one of the first decisions to be made in each triennium.

Council believes that compliance audits are already within the scope of the Council's auditor role. Clarity is required as to whether the auditor would be an internal or external requirement.

PROVISION OF AND ALLOWANCE FOR INFORMATION AND COMMUNICATION TECHNOLOGY AND SERVICES

- **Do you agree that it should be common policy for councils to provide the ICT hardware proposed above for all elected members?**

Wellington City Council has a vision to become a smart council. Mayor and councillors are offered a laptop, iphone and printer. A digital hub is used to distribute documents (e.g Council and committee papers).

In our experience elected members may choose to use their own equipment if the council supplied devices do not meet their requirements. Our Expense Policy provides for an annual reimbursement fee, for Council related usage of privately owned hardware. The Authority may need to review the reimbursement fee so that it aligns with current market rates.

Our Expense Policy does provide an annual communication allowance. Wellington City Council seeks retention of the communication allowance but request that it be reviewed as the use of mobile phones as a primary form of communication is increasing.

- **Do you agree that exemptions to this policy would be limited to exceptional circumstances?**

Wellington City Council supports a flexible approach. The Authority should provide Councils with options, as a "one size fits all" policy seems inflexible and could incur huge costs to some Council.

The proposal covers both councillors and community boards. The communication and information circulation requirements for Community Board members are less than those for the Mayor and councillors. It is not cost effective to supply all of the hardware listed to community board members. We assume that this was not the intention of the Authority.

- **Do you agree that a proportion of the ongoing cost of the use of home internet and personal mobile phones should be reimbursed as outlined above?**

Wellington City Council elected members agree that private costs should not be borne by ratepayers. Our Expense Policy does provide an annual communication allowance. Wellington City Council seeks retention of the communication allowance but request that it be reviewed as the use of mobile phones as a primary form of communication is increasing.

All elected members have contracts with internet and mobile phone providers for their personal usage. Determination of an appropriate provider and package is best determined by an individual member. Council believes it is unnecessary for the Council to supply an additional internet connection at an additional cost.

TRAVEL TIME ALLOWANCE

- **Do you agree that the current policy on travel time allowance should be continued?**

Wellington City Council is neutral on this matter. This provision is not contained in our current policy.

MILEAGE CLAIMS

- **Do you agree with the proposal to retain the 30km rule in its current form?**

Wellington City Council is neutral on this matter. This provision is not contained in our current policy.

3. Monitoring

REPORT OF THE COUNCIL CONTROLLED ORGANISATIONS SUBCOMMITTEE OF THE 24 MAY 2017

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

The Committee recommends:

FINAL STATEMENTS OF INTENT FOR COUNCIL CONTROLLED ORGANISATIONS

Recommendation

That the City Strategy Committee:

1. Approves the 2017/18 Statements of Intent for the Basin Reserve Trust, the Karori Sanctuary Trust, the Wellington Cable Car Limited, the Wellington Museums Trust and the Wellington Zoo Trust.

STATEMENT OF INTENT FOR WELLINGTON REGIONAL STADIUM TRUST

Recommendation

That the City Strategy Committee:

1. Approves the Wellington Regional Stadium Trust Statement of Intent for 2017/18.

FINAL STATEMENT OF INTENT FOR THE WELLINGTON REGIONAL ECONOMIC DEVELOPMENT AGENCY

Recommendation

That the City Strategy Committee:

1. Approves the Wellington Regional Economic Development Agency 2017-19 Statement of Intent.

Link to website Council Controlled Organisations Subcommittee Agenda:

<http://wellington.govt.nz/your-council/meetings/committees/council-controlled-organisations-subcommittee/2017/05/24>

Attachments

Nil

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Authoriser	Anusha Guler, Manager Democratic Services

2016/17 Q3 QUARTERLY REPORT

Purpose

1. The attached report outlines the performance of the Council for the quarter ending 31 March 2017. The Committee is asked to note the contents of the quarterly report and approve it.

Summary

2. The format and nature of the content of the attached report has changed from previous quarterly reports that you have received. The changes in this quarterly report are part of a process to meet best practice standards for such reporting. Further improvements are earmarked for future iterations of the quarterly report.
3. Council's performance for the third quarter of 2016/17 is summarised in the Performance Overview and subsequent summaries for each of the seven Activity Areas in the attached report. This includes both financial and performance against key performance measures (KPIs) measured on a monthly or quarterly basis. An explanation is provided for any KPI variances of more than 10% of target.
4. There was a strong third quarter performance by the Council in the post-November 2016 earthquake recovery environment. 83% of key performance indicators (45/54) measured monthly or quarterly were either met, exceeded or substantially achieved.
5. The appendix to the quarterly report captures detailed performance information for each of the seven Activity Areas, outlining the Council's progress against planned or budgeted performance for KPIs measured monthly or quarterly as well as Opex and Capex data at a detailed activity level.
6. At a consolidated level the year to date net operating surplus is \$18m better than the budgeted deficit of (\$7.2m). This is driven by increased income which is \$12.3m above budget from activities and rates as well as under expenditure of \$5.7m.

Recommendations

It is recommended that the City Strategy Committee:

1. Receive the information.
2. Note the content of the 2016/17 Third Quarter Report.
3. Approve the 2016/17 Third Quarter Report.

Discussion

Reporting Format

7. The format and nature of the content for the attached report has changed from the quarterly report that you received in previous quarters. The changes in this quarterly report are part of a process to meet best practice standards for such reporting. This version summarises information provided through the use of icons/graphs including trend information and provides data to show how the city is changing over time.

Further improvements are earmarked for future iterations of the quarterly report including more explicit links to the annual plan and how quarterly performance is supporting the achievements of the annual plan objectives.

Income

8. Income from activities is \$9.8m higher than budget. This is mainly due to additional revenue for contaminated/special waste from city and regional projects (\$3.9m), and higher housing rental income (\$3.2m) as delays in the capital programme means that properties are generating unbudgeted rental income. Rates income is \$1.4m higher than budget with higher sewerage and water rates income due to higher consumption (timing differences only).
9. Other Income is \$2.7m below budget mainly due to lower government grant income from the housing upgrade programme (\$4.3m) and lower revenue from NZTA (\$3.1m) for roading and cycleway projects due to delays in the capital programme.

Expenditure

10. Year to date total expenditure is \$5.7m under budget due to a more favourable borrowing position than budgeted with some delays in the capital programme and subsequent delays in the capitalising and depreciating of new assets.

Full year forecast

11. The forecast net operating surplus for the year is currently \$18m ahead of budget. This is driven by unbudgeted fair value gain on the repayment of the Zealandia loan \$5.3m; housing rental income - forecast to be \$3.9m higher than budget; financing expenditure savings of \$3.9m due to a more favourable borrowings position; and unbudgeted revenue \$3m for contaminated/special waste from city and regional projects.
12. The above favourable forecast variances are offset by unbudgeted costs related to the November 2016 earthquake of \$4.9m (largely recoverable from the Insurance Reserve); lower government grant income from the housing upgrade programme (\$4.5m) and lower revenue from NZTA and Urban Cycleway Fund subsidies (\$3.4m) for roading and cycleway projects due to delays in the capital programme.

Service Delivery (KPI performance)

13. 83% of key performance indicators (45/54) measured monthly or quarterly were either met, exceeded (a favourable variance of more than 10%) or substantially achieved (variance within 10% of target). Any significant variances – greater than 10% - are explained in the quarterly report.

Compliance with Treasury Policy

14. As at 31 March 2017 all of the core policy requirements were achieved.

Attachments

Attachment 1. Wellington City 2016/17 Q3 Quarterly Report

Page 19

Author	Lloyd Jowsey, Team Leader, Planning and Reporting
Authoriser	Baz Kaufman, Manager Strategy

	Jeremy Baker, Director Strategy, Innovation and Communications
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SUPPORTING INFORMATION

Engagement and Consultation

Not applicable

Treaty of Waitangi considerations

Not applicable

Financial implications

Finance assisted with preparation of the report.

Policy and legislative implications

Not applicable

Risks / legal

Not applicable

Climate Change impact and considerations

Not applicable

Communications Plan

Not applicable

Health and Safety Impact considered

Not applicable

**WELLINGTON CITY
COUNCIL**

**WELLINGTON CITY
QUARTERLY REPORT**

Quarter Three: 1 January to 31 March, 2017



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Section 1: Snapshot of our changing city and highlights for the quarter

Our changing city

Social

- The percentage of residents who agree there are opportunities to participate in community life



- Average house value



Environmental

- Net greenhouse gas emissions (tonnes per person per year)



- Per capita kerbside recycling (kilograms per person per year)

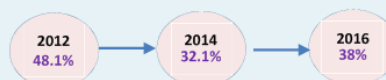


Cultural

- The percentage of residents who agree Wellington has a culturally rich and diverse arts scene



- The percentage of residents who engage in cultural/arts activities at least once a month



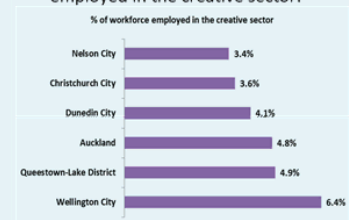
Quarter three highlights

- Homelessness in New Zealand has been rising - the number of "severely housing deprived" grew from 2006 to 2013, says a study by University of Otago, Wellington. At least one in every 100 Kiwis were homeless in 2013 (this includes people living with family and friends). This figure had increased from 2006 data, which showed one in every 120 people was homeless, while in 2001 it was one in 130 people.

- Winter, demand has increased for our Home Energy Saver Programme. The programme provides a free and impartial residential energy and water efficiency assessment from the Sustainability Trust, as well as a 50% discount on easy-to-install products (up to a cap). So far this year, 111 Home Energy Saver assessments have been carried out across the city, bringing the total number of assessments this financial year to 334.

- Food and green waste have been identified as the largest contributors to our landfill. This presents our biggest opportunity to reduce waste, and raises the question of whether households should be provided with green-waste bins. The region's councils worked together to produce the Wellington Region Waste Management and Minimisation Plan, which will guide improvements over the next decade. Organic waste is likely to be a key target.

- Wellington is truly New Zealand's most creative city. 6.4%¹ of the population are employed in the creative sector.



Economic

- Per capita GDP growth



- Retail trade growth










- Change in Wellington regional GDP in 2016 (Statistics New Zealand March 2017)



¹ Infometrics (<http://www.infometrics.co.nz/new-zealands-creative-city/>). The Boho. index measures the proportion of a city's workforce that is involved in creative and artistic occupations and industries.

Section 2: Executive summary

Overall
<p>Non-financial</p> <ul style="list-style-type: none"> The Council's performance was strong in the third quarter of 2016/17, despite the post-November 2016 earthquake recovery environment. 83% (45/54) of key performance indicators (KPIs) measured on a monthly or quarterly basis were met, exceeded or substantially achieved. <p>Financial</p> <ul style="list-style-type: none"> The year-to-date net operating <u>surplus</u> is \$18m better than the budgeted <u>deficit</u> of (\$7.2m). This is driven by increased income from activities and rates and under-expenditure of \$5.7m.

Quarter three – strategy areas		
	Non-financial	Financial
<p>Governance</p> 	<ul style="list-style-type: none"> 3 of 4 KPIs were either met or substantially met*. Staff shortages meant Contact Centre response times were below target. 	No significant variance to budget
<p>Environment</p> 	<ul style="list-style-type: none"> 22 of 25 KPIs were exceeded, met or substantially met. The main influence on the unfavourable variances was the poor weather and the November earthquake. 	No significant variance to budget
<p>Economic Development</p> 	<ul style="list-style-type: none"> The single KPI (attendance at Council-supported events) was exceeded, with a number of major events well attended. Wellington continues to attract conventions, performances and events. 	<ul style="list-style-type: none"> Capex is underspent due to the delay in the final approval of the Convention Centre project and the St James, TSB Bank Arena and Town Hall renewals projects. The forecast underspend reflects these delays.
<p>Cultural Wellbeing</p> 	<ul style="list-style-type: none"> The single KPI (the total number of performers and attendees) was met. 	<ul style="list-style-type: none"> Capex for galleries and museums is significantly under budget due to the delay in the final approval of the Movie Museum project.
<p>Social and Recreation</p> 	<ul style="list-style-type: none"> 9 of 12 KPIs were exceeded, met or substantially met. 	<ul style="list-style-type: none"> Capex for community support is significantly under budget due to the delay in the Housing Upgrade programme and Johnsonville Library upgrade. An underspend is forecast for year end.
<p>Urban Development</p> 	<ul style="list-style-type: none"> 8 of 9 KPIs were either met or substantially met. A shortage of structural engineers due to the November earthquake has had a negative impact on the timeliness of issuing building consents. 	<ul style="list-style-type: none"> Due to delays in the work and earthquake-strengthening programmes (eg Town Hall and St James Theatre projects) capex is tracking well below budget. An underspend is forecast for year end.
<p>Transport</p> 	<ul style="list-style-type: none"> Transport has two KPIs that are measured monthly and reported each quarter. One KPI (response to urgent requests for service) had an unfavourable variance, achieving 89% compared to the 100% target. The rest of Transport's KPIs are annual measures reported at year end. 	<ul style="list-style-type: none"> While Transport is experiencing some impact on delivery of their capex and opex programmes due to contractor resources being diverted to higher priority tasks, they do not expect this to have a significant impact on the year-end opex outcome. Capex is forecast to be significantly underspent due to delays.

*substantially met = within 10% of the target

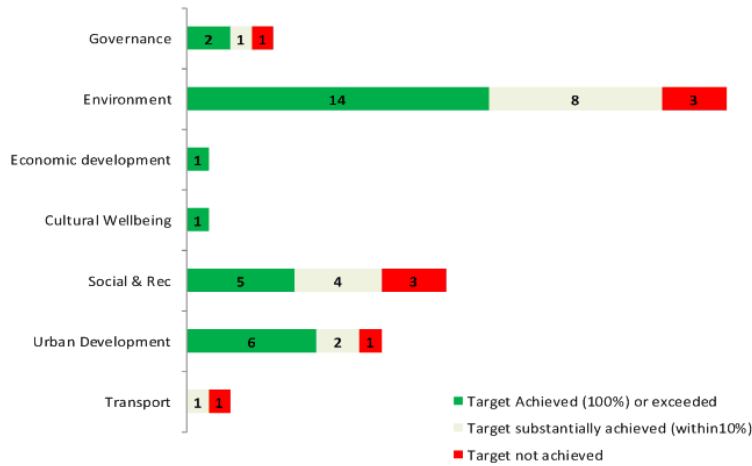
Section 3: Performance overview

Non-financial service performance

Headlines:

- Strong quarter three performance by the Council in post-November 2016 earthquake recovery environment
- 83% of key performance indicators (45/54) measured on a monthly or quarterly basis were met or exceeded or substantially achieved

Quarter three – strategy areas

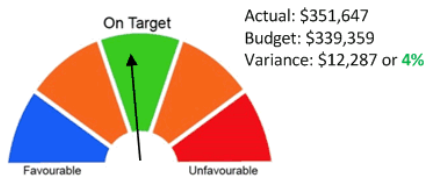


Notes:

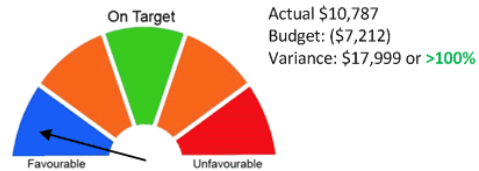
1. Any significant variances that are greater than 10% are explained in the body of the report. The full list of performance measures and the results are outlined in Appendix 1.

Financial performance (YTD)

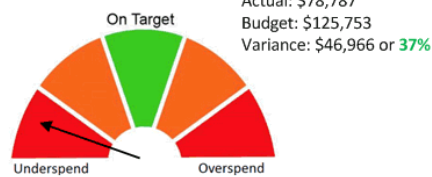
Income



Total net operating expenditure



Capital expenditure



Treasury Policy compliance²



² A detailed breakdown of the core Treasury Policy requirements is available on request.

Section 4: Consolidated financial performance – 1 July 2016 to 31 March 2017

The year-to-date (YTD) net operating surplus of **\$10.787m** is \$17.999m better than the budgeted deficit of \$7.212m. Variances are explained below. Numbers in brackets are an unfavourable budget variance.

	YTD Actual 2017 (\$000)	YTD Budget 2017 (\$000)	YTD Variance 2017 (\$000)	Full Year Forecast 2017 (\$000)	Full Year Budget 2017 (\$000)
Rates income	214,667	213,233	1,434	284,177	284,177
Income from activities	95,364	85,573	9,792	137,009	128,192
Investment income	7,931	7,001	929	20,808	20,447
Interest income	1,830	10	1,820	2,013	13
Other income	29,329	32,043	(2,714)	42,910	42,723
Development contributions	2,526	1,500	1,026	2,575	2,000
Total income	351,647	339,359	12,287	489,493	477,553
Personnel expenditure	77,790	78,362	572	105,721	104,257
General expenses	171,433	172,278	845	245,339	237,135
Financing expenditure	17,806	19,213	1,407	23,667	25,617
Depreciation & amortisation	73,830	76,718	2,888	101,180	101,975
Total expenditure	340,859	346,571	5,711	475,908	468,984
Net operating surplus/(deficit)	10,787	(7,212)	17,999	13,585	8,569

INCOME

Year-to-date total income is above budget by \$12.287m:

- Income from activities is \$9.8m higher than budget. This is mainly due to additional revenue for contaminated/special waste from city and regional projects (\$3.9m), and higher housing rental income (\$3.2m) as delays in the capital programme means that properties are generating unbudgeted rental income. These favourable operating variances are ring-fenced.
- Rates income is \$1.4m higher than budget, with higher sewerage and water rates income due to higher consumption (timing differences only).
- Other income is \$2.7m below budget due to lower government grant income from the Housing Upgrade programme (\$4.3m) and lower revenue from NZTA (\$3.1m) for roading and cycleway projects due to delays in the capital programme. This is offset by the unbudgeted fair value gain on the repayment of the Zealandia loan (\$5.3m).

EXPENDITURE

Year-to-date total expenditure is \$5.711m under budget.

- Financing Expenditure is under budget by \$1.4m due to a more favourable borrowings position

than budgeted with some delays in the capital programme.

- Depreciation & Loss/Gain on Sale is \$2.9m under budget mainly due to delays in the capitalising and depreciating new assets and accelerated depreciation for some assets being booked in the 2015/16 financial year.

FULL YEAR FORECAST

Key favourable forecast variances are:

- unbudgeted fair value gain on the repayment of the Zealandia loan (\$5.3m)
- housing rental income – forecast to be \$3.9m higher than budget, as delays in the capital programme have meant that properties are generating un budgeted rental income
- financing expenditure savings of \$3.9m due to a more favourable borrowings position
- unbudgeted revenue of \$3m for contaminated/special waste from city and regional projects.

The above favourable forecast variances are offset by these unfavourable forecast variances:

- unbudgeted costs related to the November 2016 earthquake \$4.9m (largely recoverable from the Insurance Reserve)

- lower government grant income from the housing upgrade programme (\$4.5m) and lower revenue from NZTA and Urban Cycleway Fund subsidies (\$3.4m) for roading and cycleway projects due to delays in the capital programme.

Net operating expenditure

Strategy Area	YTD			Full Year	
	Actual \$'000	Budget \$'000	Variance \$'000	Forecast \$'000	Budget \$'000
Governance	12,163	13,509	1,346	17,958	17,835
Environment	101,584	107,635	6,052	141,704	142,701
Economic Development	19,260	22,279	3,019	27,848	26,665
Cultural Wellbeing	16,629	17,236	607	19,851	19,631
Social and Recreation	44,111	42,061	(2,050)	58,379	54,823
Urban Development	11,229	12,675	1,446	15,780	16,402
Transport	20,115	23,055	2,940	30,893	30,752
Total Strategy Area	225,091	238,451	13,360	312,414	308,808
Council	(235,878)	(231,239)	4,639	(325,999)	(317,377)
Total	(10,787)	7,212	17,999	(13,585)	(8,569)

Capital expenditure

Strategy Area	YTD			Full Year	
	Actual \$'000	Budget \$'000	Variance \$'000	Forecast \$'000	Budget \$'000
Governance	0	116	116	0	116
Environment	26,780	29,497	2,717	43,290	42,230
Economic Development	962	8,184	7,222	2,372	11,755
Cultural Wellbeing	713	4,059	3,347	635	5,382
Social and Recreation	22,260	34,469	12,209	36,476	50,360
Urban Development	7,714	16,432	8,718	11,797	20,379
Transport	20,359	32,997	12,638	35,492	43,138
Total Strategy Area	78,787	125,753	46,966	130,062	173,360
Council	18,176	25,509	7,332	27,140	38,043
Total	96,963	151,262	54,299	157,202	211,402

Statement of borrowings

Total committed borrowing facilities as at the end of March 2017 are \$521.5m, providing headroom of \$120.0m. Our liquidity ratio is at 124% compared to the policy minimum of 115%.

	YTD 31 March 2017	30 June 2016
	\$000	\$000
Facilities at start of year	506,500	476,500
New/matured facilities (net)	15,000	30,000
Facilities at end of period	521,500	506,500
Borrowings at start of year	400,500	366,000
Change in core borrowing + (-)	34,776	41,395
Repayment of loans + (-)	-	-
Change in working capital requirement + (-)	(22,776)	(6,895)
Net borrowings at end of period	412,500	400,500
Plus unutilised facilities	109,000	106,000
Total borrowing facilities available	521,500	506,500

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

Section 5: Quarter three performance in our strategy areas

Governance

Pārongo ā Tāone

We want to maintain confidence in our decision-making.

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

Overview

Non-financial performance

Headlines: Three of four key performance indicators (KPIs) were either met or substantially met this quarter (within 10% of target). The table below contains the only KPIs where there was a significant unfavourable variance (greater than 10%). For the full list of KPIs for Governance, see page 27 in Appendix 1.

KPI	Actual	Target	Variance	Comment	Variance from prev. quarter
1.1 Contact Centre response times - calls (%) answered within 30 seconds	67%	80%	-16% ³	Delays in recruitment due to the holiday period and a spike in sick leave in February meant there were staffing shortages during the quarter	↓

Key: Previous quarter variance

↓	→	↑
Variance deteriorated	Variance unchanged	Variance improved

Financial performance

Total net operating expenditure



Capital expenditure



Net operating expenditure – detail

Activity	YTD			Quarter three comment	Full Year Forecast	
	Actual \$000	Budget \$000	Variance \$000		Forecast \$000	Budget \$000
1.1 Governance, information, engagement	11,932	13,263	1,331	Under budget due to lower than budgeted personnel and organisational overhead costs	17,663	17,540
1.2 Māori engagement (mana whenua)	231	246	15		295	295
Total	12,163	13,509	1,346		17,958	17,835

Capital expenditure – detail

Activity	YTD			Quarter three comment	Full Year Forecast	
	Actual \$000	Budget \$000	Variance \$000		Forecast \$000	Budget \$000
1.1 Governance, information and engagement	0	116	116	Decision not to purchase Mayoral vehicle and upgrades to committee rooms are delayed	0	116
Total	0	116	116		0	116

³ All unfavourable KPI variances are shown as a negative throughout this document

Achievements

Governance, information and engagement

- Council adopted the draft Annual Plan and Triennial Plan for consultation and engagement.
- Council adopted the Local Governance Statement as required by the Local Government Act 2001, after an election.
- Successfully conducted the Tawa by-election and swearing-in of new board member to the Tawa Community Board.
- The Contact Centre responded to about 75,000 calls, 5200 emails, 2000 enquiries via the website and 4000 FIXiT texts during this quarter. 67% of all calls were answered within 30 seconds, 100% of emails within 24 hours, 82% of website enquiries within 4 hours and 93% of FIXiT texts within 30 minutes.

Māori and mana whenua partnerships

- *Te Rā o Waitangi* – In partnership with mana whenua iwi Taranaki Whānui, the Council hosted a free concert at Waitangi Park on Waitangi Day, featuring kai, kapa haka and music.
- *Council and iwi partnering for the future* – On 29 March, Mayor Justin Lester led Wellington City Council in its first ever Council meeting at Pipitea Marae. The Council re-signed memoranda of understanding with Taranaki Whānui ki Te Upoko o Te Ika and Te Rūnanga o Toa Rangatira Incorporated.

City Archives

- City Archives received 2359 information requests this quarter; 1078 Building Consent Search requests, 233 Archives requests from researchers or students, and 1048 requests by Wellington City Council staff.
- The Council's art collection was relocated from storage in Capital E to City Archives, where it is more secure and the environmental conditions more suitable for storage.

Challenges and opportunities

Māori and mana whenua partnerships

- The Council meeting of 29 March at Pipitea Marae directed officers to establish a Leaders' Forum with mana whenua iwi entities to develop a work plan for mutual strategic outcomes.

City Archives

- A lot of the paper records being removed from the Council Administration Building will need to transfer to City Archives. City Archives ran out of space in late 2015, so is transferring less valuable records to offsite storage so this material can be transferred. There will be an increase in offsite storage costs caused by these space issues.

Environment

Taiao




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







Overview

Non-financial performance

Headlines: 22 of 25⁴ environment KPIs were exceeded, met or substantially met this quarter (less than 10% unfavourable variance). This represents an 88% 'achieve' rate. Three KPIs had unfavourable variances more than 10%. Nine KPIs exceeded the target by more than 10%. The table below outlines only KPIs with a significant variance (greater than 10% favourable or unfavourable). For the full list of KPIs for Environment, see page 27 in Appendix 1.

Key: Previous quarter variance

		
Variance deteriorated	Variance unchanged	Variance improved

KPI	Actual	Target	Variance	Explanation	Variance from prev. quarter
2.1 ⁵ Number of visitors to the Botanic Garden (including Otari-Wilton's Bush)	835,017	1,091,313	-23%	Botanic Garden visitor number recording has been hampered by problematic counter sensors. There may have also been some impact from adverse weather.	
2.2 The Council's corporate energy use (including general, pools, recreation centres and CCOs)	10,946,475 kWh	Decrease on quarter previous year (9,940,685)	-10%	The 10.1% rise in overall energy use resulted from a small reduction in electricity use, greatly outweighed by an increase in gas consumption, which rose 28%. This was mainly due to climatic conditions being colder. On average the Jan-Mar quarter was almost 1.9° C cooler than the equivalent period last year – a substantial difference.	
2.2 Waste diverted from the landfill (tonnes)	13,599	12,375	10%	Increased green waste and food waste recovery, both of which are diverted to our compost operations, as well as increased volumes of scrap metal diverted from landfill.	
2.3 Median response time for: Attendance for non-urgent call outs (water)	42.65	36 hr	-18%	Due to the November 2016 earthquake and storm events, our maintenance contractor had to focus on high-priority, urgent jobs across the region in November and into December. This had the effect of increasing the median response time to lower priority, non-urgent works.	
2.3 Median response time for: Attendance for urgent call outs (water)	51	60 min	15%	This is a new indicator as mandated by the Department of Internal Affairs (DIA), with data collection having started in the last financial year. With the limited data currently available, it is difficult to predict or update the annual target at this stage.	
2.3 Median response time for: Resolution for urgent call outs (water)	3.02	4 hr	25%	This is a new indicator as mandated by the DIA, with data collection having started in the last financial year. With the limited data currently available, it is difficult to predict or update the annual target at this stage.	

⁴ Six measures have only baseline or trend targets. These have been treated as being substantially met this quarter.

⁵ The KPI reference numbers reflect the numbering in the Long-term Plan



KPI	Actual	Target	Variance	Explanation	Variance from prev. quarter
2.3 Median response time for: Resolution of non-urgent call outs (water)	2.8	15 days	81%	This is a new indicator as mandated by the DIA, with data collection having started in the last financial year. With the limited data currently available, it is difficult to predict or update the annual target at this stage.	→
2.4 Number of wastewater reticulation incidents per km of reticulation pipeline (blockages)	0.04	<= 0.30	87%	The figure is less than the target due to the low number of pipeline (blockages) in the network. Results for this KPI depend on pipe blockages in the wastewater network, which cannot be easily predicted.	↗
2.4 Median response time for wastewater overflows: (a) attendance time: (b) resolution time	0.78 hr 2.57 hr	(a) <= 1 hr (b) <= 6 hr	(a) 22% (b) 57%	This is a new indicator as mandated by the DIA, with data collection having started in the last financial year. With the limited data currently available, it is difficult to predict or update the annual targets at this stage.	→
2.5 Number of pipeline blockages per km of pipeline (stormwater)	0.003	<= 0.126	98%	The figure is less than the target mainly due to the low number of stormwater reticulation incidents per km of reticulation pipeline (blockages) in the network. Results for this KPI depend on pipe blockages, which cannot be easily predicted. This result indicates that the stormwater network is performing better than the target.	→
2.5 Percentage of days during the bathing season (1 Nov to 31 March) that the monitored beaches are suitable for recreational use	100%	90%	11%	The result indicates that our beaches are fully compliant for recreational use during the bathing season.	→
2.6 Zealandia – visitors	94,469	74,696	26%	Stronger than expected visitor levels have continued despite the poorer summer weather, which signals the growing attractiveness of this facility.	→

Financial performance

Total net operating expenditure



Capital expenditure



Net operating expenditure - detail

Activity	YTD			Quarter three comment	Full Year Forecast	
	Actual \$000	Budget \$000	Variance \$000		Forecast \$000	Budget \$000
Gardens, beaches and open space	25,810	25,472	(338)	Over budget mainly due to higher interest and labour costs. This is currently being partly offset by savings in maintenance and street cleaning. This is expected to be a timing issue only.	35,264	34,316

Activity	YTD			Quarter three comment	Full Year Forecast	
	Actual \$000	Budget \$000	Variance \$000		Forecast \$000	Budget \$000
Waste reduction and energy conservation	(3,357)	388	3,745	Under budget due to revenue for contaminated soil and special waste to the landfill significantly exceeding full year budget.	(2,057)	793
Water	29,986	30,202	216	Currently under budget due to savings against the bulk water contract. It is anticipated that maintenance work and unbudgeted resilience planning arising from the November 2016 earthquake, as well as follow-up from leak detection surveys, will cause overspending.	41,034	40,254
Wastewater	30,835	31,800	965	Under budget due to lower wastewater treatment plant management costs. Forecast to be over budget due to high rates, insurance costs and work arising from earthquake and storm damage in November 2016.	42,656	42,334
Stormwater	12,331	13,532	1,200	Under budget due to temporary lower reactive maintenance and culvert cleaning costs. Insurance, rates and interest costs are also under budget and forecast to remain so.	17,818	18,014
Conservation attractions	5,979	6,242	263		6,990	6,990
Total	101,584	107,635	6,052		141,704	142,701

Capital expenditure - detail

Activity	YTD			Quarter three comment	Full Year Forecast	
	Actual \$000	Budget \$000	Variance \$000		Forecast \$000	Budget \$000
Gardens, beaches and open spaces	3,371	4,218	848	Under budget mainly due to delays in the Lyall Bay coastal resilience work due to availability of engineers.	6,822	5,722
Waste reduction and energy conservation	546	739	193	Under budget due to timing around the Southern Landfill improvement work.	1,280	1,280
Water	10,045	10,605	559	Under budget due to delays in some of the water renewal programme including Tawa reservoir following the November 2016 earthquake. Some of the existing underspend will also be utilised in resilience projects.	15,375	15,415
Wastewater	7,462	7,735	274	Under budget as the upgrade programme is behind plan (Taranaki, Dixon and Kemp Street projects will though be completed in quarter four). This is being partially offset by the renewal programme being generally ahead of plan.	11,236	11,236
Stormwater	4,935	5,447	512	The deferral of the Hunter Street upgrade in order to fund other urgent renewals is the cause of this temporary underspend. Some funding has been reprioritised for use on resilience projects.	7,620	7,620
Conservation attractions	421	753	332	Timing delays in Zoo renewals and upgrade programme. Forecast to be on budget by year end.	957	957
Total	26,780	29,497	2,717		43,290	42,230

Achievements

Gardens, beaches and green open spaces

- Parks Week was held 4–12 March, with 25 events in our green spaces and more than 500 attendees.
- BioBlitz was held in conjunction with Zealandia. Over 2000 observations were made, 850 species identified, and over 120 students from 15 schools were involved.

- On our #PeakBragging project we had over 400 social media posts of families and individuals who climbed our hills and used our walkways.
- Berhampore Nursery held its annual open day with over 500 attendees.
- The Council acquired the Forest of Tane in Tawa, an addition to the Outer Green Belt.
- The Makara Peak Mountain Bike Park Master Plan was completed, and the Wellington Play Space Policy was approved.

- A community survey was undertaken and planning is now under way for starting a programme on Miramar Peninsula to make it predator free.
- Work continued repairing earthquake damaged assets on the waterfront, and new public toilets in the TSB Kiosk and the Linkspan Building were opened.

Water, wastewater and stormwater

- *Network overview* – Repair works from the November 2016 earthquake are mostly complete, with flow to Moa Point back to normal levels. Some damaged mains will go into medium-term renewal planning.
- The demolition of 61 Molesworth Street proceeded well with no damage to the Northern Sewer Interceptor, which passes between the piles of the building.
- *Water pipe renewals*— Projects have been completed in Karori, Khandallah, Hataitai and Wadestown. Allen Street and McDonald Crescent main renewals in the central city are completed. Water pipe renewal in Ellice Street is in progress.
- *Sewer renewals* – Projects have been completed in Balfour Street–Mornington, Clutha Avenue–Khandallah, Taranaki Street and The Terrace. Bruce Avenue and Northland Road Sewer Renewal works have commenced. *Stormwater renewals* – Molesworth Street was completed in April, progress was slowed due to the complexity of adjacent underground services and a failing Wellington Electricity trench. The Terrace sewer and stormwater project is complete.

Waste reduction and energy conservation

- *Low Carbon Challenge* – A request for proposal process was run for the Low Carbon Challenge to select a provider for the next few years. After excellent responses from several providers, Enspiral was confirmed as our project delivery partner.

Challenges and opportunities

Gardens, beaches and green open spaces

- The impact of the wet summer on lawns, plant and weed growth has made it challenging for

operational staff to keep up. Some asset renewal projects are making slow progress due to the wet ground conditions and contractor availability.

- It has been a historically late and poor native plant seed production season. To minimise or avoid low plant production for the 2018 winter restoration planting, Berhampore Nursery is using all available seed collection and propagation options and testing some new approaches.

Waste reduction and energy conservation

- *Electric vehicles (EV) and car share* – We will continue to work with a range of private sector partners to install EV chargers and to deliver car-sharing goals for the city. This includes working through the complexity of proposing 13 new EV charging spaces across the city and 24 car-sharing spaces.

Water, wastewater and stormwater

- There is a capacity issue in the stormwater network at Hunter Street, resulting in frequent flooding of the Old Bank Arcade building. The design of the long-term solution has been completed and the construction has been deferred into the forthcoming years due to the competing demands by recent flooding events. The short-term solution is being developed to protect the corner of the Old Bank Arcade building.
- The frequent flooding issues at Kilbirnie Township have caused a number of complaints and media coverage. Wellington Water is undertaking a master planning exercise for the West Kilbirnie catchment. Options for addressing the issue will be presented to the Council.
- *Prince of Wales Reservoir* – This is a key element of the Water Supply Resilience Strategy and contributes to the day-to-day operational resilience of the water supply for the low-level zone. Wellington Water has engaged a consultant to deliver the consenting of this important project.

Economic Development

Whanaketanga ōhanga

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

Overview

Non-financial performance

Headlines: The single economic development quarterly KPI was exceeded this quarter (more than 10% favourable variance). The table below provides an explanation for that variance. For the full list of KPIs see page 27 in Appendix 1.

KPI	Actual	Target	Variance	Comment	Variance prev. quarter
3.1 Estimated attendance at Council-supported events	237,975	203,500	17%	Strong attendance at concerts/events during the quarter	→

Key: Previous quarter variance

↘	→	↗
Variance deteriorated	Variance unchanged	Variance improved

Financial performance

Total net operating expenditure



Capital expenditure



Net operating expenditure – detail

Activity	YTD			Quarter three comment	Full Year Forecast	
	Actual \$000	Budget \$000	Variance \$000		Forecast \$000	Budget \$000
City promo and business support	19,260	22,279	3,019	Under budget due to timing of some operational grant and funding payments – Westpac Stadium \$3.75m offset by over spends in City Growth Fund \$0.531m and Cable Car grant \$0.250m.	27,848	26,665
Total	19,260	22,279	3,019		27,848	26,665

Capital expenditure – detail

Activity	YTD			Quarter three comment	Full Year Forecast	
	Actual \$000	Budget \$000	Variance \$000		Forecast \$000	Budget \$000
City promo and business support	962	8,184	7,222	Under budget due to the delay in the final approval of the Convention Centre project; and delays in the St James, TSB Bank Arena and Town Hall renewals projects. Forecast underspends reflects these delays.	2,372	11,755
Total	962	8,184	7,222		2,372	11,755

Achievements

- *City promotion* – A content partnership with *Idealog* – New Zealand’s leading print and online publication focussed on creative business – resulted in an 18-page feature in the Autumn Design Issue, with articles scheduled as a series online.
- *Major events* – The Homegrown music festival was again a sell-out event with a total of 18,150 people attending. Out-of-region visits were strong, with 62% of the total audience being from outside the Wellington region, with an estimated economic contribution of \$5.9m.
- The T20, ODI and Test cricket programme attracted more than 25,500 attendees and the Guns ‘n Roses concert at Westpac Stadium also attracted an impressive audience of 31,634, including an estimated 12,500 visitors from outside the region.
- The Pinot Noir 2017 conference secured 98% out-of-region participants showcasing the region’s wine and beer industries. Other events hosted in the quarter included the Cindy Sherman exhibition, the HSBC Sevens Series Wellington, CubaDupa and an international FIFA Oceania pool play match.
- *Visitor marketing* – The domestic winter visitor campaign launched, featuring a TV/cinema commercial backed by digital content and outdoor visuals in key New Zealand markets. Positioning Wellington as New Zealand’s ‘creative heart’, the campaign focusses heavily on winter nightlife and events.
- *Business growth* – Completed the Energy Innovation Challenge with 141 applications, 36 shortlisted teams, eight finalists and three winning teams, which exceeded expectations. Some high growth exits from the incubation programme and local start-ups’, Part-timer, Fuelled and Patternsnap with a total value of \$1.07m investment.
- *LookSee Wellington* – More than 48,000 international candidates completed submissions during the first phase of the LookSee Wellington tech talent attraction programme. Global media coverage has been extensive, reaching a circulation in the US alone of approximately 400 million, for an estimated advertising value equivalent around \$4m.
- *Business attraction* – Nine new international tech sector leads for business attraction have been generated by LookSee Wellington coverage. Enquiries came from Israel, Brazil, Argentina, USA, India, and Yemen.
- *International education* – Eight education agents from Vietnam and Thailand were hosted and introduced to Wellington institutions. Leveraging Education NZ activity we also presented to eight key Chinese, Hong Kong and Taiwanese agents.
- *Conventions and events* – 54 events were delivered with more than 54,000 attendees in total. This represents an increase of 15 events and 10,000 attendees on the previous third quarter.
- *Performances* – 53 events delivered with over 74,000 attendees in total, a good performance in a non-New Zealand Festival year. Approximately 18,000 delegates were from outside the Wellington region.
- *City Growth Fund* – Support was provided to the Young Enterprise Trust in conjunction with GRWC for a regional co-ordinator for the school programme, the Visa Wellington on a Plate and Beervana 2017 events, and hosting the Beijing FC match including the accompanying business delegation.

Challenges and opportunities

- *City Growth Fund* – In the next quarter the fund will support the opening of ProjectR, Wellington’s first augmented reality/virtual reality (AV/VR) centre, and hosting the Special Olympics.

Cultural Wellbeing

Oranga ahura

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

Overview

Non-financial performance

Headlines: The single Cultural Wellbeing quarterly KPI (total number of performers and attendees at supported events) was met this quarter. For the full list of key performance indicators see page 27 in Appendix 1.

Financial performance

Total net operating expenditure



Capital expenditure



Net operating expenditure – detail

Activity	YTD			Quarter three comment	Full Year Forecast	
	Actual \$000	Budget \$000	Variance \$000		Forecast \$000	Budget \$000
Galleries and museums	16,629	17,236	607	Under budget mainly due to the timing of spend on events and grants through the Regional Amenities Fund. We are forecasting to be over budget at year end mainly due to funding the Space Place 2015/16 cash deficit, which was unbudgeted.	19,851	19,631
Total	16,629	17,236	607		19,851	19,631

Capital expenditure – detail

Activity	YTD			Quarter three comment	Full Year Forecast	
	Actual \$000	Budget \$000	Variance \$000		Forecast \$000	Budget \$000
Galleries and museums	713	4,059	3,347	Under budget due to the delay in the final approval of the Movie Museum project. Forecast underspend reflects this delay.	635	5,382
Total	713	4,059	3,347		635	5,382

Achievements

Arts and cultural activities

- *Toi Pōneke Arts Centre exhibitions* – Toi Pōneke Gallery delivered three exhibitions – Thomas Voyce's *Octophonic /Ambisonic*; *Take that which has passed* curated by Louise Rutledge from the Wellington City Council Art Collection featuring work by Ruth Buchanan, Julian Dashper, Sonya Lacey, Neil Pardington, Ann Shelton, Shannon Te Ao; and Alice Alva's *Over/Under*.
- *Toi Pōneke Arts Centre* – Six applications for artist studios were received and three new artists were accepted and moved into studios. Two artists vacated studios.
- The inaugural Toi Pōneke Dance Residency took place and resulted in a 4-week rehearsal period at Toi Pōneke Arts Centre

and three performances as part of the 2017 Fringe Festival.

- *Community arts* – Supported VIVID Wellington to deliver their second annual street art festival and bring out internationally renowned artist Cityzen Kane to collaborate with local artist Stevei Houkamau and workshop with Pablos and Vincents to make a work for installation at Bond Street and for display at Wellington Museum.
- *City events* – The following events were delivered during the quarter: Meridian Gardens Magic; Kids Magic; Pasifika; Te Rā o Waitangi. Attendance numbers were down on all our outdoor events in this quarter apart from Kids Magic, due to poor weather.

Wellington Museums Trust

- The Cindy Sherman exhibition closed on 19 March. Preliminary assessment shows total

attendance over the duration of the exhibition was 71,232. This total represents a 14% increase on the same period last year.

- The 2-week 2017 Capital E National Arts Festival was another success, with more than 45,000 people attending. Over 13,000 children attended from 167 schools around the Wellington region. 98% of the projected revenue target was met.

Challenges and opportunities

- *Arts funding* – 66 applications to the March 2017 round of the Arts and Culture Fund were submitted, requesting a total of \$415,928.44. There was only \$109,225 available to spend in the round and indicates a growing demand from the arts sector for support for a wide variety of arts and cultural activities.

Social and Recreation

Pāpori me te hākinakina

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

Overview

Non-financial performance

Headlines: Nine of 12 KPIs were exceeded, met or substantially met this quarter (less than 10% unfavourable variance). This represents a 75% 'achieve' rate. Three KPIs had unfavourable variances more than 10% and two KPIs exceeded the target by more than 10%. The table below outlines those performance indicators with a significant variance (greater than 10% favourable and unfavourable). For the full list of key performance indicators for Social and Recreation, see page 28 of Appendix 1.

Key: Previous quarter variance

↓	→	↑
Variance deteriorated	Variance unchanged	Variance improved

KPI	Actual	Target	Variance	Explanation	Variance from prev. Quarter
5.1 ⁶ Visits to facilities – recreation centres and ASB Sports Centre	912,000	774,812	18%	Variance reflects the ongoing drive to increase numbers at ASB Sports Centre through new programmes, holiday programmes, and hosting regional, national and international events.	↑
5.2 Libraries – website visits	2,974,085	1,875,000	59%	Note this does not include use of the WCL Mini app for Android and iOS. As observed above, this reflects a transfer of some transactional functions from in-person to online.	→
5.2 Libraries-- physical visits	1,575,112	1,800,000	-12%	Impact of increased use of the WCL website for 'transactional' business such as online fine/fee payments.	↓
5.3 Dog control – non-urgent requests responded to within 24 hours	Non-urgent 89%	Non-urgent 99%	-10%	Five out of 27 of non-urgent requests were over time. Urgent requests were within 10% of target.	↓
5.3 Percentage of alcohol inspections of medium, high and very-high risk premises that are carried out during peak trading hours.	16%	25%	-37%	Inspections drop off during the festive season and the resulting shortfall is gradually reduced over the following two quarters. We are currently on track to achieve the 25% target by the end of quarter four.	↓

Financial performance

Total net operating expenditure



Capital expenditure



⁶ The KPI reference numbers reflect the numbering in the Long-term Plan

Net operating expenditure – detail

Activity	YTD			Quarter three comment	Full Year Forecast	
	Actual \$000	Budget \$000	Variance \$000		Forecast \$000	Budget \$000
Recreation promotion and support	20,126	20,857	731	Under budget mainly due to lower interest costs, higher revenues in the recreation centres and the timing of maintenance spend. This is partly offset by lower swimming pool revenue.	27,149	27,103
Community support	12,984	13,593	609	Under budget mainly due to lower depreciation costs and higher housing rental income, where some sites expected to be offline due to the upgrade programme are still being tenanted. This is partly offset by the timing of the recognition of the Crown funding for the Housing Upgrade Programme.	17,878	17,621
Public health and safety	11,000	7,611	(3,389)	Over budget due to unbudgeted emergency management costs as a result of the November 2016 earthquake.	13,353	10,099
Total	44,111	42,061	(2,050)		58,379	54,823

Capital expenditure – detail

Activity	YTD			Quarter three comment	Full Year Forecast	
	Actual \$000	Budget \$000	Variance \$000		Forecast \$000	Budget \$000
Recreation promotion and support	6,145	8,858	2,713	Under budget due to delays in the work programme, particularly swimming pool renewal and synthetic turf upgrade work.	11,607	11,607
Community support	14,205	23,701	9,496	Under budget mainly due to delays in the Housing Upgrade Programme work at the Arlington complex. Also, delays have occurred with the upgrade of the Johnsonville Library. We expect these delays, and changes in the housing renewal work programme, to result in an underspend at year end.	22,096	35,979
Public health and safety	1,909	1,910	1		2,774	2,774
Total	22,260	34,469	12,209		36,476	50,360

Achievements

Recreation, promotion and support

- The Freyberg Pool maintenance closure was completed successfully over December–January. Post-closure feedback has been very

positive about changes made to the changing rooms and sauna spaces.

- Wellington hosted a number of national and international events at the ASB Sports Centre and Wellington Regional Aquatic Centre,

including a 4-day NZ Basketball Association Camp, 6-day Women's International Floorball World Cup Qualifier event, Ashy Bines Booty Tour, NZ Women's National Futsal Tournament, Kapahaka Festival, Special Olympics Bocce, NZ Secondary Schools Junior Futsal Champs, NZ Swimming Junior Festival, Weetbix Triathlon and the NZ Age Group Swimming Champs.

- The renewals at Arlington Road play area and Brasenose Place play area are almost complete, and the designs for renewals at Lyll Bay and Alexandra Road have been completed.
- Ran a Streetball Summer Programme in partnership with City Housing and the Eastern Southern Youth Trust, delivering nine streetball events to children in Strathmore and Newtown. 50 children were involved.
- Trialled a new initiative alongside City Housing tenants to increase education and awareness around play. Three workshops were held with tenants and three events delivered – Bubbles and Splash, Amazing Race, and Play in the Park.

Community support and services

- *Libraries* – The Johnsonville Library project reached a milestone with the completion of the revised developed design. Quarter four work will centre on the detailed design phase.

There was a focus on community outreach this quarter. This included regular Zinefest 'Create and Swap' sessions, weekly film screenings at the Central Library, Kohunga Korero Storytime in Te Reo Māori, educational sessions promoting added-value resources such as Ancestry Library, and author talks in partnership with retailers such as Unity Books.

- *Community Services* – The Earthquake Recovery information Centre (ERIC) continued

to support individuals and businesses post-earthquake. The service coordination included psychosocial, WINZ and business support. The centre also sold water tanks and information on the unreinforced masonry programme of work.

Public health and safety

- New headstone beams have been laid in various sections at Makara Cemetery, and a 33-metre safety fence installed along the stream gully at Karori Cemetery.
- Our renewal project on pavilions continues – Kelburn Park is nearly completed and work is progressing at Hataitai Park.

Challenges and opportunities

Recreation, promotion and support

- Attendance at the summer pools was well below target due to the poor summer weather, and the impact of building closures following the earthquake (near Thorndon Pool). Thorndon Pool finished 26% down on target and Khandallah Pool 45% down.
- A leaky roof at the Tawa Recreation Centre gym continues to cause issues, given the high rainfall. This has led to staff closing the facility for health and safety reasons, causing lost bookings and reduced income. Ongoing discussions to resolve this continue with Tawa College.
- We are continuing to make progress with our artificial turf construction projects, however the poor summer weather has delayed completion dates. The new turf at the National Hockey Stadium is about 30 days behind schedule and due for completion in the fourth quarter.
- We are continuing to work closely with many sporting clubs regarding club sustainability.

Urban Development

Tāone tupu ora

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


Overview

Non-financial performance

Headlines: Eight of KPIs were either met or substantially met this quarter (less than 10% unfavourable variance). One KPI had an unfavourable variance more than 10%. This variance is explained in the table below. For the full list of KPIs for Urban Development, see page 29 in Appendix 1.

Key: Previous quarter variance

 Variance deteriorated	 Variance unchanged	 Variance improved
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KPI	Actual	Target	Variance	Explanation	Variance from prev. quarter
Building consents issued within 20 working days	85%	100%	-15%	Structural engineering resourcing as part of the regulatory review undertaken during the building consenting process continues to be a challenge, especially as further scrutiny has been put on engineering resource within New Zealand since the November 2016 earthquake. This has and will continue to significantly affect timeliness.	

Financial performance

Total net operating expenditure



Capital expenditure



Net operating expenditure – detail

Activity	YTD			Quarter three comment	Full Year Forecast	
	Actual \$000	Budget \$000	Variance \$000		Forecast \$000	Budget \$000
Urban planning and policy	4,473	6,128	1,655	Building Heritage Fund payments below budget due to the delay in the March funding round until April. District Plan expenditure less than budget (timing only). Forecast includes underspend of Building Heritage Fund and recovery of Music Hub design costs from Victoria University.	7,239	7,712
Building and development control	6,756	6,547	(209)	Over budget due to additional professional services costs. These have been partially offset by additional revenue.	8,541	8,690
Total	11,229	12,675	1,446		15,780	16,402

Capital expenditure – detail

Activity	YTD			Quarter three comment	Full Year Forecast	
	Actual \$000	Budget \$000	Variance \$000		Forecast \$000	Budget \$000
Urban planning and policy	5,086	12,233	7,148	Under budget due to delays in the work programme. Some key areas include laneways projects, suburban centres upgrades, Frank Kitts park upgrade, Kumutoto public space and wharf maintenance.	8,545	14,814
Building and development control	2,628	4,198	1,570	Under budget due to delays in the earthquake strengthening programme. The key variances relate to the Town Hall and St James Theatre projects.	3,252	5,565
Total	7,714	16,432	8,718		11,797	20,379

Achievements

Emergency response/earthquake strengthening

- *Earthquake response* – The 80 Buildings initiative was concluded and communicated. Repair work and demolition continues on many of these buildings. The Reading car park demolition was concluded and the mural at 61 Molesworth Street was recovered.
- The unreinforced masonry buildings initiative commenced, involving 113 buildings in the city. Significant effort is currently focussed on demolitions in Thorndon. Ongoing demolition and reconstruction work is likely to last for several years at various sites around the city.
- *Resilience* – The Resilience Strategy was released in March. A Steering Group has been convened and will meet in quarter four to prioritise resilience projects.
- remaining three cones will be completed over the next 6 months.
- Completed maintenance work on the *Subject to Change* sculpture on Karo Drive. This included a full repaint, new flashings and some minor repairs.
- *Urban activation* – Egmont Street murals were completed.
- Two more stakeholder engagement meetings were held in Tawa for the upgrade of the Tawa Town Centre (plaza and connecting lanes). The stakeholders selected a preferred design option.
- Lombard Lane went out for tender and contract negotiations are under way. Additional funding was acquired to deliver the entire shared space outcome and upgrade underground utilities for resilience purposes. Delivery of this project is pending the appointment of a main contractor.

Urban planning, heritage and public spaces development

- Reinstalled eight cones from the Akau Tangi Sculpture on Cobham Drive following some redesign and repair work. The

Challenges and opportunities

- The Cable Car Lane upgrade is nearing completion. A call for artists was undertaken for the mural with submissions closing in April.

Transport

Waka

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


Overview

Non-financial performance

Headlines: Transport has two KPIs that are measured monthly and reported each quarter. One KPI, response to urgent requests for service, had an unfavourable variance achieving 11% below target. The remaining KPIs are annual measures reported at year end. While Transport is experiencing some impact on delivery of their capex and opex programmes due to contractor resources being diverted to higher priority tasks, they do not anticipate that this will impact significantly on the year-end opex outcome. Capex is forecast to be significantly underspent due to delays. For the full list of KPIs for Transport, see page 29 in Appendix 1.

Key: Previous quarter variance

		
Variance deteriorated	Variance unchanged	Variance improved

KPI	Actual	Target	Variance	Explanation	Variance from prev. Quarter
Requests for service response rate – urgent (within 2 hours)	89%	100%	-11%	The main driver of this variance is the new contractor not completing sign-offs in time. The team is working towards getting this figure improved.	

Financial performance

Total net operating expenditure



Capital expenditure



Net operating expenditure – detail

Activity	YTD			Quarter three comment	Full Year Forecast	
	Actual \$000	Budget \$000	Variance \$000		Forecast \$000	Budget \$000
Transport	30,878	33,792	2,914	Under budget due to timing differences across many activities including road surface and footpath renewals, and wall and tunnel projects. In these cases the 2016/17 programme of work is still expected to be delivered by year end. Depreciation is also lower than budget. Several projects related to national/regional programmes such as Let's Get Wellington Moving and the Urban Cycleways Programme have been rephased so that current variances are	45,102	45,125

Activity	YTD			Quarter three comment	Full Year Forecast	
	Actual \$000	Budget \$000	Variance \$000		Forecast \$000	Budget \$000
				temporary.		
Parking	(10,763)	(10,737)	25		(14,209)	(14,373)
Total	20,115	23,055	2,940		30,893	30,752

Capital expenditure – detail

Activity	YTD			Quarter three comment	Full Year Forecast	
	Actual \$000	Budget \$000	Variance \$000		Forecast \$000	Budget \$000
Transport	19,934	32,468	12,534	Under budget in road surface renewals, reseals, the pedestrian and safer roads programmes due to a number of factors including delays caused by the southern roading corridor contract re-tender, the November 2016 earthquake and weather events. Carry forward requests are anticipated. The cycling programme is also under budget but has been reprioritised and rephased into out years. A carry forward is expected in this area.	34,936	42,582
Parking	424	529	104	Under budget due to timing of payments related to the parking sensor implementation. We expect to be in line with budget by year end.	556	556
Total	20,359	32,997	12,638		35,492	43,138

Challenges and opportunities

Achievements

- *Let's Get Wellington Moving* – Progress Report published, which summarises the work to date and defines the many and varied problems. Commenced stakeholder and community engagement workshops to review possible interventions in four focus areas to help guide further work and prepare for future public engagement.
- *Wellington Cycleways Programme* – The Minister of Transport approved a new timeframe for the delivery of the programme, which is now planned to be completed by June 2019.
- *Transport resilience* – Continuing to work with regional agencies to improve understanding of, and responses to, resilience issues for the city's transport networks.

- The earthquake and significant rainfall events in November 2016 has impacted delivery of capex and opex programmes due to contractor resources being diverted to higher priority tasks, such as clearing the more than 500 slips that impacted the transport network.
- Currently experiencing significant difficulties filling a number of vacancies due to skills shortages coupled with a highly competitive job market.
- The challenge at this time of year of some people being strongly dissatisfied with the surface treatment used in the road resurfacing programme. In addition, the wet summer also impacted the work programme.

APPENDIX 1 – DETAILED PERFORMANCE INFORMATION

Quarter Three: 1 January to 31 March, 2017



(a) Key performance indicators – detailed performance information

Note: Unfavourable variances are shown in brackets.

Governance

Activity	Description	Year to date			Variance from prev. quarter
		Actual	Target	Variance	
1.1	Council and committee agendas (%) are made available to the public within statutory timeframes (2 working days prior to the meeting)	100%	100%	0%	→
1.1	Council and committee agendas (%) that are made available to elected members 5 days prior to the meeting	87%	80%	9%	→
1.1	Contact Centre response times – calls (%) answered within 30 seconds	67%	80%	(16%)	→
1.1	Contact Centre response times – emails (%) responded to within 24 hours	100%	100%	0%	→

Environment

Activity	Description	Year to date			Variance from prev. quarter
		Actual	Target	Variance	
2.1	Number of visitors to the Botanic Garden (including Otari-Wilton's Bush)	835,017	1,091,313	(23%)	→
2.1	Street cleaning (%) compliance with quality performance standards	97%	98%	(1%)	→
2.2	Waste diverted from the landfill (tonnes)	13,599	12,375	10%	→
2.2	WCC corporate energy use (including WCC general, pools and recreation centres and CCOs)	10,946,475 kWh	Decrease on quarter (Previous Year 9,940,685)	(10)%	→
2.3	Number of complaints about: (a) drinking water clarity (b) drinking water taste (c) drinking water odour (d) drinking water continuity of supply (e) responsiveness to drinking water complaints per 1000 connections	1.01	No target	-	NA
2.3	Number of unplanned supply cuts per 1000 connections	0.02	<1	-	→
2.3	Median response time for: Attendance for urgent call outs	51 mins	60 mins	15%	→
2.3	Median response time for: Resolution for urgent call outs	3.02 hours	4 hours	25%	→
2.3	Median response time for: Attendance for non-urgent call outs	42.65 hours	36 hours	(18%)	→
2.3	Median response time for: Resolution of non-urgent call outs	2.8 days	15 days	81%	→
2.4	Number of wastewater reticulation incidents (blockages) per km of reticulation pipeline	0.04	<= 0.30	87%	→
2.4	Dry weather wastewater overflows/1000 connections	0.04	0	-	→
2.4	Number of complaints about: (a) wastewater odour (b) wastewater system faults (c) wastewater system blockages (d) responsiveness to wastewater system issues per 1000 connections	1.9	No target	-	NA
2.4	Breaches of resource consents for discharges from wastewater system. Number of: - abatement notices - infringement notices - enforcement orders - convictions for discharges from wastewater system.	0	0	0	→
2.4	Median response time for wastewater overflows: (a) attendance time (b) resolution time	0.78 hours 2.57 hours	(a) <= 1 hour (b) <= 6 hours	(a) 22% (b) 57%	→

Activity	Description	Year to date			Variance from prev. quarter
		Actual	Target	Variance	
2.5	Number of pipeline blockages per km of pipeline	0.003	<= 0.126	98%	→
2.5	Number of complaints about stormwater system performance per 1000 connections	0.04	No target	-	NA
2.5	Breaches of resource consents for discharges from stormwater system. Number of: - abatement notices - infringement notices - enforcement orders - convictions for discharges from stormwater system.	0	0	0	→
2.5	Number of flooding events	1	No target	-	NA
2.5	Number of habitable floors per 1000 connected homes per flooding event	0.026	No target	-	NA
2.5	Median response time to attend a flooding event	58 mins	<= 60 minutes	3%	→
2.5	Percentage of days during the bathing season (1 November to 31 March) that the monitored beaches are suitable for recreational use.	100%	90%	11%	→
2.5	Percentage of monitored sites that have a rolling 12-month median value for E.coli (dry weather samples) that do not exceed 1000 cfu/100ml	89%	90%	(1%)	↗
2.6	Zoo – total admissions	166,702	180,083	(7%)	→
2.6	Zealandia – visitors	94,469	74,696	26%	→

Economic Development

Activity	Description	Year to date			Variance from prev. quarter
		Actual	Target	Variance	
3.1	Estimated attendance at WCC supported events	237,975	203,500	17%	→

Cultural Wellbeing

Activity	Description	Year to date			Variance from prev. quarter
		Actual	Target	Variance	
4.1	Venues Subsidy - Total number of performers and attendees at supported events	Performers: 18,952 Attendees: 78,668	Increase on previous year	-	NA

Social and Recreation

Activity	Description	Year to date			Variance from prev. quarter
		Actual	Target	Variance	
5.1	Visits to facilities – swimming pools	1,005,278	1,007,569	0%	→
5.1	Visits to facilities – recreation centres and ASB Sports Centre	912,000	774,812	18%	↗
5.2	Occupancy rate of available housing facilities	97%	90%	8%	→
5.2	All tenants (existing and new) housed with policy	98%	98%	0%	→
5.2	Libraries – physical visits	1,575,112	1,800,000	(12%)	↘
5.2	Library items issued	2,100,479	2,250,000	(7%)	→
5.2	Libraries – website visits	2,974,085	1,875,000	59%	→

Activity	Description	Year to date			Variance from prev. quarter
		Actual	Target	Variance	
5.2	Occupancy rates (%) of Wellington City Council Community Centres and Halls	48%	45%	6%	
5.3	Dog control – urgent requests responded to within 1 hour and non-urgent within 24 hours	Urgent 91%	Urgent 100%	Urgent (9%)	
		Non-urgent 89%	Non-urgent 99%	Non-urgent (10%)	
5.3	WCC public toilets – urgent requests responded to within 4 hours and non-urgent within 3 days	Urgent 98% Non-urgent 98%	Urgent 100% Non-urgent 95%	Urgent (2)% Non-urgent 3%	
5.3	WCC public toilets (%) that meet required cleanliness and maintenance performance standards	98%	95%	3%	
5.3	Percentage of alcohol inspections of medium, high and very high risk premises that are carried out during peak trading hours	16%	25%	(37%)	

Urban Development

Activity	Description	Year to date			Variance from prev. quarter
		Actual	Target	Variance	
6.2	Building consents issued within 20 working days	85%	100%	(15%)	
6.2	Code of Compliance Certificates issued within 20 working days	98%	100%	(2%)	
6.2	Land Information Memorandums (LIMs) issued within 10 working days	100%	100%	0%	
6.2	Resource consents (non-notified) issued within statutory timeframes	100%	100%	0%	
6.2	Resource consents that are monitored within 3 months of project commencement	90%	90%	0%	
6.2	Subdivision certificates – Section 223 certificates issued within statutory timeframes	100%	100%	0%	
6.2	Noise control (excessive noise) complaints investigated within 1 hour	96%	90%	7%	
6.2	Environmental complaints investigated within 48 hours	92%	98%	(7%)	
6.2	Earthquake-prone building notifications (section 124) (%) that are issued without successful challenge	100%	95%	5%	

Transport

Activity	Description	Year to date			Variance from prev. quarter
		Actual	Target	Variance	
7.1	Requests for service response rate – urgent (within 2 days)	89%	100%	(11%)	
7.1	Requests for service response rate – non-urgent (within 15 days)	95%	100%	(5%)	

(b) Operational expenditure – detailed performance information

Governance

Group	Activity	Activity Description	YTD			Full Year
			Actual \$000	Budget \$000	Variance \$000	Budget \$000
1.1	1000	Annual Planning	717	1,067	350	1,423
1.1	1001	Policy	841	1,000	159	1,333
1.1	1002	Committee & Council Process	4,826	4,816	(9)	6,278

Group	Activity	Activity Description	YTD			Full Year
			Actual \$000	Budget \$000	Variance \$000	Budget \$000
1.1	1003	Strategic Planning	570	706	136	941
1.1	1004	Tawa Community Board - Discretionary	4	8	4	11
1.1	1005	Smart Capital - Marketing	355	404	49	539
1.1	1007	WCC City Service Centre	723	697	(26)	929
1.1	1008	Call Centre SLA	1,821	1,703	(118)	2,270
1.1	1009	Valuation Services Contract	372	406	34	541
1.1	1010	Lands Information	812	1,120	308	1,493
1.1	1011	Archives	892	1,336	444	1,782
1.2	1012	Funding agreements – Māori	170	170	0	193
1.2	1013	Māori Engagement	62	77	15	102
Strategy Area Total			12,163	13,509	1,346	17,835

Environment

Group	Activity	Activity Description	YTD			Full Year
			Actual \$000	Budget \$000	Variance \$000	Budget \$000
2.1	1014	Parks and Reserves Planning	468	481	13	641
2.1	1015	Reserves Unplanned Maintenance	199	128	(71)	181
2.1	1016	Turf Management	838	888	50	1,166
2.1	1017	Park Furniture and Infrastructure Maintenance	1,156	1,222	66	1,645
2.1	1018	Parks and Buildings Maintenance	790	1,252	461	1,685
2.1	1019	Horticultural Operations	1,496	1,409	(87)	1,866
2.1	1020	Arbore-cultural Operations	1,029	883	(146)	1,185
2.1	1021	Botanic Gardens Services	3,415	3,238	(176)	4,329
2.1	1022	Coastal Operations	1,353	1,047	(306)	1,380
2.1	1023	Open Space Vegetation Management	0	0	0	0
2.1	1024	Road Corridor Growth Control	624	681	56	908
2.1	1025	Street Cleaning	4,736	5,380	644	7,174
2.1	1026	Hazardous Trees Removal	266	317	51	451
2.1	1027	Town Belts Planting	332	382	50	702
2.1	1028	Town Belt-Reserves Management	2,357	2,424	68	3,307
2.1	1030	Community greening initiatives	468	492	24	654
2.1	1031	Environmental Grants Pool	45	100	55	100
2.1	1032	Walkway Maintenance	390	452	62	603
2.1	1033	Weeds & Hazardous Trees Monitoring	1,124	972	(152)	1,259
2.1	1034	Animal Pest Management	291	311	20	530
2.1	1035	Waterfront Public Space Management	4,432	3,412	(1,021)	4,549
2.2	1036	Landfill Operations & Maintenance	(5,071)	(1,283)	3,787	(1,710)
2.2	1037	Suburban Refuse Collection	(502)	(351)	151	(460)
2.2	1038	Domestic Recycling	959	717	(242)	1,207
2.2	1039	Waste Minimisation Info	631	659	28	893
2.2	1040	Litter Enforcement	43	69	26	92

Group	Activity	Activity Description	YTD			Full Year Budget \$000
			Actual \$000	Budget \$000	Variance \$000	
2.2	1041	Closed Landfill Gas Migr Monitoring	451	310	(141)	414
2.2	1042	Smart Energy	132	267	135	356
2.3	1043	Water - Meter Reading	108	118	10	153
2.3	1044	Water - Network Maintenance	3,302	3,041	(261)	4,049
2.3	1045	Water - Water Connections	(86)	(27)	59	(35)
2.3	1046	Water - Pump Stations Maintenance-Ops	667	776	110	1,028
2.3	1047	Water - Asset Stewardship	13,238	13,217	(21)	17,623
2.3	1048	Water - Reservoir-Dam Maintenance	66	133	66	177
2.3	1049	Water - Monitoring & Investigation	418	455	37	607
2.3	1050	Water - Asset Management	485	538	53	718
2.3	1051	Water - Bulk Water Purchase	11,788	11,950	162	15,934
2.4	1052	Wastewater - Asset Stewardship	10,009	9,999	(10)	13,332
2.4	1053	Wastewater - Trade Waste Monitoring & Investigation	291	215	(76)	285
2.4	1055	Wastewater - Network Maintenance	2,020	1,806	(214)	2,392
2.4	1057	Wastewater - Asset Management	369	491	122	655
2.4	1058	Wastewater - Monitoring & Investigation	978	1,177	199	1,570
2.4	1059	Wastewater - Pump Station Maintenance-Ops	972	1,005	33	1,200
2.4	1060	Wastewater - Treatment Plants	15,473	16,132	659	21,610
2.4	1062	Sewerage Disposal	723	974	250	1,291
2.5	1063	Stormwater - Asset Stewardship	9,325	9,785	460	13,047
2.5	1064	Stormwater - Network Maintenance	1,484	1,671	187	2,228
2.5	1065	Stormwater - Monitoring & Investigation	460	636	175	824
2.5	1066	Stormwater - Asset Management	598	710	111	946
2.5	1067	Drainage Maintenance	451	694	244	926
2.5	1068	Stormwater - Pump Station Maintenance-Ops	12	36	23	43
2.6	1069	Karori Sanctuary	1,267	1,574	307	1,807
2.6	1070	Wellington Zoo Trust	4,712	4,669	(44)	5,183
Strategy Area Total			101,584	107,635	6,052	142,701

Economic Development

Group	Activity	Activity Description	YTD			Full Year Budget \$000
			Actual \$000	Budget \$000	Variance \$000	
3.1	1072	Wellington Venues - OLD	(0)	0	0	0
3.1	1073	Positively Wellington Tourism	5,626	5,630	4	5,630
3.1	1074	Events Fund	4,208	3,989	(219)	4,273
3.1	1075	Wellington Venues	3,102	2,953	(149)	3,837
3.1	1076	Destination Wellington	1,562	1,331	(231)	1,775
3.1	1077	City Innovation	558	703	145	937
3.1	1078	Wellington Convention Centre	0	0	(0)	0
3.1	1079	CBD Weekend Parking	1,017	1,018	0	1,357
3.1	1080	Economic Development Grant Pool	10	50	40	50

Group	Activity	Activity Description	YTD			Full Year
			Actual \$000	Budget \$000	Variance \$000	Budget \$000
3.1	1081	Economic Growth Strategy	252	402	151	536
3.1	1082	Economic Development Fund	2,342	1,811	(531)	2,415
3.1	1085	Film Museum	0	0	(0)	0
3.1	1086	Westpac Stadium	0	3,750	3,750	5,000
3.1	1087	International Relations	477	496	19	661
3.1	1088	Marsden Village	11	11	0	14
3.1	1089	Business Improvement Districts	95	135	40	180
Strategy Area Total			19,260	22,279	3,809	26,665

Cultural Wellbeing

Group	Activity	Activity Description	YTD			Full Year
			Actual \$000	Budget \$000	Variance \$000	Budget \$000
4.1	1090	Wellington Museums Trust	8,336	8,374	38	9,008
4.1	1091	Museum of Conflict	375	375	0	500
4.1	1092	Te Papa Funding	1,688	1,688	0	2,250
4.1	1093	Carter Observatory	735	587	(148)	667
4.1	1095	Community Events Programme	2,151	2,437	286	2,793
4.1	1096	WW1 Commemorations	1	0	(1)	0
4.1	1097	Citizen's Day - Mayoral Day	22	16	(5)	22
4.1	1098	Cultural Grants Pool	1,061	953	(109)	1,121
4.1	1099	Wellington Conv Centre Community Subsidy	130	160	30	200
4.1	1100	Community Arts Programme	373	403	30	504
4.1	1101	NZSO Subsidy	224	216	(8)	216
4.1	1102	Toi Pōneke Arts Centre	589	658	69	869
4.1	1103	Public Art Fund	239	332	92	442
4.1	1104	New Zealand Ballet	154	154	(0)	154
4.1	1105	Orchestra Wellington	274	275	1	275
4.1	1106	Regional Amenities Fund	278	609	331	609
Strategy Area Total			16,629	17,236	607	19,631

Social and Recreation

Group	Activity	Activity Description	YTD			Full Year
			Actual \$000	Budget \$000	Variance \$000	Budget \$000
5.1	1107	Swimming Pools Operations	10,202	10,231	29	13,377
5.1	1108	Sportsfields Operations	2,541	2,478	(63)	3,214
5.1	1109	Synthetic Turf Sport Operations	653	702	49	819
5.1	1110	Recreation Centres	1,309	1,464	155	1,946
5.1	1111	ASB Sports Centre	3,458	4,042	584	5,345
5.1	1112	Basin Reserve Trust	958	954	(4)	1,062
5.1	1113	Recreational NZ Academy Sport	45	34	(11)	45
5.1	1114	Play Ground & Skate Facility Maintenance	645	595	(50)	794

Group	Activity	Activity Description	YTD			Full Year
			Actual \$000	Budget \$000	Variance \$000	Budget \$000
5.1	1115	Marina Operations	(1)	31	32	70
5.1	1116	Municipal Golf Course	120	128	8	169
5.1	1117	Recreation Programmes	196	198	2	263
5.2	1118	Library Network - Wide Operation	10,398	11,278	881	15,162
5.2	1119	Branch Libraries	4,447	4,390	(57)	5,854
5.2	1120	Passport to Leisure Programme	83	77	(6)	102
5.2	1121	Community Advice & Information	1,206	915	(292)	1,219
5.2	1122	Community Grants	108	227	119	262
5.2	1123	Support for Wellington Homeless	140	140	0	140
5.2	1124	Social & Recreational Grant Pool	3,144	3,249	105	3,822
5.2	1125	Housing Operations and Maintenance	(296)	3,813	4,109	5,100
5.2	1126	Housing Upgrade Project	(8,845)	(12,958)	(4,114)	(17,278)
5.2	1127	Community Props Programmed Maintenance	598	510	(89)	680
5.2	1128	Community Halls Ops and Maintenance	391	128	(262)	171
5.2	1129	Community Prop & Facility Ops	1,379	1,616	237	2,155
5.2	1130	Accommodation Assistance Fund	231	209	(22)	232
5.3	1131	Burial & Cremation Operations	606	627	21	797
5.3	1132	Contracts - Public Conveniences	2,254	2,224	(31)	2,959
5.3	1133	Public Health	1,299	1,003	(295)	1,333
5.3	1134	Noise Monitoring	437	508	71	677
5.3	1135	Anti-Graffiti Flying Squad	469	512	44	683
5.3	1136	Safe City Project Operations	1,627	1,600	(27)	2,133
5.3	1137	Civil Defence	1,049	944	(105)	1,259
5.3	1138	Rural Fire	172	193	21	258
5.3	1997	Business Recovery	3,051	0	(3,051)	0
5.3	1998	Emergency Management Activation	35	0	35	0
Strategy Area Total			44,111	42,061	(2,050)	54,832

Urban Development

Group	Activity	Activity Description	YTD			Full Year
			Actual \$000	Budget \$000	Variance \$000	Budget \$000
6.1	1139	District Plan	1,246	1,526	281	2,035
6.1	1140	Growth Spine Centres	31	29	(1)	39
6.1	1141	City Shaper Developments	715	1,105	390	1,415
6.1	1142	Public Art and Sculpture Maintenance	299	312	13	432
6.1	1143	Public Space-Centre Development Plan	1,259	1,344	85	1,792
6.1	1145	City Heritage Development	923	1,811	888	1,998
6.2	1146	Building Control-Facilitation	3,228	2,999	(230)	3,829
6.2	1147	Weathertight Homes	235	549	314	732
6.2	1148	Development Control Facilitation	2,307	2,208	(99)	3,073
6.2	1150	Building Consents EQPB Subsidy Fund	0	0	0	0

Group	Activity	Activity Description	YTD			Full Year
			Actual \$000	Budget \$000	Variance \$000	Budget \$000
6.2	1151	Earthquake Risk Building Project	985	792	(194)	1,055
Strategy Area Total			11,229	12,675	1,446	16,402

Transport

Group	Activity	Activity Description	YTD			Full Year
			Actual \$000	Budget \$000	Variance \$000	Budget \$000
7.1	1152	Ngauranga to Airport Corridor	851	1,355	504	1,647
7.1	1153	Transport Planning and Policy	754	755	0	1,006
7.1	1154	Road Maintenance and Storm Clean Up	803	654	(149)	1,016
7.1	1155	Tawa Shared Driveways Maintenance	14	29	15	35
7.1	1156	Wall, Bridge and Tunnel Maintenance	92	148	56	192
7.1	1157	Drains & Walls Asset Stewardship	2,860	5,079	2,219	6,772
7.1	1158	Kerb & Channel Maintenance	254	309	55	466
7.1	1159	Vehicle Network Asset Stewardship	10,862	10,533	(329)	14,044
7.1	1160	Port and Ferry Access	0	71	71	95
7.1	1161	Cycleways Maintenance	10	33	23	64
7.1	1162	Cycleway Asset Stewardship	1,163	171	(992)	228
7.1	1163	Cycleways Planning	610	778	168	1,038
7.1	1164	Passenger Transport Facilities	169	251	83	313
7.1	1165	Bus Shelter Contract Income	(595)	(281)	314	(564)
7.1	1166	Passenger Transport Asset Stewardship	345	564	219	752
7.1	1167	Bus Priority Plan	1	67	66	89
7.1	1168	Cable Car	1,008	754	(255)	1,005
7.1	1169	Public Transport Trials	0	0	0	0
7.1	1170	Street Furniture Maintenance	209	320	111	435
7.1	1171	Footpaths Asset Stewardship	4,022	4,178	156	5,571
7.1	1172	Pedestrian Network Maintenance	421	598	177	849
7.1	1173	Pedestrian Network Structures Maintenance	116	127	11	167
7.1	1174	Traffic Signals Maintenance	546	600	54	800
7.1	1175	Traffic Control Asset Stewardship	2,621	2,095	(526)	2,794
7.1	1176	Road Marking Maintenance	472	553	82	738
7.1	1177	Traffic Signs Maintenance	156	258	103	367
7.1	1178	Network Activity Management	141	381	240	509
7.1	1179	Street Lighting Maintenance	1,087	1,192	106	1,740
7.1	1180	Transport Education & Promotion	186	405	219	541
7.1	1181	Fences & Guardrails Maintenance	88	220	132	293
7.1	1182	Safety Asset Stewardship	1,613	1,594	(19)	2,125
7.2	1184	Parking Services & Enforcement	(10,491)	(10,824)	(332)	(14,488)
7.2	1185	Waterfront Parking Services	(271)	86	358	115
Strategy Area Total			20,115	23,055	2,940	30,752

(c) Capital expenditure – detailed performance information

Governance

Group	Activity	Activity Description	YTD			Full Year
			Actual \$000	Budget \$000	Variance \$000	Budget \$000
1.1	2000	Committee & Council Processes	0	116	116	116
Strategy Area Total			0	116	116	116

Environment

Group	Activity	Activity Description	YTD			Full Year
			Actual \$000	Budget \$000	Variance \$000	Budget \$000
2.1	2001	Property Purchases - Reserves	12	20	8	160
2.1	2003	Parks Infrastructure	272	209	(63)	400
2.1	2004	Parks Buildings	212	264	53	401
2.1	2006	Botanic Garden	1,406	1,588	183	1,698
2.1	2007	Coastal - upgrades	158	622	463	1,052
2.1	2008	Coastal	33	74	41	124
2.1	2009	Town Belt & Reserves	80	173	93	268
2.1	2010	Walkways renewals	705	663	(41)	1,014
2.2	2011	Southern Landfill Improvement	467	690	223	1,215
2.2	2012	Energy Management Plan	79	49	(31)	65
2.3	2013	Water - Network renewals	5,657	6,799	1,142	9,902
2.3	2014	Water - Pump Station renewals	413	457	45	668
2.3	2015	Water - Water Meter upgrades	166	327	161	477
2.3	2016	Water - Network upgrades	1,652	958	(694)	1,368
2.3	2018	Water - Network renewals	772	332	(440)	485
2.3	2019	Water - Reservoir renewals	921	1,142	221	1,662
2.3	2020	Water - Reservoir upgrades	465	589	124	853
2.4	2023	Wastewater - Network renewals	6,928	6,820	(108)	9,905
2.4	2024	Wastewater - Network upgrades	41	314	272	456
2.4	2026	Wastewater - Pump Station renewals	492	601	109	874
2.5	2028	Stormwater - Network upgrades	2,357	3,007	650	4,281
2.5	2029	Stormwater - Network renewals	2,578	2,440	(138)	3,339
2.6	2033	Zoo renewals	356	613	257	817
2.6	2034	Zoo upgrades	65	140	75	140
Strategy Area Total			26,780	29,497	2,717	42,230

Economic Development

Group	Activity	Activity Description	YTD			Full Year
			Actual \$000	Budget \$000	Variance \$000	Budget \$000
3.1	2035	Wellington Venues renewals	708	2,055	1,348	2,507
3.1	2130	City Shaper - Film Museum	254	6,129	5,875	9,248

Group	Activity	Activity Description	YTD			Full Year
			Actual \$000	Budget \$000	Variance \$000	Budget \$000
Strategy Area Total			962	8,184	7,222	11,755

Cultural Wellbeing

Group	Activity	Activity Description	YTD			Full Year
			Actual \$000	Budget \$000	Variance \$000	Budget \$000
4.1	2040	Cable Car Precinct	0	43	43	43
4.1	2041	Te ara o nga tupuna - Maori heritage trails	40	60	20	60
4.1	2042	Arts Installation	15	20	5	27
4.1	2129	City Shaper - Convention Centre	657	3,936	3,279	5,252
Strategy Area Total			713	4,059	3,347	5,382

Social and Recreation

Group	Activity	Activity Description	YTD			Full Year
			Actual \$000	Budget \$000	Variance \$000	Budget \$000
5.1	2044	Aquatic Facility renewals	565	1,653	1,088	1,853
5.1	2045	Sportsfields upgrades	731	692	(38)	980
5.1	2047	Synthetic Turf Sportsfields upgrades	1,965	3,070	1,105	3,526
5.1	2048	Recreation Centre Renewal	22	29	7	30
5.1	2049	ASB Sports Centre	33	62	29	62
5.1	2050	Basin Reserve	2,542	3,024	482	4,697
5.1	2051	Playgrounds renewals & upgrades	181	195	14	283
5.1	2052	Evans Bay Marina - Renewals	79	97	18	123
5.1	2053	Clyde Quay Marina - Upgrade	28	36	8	54
5.2	2054	Upgrade Library Materials	1,238	1,555	317	2,073
5.2	2055	Upgrade Computer Replacement	84	180	96	200
5.2	2056	Central Library upgrades	55	344	289	347
5.2	2057	Branch Library upgrades	410	2,019	1,608	7,312
5.2	2058	Branch Libraries renewals	154	165	11	220
5.2	2059	Housing upgrades	9,349	14,734	5,385	19,646
5.2	2060	Housing renewals	2,823	4,535	1,712	5,920
5.2	2061	Community Halls - upgrades & renewals	93	169	77	262
5.3	2062	Burial & Cremations	472	671	199	696
5.3	2063	Public Convenience and pavilions	1,437	1,239	(198)	2,006
5.3	2065	Emergency Management renewals	0	0	0	73
Strategy Area Total			22,260	34,469	12,209	50,360

Urban Development

Group	Activity	Activity Description	YTD			Full Year
			Actual \$000	Budget \$000	Variance \$000	Budget \$000
6.1	2067	Wellington Waterfront Development	2,348	3,628	1,280	5,187
6.1	2068	Waterfront Renewals	903	2,433	1,531	2,814

Group	Activity	Activity Description	YTD			Full Year
			Actual \$000	Budget \$000	Variance \$000	Budget \$000
6.1	2070	Central City Framework	1,795	4,771	2,976	5,178
6.1	2073	Suburban Centres upgrades	9	1,090	1,081	1,120
6.1	2074	Minor CBD Enhancements	32	93	61	124
6.1	2075	Urban Regeneration Projects	0	219	219	392
6.2	2076	Earthquake Risk Mitigation	2,628	4,198	1,570	5,565
Strategy Area Total			7,714	16,432	8,718	20,379

Transport

Group	Activity	Activity Description	YTD			Full Year
			Actual \$000	Budget \$000	Variance \$000	Budget \$000
7.1	2077	Wall, Bridge & Tunnel Renewals	1,231	1,926	695	2,457
7.1	2078	Road Surface Renewals	673	1,872	1,199	2,118
7.1	2079	Reseals	991	2,152	1,161	2,435
7.1	2080	Pre-seal Preparations	1,727	2,466	739	3,288
7.1	2081	Shape & Camber Correction	2,937	3,200	263	4,267
7.1	2082	Sumps Flood Mitigation	159	216	57	271
7.1	2083	Road Corridor New Walls	1,512	1,636	124	2,182
7.1	2084	Service Lane Improvements	184	65	(119)	103
7.1	2085	Tunnel & Bridge Improvements	721	1,195	473	1,799
7.1	2086	Kerb & Channel Renewals	1,431	1,570	138	2,133
7.1	2088	Road Risk Mitigation	75	738	663	918
7.1	2090	Area Wide Road Maintenance	448	593	145	790
7.1	2091	Port and Ferry Access	0	0	(0)	0
7.1	2094	Cycling Improvements	2,376	6,189	3,813	7,522
7.1	2095	Bus Priority Planning	371	713	342	1,402
7.1	2096	Pedestrian Network Structures	151	180	29	240
7.1	2097	Pedestrian Network Renewals	1,883	2,707	823	3,848
7.1	2098	Walking Improvements	80	307	226	409
7.1	2099	Street Furniture	199	196	(3)	261
7.1	2100	Pedestrian Network Access ways	116	186	70	222
7.1	2101	Traffic & Street Signs	921	1,092	171	1,456
7.1	2102	Traffic Signals	243	693	451	924
7.1	2103	Street Lights	734	529	(205)	706
7.1	2104	Rural Road Improvements	3	2	(1)	103
7.1	2105	Minor Works Projects	337	760	423	1,014
7.1	2106	Fences & Guardrails	429	468	39	624
7.1	2107	Safer Roads Projects	2	819	817	1,092
7.2	2108	Parking Asset renewals	0	0	0	0
7.2	2109	Roadside Parking Improvements	424	529	104	556
Strategy Area Total			20,115	23,055	2,940	30,752

4. Operational

PRINCE OF WALES/OMĀRORO RESERVOIR EASEMENT APPLICATION AT PRINCE OF WALES PARK, WELLINGTON TOWN BELT

Purpose

1. Wellington Water (WWL) is proposing to construct a new 35,000m³ concrete water reservoir (Prince of Wales/Omāroro reservoir) at Prince of Wales Park, Wellington Town Belt (Town Belt).
2. The purpose of this report is to have the Committee express its 'in principle' approval for the proposal and instruct officers to consult in accordance with the Wellington Town Belt Act 2016 (Act). The proposal is to grant an easement for a new reservoir and a licence for the construction phase.
3. Refer to Attachment 1 for the easement area and Attachment 2 for the construction licence area (occupied for a three year period).

Summary

4. The Town Belt is managed in accordance with the Act and the Wellington Town Belt Management Plan 2017 (Management Plan).
5. The Committee has delegated authority to approve the granting of the easement and licence subject to the outcome of public consultation. Public consultation is required under the Act and the outcome of this reported back to Committee for a final decision. The Committee will need to have particular regard to the principles in section 4 of the Act when making its decision.
6. Prince of Wales Park is located on the city facing slopes of the Brooklyn Hills. The park consists of a small open spur that provides panoramic lookout and informal recreation opportunities. There are several tracks across the site including the City to Sea. Below the spur and gully slopes there are two sportsfields that are used for a range of formal and informal sports and activities. There is a Council owned pavilion at the site, car parking and the Scottish Athletics Clubrooms.
7. The vegetation around this area is a mix of sports turf, grasslands, gorse and bracken, planted and regenerating native shrubs and areas of mature pohutukawa, eucalyptus and pine. Two existing streams run adjacent to the site including the Waitangi Stream tributary and the Papawai Stream. Native forest regeneration is occurring further up the slopes in the moister gullies and along the streams.
8. In exercising its power to grant an easement under the Act, Council as trustee for the Town Belt, is required to consider if the proposal is a "public service", consider the effects and benefits of the proposal, and consider alternative sites.
9. The proposed reservoir is an essential public service and required for servicing the Wellington low level water supply zone, providing potable water to approximately 70,000 residents, a range of commercial and industrial businesses and various critical community facilities. Currently this zone only has a one day storage capacity if there is a significant water network event. The reservoir is needed for operational and

strategic/disaster resilience, network management and maintenance, and growth and wellbeing of the city and community.

10. Alternative sites and options have been considered and assessed by WWL over many years. The Prince of Wales Park site provides the best water supply and network solution and the current proposal has been designed to minimise effects on the character, values and use of the Town Belt in the long term.
11. The effects on Town Belt values during construction of the proposed reservoir will be significant and adverse but will be outweighed by the longer term community benefits (both from an open space and essential service perspective) and improved site reinstatement.
12. The proposed reservoir will be buried, contoured and planted, following a comprehensive landscape concept plan. (Refer attachments three and four). The tracks will be reinstated and improved and the sports fields redeveloped to a higher quality. The two fields will be raised by up to 1.5 metres to accommodate excess soil from the reservoir site excavation (subject to suitability of material). The field improvements will be designed to also help reduce stormwater peak flows along Papawai Stream.
13. Detailed conditions of the licence will be developed prior to any construction on site to inform development of detailed design and construction methodology and ensure effects are controlled as intended during construction. On completion, there will be a five year maintenance period for all landscaping and a two year defects period on playing field function and stormwater management across the whole site.
14. Council Officers have assessed the proposal against the Act and the Management Plan and consider the proposal to be consistent with the principles and relevant objectives and policies in the management plan.

Recommendations

That the City Strategy Committee:

1. Receives the information.
2. Having considered and applied the principles in section 4 of the Act, approves 'in principle' the granting of:
 - a. an easement relating to a water reservoir and associated infrastructure in perpetuity over parts of the Wellington Town Belt (subject to final survey) at Prince of Wales Park (part of Part Lot 2 DP 10337 on CFR 742981) pursuant to the Wellington Town Belt Act 2016 and the to the Wellington Town Belt Management Plan 2017; and
 - b. a license to accommodate the use of land necessary for the construction of the project.
3. Instructs officers to carry out consultation on the above proposal in accordance with the Wellington Town Belt Act 2016.
4. Instructs officers to negotiate proposed terms for the easement and licence.
5. Notes that construction of the reservoir is subject to any necessary consents under the Resource Management Act 1991 being obtained.
6. Notes that a final decision to grant an easement and licence is subject to the requirements of the Wellington Town Belt Act 2016, in particular consultation in accordance with section 16 and the Committee considering the views of the public and

persons likely to be affected by, or to have an interest in, the proposal.

7. Notes that the Committee's approval 'in principle' is subject to Wellington Water Ltd agreeing to meet the Council's costs in association with the proposal.

Background

15. Wellington Water (WWL) is proposing to construct a new 35,000 m³ concrete reservoir on Prince of Wales Park, Town Belt.
16. The new Reservoir will provide improved water service to the Wellington Low Level Water Supply Zone which currently holds less than one day's water storage in-zone and is limited in its ability to maintain water supply following a significant network event.
17. This Zone serves commercial and business interests and approximately 70,000 residents in the CBD, Thorndon, Mt Cook, Hataitai, Kilbirnie, Miramar, Strathmore, Seatoun and Newtown area including the Wellington Hospital.
18. *Proposed Prince of Wales/Omāroro Reservoir Site*



The Wellington Town Belt Act 2016

19. The Wellington Town Belt is managed in accordance with the Wellington Town Belt Act 2016 and the Wellington Town Belt Management Plan 2017.

20. The Act came into force in 2016 and empowers Council, as trustee of the Town Belt to (among other things) grant an easement for 'public services' (under s 20). Public services include network infrastructure that is, in the public interest, necessary for the provision of water services.
21. Section 4 of the Act states that in performing its role as trustee of the Wellington Town Belt, the Council must:
- (a) *Recognise and provide for the protection and enhancement of the Wellington Town Belt for future generations; and*
 - (b) *Have particular regard to the following principles:*
 - (i) *The Wellington Town Belt should be managed in partnership with mana whenua:*
 - (ii) *The landscape character of the Wellington Town Belt should be protected and enhanced, including by recognising that it was the New Zealand Company's intention that the original Town Belt not be built on:*
 - (iii) *The Wellington Town Belt should support healthy indigenous ecosystems:*
 - (iv) *The Wellington Town Belt should be accessible to all and for all to enjoy:*
 - (v) *The Wellington Town Belt should be available for a wide range of recreational activities:*
 - (vi) *Community participation in the management of the Wellington Town Belt should be encouraged and supported:*
 - (vii) *The historic and cultural heritage of the Wellington Town Belt should be recognised and protected.*
22. The exercise of the power to grant an easement is subject to the process requirements of the Act and the Management Plan and Council can impose any conditions it deems appropriate. Council must also specifically consider the matters contained in s 20(2) of the Act:
- i. The effect on the Town Belt of the proposed reservoir; and
 - ii. The public benefits of the proposed reservoir; and
 - iii. Alternative sites, routes or other methods for achieving the objectives of the proposed reservoir.
23. Section 16 of the Act also requires that prior to granting any easement for a public service, and prior to building or authorising the building of any public service or facility where the effect on the Town Belt will be more than minor, Council must consider the views of the public and persons likely to be affected by or have an interest in in the proposed exercise of this power.
24. Where the effects on the Town Belt will be more than minor, this includes making information available on the proposal and inviting submissions, giving submitters reasonable opportunity to be heard in support of their submission, taking into account all submissions. The purpose of this report is to seek approval to consult as required.

Discussion

Wellington Town Belt Management Plan - Utilities assessment

25. The proposed reservoir development is an essential service to the public. WWL has provided an assessment and consideration of alternative methods and locations.
26. The Management Plan includes in the Sector 4 description the proposal for a reservoir at the site. Policy 8.4.3.4 states:

Ensure the proposed water reservoir is buried and remedial planting done to mitigate its impact on the Town Belt.

27. Part 9.5.4(a) of the Management Plan requires consideration of effects of utilities (public services) on the recreational nature of the Town Belt. Part 9.5.4(b) outlines a set of conditions that must be complied with to the satisfaction of the Council. The recreation assessment and most of the other conditions overlap with general assessment of all activities as listed at 9.5.1. A key point of difference with assessment of utilities is the requirement for them to be placed underground, except where it is not practicable to do so. As with all development proposals in the Town Belt, there is also a requirement to minimise disturbance to existing land, vegetation and recreational use.
28. The proposed reservoir has been located and designed to strike a balance between effects on the Town Belt and the functional/engineering requirements of the reservoir and water supply network. The concrete structure of the reservoir will be underground. The size of the reservoir and the requirement to locate the water level at a certain contour means that while the reservoir will be fully underground, the landform cannot be reinstated exactly as it was.
29. The existing spur that will be excavated to accommodate the reservoir will be reinstated but the spur will become broader and flatter. The effects of this on long term use and function of the site will be mitigated through reinstatement of the various areas to perform the same function, albeit in a modified local landscape. The application describes effects on organised recreation, casual recreation and connectivity and concludes the while short term effects will be significant due to complete closure of the area, the long term impacts are either nil or beneficial.
30. The only part of the reservoir development that will be visible above ground on completion is the maintenance tunnel entrance. This area provides ongoing access to the reservoir for people and equipment. The concept plans show the doors and supporting walls structure as approximately ten metres wide and seven metres high. The height of the retained fill/cut faces in which the tunnel access door is set reduces as the fill/cut faces slope away from the tunnel access door. Final detailed design plans will be required to be submitted to the Manager of Open Space and Recreation Planning, prior to the commencement of construction, with advice provided by WWL around any alterations or changes from the preliminary design. The final size, construction materials, colour and planting to help integrate the entrance area into the surrounding landscape and address any potential health and safety issues will all be considered.

Wellington Town Belt Management Plan - General assessment

31. To avoid unnecessary repetition, the utilities assessment above considers the matter of burying all new utilities with the remainder of the matters considered here under general assessment.
32. Other options were considered but Prince of Wales Park provides the best supply and network solution and the location selected within the Park is the one that causes the least disruption to use, character and values associated with this part of the Town Belt.
33. The size and function of the reservoir in relation to the rest of the established water supply network means it needs to be located as proposed.
34. The summary of effects included in the application states that:
 - During construction there will be temporary localised adverse (negative) visual, landscape, noise, and recreation effects on the Town Belt.

- Adverse temporary effects on the Town Belt will typically be associated with construction activities and will include:
 - Landscape and visual effects: associated with site excavation, earthwork and construction activity, temporary buildings, vegetation and landform disturbance
 - Ecological effects: associated with vegetation disturbance and removal, and the management of erosion and sedimentation, prior to site remediation and mitigation planting
 - Recreation and social effects: associated with the temporary closure of sport fields and walkways, and noise and construction traffic activity within the park (although these effects won't be experienced first-hand by park users due to site closure).

35. These potential adverse effects are expected to be remedied at the conclusion of construction, or mitigated through the development and appropriate application of site and activity management plans, and site remediation works, proposed as part of the development or required as conditions of consent.
36. Following reservoir commissioning it is anticipated that potential temporary adverse effects will still periodically occur associated with future reservoir and support service inspection, maintenance, repair and replacement activities.
37. These effects are expected to be infrequent and of low to moderate significance (i.e. no more than minor).
38. As with temporary effects generated during the reservoir construction phase, future temporary effects are also capable of being remedied or mitigated by developing and implementing site activity management, remediation and stakeholder communications plans.

Recreation effects

39. The proposal will result in closure of an area of the Town Belt for up to three years. The intention is to complete the project within two years however the applicant has requested a three year timeframe to ensure they account for any unforeseen delay. The shortest possible timeframe to complete the project should be required of contractors so as to reduce the impact on regular users of the site and allow timely reestablishment of vegetation. Conditions of approval will also provide for staged opening of the site and staged planting so that the effects of the total closure period are minimised and normal use and function of the park can resume as quickly as practical.
40. The two sportsfields at the site provide space for college rugby and lower grade Wellington rugby fixtures during winter with junior cricket and Gaelic football using the fields in the summer. Hunter's rugby league and Brooklyn Northern United football also use the fields for preseason training in summer. All of the sports can be accommodated at other sportsfields around the city. For example, the junior cricket players play right across Wellington with teams going to one of a number of locations on any given weekend. The logistics of moving the various sporting fixtures to different fields will be discussed in detail with the sporting organisations and clubs involved but Council officers can confirm that the closure of the fields as proposed will not result in teams having nowhere to play.
41. The Council pavilion at this site contains changing rooms, toilets and showers a storage facility currently used by Council operations staff. There is currently some club training equipment in one of the rooms. The building could be closed with the storage facility emptied for the period of closure.

42. The clubrooms accessed off Salisbury Street via a driveway alongside the lower field, are leased to the Scottish Athletics Club. The building is also the base for the Pōneke Kyokushin Karate Dojo. Both clubs use the building, the carpark and the wider park area as part of their activities and between them and other more intermittent activities (such as school holiday programmes) the area is used every day of the week. Ongoing access to this facility will be required during the project. The practicality and safety of using the surrounding park will need to be discussed with the groups. The Athletics Club have indicated that provided the clubrooms and carpark remains available their running routes could be adapted. The use of the area for construction activities will need to be carefully controlled to allow access along the driveway and to the clubrooms with contractors, materials and other equipment kept clear of the clubroom parking areas. The final design of the lower field retaining and edge treatment will need to ensure parking in this area is not lost and may require minor improvements and line marking to the existing parking area up to the clubrooms to maximise this limited space.
43. In addition to formal use of the fields and facilities, Wellington High School, Mount Cook and Brooklyn schools use the park for recreation and teaching opportunities. The area is also used in a more informal way with the application listing the following uses:
“...walking and dog walking, with some people walking daily in the park...picnicking, casual ball games, running, jogging and exercise for fitness, tai chi, meditation, kite flying, drone flying, play grounds and young parents with small children...Activities in the more natural areas include bird observation...volunteer restoration planting, adventure play, mountain bike track building and even encampments within the vegetation.” There are also a number of small art installations at the site.
44. On completion of the project the two sportsfields will be reinstated to a better condition. Currently both fields have drainage issues and the Papawai stream overtops its embankments along the edge of the lower field and floods the field and surrounding environment. The application proposes using some of the excess soil material excavated to make way for the reservoir to essentially raise the finished level of the fields by a maximum of 1.5m. Both fields will be designed and finished to accommodate existing formal sports use. The fields will only be raised if the excavated material is deemed suitable as a sports field ground material.
45. In the case of the lower field, the finished ground levels will serve a secondary function as an area for detention of the stream when it overtops its banks during storm events. The newly contoured field and improved drainage and soil build up will allow for the water to be contained and then quickly drain away. The times when the field will function in this way will coincide with periods when the field will have been too wet to use anyway so there will be no loss in potential for formal sports use. Wellington Water will be required to monitor stormwater at the sportsfields and in the surrounding area for a period of two years on completion of the reservoir project and remedy any issues.
46. For both fields, particular care will be taken to ensure access to the fields for formal sport, casual users and maintenance will be provided for in the final detailed design. The concept plans show that it is possible to connect to the existing ground outside the work site in a practical way with a mix of ramps and steps. Detailed conditions will be included to ensure the completed fields are fit for purpose, function well and properly connect to the wider environment. Ongoing maintenance of the site will be considered in detailed design to ensure the new fields and associated infrastructure is well designed and fit for purpose and does not require unfeasible ongoing maintenance.
47. If the soil conditions are such that the excess soil cannot be used to raise the fields, Wellington Water will still be required to reinstate the fields to a better standard than

the current situation. This will include appropriate ground de-compaction, installation of drainage and new soil material build up and establishment of grass. All related infrastructure, such as fences, seats etc. will also be reinstated.

48. There are a number of walking tracks through and around the site. The walking tracks will be reinstated to connect up as they do currently with improvements to alignment to get better gradients. The proposed tracks will be reinstated to an appropriate standard with suitable drainage and surface materials.
49. There is an existing open grass covered area at the top of the spur with a seat. This area will be reinstated with grass cover and will function in the same way as an informal, open grass area with views out across the city.
50. The effects of the proposal on recreation activity, both formal and informal and across the site will be high during the construction period. On completion of the project the fields will be in better condition than previously which will enhance potential use of the fields. While planting will take some time to establish, the landscaping and planting will in time enable the character and use of the wider area of disturbance to resume as it was prior to construction. All walking tracks will be re-established to a better standard than existing. Careful assessment of final design detail and strict compliance with conditions that clearly define anticipated outcomes will be necessary to achieve the anticipated long term recreation benefits at the site.

Landscape and visual effects

51. A landscape and visual assessment report prepared by Boffa Miskell is included in the application. The report concludes that adverse landscape and visual effects are primarily limited to the construction period. The summary notes:

At completion, the rounded landform associated with Prince of Wales Spur will be reinstated, albeit of a more regular domed form. As the reservoir is covered and planted it will become increasingly assimilated within the surrounding landscape, ensuring the potential for adverse landscape effects will be further reduced. This will also support the re-establishment of recreation use including reinstated recreation tracks and levelled playing fields, albeit at a slightly higher elevation.

Five years following completion landscape effects will reduce to low and become benign or beneficial in the context of the vegetated open space character and high landscape amenity values that presently exists.

As with landscape effects, adverse visual effects associated with the proposed reservoir will be greatest during construction as changes to the existing landform and associated operation of machinery is visible from adjoining areas. During construction, moderate-high visual effects will occur from adjoining residential dwellings along Rolleston Road and Hargreaves Street. Moderate adverse effects will also occur from the rear of dwellings with the ability to overlook Prince of Wales Spur along Dorking Road and parts of the Lower Park to the east of the site.

Temporary low and very low adverse visual effects may also occur from wider surrounding residential areas because of the nature of intervening development and the increase in viewing distance.

At completion, a mosaic of grass, amenity planting and native vegetation will replace areas of vegetation removed and successfully reintegrate the Site within its surroundings. This will also reinstate an important outlook location along Prince of Wales Spur and maintain an open space outlook and green backdrop observed from surrounding areas. Similarly, playing fields will be re-established and predominantly retain their existing open space outlook from adjoining areas in association with

planting introduced along their margins where necessary to address any potential for residual adverse visual effects.

52. There is no doubt that there will be landscape and visual effects while the project is under construction due to the location and scale of the reservoir. The significance of this effect is in part a result of ensuring the long term effect is suitable in the context of the Town Belt landscape. Clearance of all vegetation and excavation of a very large hole is required to then bury the reservoir at the site.
53. Attachments three and four illustrate how the proposed development will look during construction and at five years after completion. The proposal aligns with the general policies and objectives and decision making guidelines of the Management Plan in that, in the long term, it seeks to minimise the effect on the landscape character, values and use associated with the site and the Town Belt generally.
54. Extensive areas of planting will be required to properly integrate the new development back into the landscape. The detail and success of this planting will be critical in properly mitigating the effects of the development as required by the Management Plan and Act. Hard and soft landscape detail will be required across the whole area of the site with particular attention needed at the edges to properly address the interface between new and established areas.
55. Assessment and approval of final landscaping details including soil conditions, planting location, planting species choice, planting density, size at planting and maintenance requirements will be a part of the development of detailed design of the whole project. The landscape concept plans show that it will be possible to reinstate the site to support ecological function, landscape character and recreational use with conditions to enable this detail to be further scrutinised to ensure the plans achieve the outcomes as shown at a conceptual level.

Ecological effects

56. The site and surrounding environment has a mix of vegetation cover and habitat. The value, character and use associated with both the site and wider area is heavily reliant on the vegetation mix and ecological function of different areas. An assessment of existing ecological values is included in the application. The ecological assessment describes the existing environment in detail with an assessment of significance and value and finally the effects of the proposed development. The summary states:

Overall we find that despite some small areas of habitat loss, the effects of the project as currently designed are not significant, or sufficiently adverse to the local ecology to suggest this project cannot proceed.

Further, and assuming the recommendations in Section 8 are carried out, we conclude that the effects of this activity will be low to very low in the short term, can be fully remedied within the site, and the proposed revegetation will result in medium to long term ecological benefits for the site.

We conclude that the works as proposed, and including the remedial measures described, are consistent with the objectives and policies of the Management Plan.

57. Vegetation removal across the site will be minimised as far as practical. There is a range of vegetation at the site that is described in full in the ecological assessment report included in the application. The vegetation has ecological function and helps define the character and use of this part of the Town Belt. The proposed landscape plan (refer Attachment 3) includes planting that will in time mature to contribute to both the ecological value of the site and support the current character and use of the area.

58. As with the potential to mitigate landscape and visual effects, key to mitigating ecological effects is the ability to consider the detailed design and construction methods for the project. Including a principle in the construction methodology to require detailed consideration of the need for vegetation removal – particularly in areas of established vegetation will provide for a best possible outcome for ecology and landscape effect and the end result to integrate the reservoir back into a natural reserve environment.
59. For example, the concept plans indicate that an area alongside the Waitangi Stream tributary requires a small area of clearance of some of the higher value native vegetation. Detailed design will look at ways to minimise this through design and construction technique. It may not in fact be possible but a requirement to consider vegetation protection at all stages of the project – from concept, to detailed design through to actually doing the work on site - will ensure only vegetation removal that is absolutely necessary will occur.
60. Both Papawai Stream and the Waitangi Stream tributary will be avoided by the physical works on site. Sediment and erosion management will be required as part of the detailed design information. The protection of the streams during construction will be part of stormwater, sediment and erosion control detailed design.
61. Further information will be required to detail stormwater flows across the entire site resulting from all of the various changes to ground levels, ground conditions and vegetation cover. For example, the track between the two fields will need to be finished to ensure runoff from the track and the hill slope above is properly managed with no effects on the stream environment below. Similarly, new drainage and contouring of the lower field to manage peak flows in the Papawai stream will also need to be subject to detailed assessment to provide assurance that the stream flows and habitat are not adversely affected by the work. Monitoring and remedying any potential issues with new stormwater and erosion patterns at the site will form part of the conditions of final approval for the work.
62. The type of planting and success in establishing that planting will also form part of the mitigation of ecological effects associated with clearance of the site. The landscape concept plan has been developed to address both landscape and visual effects alongside maximising potential long term ecological benefits. This will be subject to detailed design assessment and final approval by Parks, Sport and Recreation and a five year maintenance period to ensure planting establishes.

Other Considerations

64. The proposed easement area provides for the ongoing management of the reservoir and the pipe network that crosses the upper playing field. The easement area includes a 'buffer' area around the actual reservoir footprint. The final extent of the easement area will be surveyed on completion of the project and reduced to provide practical access with minimum potential disturbance in the future.
65. The application also includes a proposal to nominate an area on the top playing field that will be available (in addition to the easement area) to the project team and their contractors to occupy if they need to carry out further work that arises in the first two years after completion. Officers do not agree that this is necessary as any proposal to carry out work will be subject to the usual process of application as required by the Management Plan. Any emergency work can be carried out as and when required and any other urgent work can be carried out under any conditions deemed necessary at the time dependent on the nature and scale of the work and potential effect on the park and users.

66. The final conditions of the licence to construct the proposed reservoir will require more detailed information to be developed and approved by Officers to ensure the impact of the work is minimised as far as possible. The level of information currently available is sufficient to consider the project could proceed and align with the purpose and intent of the Act and Management Plan. Notification of the proposal will enable the public to provide their views prior to approval of the licence and easement by the Council and prior to finalisation of conditions of approval.
67. The development of the proposed Prince of Wales/Omāroro reservoir will also give rise to a range of potential temporary and permanent effects beyond the Town Belt, which will need to be assessed and managed through the Resource Management Act consenting process. The applicant is going through the Town Belt Act approval process (landowner approval through a licence for construction and an easement) before seeking resource consent. A key difference between the two processes is that effects on people and the environment outside the Town Belt will be considered through the resource consent process. The Town Belt Act process focusses primarily on impact on the Town Belt values and use.

Next Actions

68. If the recommendations in this report are approved the following will occur:
- Public consultation of the easement and the licence to construct the reservoir will occur as required by the Act (refer to Attachment 5).
 - Public submissions are heard by the Committee
 - Officers review submissions and prepare report to Committee.

Attachments

Attachment 1.	Aerial of proposed reservoir easement area at POW Park	Page 71
Attachment 2.	Aerial of reservoir construction area - includes upper and lower fields	Page 72
Attachment 3.	POW Park proposed reservoir Landscape Concept plans	Page 73
Attachment 4.	Visual simulations	Page 78
Attachment 5.	Summary consultation document	Page 85

Authors	Rebecca Ramsay, Reserves Planner John Vriens, Senior Property Advisor
Authoriser	Paul Andrews, Manager Parks, Sport and Recreation Barbara McKerrow, Chief Operating Officer

SUPPORTING INFORMATION

Engagement and Consultation

As discussed in the report Public consultation of the easement and licence to construct the reservoir in line with the Act will occur and the results will be reported back to Committee.

Treaty of Waitangi considerations

Both Ngati Toa and PNBST have been advised of the Reservoir Proposal by Wellington Water and do not wish to be further involved in the process but would like to be kept informed. Council officers will continue to include Iwi as key stakeholders in the engagement planning for the formal consultation period for the easement and licence.

Iwi representatives from the Port Nicholson Trust suggested to Wellington Water that the future reservoir should be named after the traditional Māori name for the area – Omāroro. Community stakeholders and the reservoir's owner, Wellington City Council, agreed with the suggestion so a decision was made to transition to the new name.

Project Manager for Wellington Water Maria Maillo explains: "The name Omāroro enriches the story of the reservoir and links it to the area's pre-European history. Early Māori used the area for growing food, so in a way, the reservoir will continue the tradition of sustaining the community by providing life-giving water."

Financial implications

All costs associated with the reservoir construction and remedial works will be met by Wellington Water and they will also pay for all costs (survey and legal) associated with the granting of the easement and its registration on the title.

Policy and legislative implications

Legal advice has been provided in relation to this reservoir proposal and easement over the Town Belt in order to assist in the preparation of this report. Council will use its solicitors to prepare and finalise the easement instrument and agreement.

Risks / legal

Legal advice will be sought throughout the process as necessary to ensure the Council is meeting its obligations under the Act.

Climate Change impact and considerations

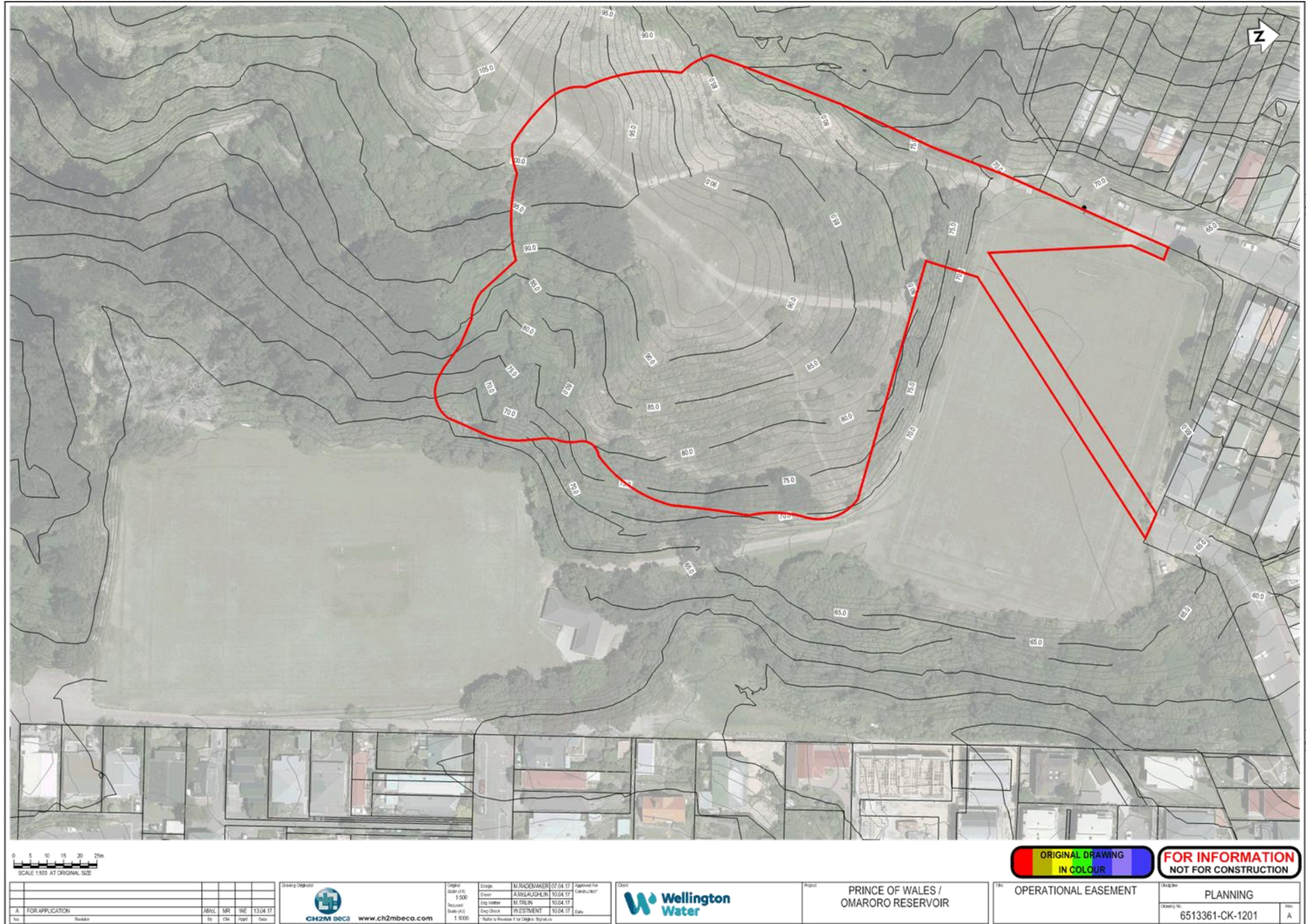
There will be none.

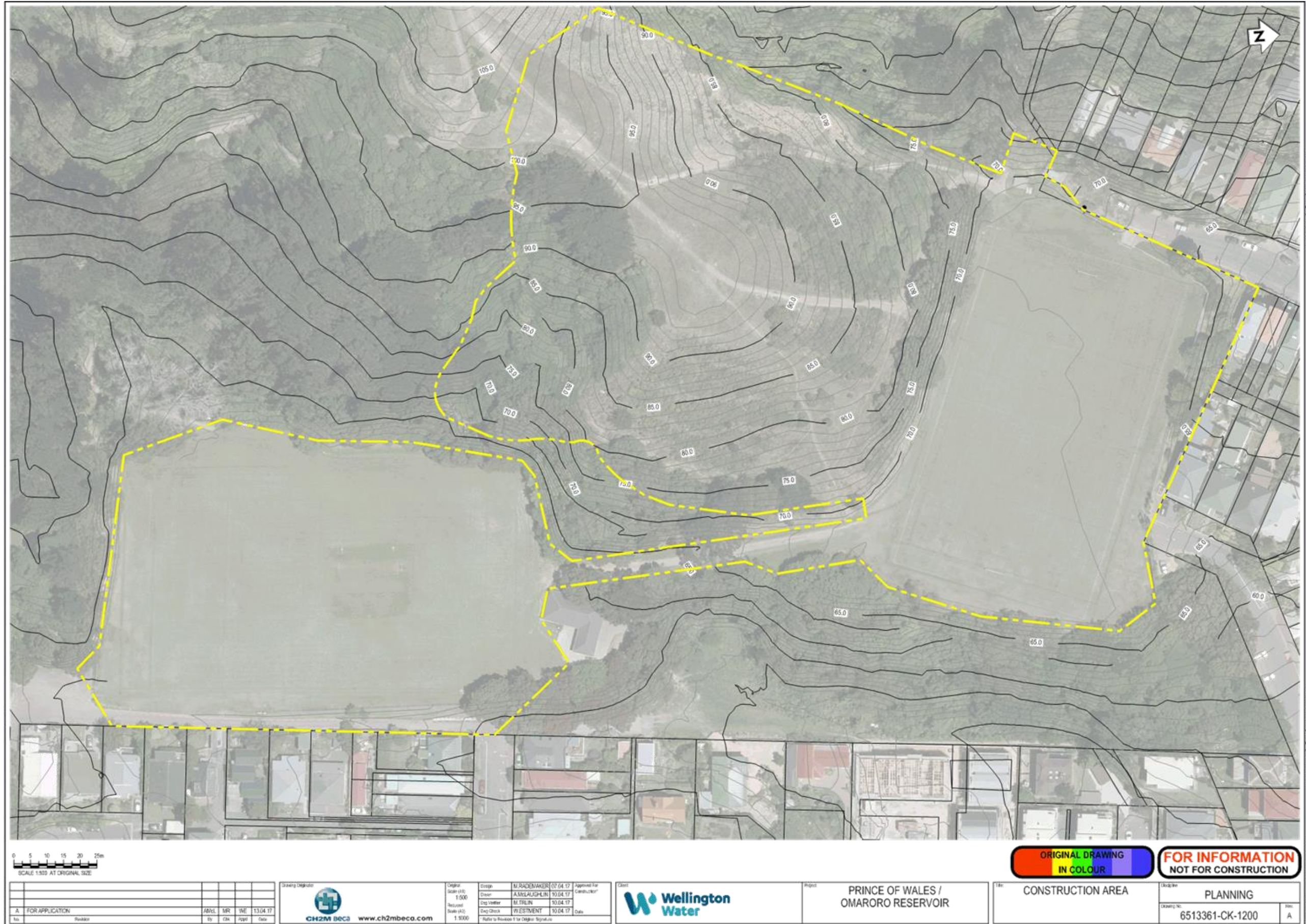
Communications Plan

Wellington Water has a detailed communications plan for this project that they have been working through since last year. Parks, Sport and Recreation will work to a communications plan on approval of this paper to ensure all of the interest groups, clubs, park users and general public have access to the proposed development information and have their views heard by the Council as required by the Act and Management Plan.

Health and Safety Impact considered

Health and Safety is addressed in the Parks, Sport and Recreation landowner approval (the licence for the construction period) through conditions of approval and Wellington Water's construction management plan.





<p>0 5 10 15 20 25m</p> <p>SCALE 1:300 AT ORIGINAL SIZE</p>		<p>www.ch2mbeqa.com</p>		<p>Original Scale (A1): 1:500 Reduced Scale (A2): 1:1000</p> <p>Design: M. RADEMAKER 07.04.17 Drawn: A. MCLAUGHLIN 10.04.17 Eng. Verifier: M. TRILIN 10.04.17 Eng. Check: W. ESTMENT 10.04.17 Author: Revision 1 for Design Signature</p>				<p>Project: PRINCE OF WALES / OMARORO RESERVOIR</p>		<p>14: CONSTRUCTION AREA</p>		<p>14: PLANNING</p> <p>6513361-CK-1200</p> <p>Rev: A</p>	
<p>A FOR APPLICATION</p>		<p>APPL MR WE 13.04.17</p>											



LEGEND

	Proposed Reservoir		City to Sea Walkway
	<i>Metrosideros excelsa</i>		Other Recreation Track
	<i>Eucalyptus rosacea</i>		Timber Retaining Wall
	Tree to be Removed		Existing Timber Retaining Wall
	Open Grassed Area		Chainlink Fence
	<i>Leptospermum scoparium</i>		Swale & Manhole
			Existing Stream
			Existing Bund
			Grass Reinforced with Plastic Cell
Green Terramesh Wall Planting			
	<i>Muehlenbeckia complexa</i>		Mingimingi
	<i>Poa anceps</i>		Meadow grass
	<i>Poa cita</i>		Silver tussock
Native Low Planting (0 - 1 m)			
	<i>Coprosma propinqua</i>		Mingimingi
	<i>Muehlenbeckia complexa</i>		Pohuehue
	<i>Olearia solandri</i>		Coastal shrub daisy
	<i>Phormium cookianum</i>		Mountain flax
	<i>Poa anceps</i>		Meadow grass
Native Shrubs (1.0 - 6 m)			
	<i>Coprosma propinqua</i>		Mingimingi
	<i>Coprosma robusta</i>		Karamu
	<i>Cortaderia fulvida</i>		Toetoe
	<i>Griselinia littoralis</i>		Broadleaf
	<i>Hebe stricta</i>		Koromiko
	<i>Phormium cookianum</i>		Mountain flax
Native Revegetation (1.5 - 20 m)			
	<i>Aristotelia serrata</i>		Wineberry
	<i>Beilschmiedia tawa</i>		Tawa
	<i>Carpodetus serratus</i>		Putaputaweta
	<i>Coprosma propinqua</i>		Mingimingi
	<i>Coprosma robusta</i>		Karamu
	<i>Cortaderia fulvida</i>		Toetoe
	<i>Dysosyllum spectabile</i>		Kohekohe
	<i>Elaeocarpus dentatus</i>		Hinau
	<i>Fuchsia excorticata</i>		Kōtukutuku
	<i>Griselinia littoralis</i>		Broadleaf
	<i>Hebe stricta</i>		Koromiko
	<i>Knightia excelsa</i>		Rewarewa
	<i>Kunzea ericoides</i>		Kānuka
	<i>Metrosideros robusta</i>		Northern Rata
	<i>Myoporum laetum</i>		Ngaio
	<i>Pennantia corymbosa</i>		Kaikomako
	<i>Phormium tenax</i>		Flax
	<i>Pittosporum eugenioides</i>		Lemonwood
	<i>Pittosporum tenuifolium</i>		Kōhūhū
	<i>Podocarpus totara</i>		Tōtara
	<i>Prumnopitys taxifolia</i>		Matai
	<i>Pseudopanax arboreus</i>		Five Finger
	<i>Sophora microphylla</i>		Kōwhai

- Notes:
- 1) Geogrid reinforcement or similar to be used along slopes exceeding 1:2 to facilitate revegetation.
 - 2) The location and gradient of the proposed walkways to be confirmed with reference to WCC Short Walk Standards.



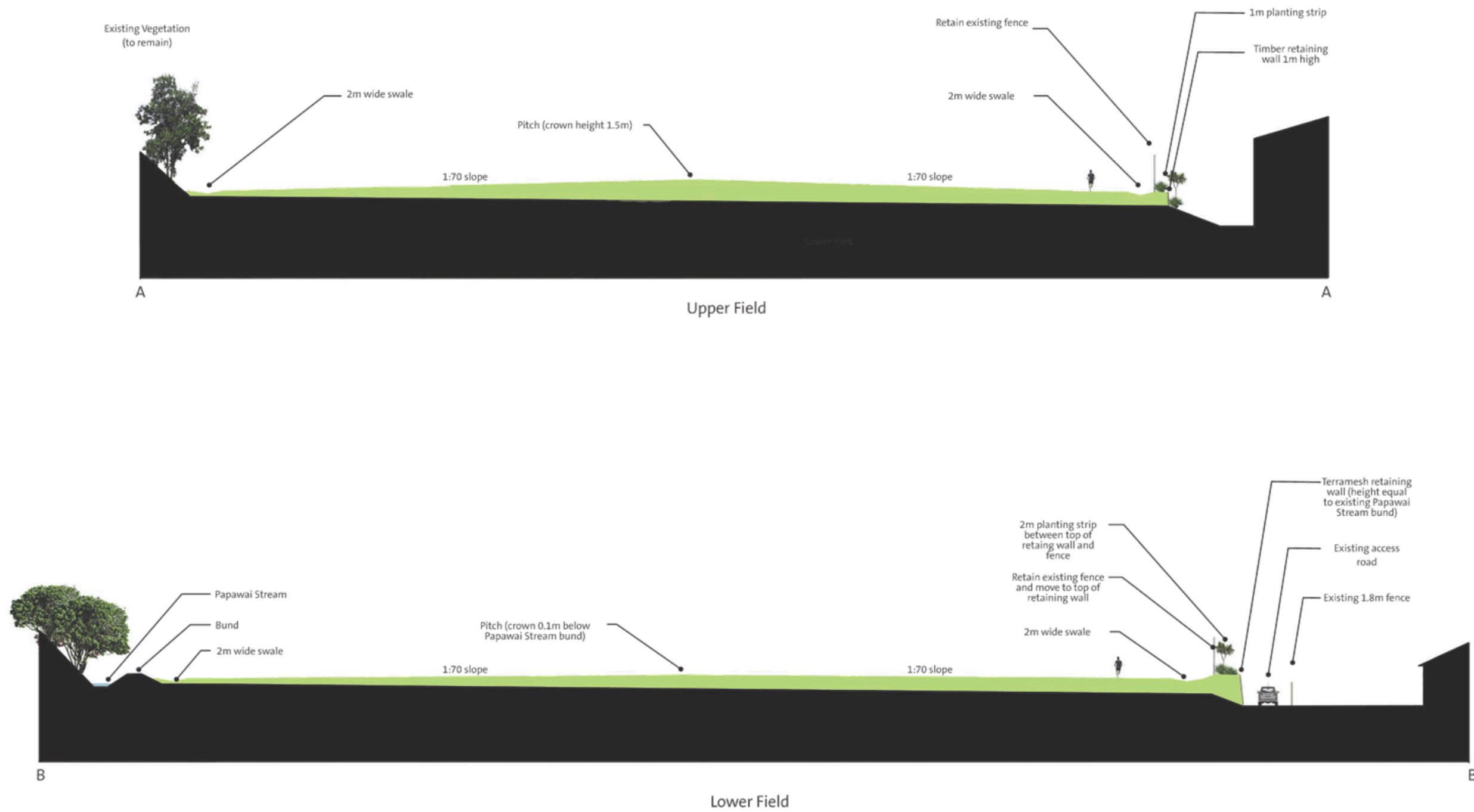
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PRINCE OF WALES RESERVOIR
UPPER AND LOWER FIELD: LANDSCAPE CONCEPT

Date: 22 May 2017 | Revision: 4 |
Plan prepared by Boffa Miskell Limited

FIGURE
1



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PRINCE OF WALES RESERVOIR
Landscape Concept: Conceptual Cross Sections

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FIGURE
2



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PRINCE OF WALES RESERVOIR
SIMULATION: SALISBURY STREET

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FIGURE
3



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PRINCE OF WALES RESERVOIR
SIMULATION _ HARGREAVES STREET

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FIGURE
4



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PRINCE OF WALES RESERVOIR
SIMULATION _ LOWER FIELD CARPARK

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FIGURE
5



Viewpoint Location Map

DRAFT



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Viewpoint Details

NZTM Easting : 1 748 190 mE
NZTM Northing : 5 425 764 mN
Approx Elevation : 111 m
Date of Photography : 13 January 2017

Horizontal Field of View: 90°
Optimum Viewing Distance at A3 : 19cm

Data source: BFG - 6517430 Final Contour 2d Ann. Formulation Contour and cartine 3D Ann

PRINCE OF WALES PARK RESERVOIR
View from City to Sea Walkway
| Date: 16 March 2017 | Revision: 2 |
Plan prepared by Boffa Miskell Limited

VP
1A



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Viewpoint Details

NZTM Easting : 1 748 190 mE
NZTM Northing : 5 425 764 mN
Approx Elevation : 111 m
Date of Photography : 13 January 2017

Horizontal Field of View (Main image): 90°
Optimum Viewing Distance at A3 : 19cm

Data source: Boffa Miskell Ltd. 6517430 Final Conceptual Plan, Construction Contract and cartilage 3D Scan

PRINCE OF WALES PARK RESERVOIR
View from City to Sea Walkway
| Date: 16 March 2017 | Revision: 2 |
Plan prepared by Boffa Miskell Limited

VP
1B



Viewpoint Location Map

DRAFT



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Viewpoint Details

NZTM Easting : 1 748 277 mE
NZTM Northing : 5 425 958 mN
Approx Elevation : 69 m
Date of Photography : 13 January 2017

Horizontal Field of View: 90°
Optimum Viewing Distance at A3 : 19cm

Data source: BFG - 6517430 Final Contour 2d Ann. Formations Contour and contour 3D Ann

PRINCE OF WALES PARK RESERVOIR
View from Upper Park
| Date: 16 March 2017 | Revision: 2 |
Plan prepared by Boffa Miskell Limited

VP
2A



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Viewpoint Details
NZTM Easting : 1 748 277 mE
NZTM Northing : 5 425 958 mN
Approx Elevation : 69 m
Date of Photography : 13 January 2017

Horizontal Field of View (Main image): 90°
Optimum Viewing Distance at A3 : 19cm

Data source: BFG - 6517430 Final Contract 3D Scan. Simulation Contrast and colour 3D Scan

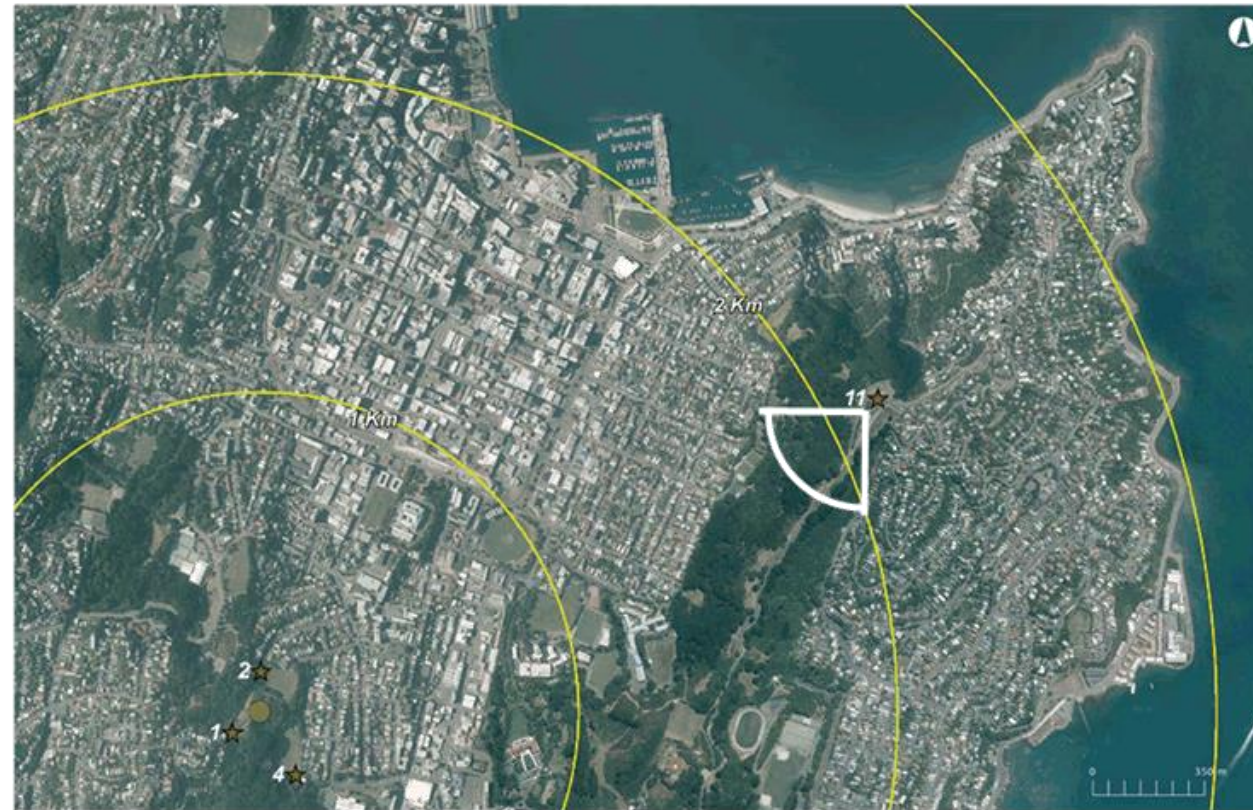
PRINCE OF WALES PARK RESERVOIR
View from Upper Park
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Plan prepared by Boffa Miskell Limited

VP
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Existing View



Viewpoint Location Map

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Viewpoint Details

NZTM Easting : 1 750 221 mE
 NZTM Northing : 5 426 827 mN
 Approx Elevation : 196 m
 Date of Photography : 13 January 2017

Horizontal Field of View: 90°
 Optimum Viewing Distance at A3 : 19cm

Data source: BFG - 6517430 Equal Contour 2M Ann. Formations Contour and cartine 30 Ann

PRINCE OF WALES PARK RESERVOIR

View from Mt Victoria

| Date: 16 March 2017 | Revision: 2 |

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View during construction



5 years following completion

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Viewpoint Details

NZTM Easting : 1 750 221 mE
NZTM Northing : 5 426 827 mN
Approx Elevation : 196 m
Date of Photography : 13 January 2017

Horizontal Field of View (Main Image): 90°
Optimum Viewing Distance at A3 : 19cm

Data source: Boffa Miskell - 6517430 Final Conceptual Dam, Excavation Contract and contract 3D Scan

PRINCE OF WALES PARK RESERVOIR
View from Mt Victoria
| Date: 16 March 2017 | Revision: 2 |
Plan prepared by Boffa Miskell Limited

VP
11B

Consultation on the granting of an easement and licence for the construction period for the Omāroro/Prince of Wales Reservoir on Wellington Town Belt

Purpose of the consultation

To seek input from the community and other interested parties on the granting of an easement and licence for the construction period for the proposed Omāroro/Prince of Wales Reservoir at Prince of Wales Park. This is a joint consultation exercise with Wellington Water limited (WWL).

Consultation period – From 12th June 2017 until 17th July 2017

Report back to ELT - TBC

Report to City Strategy Committee - 3 August (TBC)

WCC Significance and Engagement policy - Project significance – Medium

Recommendation is to “Involve” the public in the process.

Engagement process

Current status

WWL has directly engaged with, and consulted, the Port Nicholson Block Settlement Trust (PNBST) Trust, Te Runanga O Toa Rangatira Inc, and a range of groups and organisations with direct interests in the Wellington Town Belt, Prince of Wales Park, Papawai Stream and the surrounding residential area.

WWL has endeavoured to raise local community awareness of the proposal, and obtain feedback on key issues to the community that should be addressed through the application and as part of any eventual reservoir development activity. This has occurred through the use of distributed flyers, local shop displays, social media, engagement with community groups including residents’ groups, and holding several publicly advertised open days, and a BBQ drop in session.

Feedback received has assisted with confirming key issues requiring attention as part of this application. Feedback has confirmed issues of significance to the community that will need to be sensitively managed during the development of the reservoir within the Town Belt, and related to the site being accessible via Rolleston Street. Protecting the Papawai Stream was a key issue raised by the community.

Engagement included two community open days in November and December 2016 and a BBQ and drop in session in March 2017.

Key stakeholders contacted and kept up to date with progress include:

- Friends of Papawai Stream

- Bell Rd Restoration Group
- Action for the Environment
- Friends of the Wellington Town Belt
- Newtown Residents' Association
- Brooklyn Residents' Association
- Mt Cook Mobilised
- Newtown Business Group
- Mount Victoria Residents' Association.

WWL attended meetings of Mt Cook Mobilised and the Newtown Residents' Association, met with the Friends of the Town Belt Committee, met on site with the Papawai Restoration Group and a group of local residents. WWL have discussed the project with some of the leaseholders, sports clubs and other users of the sports fields, tracks and informal recreation areas in preparation of their report on the effects of the proposal on recreation.

Approach to formal consultation

Following on from the early engagement a period of formal consultation is now required as part of WWL applying for an easement under the Wellington Town Belt Act 2016.

The focus will be on providing comprehensive information about the proposed development through the Council's website, static information on site, and a public open day. In particular why it needs to be on Wellington Town Belt and the mitigation required to enable it to proceed.

The key stakeholder groups identified above and leaseholders and other users of the sports fields will also be offered an opportunity to discuss the proposal directly with Council officers.

Planned activities

- Letter to key stakeholders advising them of the process and planned key activities, offering officers meet with them and directing them to further information
- Preparing online web based material/summary document. The web based material will link submitters to more WWL detailed reports around the reservoir proposal.
- WWL have an existing information area in the window of 40 Wallace Street (an unused café used as community meeting rooms). Officers will provide information at that site on how the public can get more information and make a submission on the easement application.
- Provide signs on site at Rolleston Street, Hargreaves Street and Salisbury Street entrances and at the clearing at the top of the proposed reservoir site outlining what is proposed with advice on how to find more information about the proposal and how to make a submission. These will remain on site for the whole consultation period.

- WWL are running an information day on the 17th of June. Council officers will attend and be available to answer questions.
- Formal notice of the consultation period in the Dominion Post with a reminder the week before close.

Submissions

Submissions will be received in a variety of ways including

- Electronically through the website or by email.
- Written submissions
- Feedback recorded from stakeholder meetings and drop in sessions
- Social media for informal comment.

Oral hearings will take place as required under the Wellington Town Belt Act. These will be heard by City Strategy Committee (CSC).

The submissions will be analysed and reported back to City Strategy Committee in August. The Committee will make a final decision on the proposed easement and licence.

The community will have a further opportunity to make submissions on the proposed development through the resource consent process under the Resource Management Act (RMA). The focus for the Town Belt Act process is on effects on the Town Belt values and use. The RMA process will provide detailed consideration of potential effects on the wider environment such as noise and traffic during construction.

ELECTRICITY EASEMENT IN WELLINGTON BOTANIC GARDEN

Purpose

1. To obtain Committee approval for an electricity easement over reserve land under section 48 (1) Reserves Act 1977.

Summary

2. Wellington Botanic Garden needs to upgrade its power supply with three new 11KV cables to the Treehouse.
3. A trench will be dug through the Botanic Garden with the new cables then installed and buried (refer to attachment 1 showing the planned route). The ground above will be reinstated to paved surface or garden/grass as required.
4. As this easement is underground and any installation works will be properly rehabilitated, it will not materially alter the reserve land. In accordance with Section 48(3) of the Reserves Act 1977, a request is made to waive the requirement for public notification.

Recommendation/s

That the City Strategy Committee:

1. Receives the information.
2. Agrees to grant an electricity easement in perpetuity over part of the Botanic Gardens (Part Lot 1 DP 8530) to Wellington City Council pursuant Section 48 of the Reserves Act 1977 and the Botanic Gardens of Wellington Management Plan 2014.
3. Authorises the Chief Executive Officer to carry out all necessary steps to complete the registration of the easement.
4. Waives the requirement for public notification under section 48(2) of the Reserves Act 1977 in accordance with Section 48(3) of the Reserves Act 1977, as the reserve will not be materially altered or permanently damaged and the rights of the public will not be permanently affected by the granting of the easement.

Background

5. A new cable is required to replace the existing cable and upgrade the power supply to the Treehouse in the Botanic Garden.
6. The existing electricity supply cable is operating at the limits of or above its peak service demand despite energy savings associated with the replacement of the nursery buildings in 2010 and the Treehouse upgrade in 2012.
7. The separate Soundshell electrical supply is also operating at its limits during events such as Gardens Magic. An upgraded cable will allow future capacity to accommodate any increased demand from events held at the Soundshell.

Discussion

8. The work will involve direct laying of 3 electricity cables in a shared trench from the transformer in Glenmore Street to the Treehouse. The work will be completed over approximately three weeks and is planned to start in July 2017.
9. The Botanic Gardens of Wellington Management Plan (2014 - 8.5.1, 2) provides for utilities in the Botanic Gardens subject to assessment of need and effects.

'The effects of utilities will be minimised by only placing those that are necessary to the normal functioning of the garden and which cannot reasonably be located elsewhere'. The proposed electrical supply connection cannot be reasonably located elsewhere. There will be no effect on the reserve once installation of the cables is complete.
10. Conclusion: There will be no permanent effect on the reserve values or use. All of the cable work and connections will be below ground and the Botanic Garden can continue to be used, managed and maintained as it is now.
11. In accordance with the Botanic Gardens of Wellington Management Plan 2014 and Section 48 of the Reserves Act 1977, the Committee has delegated authority to grant landowner approval for easements through the Botanic Gardens.
12. As this easement will not materially alter the reserve land, nor affect the recreational qualities of the land a request is made to waive the requirement for public notification. This is in accordance with Section 48(3) of the Reserves Act 1977.

Next Actions

13. Once Committee approval is obtained for the easement, Parks, Sport and Recreation will issue a temporary access permit to enable the work to be carried out including appropriate reinstatement. Upon completion of the cable installation and reinstatement the easement area will be surveyed and registered on the title.

Attachments

Attachment 1. Botanic Garden electricity easement location

Page 92

Authors	David Sole, Manager (Acting) Open Spaces and Parks John Vriens, Senior Property Advisor
Authoriser	Paul Andrews, Manager Parks, Sport and Recreation Barbara McKerrow, Chief Operating Officer

SUPPORTING INFORMATION

Engagement and Consultation

The Reserves Act 1977 provides for waiver of public notice requirements where the reserve is not likely to be materially altered or permanently damaged and the rights of the public are not likely to be permanently affected by the granting of the easements. The proposed electrical cable installation meets this test and therefore public notice will not be carried out.

Treaty of Waitangi considerations

None

Financial implications

Council will pay for all legal and survey costs associated with this easement which are budgeted for within the Botanic Garden 2006 (Capex) budget.

Policy and legislative implications

The proposal is consistent with the Reserves Act 1977 the Botanic Gardens of Wellington Management Plan 2014.

Risks / legal

The Council lawyers will prepare and register the easement document.

Climate Change impact and considerations

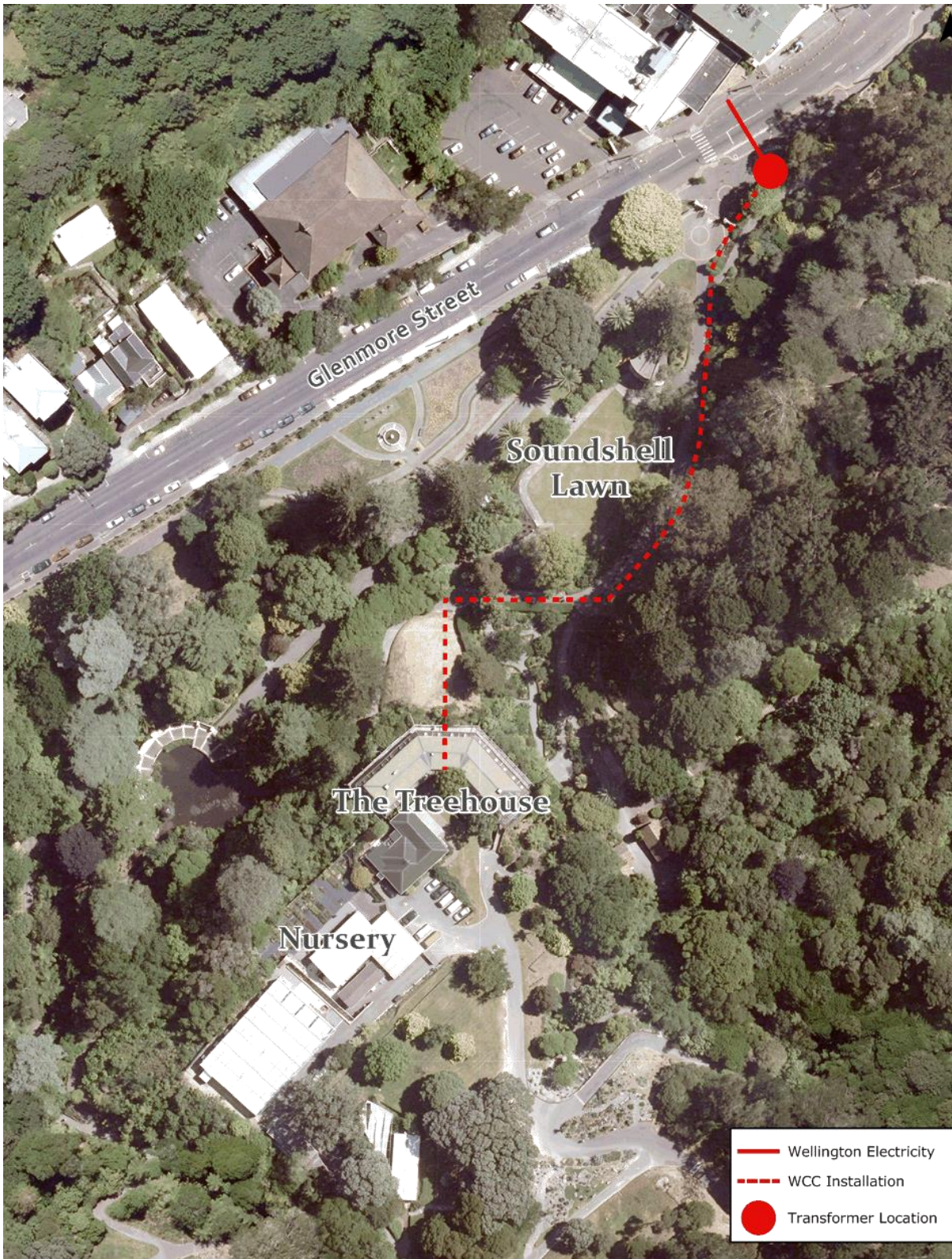
None

Communications Plan

None

Health and Safety Impact considered

This will be the responsibility of the applicant and made clear as part of their Parks, Sport and Recreation temporary access and work permit. The permit will be a requirement prior to enter and to carry out work in the Botanic Garden.



Botanic Garden

Transformer location and cable route

Property boundaries, 20m Contours, road names, rail line, address & title points sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas. Census data sourced from Statistics NZ. Postcodes sourced from NZ Post. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its accuracy is not guaranteed.

MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street

ORIGINAL MAP SIZE: A4
AUTHOR: presto2j
DATE: 12/05/2017

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

ONE NEW LEASE UNDER THE WELLINGTON TOWN BELT ACT 2016 AND ONE NEW LEASE UNDER THE RESERVES ACT 1977: EXISTING TENANTS

Purpose

1. To recommend that the Committee approves one new ground lease and one premises lease to the following existing tenants:
 - Premises Lease: Kelburn Park Sports Association (Wellington Town Belt)
 - Ground Lease: Karori Sanctuary Trust (Scenic Reserve)

Summary

2. A schedule summarising the proposed tenancies is included as attachment 1.
3. Maps showing the areas and locations are included as attachments 2 and 3.
4. The proposed leases are broadly consistent with the assessment criteria laid out in the Section 7 of the *Leases Policy for Community and Recreation Groups*.
5. The proposed new leases are a continuation of existing occupancies. All two tenants have occupied the respective tenancies for a significant time and performed satisfactorily.
6. Under the City Strategy Committee Terms of Reference (Delegations) adopted 09/11/16, the Committee has delegation to (among other things):
 - **Agree** leases in relation to reserve under the Reserves Act 1977
 - **Make recommendations to the Council** on whether it should exercise its power under s15(1) in respect of the Wellington Town Belt Act 2016 to grant lease in respect of the Wellington Town Belt

Recommendations

That the City Strategy Committee:

1. Receives the information.
2. Agrees to grant a new lease under the Reserves Act 1977 to the Karori Sanctuary Trust
3. Notes that approval to grant the lease (referred to above) is conditional on:
 - a. Appropriate Iwi consultation
 - b. Public notification under s119 and s120 of the Reserves Act 1977
 - c. No sustained objections resulting from the above consultation and notification
 - d. Legal and advertising costs being met by the respective lessee (where applicable)
4. Agrees to recommend to Council that it grants a new lease under the Wellington Town Belt Act 2016 to Kelburn Park Sports Association.
5. Notes that approval to grant the Wellington Town Belt lease (referred to above) is conditional on:
 - a. Appropriate Iwi consultation
 - b. Public notification under section 6 of the *Leases Policy for Community and*

Recreation Groups, and consultation under s16 of the Wellington Town Belt Act 2016

- c. No sustained objections resulting from the above consultation and notification
- d. Legal and advertising costs being met by the respective lessee (where applicable)

Background

7. Kelburn Park Sports Association

Kelburn Park Sports Association (KPSA) has occupied the premises at Kelburn Park since 1986. There is a current lease in place to KPSA that has an expiry date of 30 April 2017.

The Club is made up of two groups, the Victoria University Wellington AFC and the Victoria University Wellington Cricket Club. The two clubs are able to maximise the use of the premise and use it year round.

KPSA continues to satisfy the criteria required under Section 7 of the *Leases Policy for Community and Recreation Groups*.

It is proposed that KPSA is granted another premises lease for a term of 10 years + 10 years consistent with the *Leases Policy for Community and Recreation Groups and the Wellington Town Belt Act 2016*.

8. Karori Sanctuary Trust (Zealandia)

Karori Sanctuary Trust (Trust) was formed in 1995 as the non-profit organisation supporting Zealandia. Zealandia, a 225 Hectare ecosanctuary, is a conservation project that continues to reintroduce species of native wildlife back into the area some of which were previously absent from mainland New Zealand for over 100 years. The Trust aims to create a self-sustaining ecosystem by re-establishing wild population of representative fauna and flora and restore indigenous habitats.

The Trust has a current licence for a community garden at Waiapu Green (see attachment 3: licensed area). The Trust has been gifted a building, the Brierley Pavilion (see attachment 4) with a footprint of about 273m². The building is currently the administration offices for Cricket Wellington and will be no longer required at its current site at the Basin Reserve due to plans to redevelop the area.

The Sanctuary Trust intends to redevelop existing Trust-owned buildings located elsewhere within its leased area but this project is in the early planning stages.

While this is happening, and in order to deal with a current accommodation shortage, the Trust proposes to relocate the Brierley Pavilion from its current location at the Basin Reserve to Waiapu Green.

The Trust proposes that the building be placed parallel to the pohutakawas (see attachment 6). They plan to use the building to accommodate their staff and also other researchers from its partner organisation the Victoria University of Wellington.

The proposal is complementary to the Zealandia ecosanctuary and will give the staff and researchers the convenience of proximity to existing facilities and enable the organisation to provide more resources to conservation efforts.

Council officers have reviewed the proposal and can confirm that it is broadly consistent with the criteria required under Section 7 of the *Leases Policy for Community and Recreation Groups*.

It is proposed that Trust is granted a ground lease for a term of 10 years + 5 years which is within the parameters of the *Leases Policy for Community and Recreation Groups and the Reserves Act 1977*.

Next Actions

9. If the recommendations in this report are accepted the following will occur:
- Public notification / consultation of the proposed leases, in line with the Reserves Act 1977 and Wellington Town Belt Act 2016 (as appropriate), will occur
 - The outcome of submissions will be reported back to Committee, if necessary
 - The terms and conditions of the Karori Sanctuary Trust lease document will be finalised and the lease signed
 - The Committee's recommendations in relation to the Kelburn Park Sports Association lease will be referred to Council for a decision
 - If Council approves the Kelburn Park Sports Association lease, the lease documents will be signed

Attachments

Attachment 1.	Summary of Leases	Page 97
Attachment 2.	Kelburn Park Sports Association at Kelburn Park	Page 98
Attachment 3.	Karori Sanctuary Trust at Waiapu Greens	Page 99
Attachment 4.	Breirly Pavilion Facade	Page 100
Attachment 5.	Proposed Footprint of building	Page 101

Author	Tracy Morrah, Property Services Manager
Authoriser	Rebecca Ramsay, Reserves Planner Paul Andrews, Manager Parks, Sport and Recreation Barbara McKerrow, Chief Operating Officer

SUPPORTING INFORMATION

Engagement and Consultation

Public consultation will be undertaken as required under the Reserves Act 1977, Wellington Town Belt Act 2016 and the *Leases Policy for Community and Recreation Groups*.

Treaty of Waitangi considerations

Treaty of Waitangi considerations

There are no Treaty of Waitangi considerations

Financial implications

There are no significant financial implications

Policy and legislative implications

The proposals are consistent with relevant Council policies – as outlined in the paper.

Risks / legal

The proposals will be subject to the provisions of the Reserves Act 1977 and Town Belt Act 2016. Legal advice related to these has been incorporated within this paper.

Climate Change impact and considerations

There are no climate change impacts and considerations

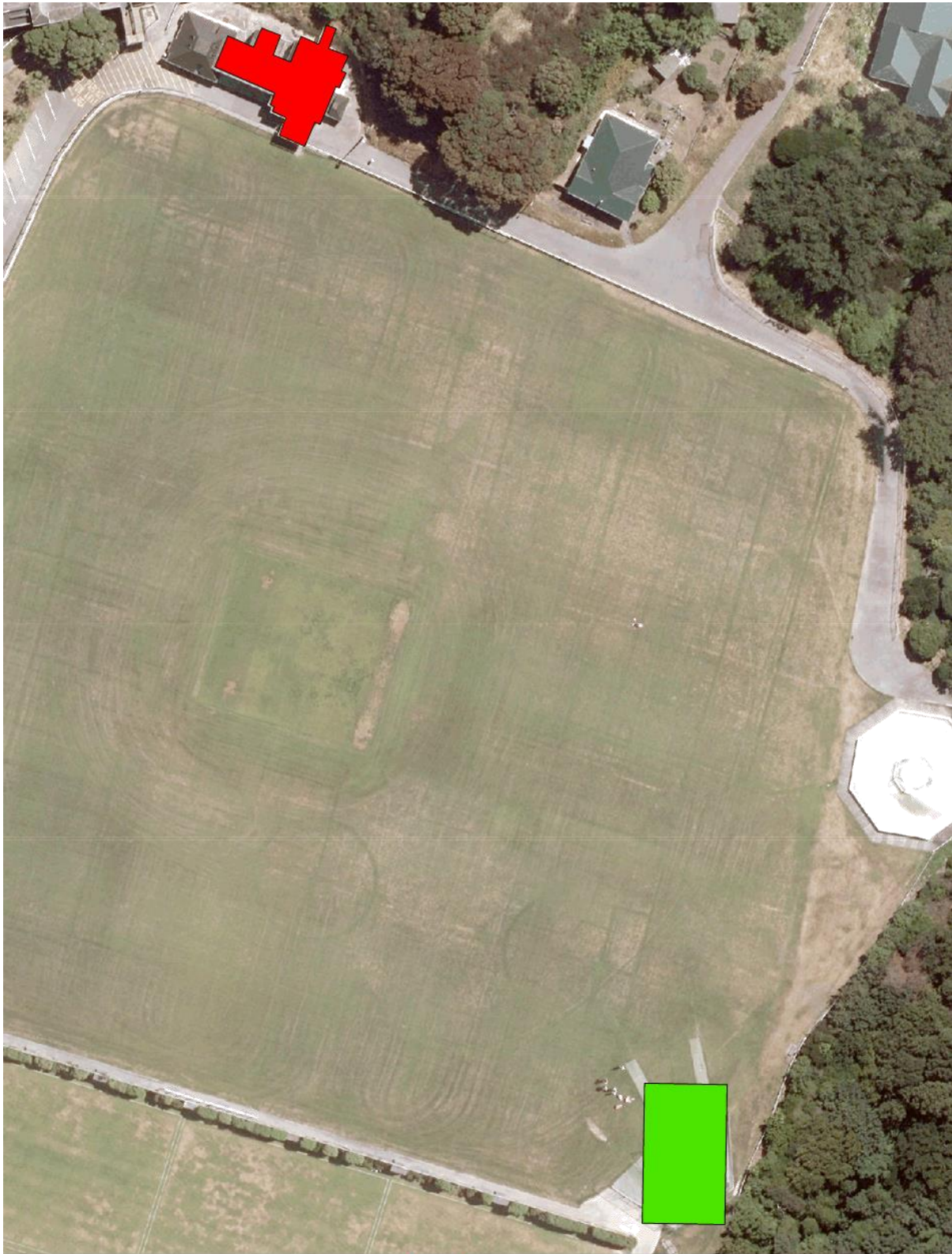
Communications Plan

Not applicable

Health and Safety Impact considered

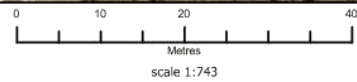
The work is entirely administrative and is a normal operational function of Council Officers.

Group	Location	Reserve Type	Area (m ²)	Activity	Type	Legal Description	CFR	Current Expiry	Proposed Term	Proposed Rent pa (plus GST)	Since
Kelburn Park Sports Association Incorporated	Kelburn Park Salamanca Road	Wellington Town Belt	174	Sports pavilion and associated club activities	Premises	Deposited Plan 10086	WN19A/369	30/04/2017	10y + 10y	\$373.80	1986
Karori Sanctuary Trust	Karori Reservoir	Scenic Reserve	273	Research and association activities	Ground	Pt Lot 65 DP 1871	WN22D/469	30/04/2026	10y + 5y	\$438.29	2016 (wider lease since 1995)



Kelburn Park Sports Assn.
 0555-KELBU2 - 173.8m²

■ Leased Area
■ Cricket Nets



Property boundaries, 20m Contours, road names, rail line, address & title points sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-50m in rural areas. Census data sourced from Statistics NZ. Postcodes sourced from NZ Post. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its accuracy

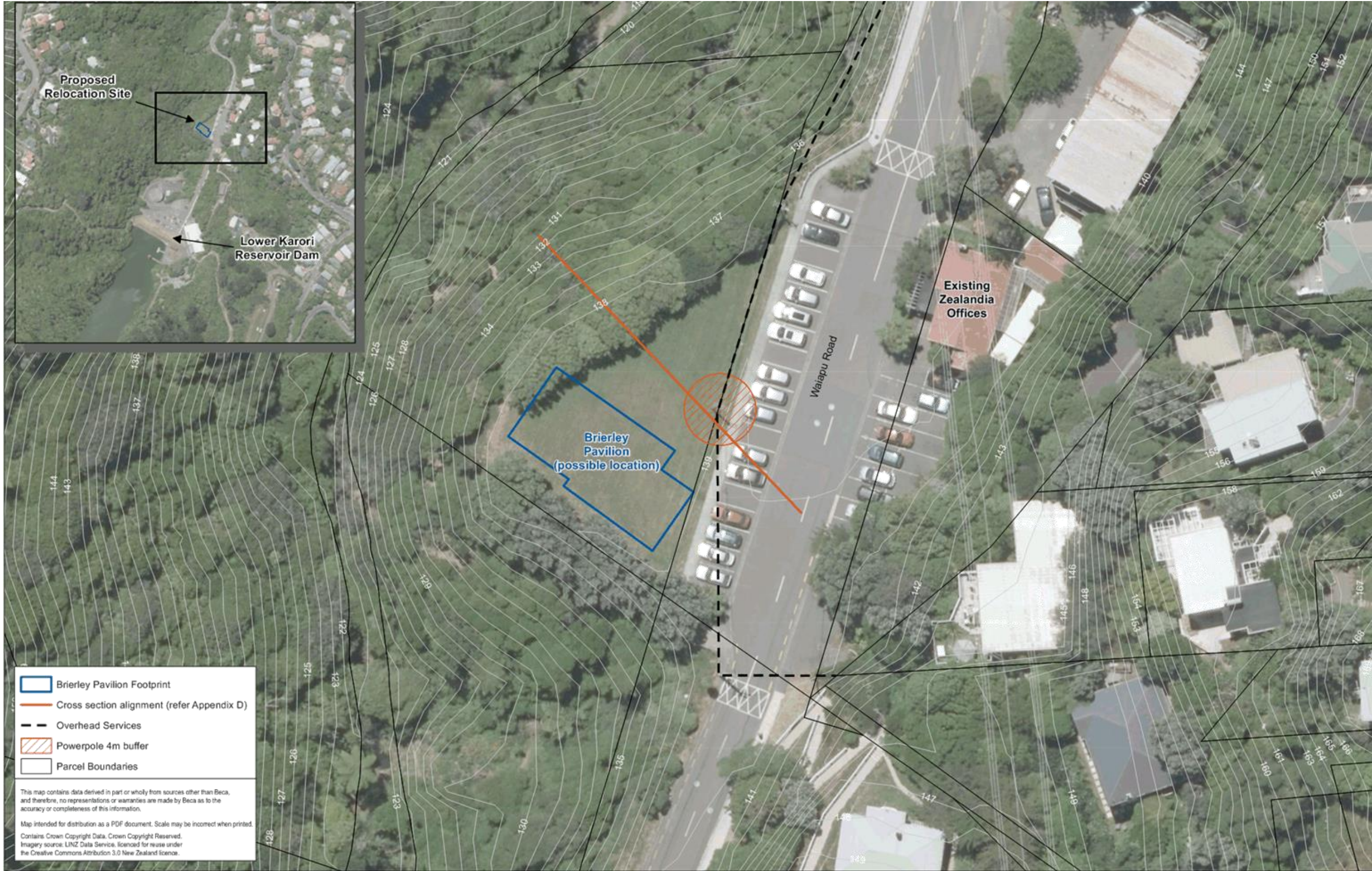
MAP PRODUCED BY:
 Wellington City Council
 101 Wakefield Street

ORIGINAL MAP SIZE: A4
 AUTHOR: presto2j
 DATE: 8/05/2017

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

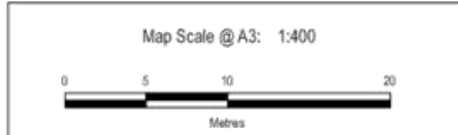






Brierley Pavilion Footprint
 Cross section alignment (refer Appendix D)
 Overhead Services
 Powerpole 4m buffer
 Parcel Boundaries

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Revision	Author	Method	Approved	Date	Title
1	JAP		JL	08/06/2017	

Relocation of Brierley Pavilion
Site Plan

Client:	Zealandia
Project:	Relocation of Brierley Pavilion



Discipline:	GIS
Drawing No:	GIS-1004719-01

WELLINGTON HOUSING ACCORD - NOMINATION OF SPECIAL HOUSING AREAS

Purpose

1. This report seeks the Committee's agreement to recommend to the Minister of Building and Construction, eleven (11) Special Housing Areas (SHA) in accordance with the Housing Accords and Special Housing Areas Act 2013 (HASHAA).

Summary

2. The Council entered into a Housing Accord with Government in June 2014. The Accord is a tool to address a shortage of housing supply in the city and sets targets for the number of dwellings and sections consented across the city over the five year period of the Accord.
3. Since the Accord was agreed, the Council has recommended four tranches of SHAs to the Minister, totalling 25 sites:
 - Tranche 1 - Eight sites covering the principal growth areas of the city including greenfield development in the northern growth area, central area apartment development, and medium density residential areas in Johnsonville and Kilbirnie.
 - Tranche 2 – 13 sites covering a range of opportunity sites and a mixture of greenfield, medium density and redevelopment opportunities across the city.
 - Tranche 3 – a further four sites covering infill and redevelopment opportunities across the city (note: Shelly Bay was nominated as part of Tranche 2 then amended as part of Tranche 3, for a total of 24 sites).
 - Tranche 4 – a single site providing for the redevelopment of an existing residentially zoned site.
4. Following the nomination of the fourth tranche in March 2016, SHAs were due to expire in September 2016 on expiry of the HASHAA. An extension to the HASHAA was then enacted. The effect of that extension was that:
 - SHAs approved more than a year before the original expiry still expired on 16 September 2016. 23 of the 25 SHAs created in Wellington fell into this category and have now expired;
 - SHAs approved within a year of the original expiry of the HASHAA now expire 12 months after they were gazetted – this applied to two SHAs in Wellington which expired in March and May 2017;
 - Further SHAs can now be nominated. Additional SHAs created now will expire 12 months after they are gazetted rather than at the lapsing of the legislation.
5. A fifth tranche is now proposed for nomination to the Minister of Building and Construction as SHAs. This tranche seeks to 'roll-over' and re-approve a number of SHAs that were previously included as part of the first and second tranches nominated in 2014 and 2015, focussing on Council's established growth areas. In addition to these areas, three new SHAs are proposed for approval.
6. The proposed sites for nomination are:

Previously nominated and approved

- Adelaide Road – multiple ownership
- Lower Stebbings – privately owned
- Lincolnshire - Woodridge – privately owned
- Johnsonville – multiple ownership
- Central Area North – multiple ownership
- Central Area South – multiple ownership
- Arlington – Council owned
- The Reedy Land, 28 Westchester Drive, Glenside – privately owned
- 30 White Pine Avenue – privately owned

Proposed new sites

- 3 George Street, Thorndon – privately owned
- 4 William Earp Place, Tawa – privately owned

7. The sites proposed for nomination that were previously approved, are principally located in the Council's main growth areas. These are:

- the two main northern growth greenfield areas
- Adelaide Road, as a long-standing redevelopment area
- the Johnsonville medium density area, and
- the central area for higher density apartment development.

These areas provide for ongoing development capacity for the city and it is on this basis that they are proposed for re-establishment as SHAs.

8. In respect of the Reedy land, it is proposed to re-establish the SHA due to resource consent only being issued for the subdivision of half of the site. The second half of the site will provide a road linkage through to Westchester Drive as well as creating further residential sites. The White Pine Avenue site was previously approved but the landowner did not progress with this site due to focussing on other areas of their landholding.
9. The Arlington site is proposed given the redevelopment of the site that is impending. Creation of an SHA over the site will provide for an alternative consenting path to that of the Resource Management Act and potentially allow for additional flexibility in the design and consenting of the redevelopment proposal. The sites inclusion is supported by the City Housing Team.
10. The Kilbirnie MDRA has not been proposed for nomination again due to infrastructure constraints in the area. No other former SHAs have been proposed to be rolled-over as consents have been issued for these areas.
11. Except for the Reedy land, the zoning of each of the sites provides for residential development. The Council previously approved the Reedy land as an SHA due to it being contiguous with the Lower Stebbings area and suitable for residential

subdivision. The sites present an opportunity for both greenfield development and redevelopment. Maps of the proposed sites are attached to this report.

Recommendations

That the City Strategy Committee:

1. Receive the information.
2. Recommend to the Council that the Minister of Building and Construction approve the following special housing areas and associated qualifying development criteria as identified in the Special Housing Area maps:
 - a. Adelaide Road, with qualifying development criteria being 2 or more dwellings or allotments.
 - b. Lower Stebbings, with qualifying development criteria being 10 or more dwellings or allotments.
 - c. Lincolnshire - Woodridge, with qualifying development criteria being 10 or more dwellings or allotments.
 - d. Johnsonville, with qualifying development criteria being 2 or more dwellings or allotments.
 - e. Central Area North (Thorndon), with qualifying development criteria being 10 or more dwellings or allotments.
 - f. Central Area South (Te Aro), with qualifying development criteria being 10 or more dwellings or allotments.
 - g. Arlington, with qualifying development criteria being 10 or more dwellings or allotments.
 - h. The Reedy Land, 28 Westchester Drive, Glenside, with qualifying development criteria being 10 or more dwellings or allotments.
 - i. 30 White Pine Avenue, Woodridge, with qualifying development criteria being 10 or more dwellings or allotments.
 - j. 3 George Street, Thorndon, with qualifying development criteria being 10 or more dwellings or allotments.
 - k. 4 William Earp Place, Tawa, with qualifying development criteria being 10 or more dwellings or allotments.
3. That the Chair of the City Strategy Committee and the Chief Executive be delegated to approve any minor editorial changes to the Special Housing Area maps.

Background

12. The Council entered into a Housing Accord with Government in June 2014 in order to increase housing supply in the city, and by extension improve housing affordability.
13. The Accord outlines targets for the number of dwellings approved and sections consented across the city. The targets are as follows:

Targets – total number of dwellings and sections consented				
Year One	Year Two	Year Three	Year Four	Year Five
1000	1500	1500	1500	1500

14. The Council has since that time recommended four tranches of Special Housing Areas totalling 25 sites. All of these areas have now lapsed.
15. The first tranche of SHAs approved by the Council focused on the Council's key growth areas. They were established quickly after the Accord was agreed in order to provide an initial tranche of SHAs for sites that were existing growth areas. This served to provide initial momentum to the Accord and the Council's implementation of it.
16. Thereafter three further tranches were approved by the Council. These tranches approved site specific SHAs rather than larger growth areas and consenting processes for these sites have finished. With the exception of the Reedy Land and White Pine Avenue, there is no need to re-establish these sites.
17. Council officers worked proactively with the development community and the sites comprising tranches two – four were principally nominated as a result of this engagement. The two new sites proposed as part of this report have been nominated by landowners.
18. As part of nominating the first tranche of sites, the Council agreed to a range of assessment criteria under which future sites would be assessed for nomination as SHAs. The sites proposed for nomination in this tranche have been assessed against those criteria.
19. The Council also approved a series of incentives to aid in the uptake of consenting opportunities presented by the approved SHAs. These incentives spanned a range of measures from financial to process incentives, as follows:
 - **Process incentives**
 - A one-stop-shop consent function, which will use the streamlined consenting processes under the HASHAA; and
 - Proactive engagement with the development community, infrastructure providers and key stakeholders.
 - **Financial incentives**
 - A two year period of deferred rates increases on greenfield subdivisions in excess of 30 allotments or dwellings (from the time Council signs off the subdivision (s224(c)), or when the land is sold; and
 - Waiving of pre-application resource consent fees.
 - **Council targeted investment**
 - Some of the SHAs are in areas where the Wellington Urban Growth Plan has signalled growth will be encouraged through the provision of growth supporting infrastructure and public realm improvements.
20. Since the Accord was agreed, officers have been focused on the implementation of the Accord and monitoring and reporting on the implementation of the Accord. Implementation activities have focussed on engagement with the development community, and this has led to a number of sites being nominated to the Council for consideration as SHAs. This was particularly the case for tranches two, three and four. Additionally, officers have been working with the Ministry of Business, Innovation and Employment and maintain a strong working relationship with Ministry officials.
21. Consenting under the Accord has led to an overall increase in consenting numbers, particularly for subdivision. For the period ending 28 February 2017, consents were issued for 1470 new sections and dwellings with a particular increase evident in new

sections consented. Of the 929 sections consented over this time, 543 were consented within SHAs.

Discussion

22. The sites proposed for nomination provide a range of development opportunities for various housing types. Approval of the sites proposed will reinstate a number of SHAs relevant to the Council's key growth areas that were previously identified as SHAs.
23. The proposed sites are:

Site	Description
Adelaide Road	The proposed SHA encompasses the Mt Cook Centre overlay, a specifically identified area surrounding Adelaide Road. The underlying zoning is Centre and envisages residential development.
Lower Stebbings	The proposed SHA replicates that area created in the first tranche. It applies to the residentially zoned portion of the Lower Stebbings growth area.
Lincolnshire - Woodridge	The proposed SHA is based on the area created in the first tranche, however clarifies its application to only those portions of the site zoned for residential development as shown on the appended map.
Johnsonville	The proposed SHA replicates that area created in the first tranche and applies to the Johnsonville Medium Density Residential Area.
Central Area (North)	The proposed SHA replicates that area created in the first tranche. It applies to a selected section of the central area around Molesworth Street that has a height limit of 27m or less.
Central Area (South)	The proposed SHA replicates that area created in the first tranche. It applies to all of the central area south of Cable Street that has a height limit of 27m or less and excludes all areas identified as Heritage Areas.
Arlington	The site has an area of 7495m ² and is zoned Inner Residential. The site provides for a significant portion of the Council's social housing stock and is undergoing redevelopment.
The Reedy Land, 28 Westchester Drive, Glenside	Approximately 20 hectare site, containing one residential dwelling, primarily zoned Rural and in part subject to a ridgelines and hilltops overlay. A consent has now been issued for residential subdivision of approximately half of the overall site.
30 White Pine Avenue, Woodridge	The site has an area of approximately 3.8 hectares and is zoned Outer Residential. The site is vacant.

3 George Street, Thordon	The site has an area of approximately 2728m ² and is zoned Inner Residential. The site contains a large industrial building formerly used as a Ministry of Works depot. The proposal is to convert the building to apartment use.
4 William Earp Place, Tawa	The site has an area of approximately 10549m ² and is zoned Business 1. The site is vacant. Residential development has been consented for the southern portion of the site.

Consistency with the Wellington Housing Accord

24. The sites proposed for nomination are consistent with the Housing Accord's aim of increasing housing supply. The sites proposed for nomination will provide for development opportunities within the existing urban footprint of the city, thereby also achieving the Council's general policy aim of urban containment.
25. The two non-greenfield or growth area sites have been nominated to Council as opportunity sites. The George Street site will provide for the redevelopment of a site within an existing urban area, whilst the Wiliam Earp Place site has previously had residential development consented on its southern portion.
26. Council agreeing to the nomination of the areas proposed as SHAs would align with the requirements of the National Policy Statement on Urban Development Capacity in ensuring sufficient provision of development capacity and the provision of a range of development opportunities.

Consistency with the District Plan

27. Except for the Reedy land, the zoning of the sites provides for residential development. The residential development of the sites is therefore consistent with the District Plan policy intention, as confirmed by their zoning. The Reedy land has previously been approved as an SHA and now has a residential subdivision consented over approximately half of its area.
28. Where any site specific controls are in place in the District Plan (such as a heritage listing or other overlay), these provisions will be taken into account, as they normally would be, in considering any future resource consent application.
29. Recommendation of these sites as SHAs does not approve a development proposal, nor signal that a development proposal would ultimately be approved. Where a site such as this is subject to a particular District Plan provision (such as a heritage listing), this provision will be taken into account, as it would normally be, in considering any future resource consent application.

Infrastructure availability

30. Comments were sought on the availability of three waters infrastructure for the site. Wellington Water Ltd (WWL) have advised that in respect of water, there are no known supply or capacity issues.
31. In respect of wastewater, there are capacity constraints within the central area. Projects are programmed to address these constraints. Site specific design solutions may be required in some instances which can be addressed at the resource consent stage.

32. In respect of stormwater, WWL advise that there are network capacity issues which would need to be addressed at the resource consent stage. This can be achieved through attenuation or through minimum floor levels.

Landowner and Iwi views

33. Of the two non-growth area sites, landowners are supportive of the sites being nominated as an SHA. None of the sites proposed for nomination are known to have any particular significance to iwi, are not sites identified as a 'Maori Site' or located within a 'Maori Precinct' in the District Plan.

Demand for Housing

34. Ongoing demand for housing exists within the present urban area of the city, with a moderate rate of growth evident. The sites proposed for nomination would cater for a range of development options and housing types thereby boosting housing supply and addressing the housing shortage.

Qualifying Development Criteria

35. Qualifying development criteria relate to the number of dwellings/sections required within each SHA for a development to be able to progress under the HASHAA. The recommended criteria for these proposed SHAs is consistent with previous Council decisions on Tranches 1-4.

Communication and Engagement

36. A Communications Plan for the Housing Accord was prepared in 2014 following the signing of the Accord outlining the Council's general approach to communication in respect of the Housing Accord.
37. Six of the eleven proposed SHAs have been extensively consulted on in the recent past and are identified as the City's strategic growth areas in the Wellington Urban Growth Plan (WUGP).
38. Officers have consulted with the landowners of the two new sites (3 George Street and 4 William Earp Place) proposed for nomination in preparing this report and they are supportive of these recommendations.
39. No consultation beyond that undertaken with landowners is proposed as part of recommending this site. Officers have consulted staff from the Ministry of Business, Innovation and Employment and WWL in preparing this paper.

Next Actions

40. Following the nomination of this fifth tranche to the Minister of Building and Construction, officers will continue to assess potential future SHAs and the ongoing monitoring of consenting under the Accord.

Attachments

Attachment 1.	Proposed SHA Maps - Aerial Photographs	Page 112
Attachment 2.	Proposed SHA Maps - Zoning	Page 123

Author	Mitch Lewandowski, Principal Advisor Planning
Authoriser	John McSweeney, District Plan Manager Warren Ulusele, Manager City Planning and Design David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

Officers have consulted with the landowners of the individual sites proposed for nomination, along with officials from the Ministry of Business, Innovation and Employment, and Wellington Water.

Treaty of Waitangi considerations

There are no known implications.

Financial implications

There are no known implications.

Policy and legislative implications

Council has signed a Housing Accord with the Crown. The Special Housing Areas recommended for approval will need to be approved by the Minister of Building and Construction, and Cabinet, before being gazetted and included as a schedule to the Housing Accord and Special Housing Areas Act as Special Housing Areas.

Risks / legal

There are no known risks or legal implications from the recommendation of these sites as Special Housing Areas.

Climate Change impact and considerations

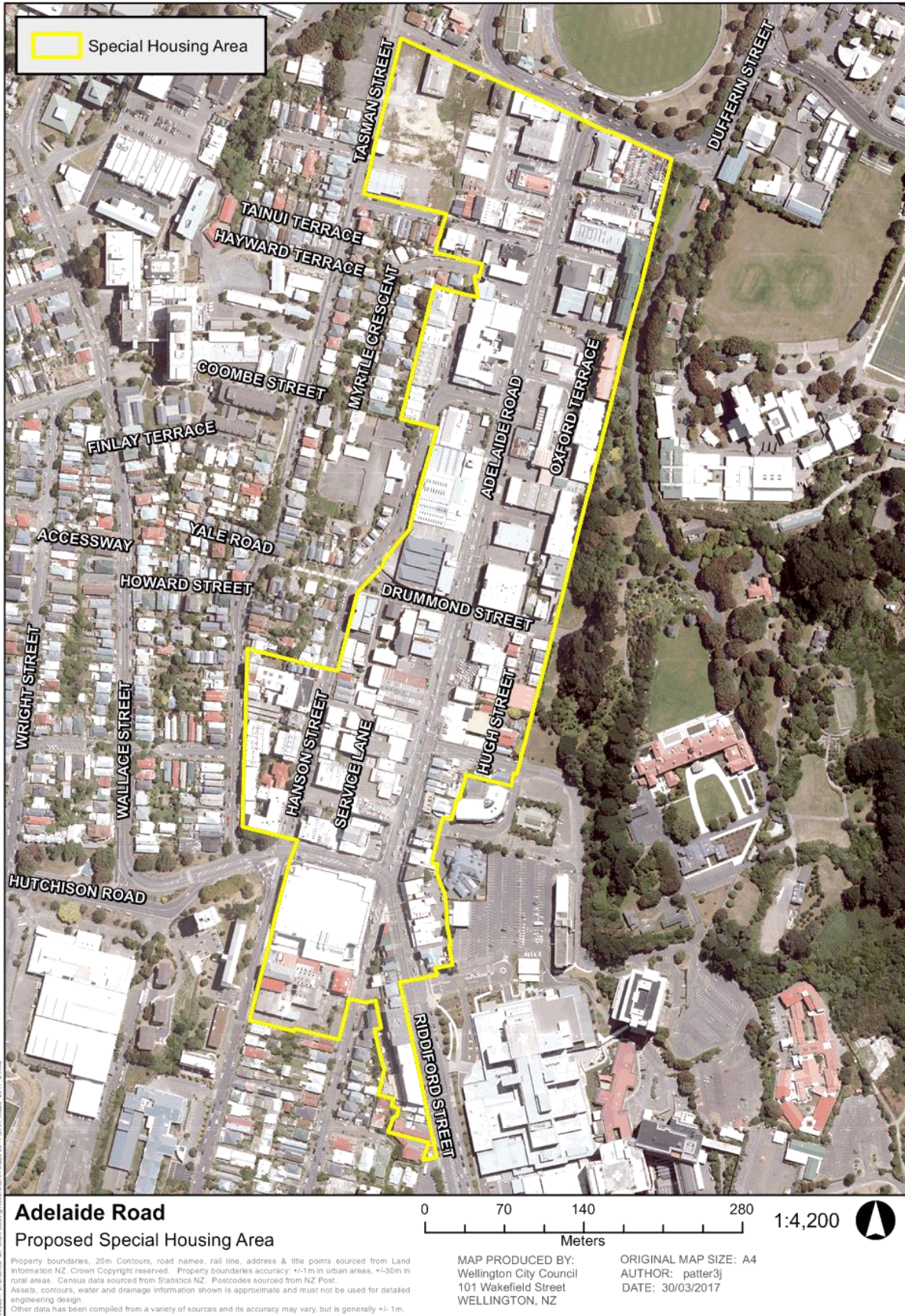
The proposed Special Housing Areas provide for the development of sites within the existing urban footprint and/or on sites zoned for residential development. This would support the Council's policy of general urban containment. Promoting a compact urban form reduces the consumption of fossil fuels and harmful greenhouse gas emissions which result in negative climate change impacts.

Communications Plan

A Communications Plan has been prepared for the implementation of the Housing Accord.

Health and Safety Impact considered

There are no known risks.

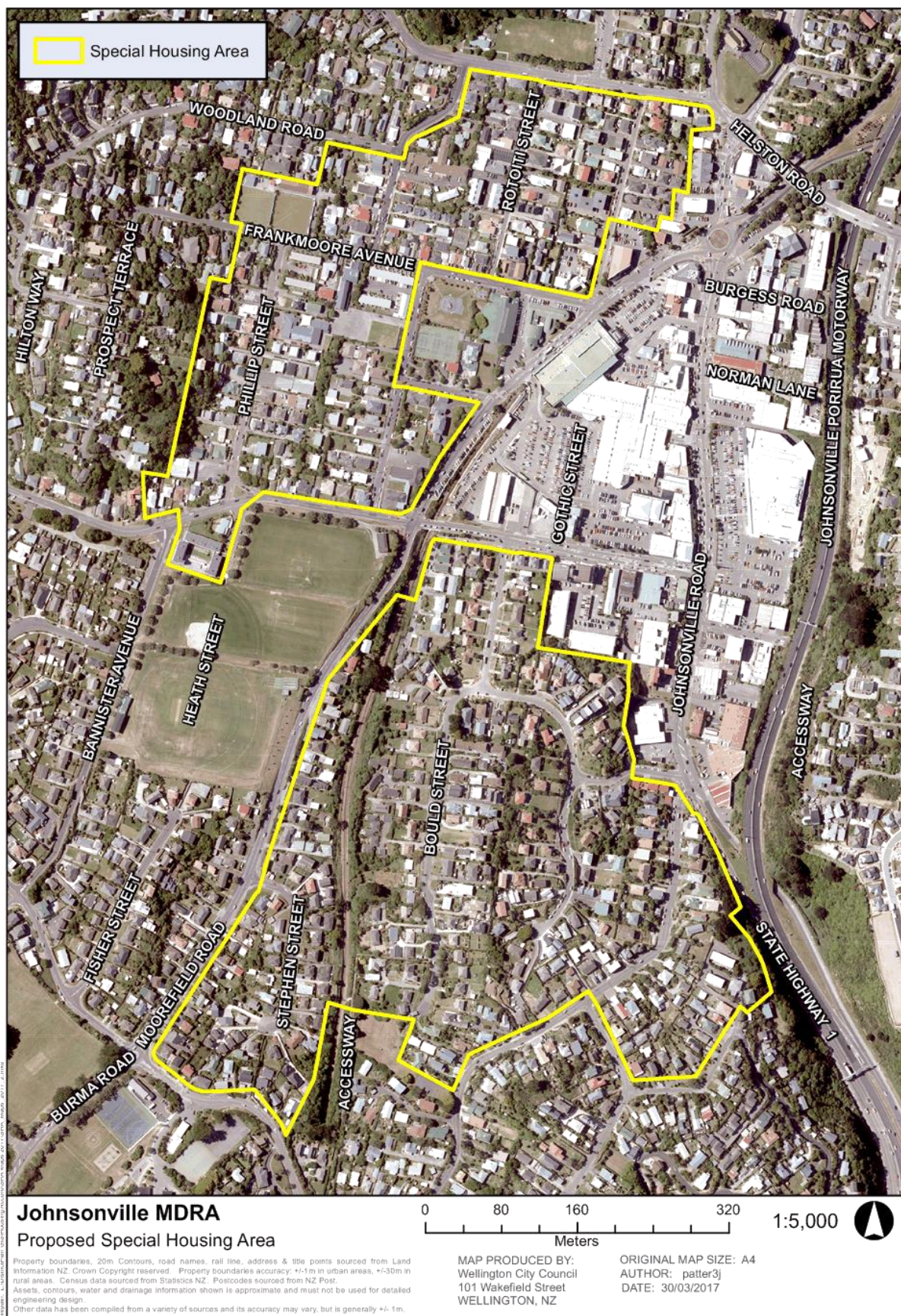


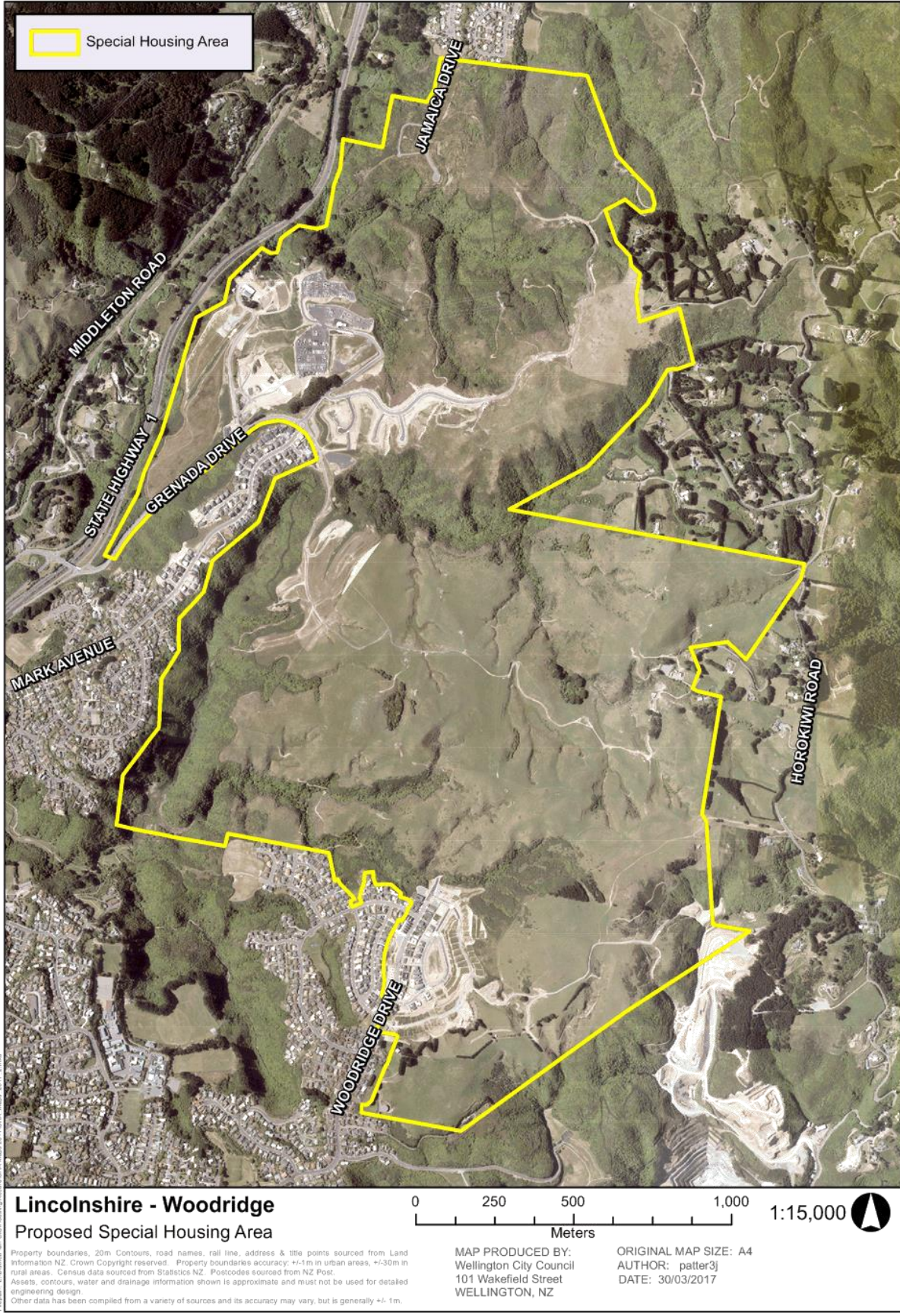






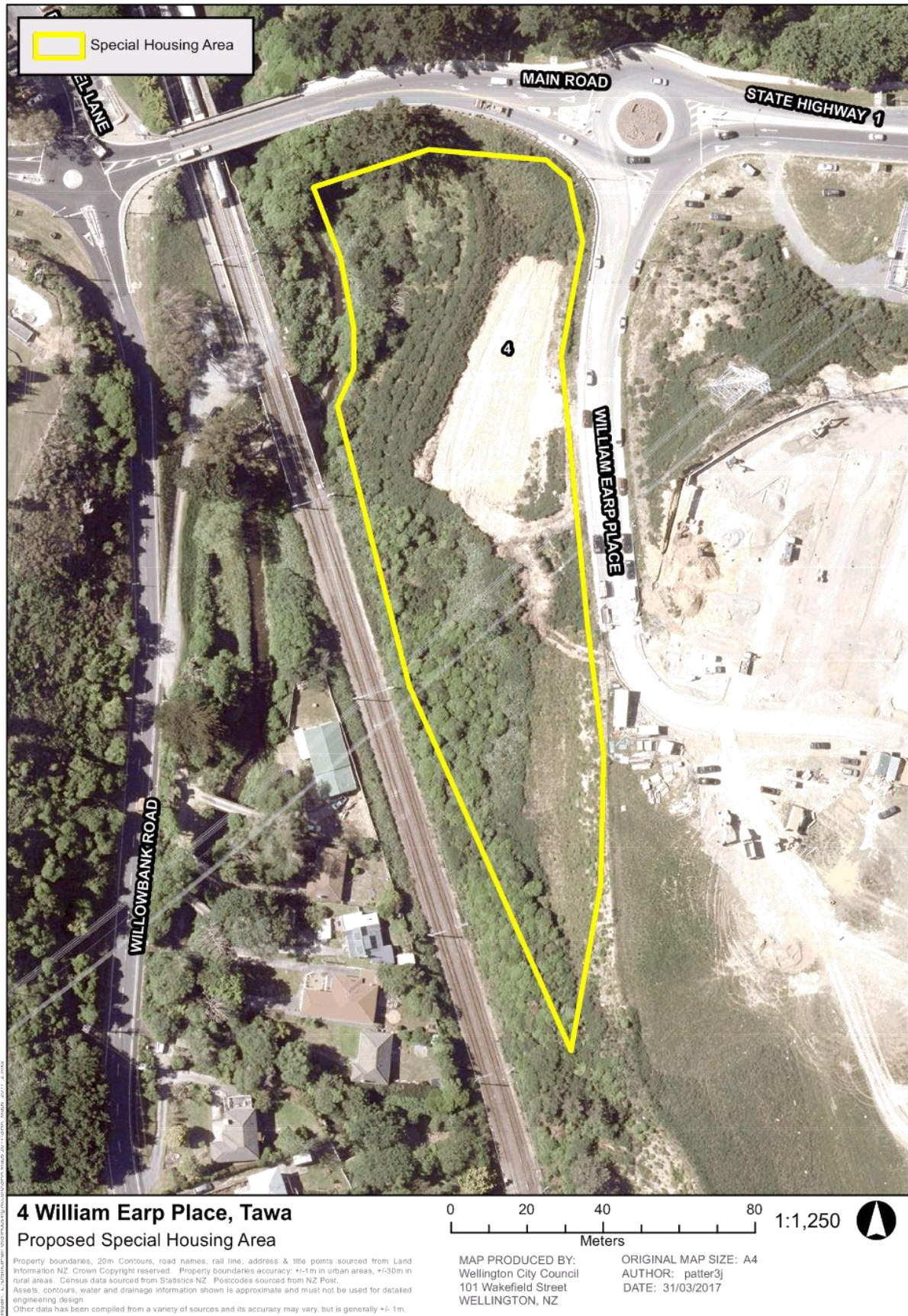




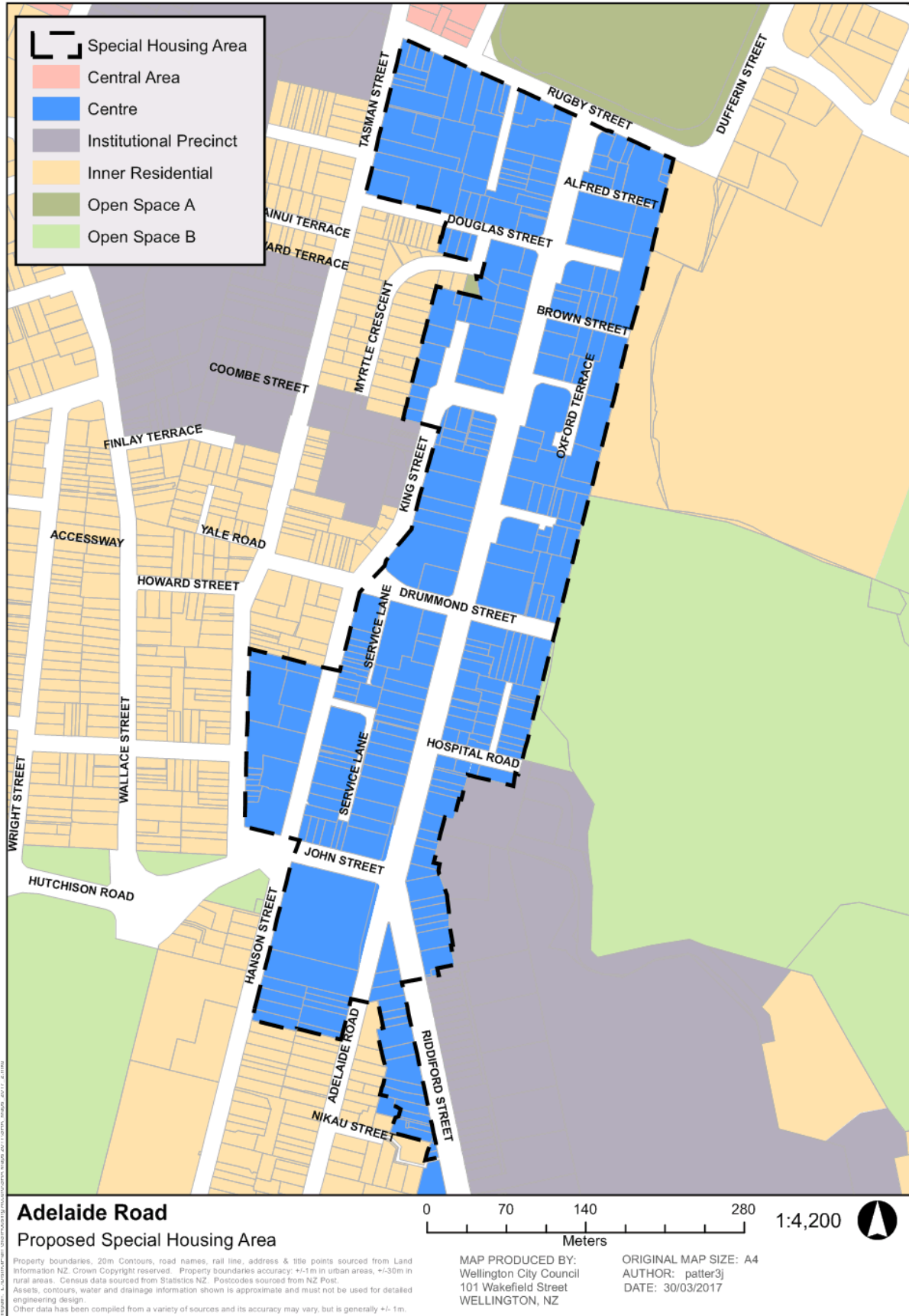


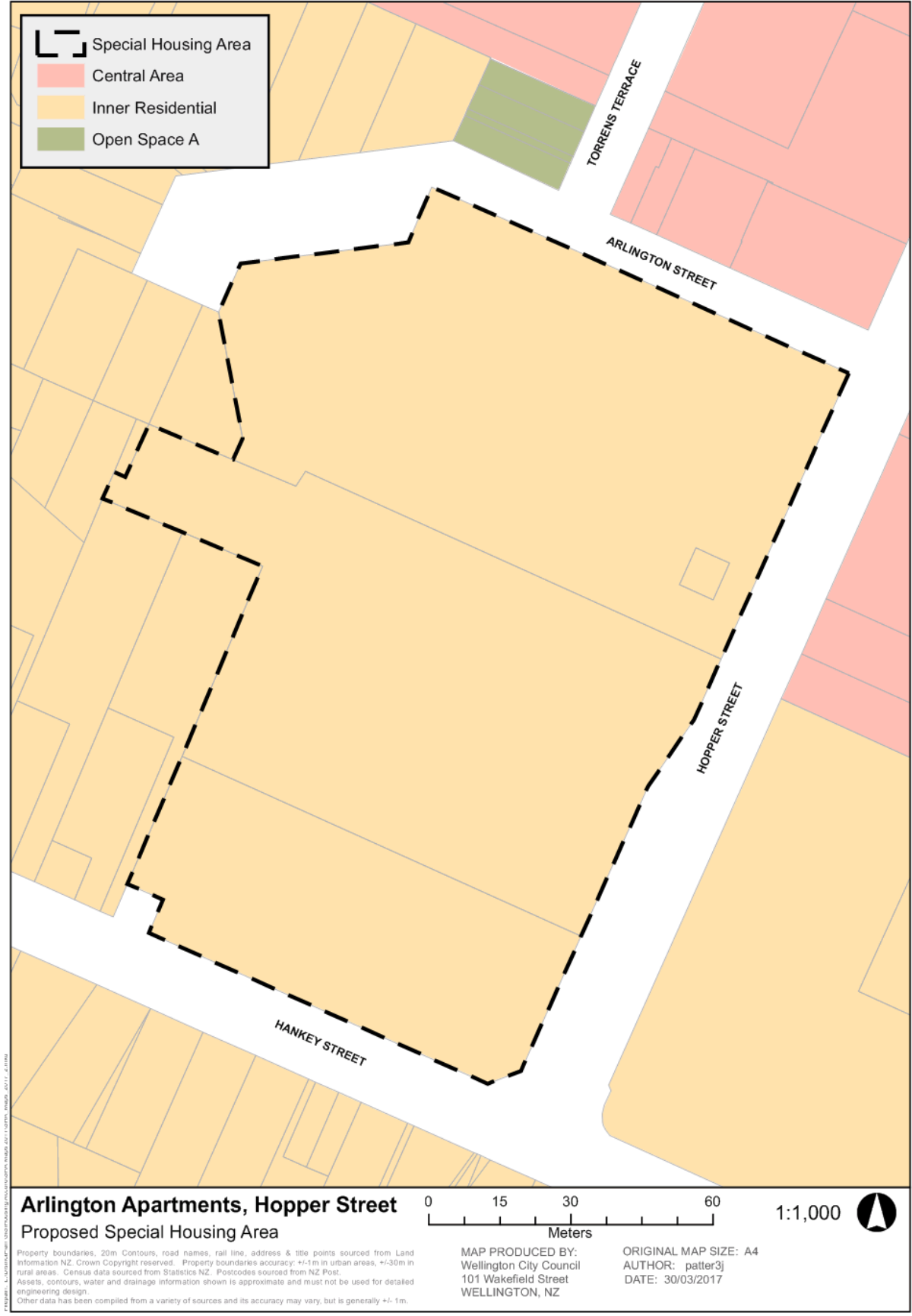


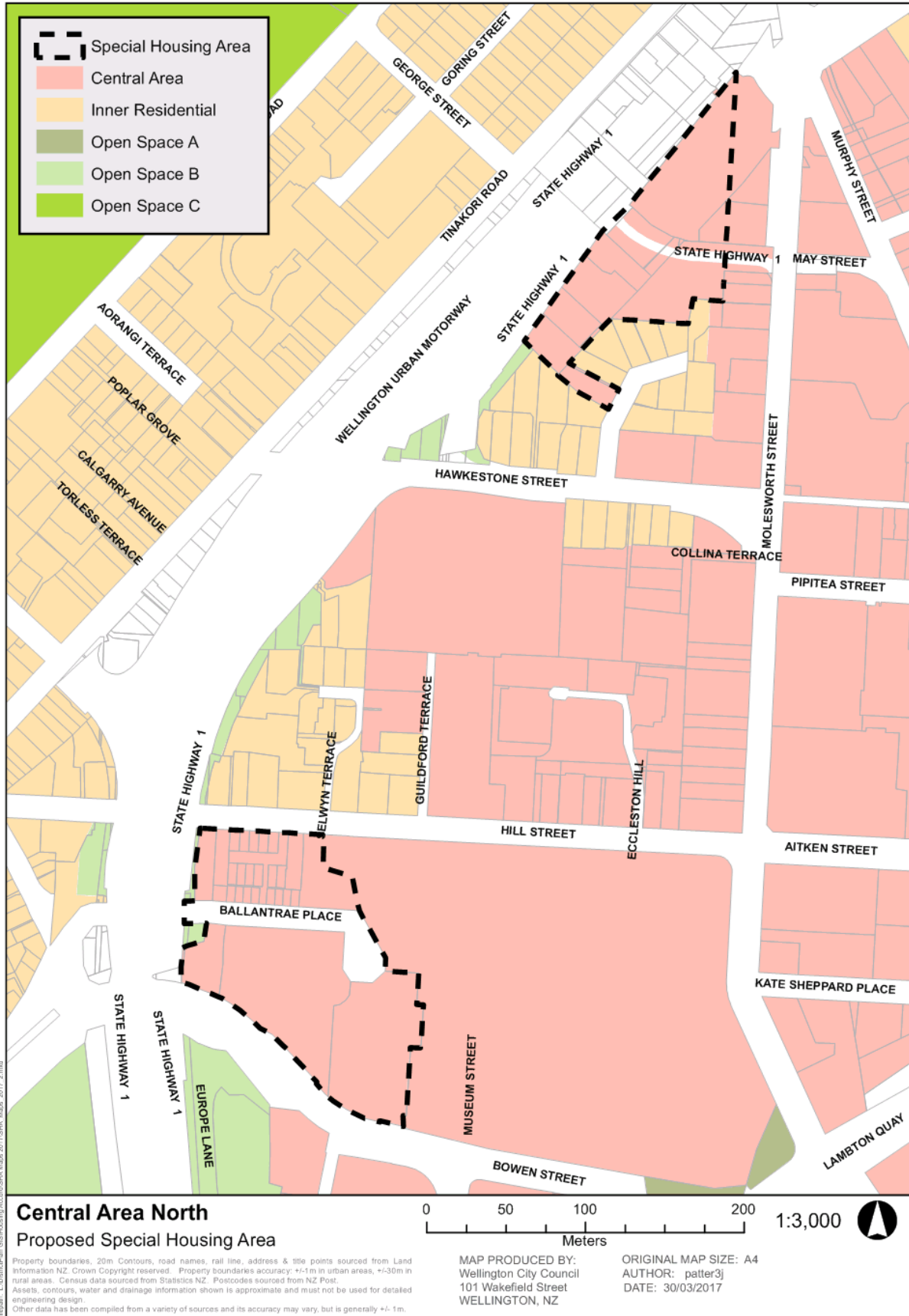


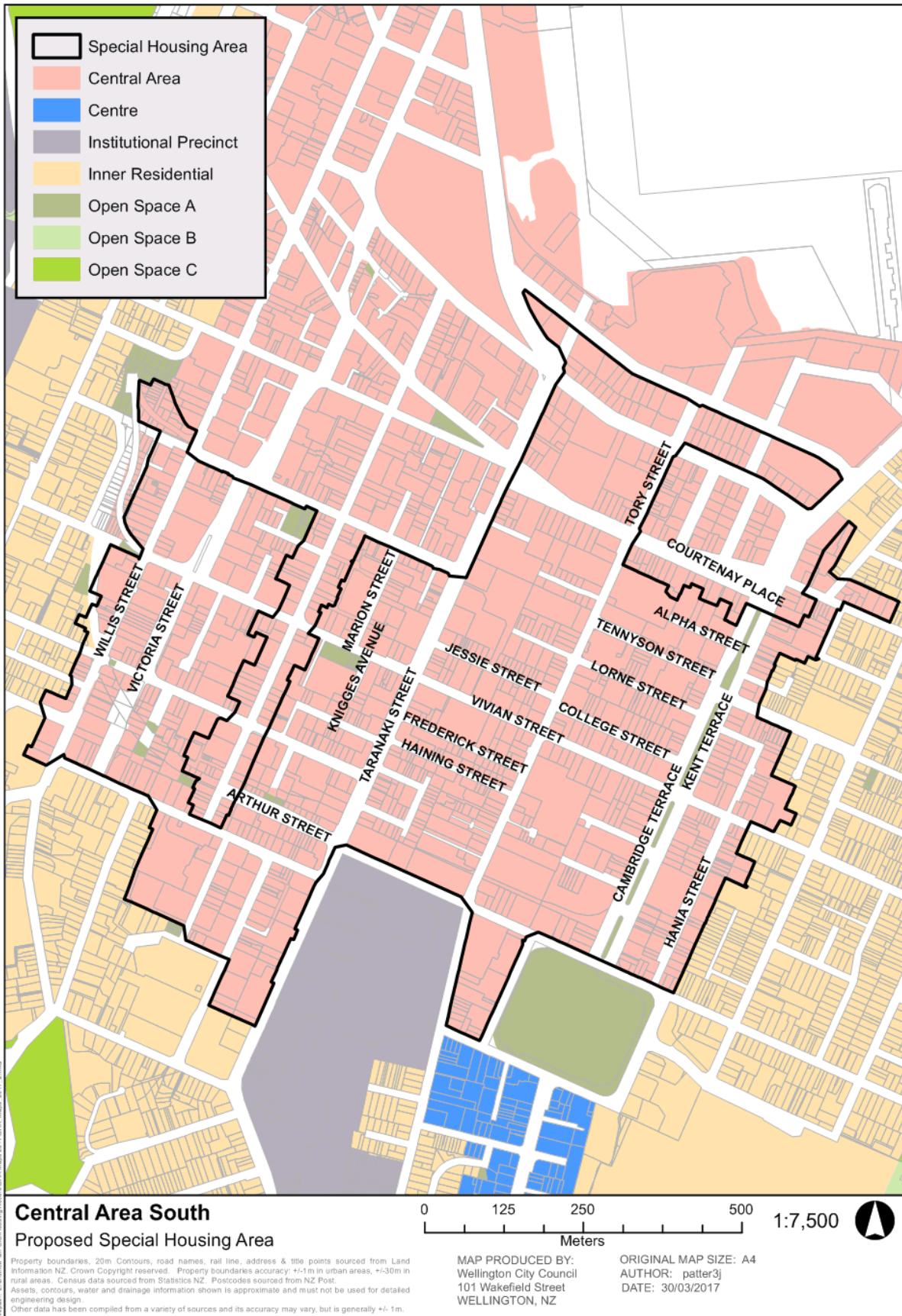


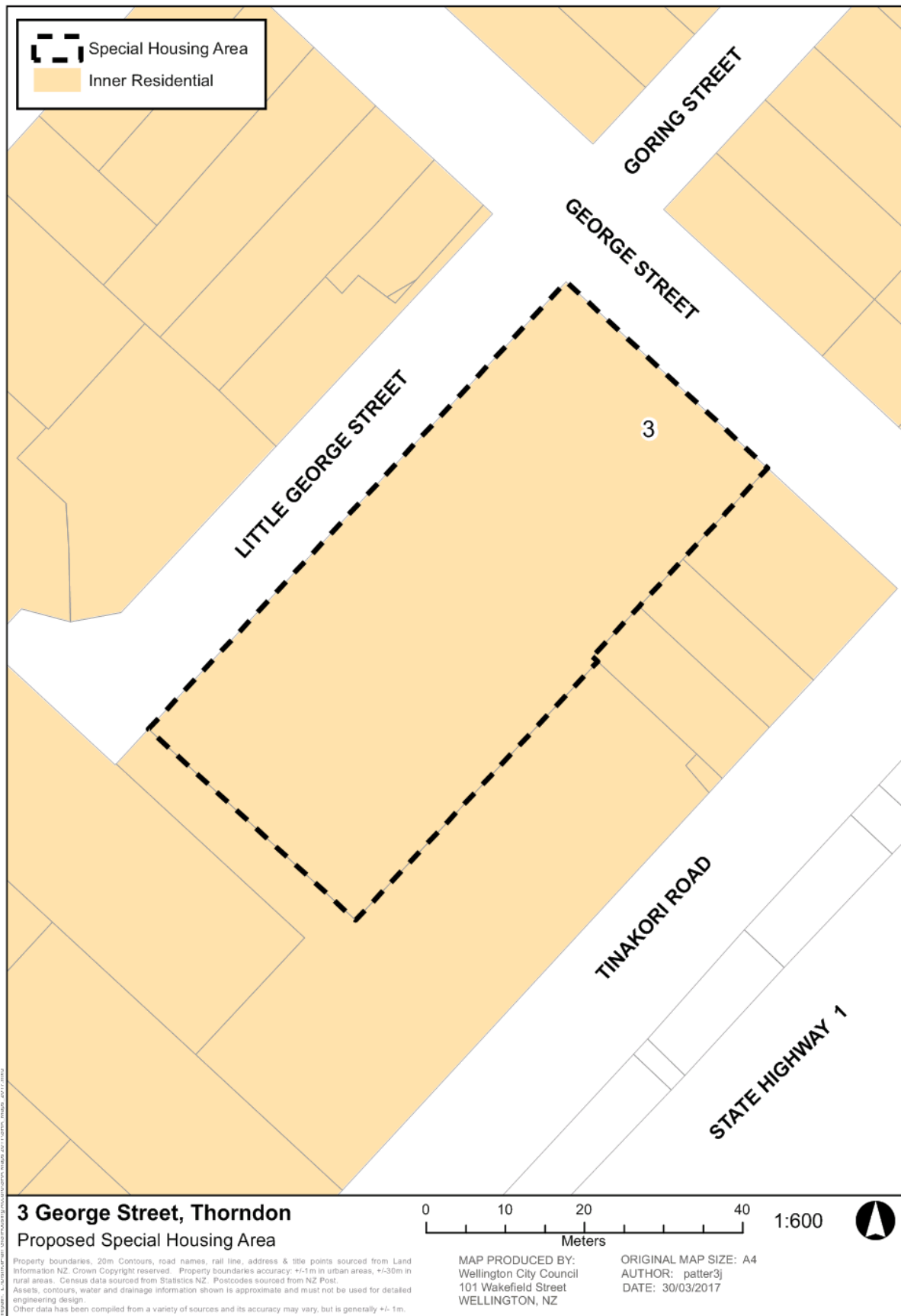


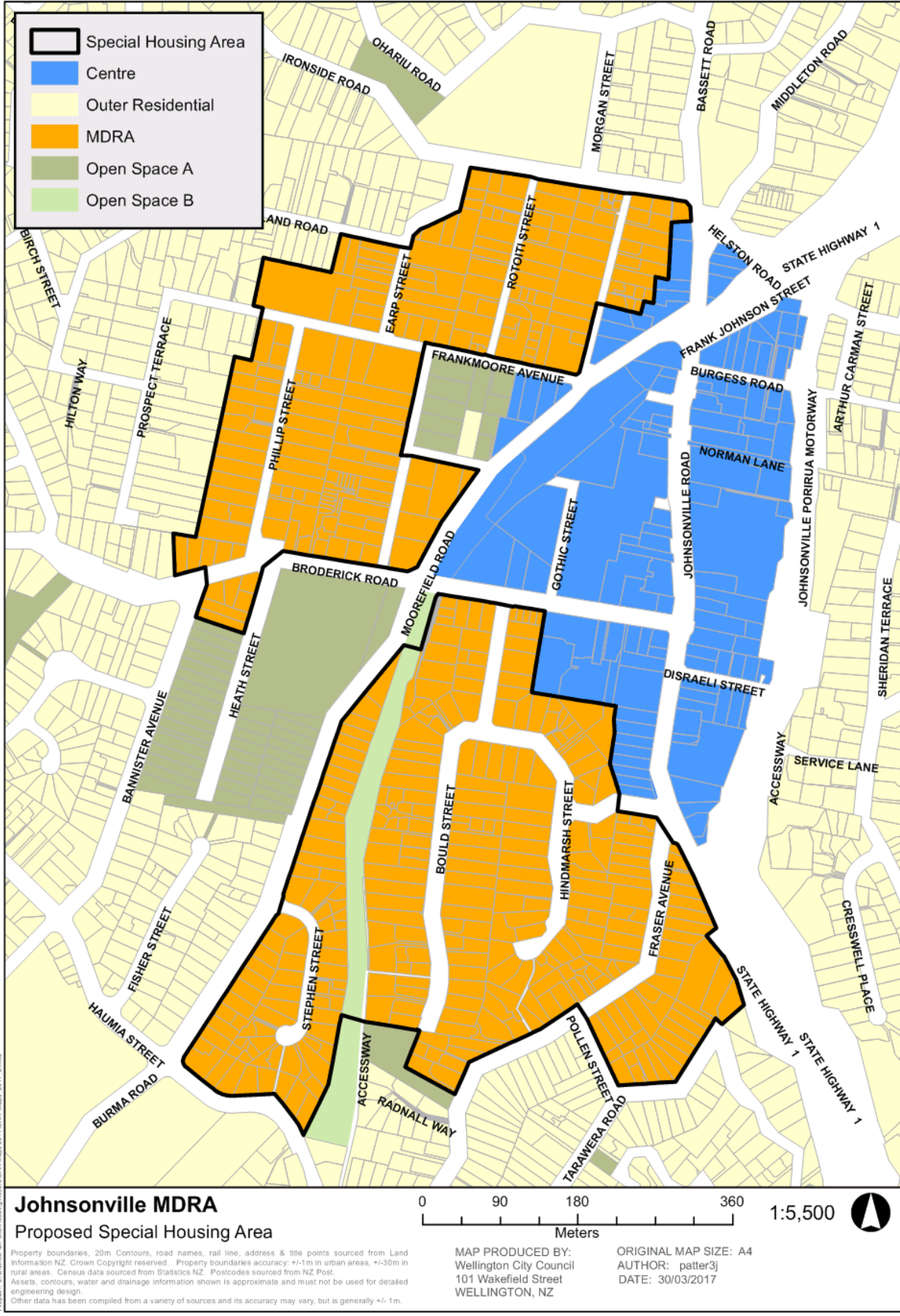


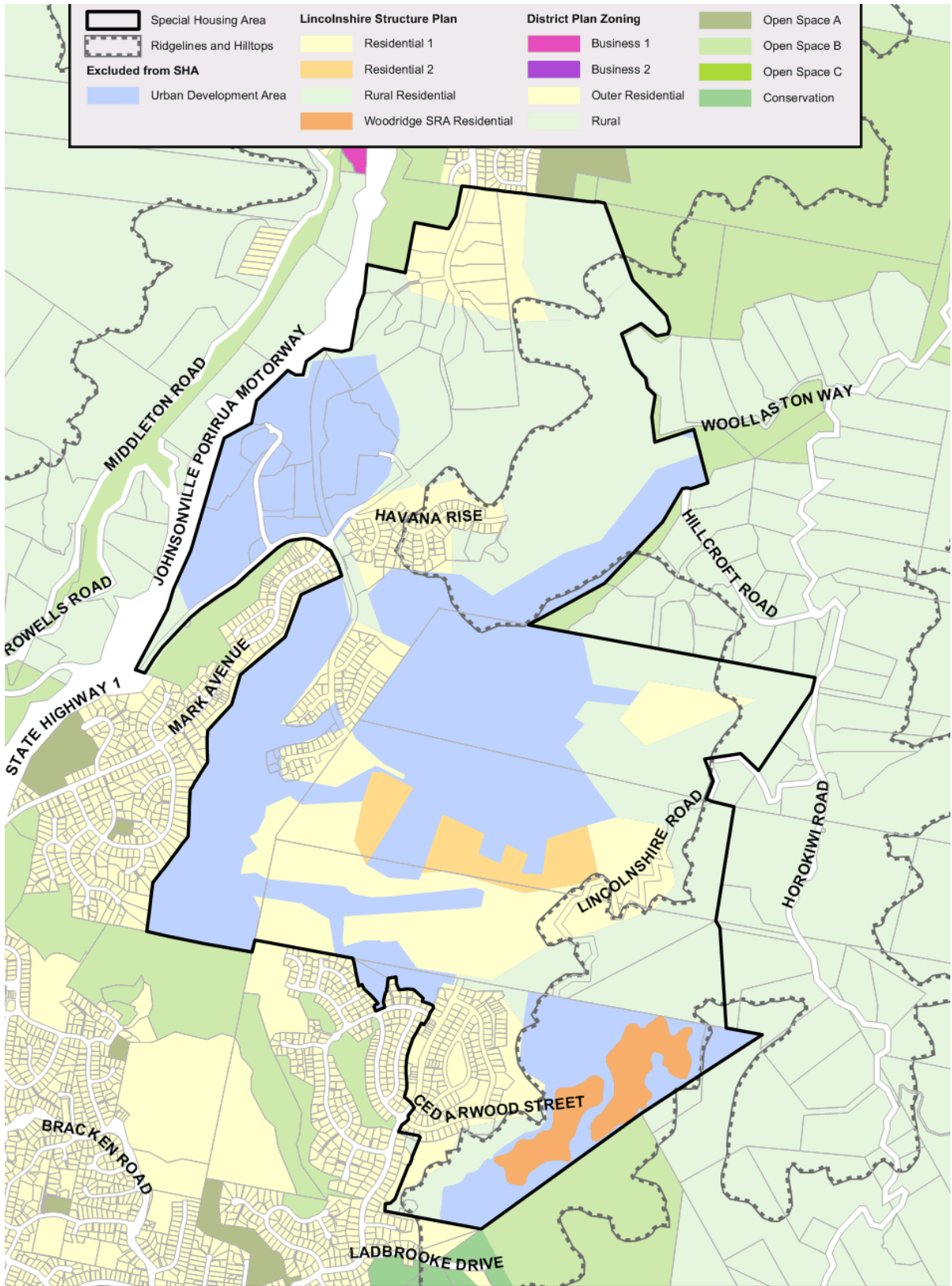




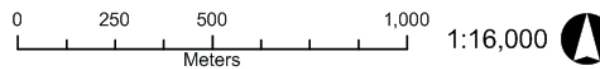






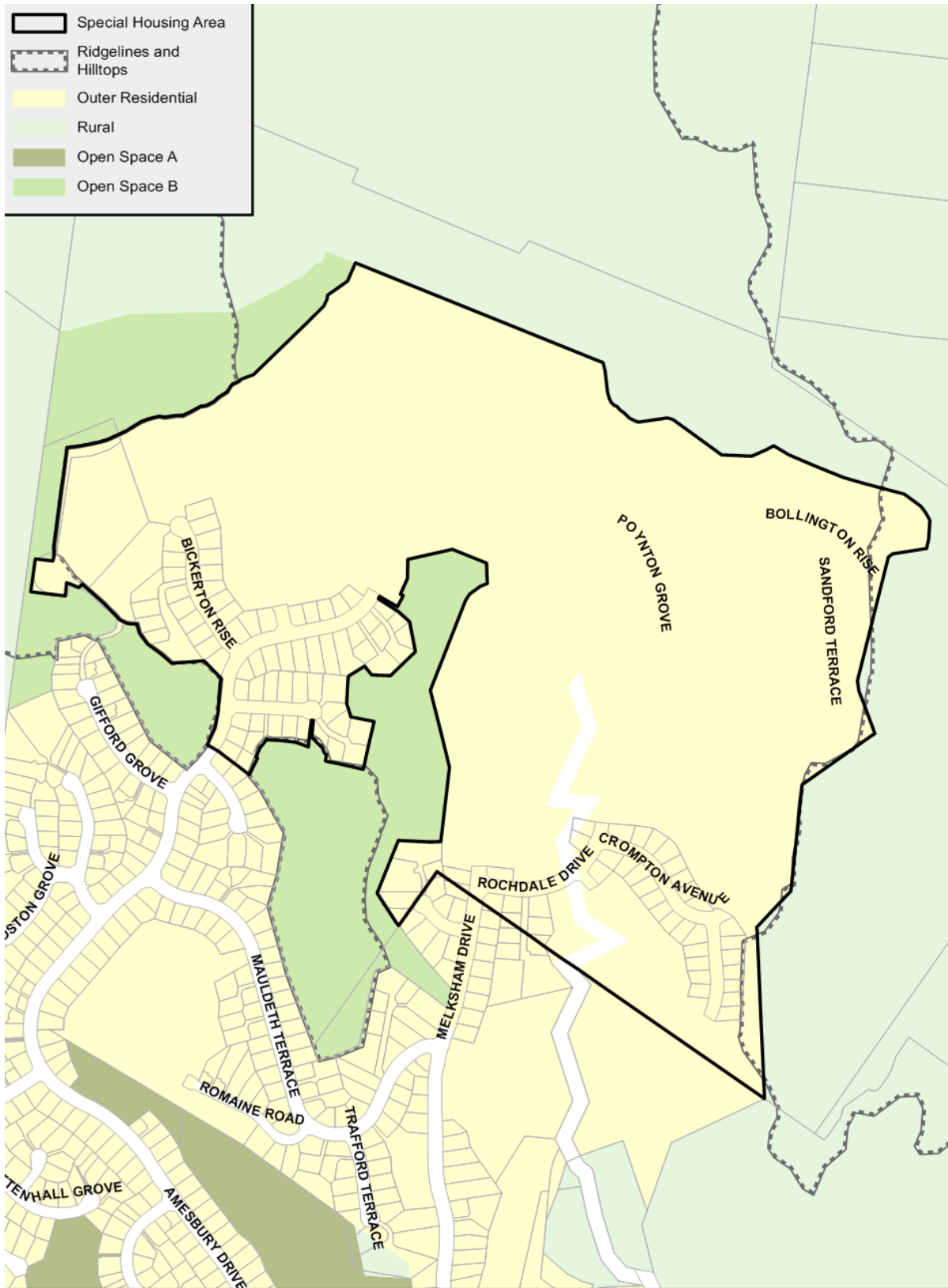


Lincolnshire - Woodridge
 Proposed Special Housing Area

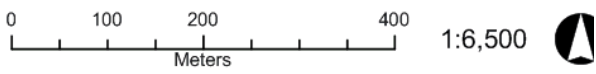


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ORIGINAL MAP SIZE: A4
 AUTHOR: natter3
 MAP PRODUCED BY:
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Lower Stebbings
 Proposed Special Housing Area

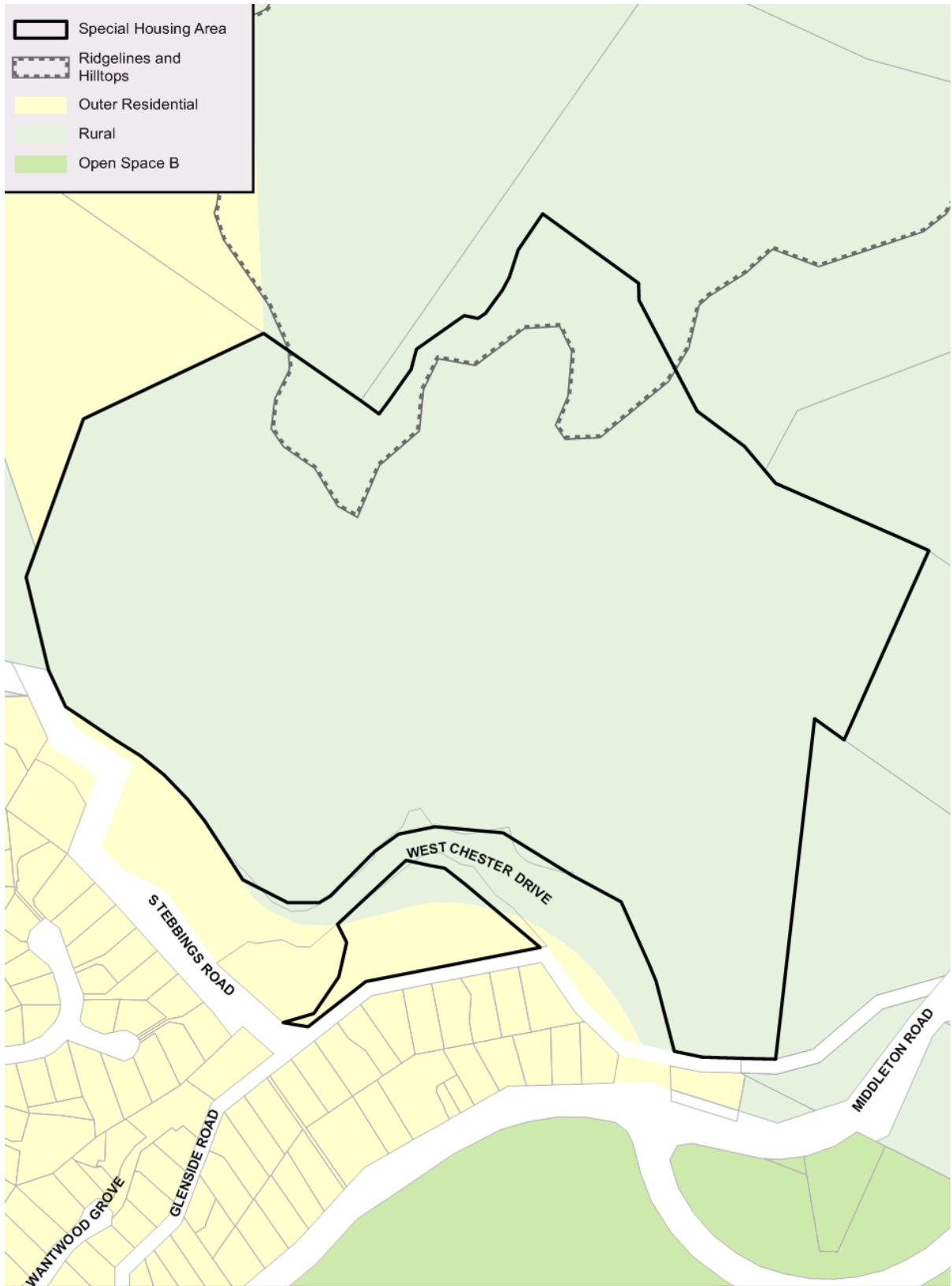


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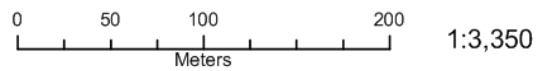
ORIGINAL MAP SIZE: A4
 AUTHOR: mather3

MAP PRODUCED BY:
 Wellington City Council

Absolutely Positively
 Wellington City Council



Stebbing Land, Glenside
 Proposed Special Housing Area

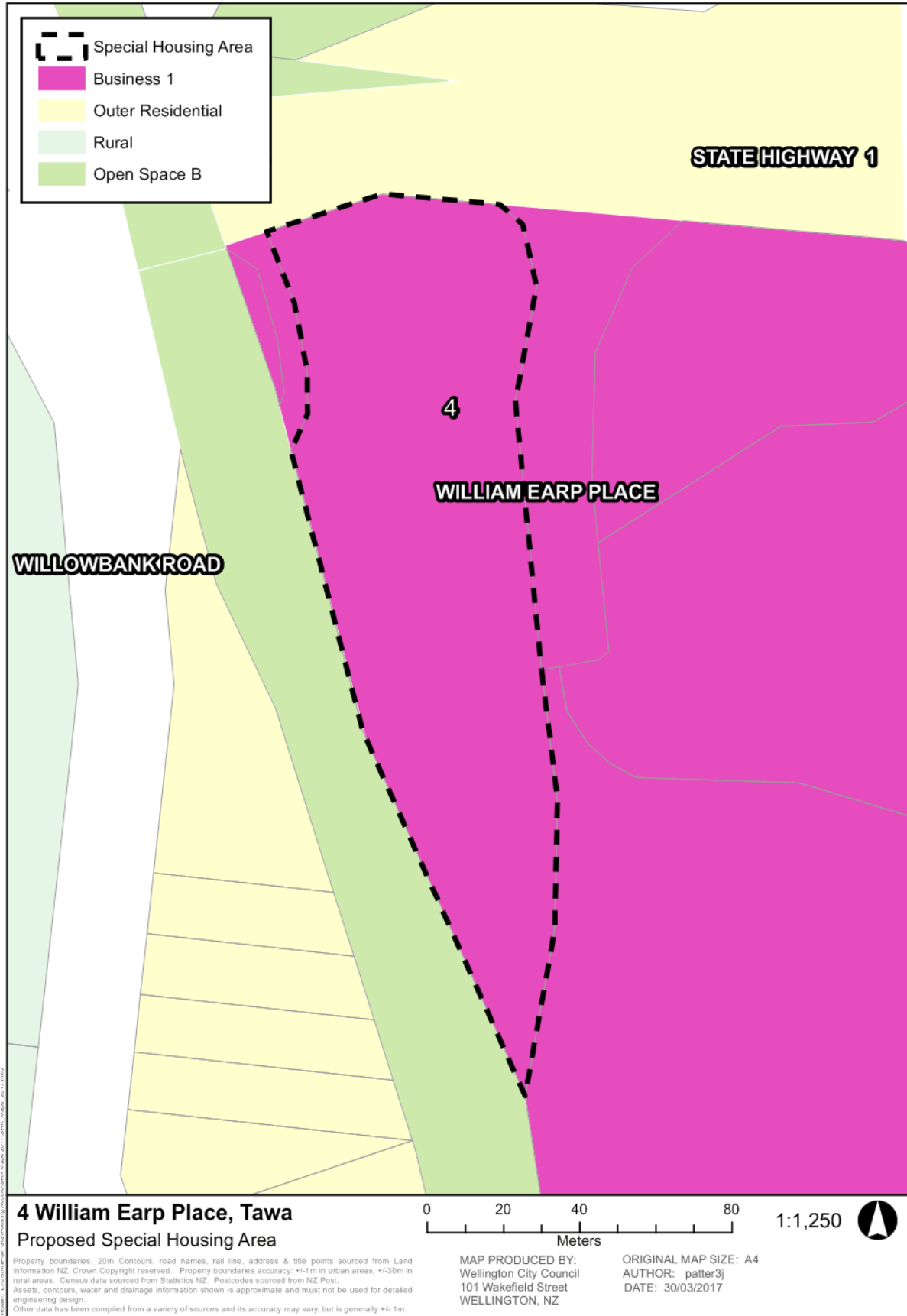


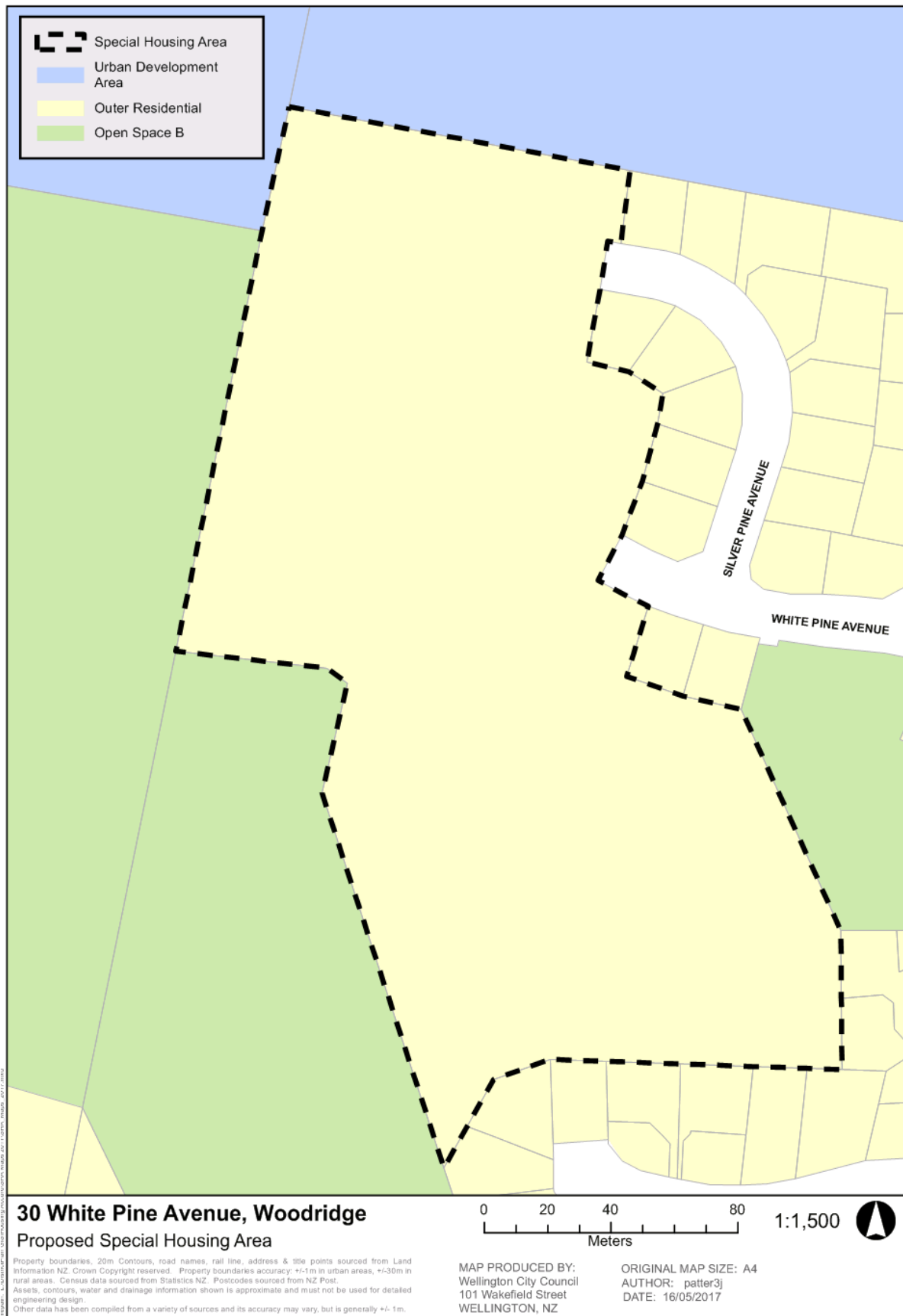
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 AUTHOR: natter3

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MIRAMAR SOUTH – PROPOSED 24 HOUR PARKING RESTRICTION (TR 73-17)

Purpose

1. This report details a proposal for a 24 hour parking restriction in an area in Miramar South where there is a concentration of parking by motorists related to Wellington International Airport. The proposal is designed to discourage parking in local residential streets for durations in excess of 24 hours and is expected to provide relief for residents, visitors and others who experience significant inconvenience as a result of this long-stay Airport-related parking.

Summary

2. There has been mounting local pressure on the Council to find a solution as residents find it harder to park close to their homes. The extent of local frustration is evidenced by a local resident puncturing car tyres on large numbers of cars parked in the area.
3. In order to address these high and increasing levels of Airport-related street parking, the officers propose that Council introduces a parking scheme which targets the type of parking which is unique to the area, namely non-residents who park their cars for periods in excess of 24 hours, and fly out of Wellington e.g. on vacation. This type of parking is quite different from the commuter parking which takes place in many other areas of Wellington and could be seen to be beyond what might be considered acceptable.
4. The proposed P24 hour restriction would apply within an area immediately north of the Airport where surveys show that most of the long stay parking takes place. (see Attachment 1). Within this area anyone parking for over 24 hours will be liable for a parking fine or potentially be towed away. It is proposed that residents are eligible for up to two exemption permits.
5. As this type of restriction will be new for Wellington, it is proposed that if approved by Councillors, the scheme will be monitored for a period of 6 months to see how it has performed and whether any further changes are needed. Based on parking surveys carried out within the area, around 190 cars park in excess of 24 hours during a typical weekday, and would be impacted by the proposal. This represents 40 to 50% of the total airport-related parking affecting the area, with the remainder being workers or travellers parking for less than 24 hours.
6. In order to test the public's views a letter was sent to all owners and occupiers of properties within the proposed P24 hour area at the end of January 2017. There was also a media release aimed at the wider Wellington area. The feedback from local residents and the general public in February showed good community support for the proposed parking scheme, with the proviso that residents were exempt from the scheme, which is now recommended to the Committee.
7. To comply with Council's Traffic Bylaw the proposed traffic resolution required to legally implement the proposed 24hr parking restriction, was publicly notified in the Dominion Post on 18 April 2017, and placed on Council's website, with the public invited to provide any comments in writing. As a result, 17 responses were received from the public and are analysed in Attachment 7. These also showed a good level of support for the proposal.

Recommendations

That the City Strategy Committee:

1. Receive the information.
2. Note the results of the feedback from local residents and the general public following the initial engagement and communication with local residents and the wider public in January/February 2017 and the subsequent public notification of the proposed scheme in the Dominion Post on 18 April 2017 (see Attachment 7)
3. Approve an amendment to the Traffic Restrictions pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008 to implement a 24-hour zonal parking scheme in the area shown on the Plan as Attachment 1 of this report and including the streets listed in Attachment 2. (TR 73/17)
4. Note that the effect of the proposal will be to restrict parking within the area by any motor vehicle to a maximum period of 24 hours with an exemption for authorised permit holders.
5. Resolve to declare the proposed 24 hour zonal parking scheme to be a Zone Parking Area under Clause 12.4 (13) of the Land Transport Rule: Traffic Control Devices 2004 (TCD Rule)
6. Approve an exemption to the proposed scheme for authorised residents vehicles issued with a permit by the Council on the basis of up to two permits for each residential housing unit. Permits to be issued initially free of charge with a review after the first 6 months of operation.
7. Note that the parking scheme will be monitored for a period of 6 months and the results reported back to the Committee with any recommendations for changes to the scheme.

Background

8. *The wider picture on parking in Miramar*

In the wider Miramar area there are the typical suburban parking activities and pressures. These include residents and visitors parking in residential streets near their properties; customers and workers parking close to shops and businesses in central Miramar and where there are other localised clusters of shops or businesses.

9. There are also parking pressures unique to Miramar which include workers close to the busy film industry premises at Stone Street Studios, Park Road Post, Weta Workshop and Camperdown Studios.
10. In addition there is a growing parking demand generated by Wellington International Airport from workers and travellers who park free of charge on local streets in Miramar South conveniently close to the Airport, rather than using the parking available at the Airport. This demand is exacerbated by the location of a number of car rental operators who find it convenient to locate their businesses in Miramar close to the Airport.
11. It is this growing use of local streets by Airport-related parking which has resulted in increasing inconvenience to local residents and which is addressed by the current proposal for a restriction on long term (over 24 hours) parking in a defined area of Miramar South where the majority of this long term parking takes place.

12. *Airport parking a major influence*

As referred to above, there has been a steady increase in recent years in street parking in Miramar South close to Wellington International Airport (WIAL). This is a result of continuing expansion of Airport activity and the lack of parking at the Airport at a price which workers and travellers find attractive.

13. In order to understand the nature and scale of street parking in Miramar South, a comprehensive parking survey was commissioned from Bullen Consultancy covering the areas affected by Airport parking. This work was carried out in 2016 and provided useful survey data showing the quantity of on-street parking in the various streets by time of day and also, using registration plate surveys, the breakdown of parking by residents, workers and travellers. The results showed that:
 - Most of the Airport parking occurs in the area bounded by Calabar Road, Caledonia Street, Devonshire Road, Ellesmere Avenue and Broadway.
 - Worker parking represents around 20% of the total
 - Airport traveller parking represents around 45% of the total
14. Analysis of the survey data showed that in this area, around 190 vehicles or 42% of the total number of vehicles parked, were staying longer than 24 hours.

15. *Parking on grass berms- Coroners case*

A specific issue in Miramar, including the streets close to the Airport, is the unusual street layout. In Miramar, many streets have grass berms sited not in the normal way, behind the kerb and channel, but within the carriageway. These, generally wide streets were laid out before WW II when there was low car ownership, providing a pleasant green streetscape with trees planted within some of the berms.

16. In recent years, car ownership has grown, and although generally the houses in this area have generous on- site parking, some residents have multiple vehicles and find it convenient to park kerbside on the street. This growth in street parking has resulted in damage and deterioration of some of the grassed berm areas.

17. To compound the problem, the high demand from Airport workers and related businesses (e.g. car hire operators) and travellers, has placed further pressure on street parking including the berms, to the point where a number of residents in the area nearest the Airport, have installed home-made barriers of various kinds ranging from rocks, posts with wires or ropes or in some cases no-parking signs designed to deter non-residents from parking on the berm next to their property.
18. Unfortunately in June 2013, a fatal accident occurred involving a cyclist colliding with a low wire strung between two waratahs on a berm in Kedah Street which had been erected by a resident. The Coroner in 2015, concluded that the barrier had contributed to the cyclist's death and recommended that the Council address the safety of the barriers so they do not pose a safety risk. As a result officers have developed a proposal to replace the existing home made barriers with standard post design which has been offered to residents following a public engagement process. This replacement task was during May.
19. In the longer term officers believe that those streets in Miramar which have grass berms should be redesigned so as to reduce the number of berms, with the retained berms protected from parked cars by kerb and channel. An example of how this can be achieved is Devonshire Road where the street was upgraded through the asset renewal programme. This work was carried out in 2012 with further modifications in 2017 with the works being designed in close collaboration with residents and reflecting residents' wishes for more street parking and less berm area for them to maintain. It also addressed the ongoing deterioration of the original berms due to vehicle damage.
20. If this design was implemented in the area close to the Airport where the current parking pressures are high, this would help to provide more parking options as well as reducing ongoing maintenance and upkeep obligations for both residents and Council.
21. *Possible Parking Options*
The Council has been under increasing pressure to find answers to the steady encroachment of Airport parking into local residential streets and there are a number of ways which the Council could address these through its regulatory powers as opposed to physically providing more parking which would be costly and currently unbudgeted. They include:
 1. Providing residents with some priority over non-residents e.g. similar to the resident parking in inner residential areas.
 2. Coupon parking. Similar to the coupon scheme introduced into residential areas close to the CBD and designed to deter commuter parking by price.
 3. Introducing no-stopping or time limited parking to deter long stay parkers.

Each of the options offer benefits, however selecting either options 1 or 2 raises questions over why Council would choose to give priority to Miramar South as opposed to many other parts of the city where there are long standing commuter parking pressures. This includes Newtown where there are continuing parking pressures generated by the Wellington Hospital.
22. There are similar pressures in Johnsonville with commuters and local workers occupying local residential streets close to the shopping centre. There are also many locations around the edges of the CBD where commuters park in residential streets

and walk or bus in to work. There are other similar examples of commuters engaging in localised park and ride further out in the suburbs in particular those which are served by buses as opposed to trains with the latter having much better formal park and ride facilities at rail stations.

23. Another example in central and north Miramar is generated by the busy and expanding film industry. The question of potential parking interventions in the areas mentioned above, and the priority which might be allocated to each of these areas, will be most appropriately addressed through the parking policy review which is currently under way.
24. In the meantime if the Council wishes to progress measures to provide some relief to the parking pressures in Miramar South, without raising questions over the wider parking priorities referred to above, then a variation on option 3 offers the best solution. This is described in further detail below.
25. *Proposed Parking Option*
The scheme proposed consists of a parking option which targets the type of parking which is unique to the area, namely non-residents who park their cars for periods in excess of 24 hours, and for example, fly out of Wellington on vacation. This type of parking is quite different from the commuter parking which takes place in many other areas of Wellington and could be seen to be beyond what might be considered acceptable.
26. The proposed P24 hour restriction would apply within an area immediately north of the Airport where surveys show that most of the long stay parking takes place. (see Attachment 1). Within this area anyone parking for over 24 hours will be liable for a parking fine or tow-away. It is proposed that residents are eligible for up to two exemption permits per household. Permits to be issued initially free of charge, with a review after the first 6 months of operation. The justification for proposing that permits are at least initially offered free to residents, whereas in the established residents parking areas in inner residential suburbs close to the CBD, residents are charged an annual fee (currently \$115 a year), is that in the case of the current proposal, residents will not be given exclusive marked-out lengths of street allocated only for residents. Depending on the performance of the scheme, the matter of permits, their eligibility criteria and pricing will be reviewed.
27. As this type of restriction will be new for Wellington, it is proposed that if approved by Councillors, the scheme will be monitored for a period of 6 months to see how it has performed and whether any further changes are needed. Based on parking surveys carried out within the area, around 190 cars park in excess of 24 hours, and would be impacted by the proposal. This represents 40 to 50% of the total airport-related parking affecting the area.
28. The scheme if approved will be a "Zonal Parking Area" as allowed under the Traffic Control Devices Rule. The Rule allows the Council as a Road Controlling Authority to introduce a parking restriction which is common or uniform throughout an area comprised of a number of roads or sections of roads. At the zone boundary each entry point to the zone will have a "Zone Begins" sign facing drivers entering the zone. At the same locations there will be "Zone Ends" signs facing drivers exiting from the zone. Within the zone there will "Zone repeater signs" to remind drivers that the zone restriction still applies. These repeater signs are required at intervals within the zone generally not more than 200m apart. Overall this type of zonal scheme can now be

introduced with minimal signage and without the need for road markings, thus keeping costs down and avoiding unnecessary clutter of traffic signs and markings.

29. The implementation costs for the proposed scheme are expected to be around \$30,000, which will be funded from existing budgets
30. *Initial Public Engagement:*
In order to test the public's views a letter was sent to all owners and occupiers of properties within the proposed P24 hour area at the end of January. The letter explained the options available and outlined why the Council was proposing the 24 hour parking option. There was also a media release aimed at the wider Wellington area which was placed on the Council website
31. During the period 31 January 2017 to Friday 24 February 2017 which was allocated for public feedback, a total of 166 submissions were received of which 128 were residents who lived within the proposed zone and 38 were non-residents. The results are analysed and presented in Attachment 5.
32. *Further Public Engagement:*
In the light of the feedback received from the initial round of public engagement in January/February 2017, it was concluded that there was sufficient level of support to proceed to further develop the 24 hour parking option and to work through the process to report to the City Strategy Committee with a detailed proposal.
33. To comply with Council's Traffic Bylaw the proposed traffic resolution was publicly notified in the Dominion Post on 18 April 2017, and placed on Council's website. (see Attachment 6) The public were invited to provide any comments in writing. As a result 17 responses were received from the public. The results are presented in Attachment 7.
34. *Parking Enforcement/Administration*
Discussions with Council's Parking Services unit have confirmed the scheme is able to be satisfactorily managed from both the enforcement and scheme administration aspects.
35. Routine enforcement will be carried out in the area on a daily basis within current staff and budgetary levels. There will be a maximum fine of \$57 for vehicle owners who overstay the 24 hour parking restriction and Council is able to tow away any offending vehicles.
36. It is proposed that an exemption to the proposed scheme will be given for authorised residents vehicles issued with a permit by the Council on the basis of up to two permits for each household. Permits to be issued initially free of charge with a review after the first 6 months of operation.
37. On the matter of the cost of managing the residents' exemption process, Parking Services estimate there will be an additional operating cost of around \$7,600 per annum. This will be covered by the scheme budget for the initial period of operation, however, depending on the performance of the scheme (if approved) the matter of ongoing operating costs will need to be reviewed. Relevant factors will include the potential for the scheme to be expanded and for charges to be levied for residents' exemption permits after the initial 6 month period.

38. *Monitoring*

If the proposed scheme is approved, parking surveys will be carried out to gather data showing the quantity of on-street parking by time of day and also using registration plate surveys, the breakdown of parking by residents, workers and travellers. The surveys will be carried out before the scheme is implemented and also 6 months following implementation both within the boundary of the proposed 24 hour parking restriction and also in a wider area surrounding the zone where there could be some potential migration of parking demand.

39. This data will be used as input to the proposed review of the scheme following a 6 month period of operation. There will be a follow-up report to the City Strategy Committee on how the scheme has performed, with any recommendations for changes to the scheme.

Conclusion

40. Officers recommend the 24 hour parking restriction as a practical scheme which can be expected to significantly reduce the levels of Airport-related parking and inconvenience to residents, visitors and businesses in the area. If approved its performance will be monitored over a 6 month period to see how it has performed and whether any further changes are needed.

Attachments

Attachment 1.	Appendix 1 - Map of proposed area	Page 143
Attachment 2.	Appendix 2 - List of streets affected	Page 145
Attachment 3.	Appendix 3 - Photos of parking issues	Page 146
Attachment 4.	Appendix 4 - Letter and form to affected residents	Page 148
Attachment 5.	Appendix 5 - Summary of feedback received on initial contact with residents mar 24 hour parking scheme	Page 151
Attachment 6.	Appendix 6 - Copy of DomPost advert	Page 156
Attachment 7.	Appendix 7 - Summary of submissions following proposal announcement scheme	Page 157

Authors	Lindsey Hill, Project Coordinator Steve Spence, Chief Transport Planner
Authoriser	David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

Recommendations have been publicly advertised and feedback sought from affected residents and wider public - see Appendix 5 & 7 for results

Treaty of Waitangi considerations

Not applicable

Financial implications

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

Policy and legislative implications

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

Risks / legal

Not applicable.

Climate Change impact and considerations

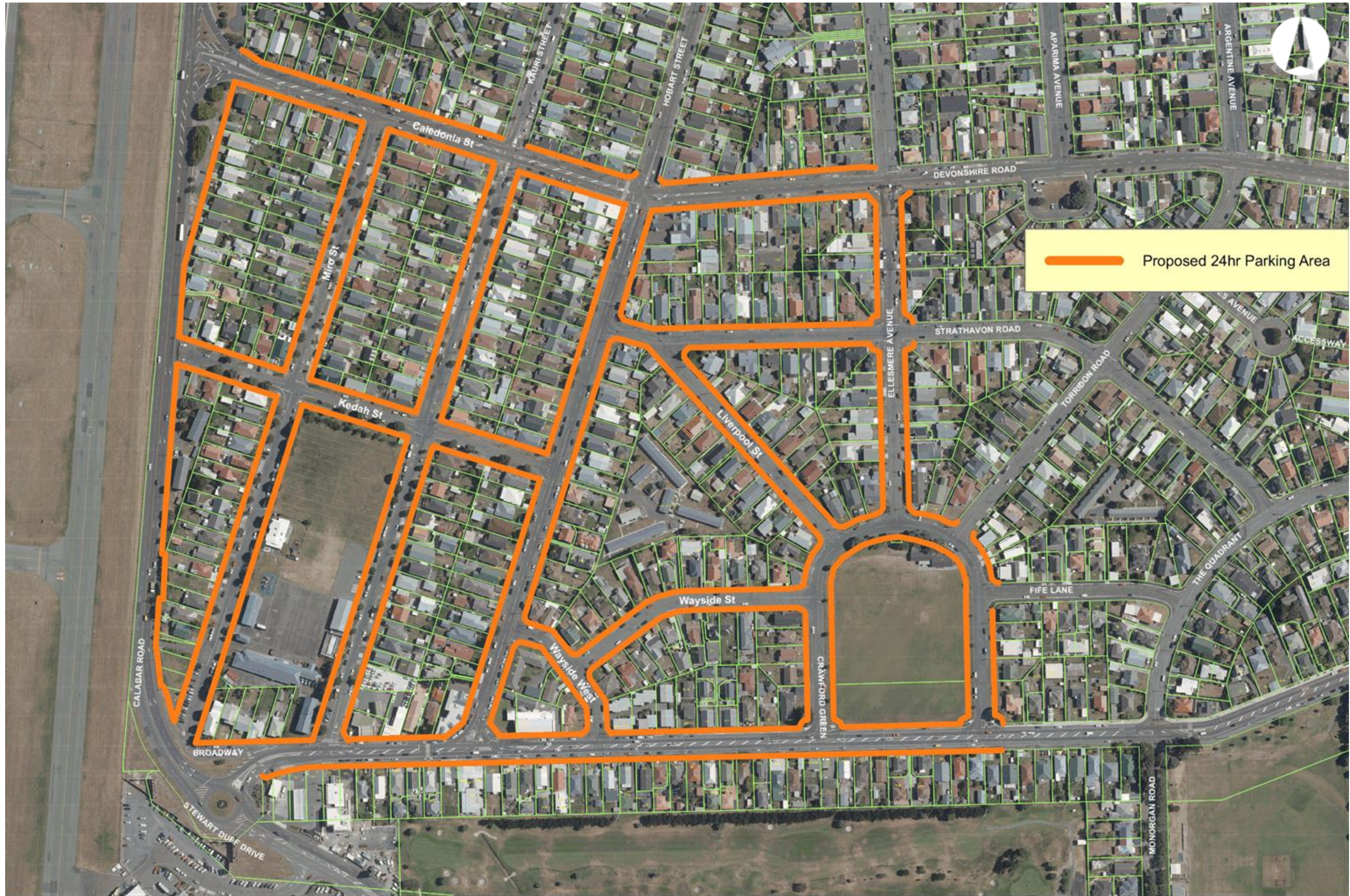
Not applicable.

Communications Plan

Not applicable.

Health and Safety Impact considered

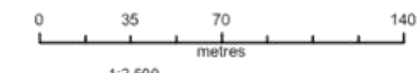
Health and Safety considered.



Miramar Parking: Proposed 24hr Time Restricted Parking Area Boundary
APPENDIX 1

MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street

REFERENCE:
ORIGINAL MAP SIZE: A3
AUTHOR: padil2p



Absolutely
POSITIVELY

APPENDIX 2

Miramar Parking: Proposed 24hr Time Restricted Parking – Streets

Street	Legal description	Restriction	Distance
Caledonia Street (for its entire length)	On both sides of the road, between the intersection with Calabar Road and Hobart Street/Devonshire Road	24 hr parking	344 metres
Devonshire Road (part only)	On both sides of the road, between the intersections with Hobart Street/Caledonia Street and Ellesmere Avenue	24 hr parking	172 metres
Ellesmere Avenue (part only)	On both sides of the road, between the intersections with Crawford Green and Devonshire Road	24 hr parking	249 metres
Crawford Green (for its entire length)	On both sides of the road, beginning at Broadway (western intersection) and ending at Broadway (eastern intersection)	24 hr parking	390 metres
Broadway (part only)	On both sides of the road, between the intersections with Calabar Road/Stewart Duff Drive and Crawford Green (eastern intersection)	24 hr parking	584 metres
Miro Street (for its entire length)	On both sides of the road, between the intersections with Caledonia Street and Broadway	24 hr parking	492 metres
Kauri Street (part only)	On both sides of the road, between the intersections with Caledonia Street and Broadway	24 hr parking	460 metres
Hobart Street (part only)	On both sides of the road, between the intersections with Caledonia Street/Devonshire Road and Broadway	24 hr parking	422 metres
Kedah Street (for its entire length)	On both sides of the road, between the intersection point of Calabar Road and the intersection with Hobart Street	24 hr parking	290 metres
Strathavon Road (part only)	On both sides of the road, between the intersections with Hobart Street and Ellesmere Avenue	24 hr parking	207 metres
Liverpool Street (for its entire length)	On both sides of the road, between the intersections with Strathavon Road and Crawford Green	24 hr parking	194 metres
Wayside Street (for its entire length)	On both sides of the road, between the intersections with Crawford Green and Wayside West	24 hr parking	191 metres
Wayside West (for its entire length)	On both sides of the road, between the intersections with Hobart Street and Broadway	24 hr parking	113 metres

APPENDIX 3

Photographs showing typical street parking in the proposed 24 hr parking restricted area



Item 4.6 Attachment 3



APPENDIX 4

Copy of consultation letter and feedback form sent to residents within the proposed 24 hour restricted parking area – initial public engagement

31 January 2017

Address
Address
Address

Dear Resident

Engaging on improving parking conditions in Miramar South

Wellington City Council has been looking into the concerns of local residents over parking in streets close to the Airport by non-residents who are parking for extended periods, with a focus on providing a safe, community-friendly and appropriate solution to this complex issue. We know that parking in these streets has been intensifying and causing inconvenience to residents.

As part of the Council's proposal to address these concerns the Council is considering introducing 24 hour time-restricted parking in the area bounded by Calabar Road, Caledonia Street, Devonshire Road, Ellesmere Avenue, Crawford Green and Broadway.

A plan showing the area of the proposal is attached. Your property is within this area so we are particularly interested in your views.

If the proposed time-restricted parking is introduced, anyone parking for more than 24 hours without moving their vehicle may receive a parking ticket. This will affect an estimated 190 vehicle owners who we think are parking for an unreasonably long period in these residential streets.

We have identified the streets in the proposed time-restricted area as the most affected by long-stay parking. If introduced, we would monitor the results of the time restriction and how it affects parking in Miramar South for a period of six months, to see if any further changes are needed. We would also seek your feedback during this period and make a recommendation on the restrictions, and any further restrictions, to the City Strategy Committee (a committee of the whole Council) at the conclusion of six months.

Views welcomed

We welcome your views on this proposal. At this stage we consider the 24-hour limit is the best course of action to address this issue as we believe it is an equitable, quick and simple way to reduce the parking pressures and inconvenience to residents, their visitors and local businesses. However, we welcome your thoughts as to whether you agree or think the issue

would be better addressed through alternatives such as coupon parking, resident parking, shorter or longer time limits, or whether the proposed time-restricted area should be different.

Please provide your feedback by 24 February 2017 about the proposal by:

- email to airportparking@wcc.govt.nz; or
- post using the survey form and Freepost envelope provided.

We will consider all feedback when further refining the proposal. The final proposal will need to be taken through the Council's formal process for introducing a new traffic restriction and we expect to report to the City Strategy Committee with the details in May. If the City Strategy Committee approves the scheme we expect to have it up and running by June.

The final proposal will be posted on the Council's website at least 14 days before the City Strategy Committee considers it. We will notify you in advance of the Committee meeting to let you know the timeframes for providing feedback on the final proposal.

Barriers on grass berms

In addition to the proposed introduction of time-restricted parking, Council will also be introducing measures to address the 'home-made' barriers on berms to deter parking by non-residents, and will be following up with a further letter on this. This follows the completion of the demonstration that took place over a two month period during September and October last year.

Kind regards



David Chick
Chief City Planner

**IMPROVING PARKING CONDITIONS
IN MIRAMAR SOUTH**

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Form

First name: _____

Last name: _____

Street address: _____

Suburb: _____

City: _____

Phone: _____

Email: _____

Please provide your comments on the proposed 6 month 24-hour monitored parking scheme in the area bounded by Calabar Road, Caledonia Street, Devonshire Road, Ellesmere Avenue, Crawford Green and Broadway.

Please send this information by 5pm Friday 24 February 2017 (in the envelope provided) to:

Lindsey Hill
Traffic Engineers Team
Wellington City
Council Freepost
2199
PO Box 2199
Wellington

Or email to airportparking@wcc.govt.nz.

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

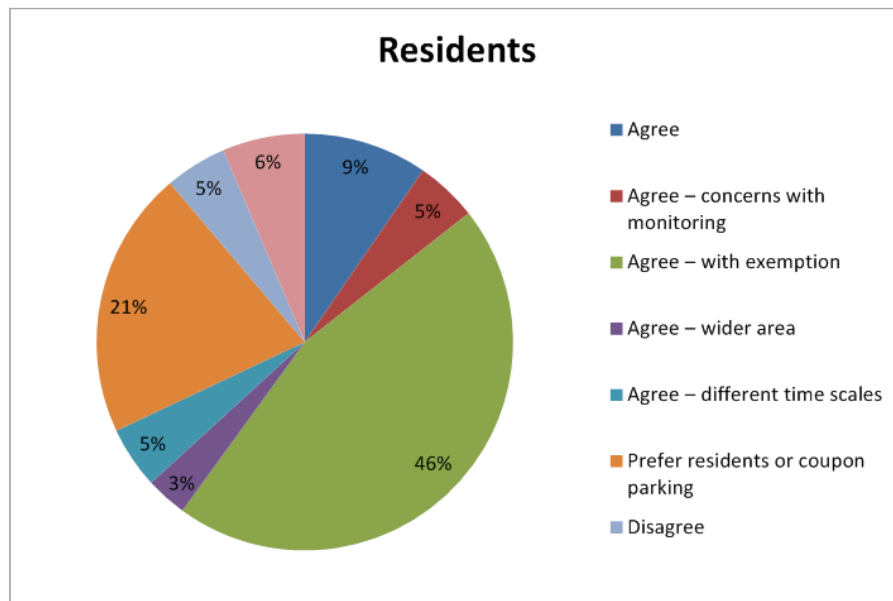
APPENDIX 5

**Summary of feedback received on initial contact with residents
 (January/February 2017)**

Please provide your comments on the proposed 6 month 24-hour monitored parking scheme in the area bounded by Calabar Road, Caledonia Street, Devonshire Road, Ellesmere Avenue, Crawford Green and Broadway.

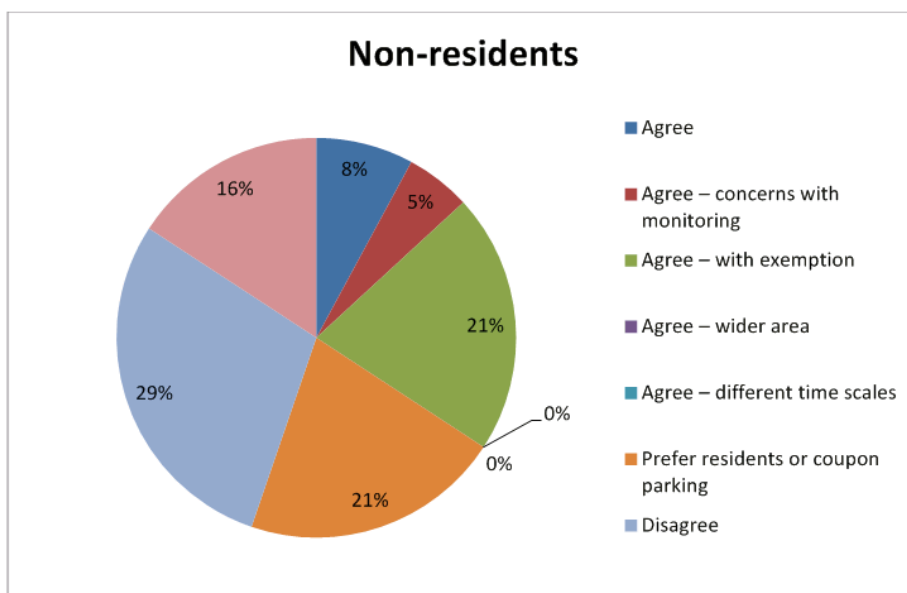
Results from residents within the bounded area (128 responders):

Category	Number of submitters who selected this option	%
Agree	12	9%
Agree – concerns with monitoring	6	5%
Agree – with exemption	57	45%
Agree – wider area	4	3%
Agree – different time scales	6	5%
Prefer residents or coupon parking	28	22%
Disagree	7	5%
Other	8	6%



Results from general public (non-residents) outside of the bounded area (38 responders):

Category	Number of submitters who selected this option	%
Agree	3	8
Agree – concerns with monitoring	2	5
Agree – with exemption	8	21
Agree – wider area	0	0
Agree – different time scales	0	0
Prefer residents or coupon parking	8	21
Disagree	11	29
Other	6	16



A summary of comments for each category are as follows:

'Agree' comments:

- The 6 month 24 hour monitored parking scheme is a good idea
- Something should be done to address the problem - at present it is unpleasant and invasive living in a crowded public parking lot
- Please mark parking spaces as cars park over the driveways
- Too much congestion in the area – the Council needs to make changes as soon as possible

‘Agree - concerns with monitoring’ comments:

- Tow vehicles staying longer than 24 hour – would be an incentive to park at airport or find some other means of getting there
- Infringement tickets will not deter as it is still cheaper than parking at the airport for a considerable length of time
- Weekends are the worst for airport parkers
- How do you plan on monitoring ‘parked cars’ – wardens, cameras?
- Not opposed if policed properly
- The proposed trial will only work if monitoring occurs regularly and consistently seven days a week
- Does not identify the mechanism or costs for how the parking solution would be monitored and penalties applied

‘Agree – with exemption’ comments:

- Residents would need parking restriction exemptions –some people need more than one if two or more cares
- Concerned for residents in the proposed zone who have no off street parking – would they be issued with Proof of Residency to avoid being ticketed?
- Would like to see residents permits along with a 24 hour time period for non-residents
- Residents to be excluded from the time limit
- Stickers for windscreens to identify residents. This is different to suggesting it should be residents only parking

‘Agree - wider area’ comments:

- Extend to Fife Lane (off Crawford Green) as area will become more congested.
- Include all Kauri Street as always full seemingly due to Weta staff
- Extend to include Broadway between Monorgan Road and Strathmore Avenue due to continued use by Rental Car Companies.
- Extend to at least Ira Street and all of Devonshire Road too
- Should include Torridon Road which is also affected by unwanted vehicles

‘Agree - different time scales’ comments:

- 10 hour restriction 8am-6pm Monday-Friday but do not want restrictions to apply to residents
- Make the restriction 72 hours so residents and visitors can park
- Limit 12 hours not 24 hours
- Limit parking to 6 hours to prevent flying public and rental car congestion

‘Prefer residents or coupon parking’ comments:

- Would like to see residents parking but not pay
- Combine Coupon Parking and Residents Parking to identify residents vehicles
- Residents parking – within time restrictions
- Introduce residents parking 9-5pm everyday or Monday-Friday or 6pm to 6am Monday-Friday

- All residents should be able to apply for a parking permit
- Support consistency with other parking restrictions across Wellington with a combination of residents and coupon parking
- Strongly suggest a combination of residents parking and 24 hour monitoring
- Prefer to pay residents parking and leave a portion of free or time restricted parking
- Residents parking paid by the airport

'Disagree' comments:

- Think of a hybrid solution of some unrestricted parking, some coupon parking and making the Airport Flyer more attractive to use
- Situation created by exorbitant parking prices at airport and poor public transport links
- Needs to be affordable longer term parking for the flyers
- Will push the problem further out to other streets.
- There are only few residents are complaining and not all
- It is clearly taking a problem and finding a way to make money off it

'Other' comments:

- Install parking meters to the whole area, with free parking for local residents
- Prefer residents parking around the school block between Kedah Street and Broadway
- Reduce the area – hot spot is around South Miramar School and we believe that the proposed area should not extend beyond Kedah Street
- Caledonia Street not to be included as does not have same parking problems as other streets
- Remove grass berms from entire length of Kauri Street and install designated parallel parks
- Suggest other options to consider, such as a parking lot with shuttle to airport
- Requires a longer term solution
- Ellesmere Avenue is not part of the problem
- Deal with the rental car companies who scatter its overflow cars throughout Broadway/Hobart area
- Make parking areas around Miramar South Primary School for airport travellers

Officer's response to comments:

Of the 166 written responses 128 (77%) were from residents within the proposed 24 hr restricted area and 38 (23%) were from outside the area.

Residents:

67% of the 128 responses from residents within the area proposed for the 24 hr parking restriction, agree with the proposed parking restriction with 45% among this group asking for an exemption for residents. As a result, officers are recommending that each housing unit within the area is eligible for up to two exemption permits at no cost.

Of the remaining 33% of responses, 22% of these have a preference for a resident or coupon parking scheme and if the current proposal is approved and implemented successfully this should result in more opportunity for residents to park. With regard to

coupon parking, this could be a future option for Council to consider if it wishes to control parking by price as opposed to regulation with the added benefit of providing income for possible investment in the area.

The officers believe that the responses received from residents within the area proposed for the 24 hr parking restriction, substantially support the proposed parking restriction.

Non- Residents:

Unsurprisingly there was less support from outside the area to the proposed parking restriction with 34% agreeing with the proposal, and 45% either disagreeing or proposing other options.

A total of 21% of submissions suggested either a resident or coupon parking scheme and as commented previously, if the current proposal is approved and implemented successfully this should result in more opportunity for residents to park. With regard to coupon parking, this could be a future option for council to consider if it wishes to control parking by price as opposed to regulation with the added benefit of providing income for possible investment in the area.

Overall the officers believe that the responses support the proposed parking scheme.

Appendix 6

Copy of public notice in Dominion Post/WCC website

Miramar South Parking Restriction Proposal

Council Officers are proposing a 24 hour parking restriction in **Miramar South**, specifically the area bounded by Calabar Road, Caledonia Street, Devonshire Road, Ellesmere Avenue, Crawford Green and Broadway.

A report will be presented to Councillors in June.

For more information please see the 'Have Your Say' section on the Council's Website – wellington.govt.nz or call 04 499 4444

Wellington City Council
101 Wakefield Street
PO Box 2199, Wellington 6140
Wellington.govt.nz

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

APPENDIX 7

Summary of feedback received following contact with submitters and advertising the proposal in Dominion Post and Wellingtonian (April 2017)

Name Support

Gay J Fraser Yes

Rachelle Andrews Yes

Comments: This is fantastic news, the sooner the better!

Anne Boyle No – area too wide

Comments: Unfortunately this will mean my family will be adversely affected by this. We have three children living here who all have cars not used everyday so this means we cannot park outside our own house without getting a ticket! How would you like that at your home? To be noted we are not affected by freeloaders at this end of our street. Miro St and Caledonia St Corner... but will be affected by this 24 hour parking. Not to mention this will bring the value of our property down. I think you have spread your net too wide.

Megan Yes

Comments: Thanks for keeping me informed. I wish this should have been acted on sooner - it's been an issue on the boil for more than two years. A contemporary and neighbour from my childhood was one of the tyre slashers and he got a jail sentence that was, in my minds, quite excessive. He wouldn't have felt driven to doing it if the issue had been acted on.

Dimitrios Papahadjis Yes - would like more permits per household

Comments: Most of the houses on my street Ellesmere Avenue more likely to have 2 vehicles. Will you consider to issue 2 permits instead of one.

Patrick Ho No

Comments: We live on 3 Caledonia street and we have four people who all have cars. I think it's only fair that we get given one parking permit per vehicle? I don't feel there should be a parking restriction at all.

Fa'atoto Moananu No

Comments: This is an irate email so excuse me if you get offended. Your opening sentence of "Improving Parking Conditions in Miramar South", there's nothing wrong with it. So if its not broken why change it!! We pay rates and still you try and steal money off people that work hard, and come up with a dumb money scheming idea like this. Ellesmere Ave have no issues on parking around our area, it's a 10 – 15 minute walk to the airport. So who the hell will park vehicles that far from the airport apart from the residence themselves. Get real on the proposal stretching out that far. Another thing regarding your proposal, how can you give 1x free permit to a household within the boundary, we are looking at getting another car for our household and we have to pay for a permit. HELL NO!! Just another way of trying to make more money!!! Why not call a meeting for our residence and see what is said face to face as I would be keen to hear it first hand!! WAKE UP!!

Maria Feterika-Moananu No

Comments: Wow that's your solution? To something that doesn't even affect our street!! Wider public? – what the heck do they have to do with our street and parking?!? When you note 1 permit per household, you have got to be kidding me?!? We have to pay for another permit if we have 2 or more cars? Sounds like you guys are just in it for another way to make money!! Ellesmere Avenue have no problems with parking and I can hardly believe you even took into consideration our opinion! You have just decided and that's it. I wouldn't mind meeting our neighbours and see what they have to say face to face with you and the office!! You best pray neither of our cars get a ticket or even towed away. I don't think my vocab will be so friendly if that happens!!!

Sreng Yes - would like more permits per household

Comments: 1 permit is issued how about if you have two car within the household and what is the charge for that other car.

Adam Bogacki Yes

Comments: It is good to see WCC taking a constructive approach reflecting overseas practice, considering needs of local residents, and generating revenue. I hope it goes through.

Julian Legge Yes - would like more permits per household

Comments: This sounds fine but 1 permit per house isn't enough, we have at least 2 cars on the road for our residence

Daniel Ioapo Yes

Comments: I look forward to the changes.

Chris Pentecost Yes

Comments: While I appreciate the (long overdue) restrictions being introduced I remain of the view this initiative will merely relocate the problem. I trust the 6 month review will include an opportunity for further feedback.

Mike Shell Yes - would like more permits per household

Comments: Good to see something is being done to address the. We are within the restricted area and have 2 cars that we park on the road, can we get a second permit?

Dr Stuart Slater No - would like residents parking

While I think your 24 hour parking restriction around the airport will relieve the problems of residents in that area, I am deeply concerned that it will move the problem further down Broadway to its side streets. I live on the corner of Broadway and The Quadrant and already we have airport parkers in The Quadrant where I park. I suggest that residents are allotted Resident Parking areas and stickers like you do in other areas eg Kelburn.

Ian Carmichael No

Comments: I find it very hard for you to come up with such a suggestion without having had a meeting with all the residents involved in this situation, let alone come up with such a proposal which the residents have not had any input into it? I believe I submitted an email stating that the area surrounding the Calabar Road end on Caledonia Street and from years of living in this Street, that Caledonia Street has never been the subject of Airport passengers parking for days in our Street. We have more of a problem with vehicles exiting Calabar Road into Caledonia Street, due to being in the wrong lane for the Airport, or leaving the observation car park, as there is now no right turn onto Calabar road due to the Medium barrier. the vehicles now turn into Caledonia Street and try to complete a U turn at the end of the medium barrier, which has caused several cars parked correctly outside the resident's address, being side swiped (Hit & Run). My Wife and I have on several occasions observed the above occurrences over different periods of time and found that on an average day up to 50 vehicles do a U turn in a 4 hour time period. Due to the above there have also been a large number of accidents, involving these vehicles. Taxi's are the worst offenders. However, getting back to this proposal, are the parking permits going to be transferable, due top Residents' having more than one vehicle at that address or like to address opposite my address, which has flatting and at least four (4) vehicles. As my neighbour and I have relatives/family that are out of Wellington and travel down by car, but won't drive their car into Wellington City due to the large amount of traffic and parking issues, leave their vehicles outside our address and catch Public Transport into town. The above actions therefore places their vehicles within your so called 24 hour parking restriction, thus earning the owners a Parking Infringement Notice and probably a Towaway. May I please take this opportunity to suggest that all the residents of the Streets involved in this proposal be sent a letter, advising of a Public Meeting to discuss this proposal or any other solution that may be suggested and considered by the Network Operations/Transport Unit.

B. J. Finucane Yes - would like area extended

Comments: The area you propose should be extended to include Wexford road thru to Ellesmere ave. I live at 82 Hobart st and we regularly have airport parkers in this area as well as film studio people, and the amount of people walking past with luggage either heading to or from the airport would shock you. My 80 plus year old aunty gets the bus to visit because the parking is so bad and she was born here in this house and I find that very upsetting for her. Basically the combination of film studio and airport parkers is totally beyond a joke put here. Please consider what I have said.

These submitters were contacted and invited to attend the public hearing at the City Strategy Committee on 8 June 2017.

Officer's response to comments:

The response to the public notification process required under the Council's Traffic Bylaw was relatively low with a total of 17 written responses of which 11 were in support and 6 opposing the proposal.

Of the 11 responses in support, 6 were unconditional, 4 asked for extra permits and one asked for the scheme area to be extended.

Of the 6 responses opposing the scheme, 5 either believe the restriction to be unnecessary and/or would not provide enough permits. One response was concerned about the effect of parking in the adjacent area

On the matter of extra permits the officers proposed one permit for each household on the basis that the houses in the area typically have good off-street parking available when compared with other areas of Wellington where residents parking has been provided. However there is a case for extending the permit system to up to 2 permits per household which will address most of the respondents' concerns, and the officer recommendations now propose this.

With regard to extending the area of the scheme, officers have sought to achieve a balance between the area being too small with the resulting likelihood of substantial migration of long-stay parkers into streets just across the scheme boundary, or alternatively extending the boundary into an area where there is currently little if any long-stay parking and imposing a parking permit system on residents who currently experience little Airport related parking impact.

Overall the officers believe that the responses support the proposed parking scheme.

If the scheme is approved, parking surveys will be carried out to assess the impact of the 24 hour restriction and the results reported back to the Committee after 6 months, with any proposals for modifying/improving the scheme.

TRAFFIC RESOLUTIONS

Purpose

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

Summary

2. The proposed resolutions were advertised on 18 April 2017, giving the public 18 days to provide feedback.
3. All feedback received during the Consultation period has been included in the attachments of this report and, where appropriate, officers' responses have been included.

Recommendations

That the City Strategy Committee:

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

a.	Class Restricted – Car Share At All Times - Wakefield Street (TR 04-17) Remove from Schedule F (Metered parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Wakefield Street	Metered Parking, P120 maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	South side, commencing 19 metres north-west of its intersection with Cuba Street (Grid Coordinates X= 1748838.4185 m, 5427523.5982m) and extending in a north-westerly direction following the southern kerbline for 57 metres (15 angled parking spaces)
	Column One	Column Two	Column Three
	Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
	Wakefield Street	Car Share, At All Times	South side, commencing 19 metres north-west of its intersection with Cuba Street (Grid Coordinates X= 1748838.4185 m, 5427523.5982m) and extending in a north-westerly direction

			following the southern kerbline for 3 metres (1 angled parking space)
	Add to Schedule F (Metered parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Wakefield Street	Metered Parking, P120 maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	South side, commencing 22 metres north-west of its intersection with Cuba Street (Grid Coordinates X= 1748838.4185 m, 5427523.5982m) and extending in a north-westerly direction following the southern kerbline for 54 metres (14 angled parking spaces)

b.	Stop Control - Pinkerton Grove – Newlands (TR 24-17)		
	Add to Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule.		
	Column One	Column Two	Column Three
	Pinkerton Grove	Stop Control	Pinkerton Grove at its south bound approach to its intersection with Horokiwi West Road.

c.	Roundabout, No Stopping At All Times & Give Way - Main Road / Surrey Street, Tawa (TR 28-17)		
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Main Road	No stopping, at all times	West side, commencing 52 metres south of its intersection with Victory Crescent (Grid Coordinates X= 1753151.4581m, 5441116.2766m) and extending in a southerly direction following the western kerbline for 69 metres
	Main Road	No stopping, at all times	West side, commencing 127 metres south of its intersection with Victory Crescent (Grid Coordinates X= 1753151.4581m, 5441116.2766m) and extending

			in a southerly direction following the western kerbline for 6 metres
	Main Road	No stopping, at all times	West side, commencing 138 metres south of its intersection with Victory Crescent (Grid Coordinates X= 1753151.4581m, 5441116.2766m) and extending in a southerly direction following the western kerbline for 33 metres
Add to Schedule G (Give Way & Stop) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Main Road	Give Way	Northbound traffic, at its intersection with Surrey Street
	Main Road	Give Way	Southbound traffic, at its intersection with Surrey Street
Remove from Schedule D (No Stopping) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Surrey Street	No stopping, at all times	South side, commencing 53m west of its intersection with Oxford Street and extending in an westerly direction following the southern kerbline for 26 metres
Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Surrey Street	No stopping, at all times	North side, commencing from its intersection with Main Road (Grid Coordinates X= 1753133.957m, 5441037.92m) and extending in an easterly direction following the northern kerbline for 24.5 metres
	Surrey Street	No stopping, at all times	South side, commencing 43m west of its intersection with Oxford Street (Grid Coordinates X= 1753211.1174m, 5441008.1679m) and extending in an easterly direction following the northern kerbline for 36 metres

	Add to Schedule G (Give Way & Stop) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Surrey Street	Give Way	Westbound traffic, at its intersection with Main Road

d.	New Cycle Lanes - Featherston Street, Bunny Street and Thorndon Quay, Pipitea – (TR 31-17)		
	Delete from Schedule C (No Right Turn) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Featherston Street	No Right Turn- At All Times	Southbound traffic, no right turn to Bunny Street
	Add to Schedule C (No Right Turn) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Featherston Street	No Right turn except for cycles – At all times	Southbound traffic, no right turn to Bunny Street except cycles.
	Add to Schedule I (Cycle Lanes) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Featherston Street	<i>Cycle Lane</i>	<i>West side, commencing at the intersection with Bunny Street (Grid coordinates x=1748995.3m, y=5428691.2m) and extending in a northerly direction following the western kerb line for 162.0 metres.</i>
	Featherston Street	<i>Cycle Lane</i>	<i>East side, commencing at the intersection with Thorndon Quay (Grid coordinates x=1749095.5m, y=5428837.7m) and extending in a southerly direction for 172.8 metre.</i>
	Featherston Street	<i>Cycle Lane</i>	<i>Centre, commencing 20 metres north of intersection with Bunny Street (Grid coordinates x= 1749016.8m, y= 5428713.2m, extending in a southerly direction for 20 metres.</i>
	Bunny Street	<i>Cycle Lane</i>	<i>South side, commencing at the</i>

			intersection with Featherston Street (Grid coordinates x=1749006.5m, y=5428661.3m) and extending in an easterly direction for 90.6m.
	Bunny Street	Cycle Lane	North side, commencing at the intersection with Featherston Street (Grid coordinates x=1749020.1m, y=5428680.2m) and extending in an easterly direction for 90.6m.
	Thorndon Quay	Cycle Lane	North side, commencing at the intersection with Featherston Street (Grid coordinates x=1749087.6m, y=5428649.1m) extending in a northerly direction for 25.0m.

e.	No stopping at all times - Rodrigo Road, Kilbirnie (TR 34-17) Add to Schedule D (No stopping restriction) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Rodrigo Road	No stopping at all times	East side, commencing 26 metres South of its intersection with Childers Terrace (Grid coordinates x= 1,750,084.3 m, y= 5,424,303.8 m), and extending in a southerly direction following the eastern kerb line for 11 metres.

f.	No stopping at all times - Hornsey Road, Melrose (TR 37-17) Add to Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Hornsey Road	No stopping at all times	West side, commencing 597 metres North of its intersection with Houghton Bay Road (Grid coordinates x= 1,749,541.2 m, y= 5,422,845.4 m), and extending in a Northern direction following the western kerb line for 42 metres.

g.	No stopping except for authorised residents vehicles At All Times - Durham Street, Aro Valley (TR 37-17)		
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Add to Schedule E (Residents Parking) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Durham Street	No stopping except for authorised residents vehicles, at all times	South side, commencing 31.5 metres west of its intersection with Durham Crescent (Grid Coordinates X= 1,747,750.7m, Y= 5,426,862.2m) and extending in a westerly direction following the southern kerbline for 22 metres. (4 parallel parks)
Add to Schedule D (No Stopping Lines) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Durham Street	No stopping at all times	South side, commencing 53.5 metres west of its intersection with Durham Crescent (Grid Coordinates X= 1,747,750.7m, Y= 5,426,862.2m) and extending in a westerly direction following the southern kerbline for 7 metres.

h.	Time limited parking P120, Mon-Fri - Moorhouse Street, Wadestown (TR 40-17)	
Add to Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Moorhouse Street	No stopping at all times	East side, commencing from its intersection with Lennel Road (Grid coordinates x= 1,748,861.3817 m, y= 5,430,567.4304 m), and extending in a southerly direction following the eastern kerb line for 13 metres.
Moorhouse Street	No stopping at all times	East side, commencing 26 metres south of its intersection with Lennel Road (Grid coordinates x= 1,748,861.3817 m, y= 5,430,567.4304 m), and extending in a southerly direction following the eastern kerb line for 9.5 metres.

	Moorhouse Street	No stopping at all times	West side, commencing 24 metres south of its intersection with Lennel Road (Grid coordinates x= 1,748,853.042 m, y= 5,430,565.9911 m), and extending in a southerly direction following the western kerb line for 6 metres.
	Add to Schedule A (Time Limited Restrictions) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Moorhouse Street	P120, Mon-Fri,8am-6pm	West side, commencing 30 metres south of its intersection with Lennel Road (Grid coordinates x= 1,748,853.042 m, y= 5,430,565.9911 m), and extending in a southerly direction following the western kerb line for 5 metres.

i.	No stopping, at all times - Clark Street, Khandallah (TR 41-17)		
	Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Clark Street	No stopping, at all times.	North side, commencing 68 metres west of its intersection with Box Hill and extending in a westerly direction following the northern kerbline for 140 metres.
	Clark Street	No stopping, at all times.	<i>North side, commencing 215 metres west of its intersection with Box Hill and extending in a westerly direction following the northern kerbline for 32 metres.</i>
	Clark Street	No stopping, at all times.	<i>North side, commencing 303 metres west of its intersection with Box Hill and extending in a westerly direction following the northern kerbline for 14 metres.</i>
	Add to from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three

	Clark Street	No stopping, at all times	North side, commencing 68 metres from its intersection with Box Hill (Grid coordinates x= 1,750,043.0936 m, y= 5,432,530.0617 m), and extending in a westerly direction following the northern kerbline for 223 metres.
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j.	No Parking restriction (No Parking , Mon-Fri, 8.30 – 9.00am, 2.45 – 3.15pm. during school terms only) - Rimu Street, Tawa (TR 42-17) Add to from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Rimu Street	No stopping, at all times	West side, commencing 29.5 metres north of its intersection with Hampton Hill Road (grid coordinates x= 1,752,959.7164 m, y= 5,441,141.0124 m), and extending in a northerly direction following the western kerbline for 7 metres.
	Rimu Street	No stopping, at all times No parking , Mon- Fri, 8.30 – 9.00 am, 2.45 – 3.15 pm, During school terms	West side, commencing 36.5 metres north of its intersection with Hampton Hill Road (grid coordinates x= 1,752,959.7164 m, y= 5,441,141.0124 m), and extending in a northerly direction following the western kerbline for 12 metres.
	Rimu Street	No stopping, at all times	East side, commencing 35 metres north of its intersection with Hampton Hill Road (grid coordinates x= 1,752,965.4636 m, y= 5,441,146.1913 m), and extending in a northerly direction following the eastern kerbline for 4.5 metres.

k.	No stopping, at all times - Crieff Street, Northland (TR 44-17) Delete from Schedule D (No Stopping Restrictions) of the Traffic Restrictions		
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Schedule		
Column One	Column Two	Column Three
Crieff Street	No stopping, at all times.	Northeast side from its intersection with Glenmore Street and extending in a North-westerly direction for 6 metres.
Crieff Street	No stopping, at all times.	Southwest side from its intersection with Glenmore Street and extending in a North-westerly direction for 6 metres
Add to from Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Crieff Street	No stopping, at all times.	North side, commencing from its intersection with Glenmore Street (Grid coordinates x= 1,747,366.7811 m, y= 5,428,109.7684 m), and extending in a northerly direction following the northern kerbline for 21 metres.
Crieff Street	No stopping, at all times.	South side, commencing from its intersection with Glenmore Street (Grid coordinates x= 1,747,361.7562 m, y= 5,428,104.8503 m), and extending in a northerly direction following the southern kerbline for 39.5 metres.
Crieff Street	<i>No stopping, at all times.</i>	South side, commencing 56 metres north of its intersection with Glenmore Street. (Grid coordinates x= 1,747,361.7562 m, y= 5,428,104.8503 m), and extending in a northerly direction following the southern kerbline for 26.5 metres.

I.	Give Way Control - Warren Street, Paparangi (TR 45-17)	
	Add to Schedule G (Give Way and Stop Controls) of the Traffic Restrictions Schedule.	
	Column One	Column Two
		Column Three

	Warren Street	Give Way Control	Warren Street at its west bound approach to its intersection with Helston Road.
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m.	Class Restricted: – Coach Stop, Mon-Sun, 4pm to 8am – P10 Loading Zone, At All Other Times – Taxi Stand, At All Times - Featherston Street, Wellington (TR 47-17)		
	Remove from Schedule B (Class Restricted) of the Traffic Restrictions Schedule		

	Column One	Column Two	Column Three
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	Featherston Street	Coach Stop, Monday to Sunday 4:00pm - 7:00am.	East side, commencing 14.5 metres south of its intersection with Brandon Street (Grid Coordinates X=2658825.290637 m, Y=5989954.346518 m) and extending in a southerly direction following the kerbline for 16.5 metres.
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	Featherston Street	Taxi Stand, Monday to Sunday 7:00am - 4:00pm.	East side, commencing 14.5 metres south of its intersection with Brandon Street (Grid Coordinates X=2658825.290637 m, Y=5989954.346518 m) and extending in a southerly direction following the kerbline for 16.5 metres.
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	Featherston Street	Loading zone - goods vehicles and authorised vehicles only, P10, At All Times.	East side, commencing 31 metres south of its intersection with Brandon Street (Grid Coordinates X=2658825.290637 m, Y=5989954.346518 m) and extending in a southerly direction following the kerbline for 7 metres.
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	Featherston Street	Taxi Stand, At All Times	East side, commencing 38 metres south of its intersection with Brandon Street (Grid Coordinates X=2658825.290637 m, Y=5989954.346518 m) and extending in a southerly direction following the kerbline for 11 metres.
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	Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three

	Featherston Street	Coach Stop, Monday to	East side, commencing 14.5
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		Sunday, 4pm – 8am. P10 Loading Zone, At Other Times.	metres south of its intersection with Brandon Street (Grid Coordinates X=2658825.290637 m, Y=5989954.346518 m) and extending in a southerly direction following the kerbline for 16.5 metres.
	Featherston Street	Taxi Stand, At All Times.	East side, commencing 31 metres south of its intersection with Brandon Street (Grid Coordinates X=2658825.290637 m, Y=5989954.346518 m) and extending in a southerly direction following the kerbline for 17 metres.

Background

4. 14 proposed traffic resolutions were publicly advertised in The Dominion Post on Tuesday 18 April 2017. Copies were hand delivered to all properties in the affected area and electronic copies were sent to local Ward Councillors, and residents and business associations. Electronic copies were also available on the Wellington City Council website.
5. After reviewing the feedback received, 12 proposals are being recommended for approval as advertised, 2 have been withdrawn, and 1 has been added from a previous round.
6. A summary report for each traffic resolution can be found in the attachments. Each summary contains:
 - a. the proposed traffic resolution report including map(s) as advertised for public feedback, or subsequently modified as a result of public feedback
 - b. any feedback received
 - c. where appropriate, Council Officers responses to the feedback.

Attachments

Attachment 1.	TR 04-17 Wakefield Street	Page 174
Attachment 2.	TR 24-17 Pinkerton Grove	Page 179
Attachment 3.	TR 28-17 Main Road	Page 182
Attachment 4.	TR 31-17 Featherston Street	Page 195
Attachment 5.	TR 34-17 Rodrigo Road	Page 202
Attachment 6.	TR 35-17 Hornsey Road	Page 205
Attachment 7.	TR 37-17 Durham Street	Page 208
Attachment 8.	TR 40-17 Moorhouse Street	Page 211
Attachment 9.	TR 41-17 Clark Street	Page 216
Attachment 10.	TR 42-17 Rimu Street	Page 225
Attachment 11.	TR 44-17 Crieff Street	Page 230

Attachment 12. TR 45-17 Warren Street
Attachment 13. TR 47-17 Featherston Street

Page 236
Page 239

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

Item 4.7

SUPPORTING INFORMATION

Engagement and Consultation

Recommendations have been publicly advertised

Treaty of Waitangi considerations

Not applicable.

Financial implications

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

Policy and legislative implications

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

Risks / legal

Not applicable.

Climate Change impact and considerations

Not applicable.

Communications Plan

Not required.

Health and Safety Impact considered

Not applicable.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 04 – 17

Location: Wakefield Street - Wellington

Proposal: Class Restricted – Car Share At All Times

Information: The Car Share Policy was approved by Council in August 2016 allowing operators of existing and new car share schemes to apply for on-street car parks where car share vehicles can be parked when they are not in use.

Councillors agreed that having a high-quality diverse transport system is key to Wellington's economic, environmental and social success – and meeting the city's climate change targets and that car sharing is an important part of today's transport choices. The policy supports the Council's goals in the city's Urban Growth Plan and new Low Carbon Capital Plan approved in June.

Many privately-owned cars sit idle about 95 percent of the time and evidence from overseas suggests that each car share vehicle takes between 10 and 20 cars off the road.

Currently there are two central city parking spaces in Wakefield Street and Victoria Street that have been used exclusively for car sharing, as part of a 12-month trial. The parking spaces were temporarily discontinued as a parking space for this purpose under Clause 10.2 of Part 7 of the Wellington Consolidated Bylaw 2008. It is now proposed to make the car spaces available for car sharing on a permanent basis through a traffic resolution.

Car sharing will be monitored and evaluated as part of the Car Share Policy. The initial allocation of a parking space for the exclusive use of a car share vehicle will be for a period of two years, after which it will be reviewed. If usage continues to trend upwards and the demand is there, the car spaces will be continued to be allocated for car share vehicles for a further period of time.

Net parking loss: 1 space
Car Share parking gain: 1 space

Key Dates:

- | | |
|---|-------------|
| 1) Advertisement in the Dominion Post Newspaper | 18 Apr 2017 |
| 2) Feedback period closes. | 5 May 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 08 Jun 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Wakefield Street	Metered Parking, P120 maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	South side, commencing 19 metres north-west of its intersection with Cuba Street (Grid Coordinates X= 1748838.4185 m, 5427523.5982m) and extending in a north-westerly direction following the southern kerbline for 57 metres (15 angled parking spaces)
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Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Wakefield Street	Car Share, At All Times	South side, commencing 19 metres north-west of its intersection with Cuba Street (Grid Coordinates X= 1748838.4185 m, 5427523.5982m) and extending in a north-westerly direction following the southern kerbline for 3 metres (1 angled parking space)
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Add to Schedule F (Metered parking) of the Traffic Restrictions Schedule

Wakefield Street	Metered Parking, P120 maximum, Monday to Thursday 8:00am – 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	South side, commencing 22 metres north-west of its intersection with Cuba Street (Grid Coordinates X= 1748838.4185 m, 5427523.5982m) and extending in a north-westerly direction following the southern kerbline for 54 metres (14 angled parking spaces)
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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

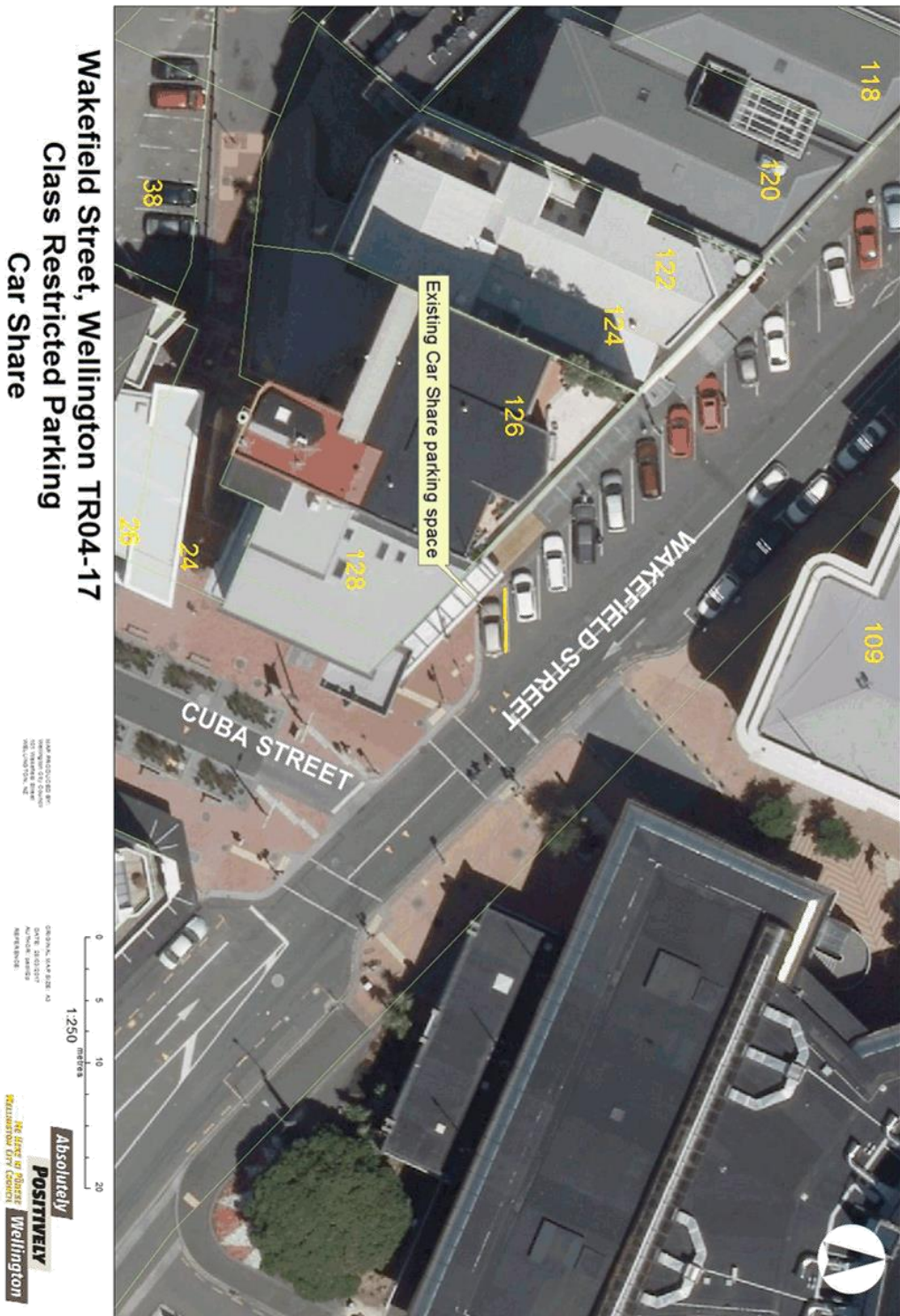
Prepared By: **Patrick Padilla**
Approved By: **Steve Spence**
Date: **18/05/17**

(Area Traffic Engineer)

(Chief Transport Advisor)

WCC Contact:

Patrick Padilla
Area Traffic Engineer
Transport Group – Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8242
Fax: +64 4 801 3009
Email: patrick.padilla@wcc.govt.nz



FEEDBACK RECEIVED

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

Feedback received:

Submitter: T Peters
Address: 26 Cedarwood Street, Woodridge
Agree: No

There is already a shortage of car parks round the city. If you want to provide car parks for 'pet' projects why not create new parks. Have you tried to find a park in the weekends?

Officer's response:

The challenge of creating new car parks is the competition for land. This parking bay is simply shifted to another parking use.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 24 – 17
- Location:** Pinkerton Grove – Newlands
- Proposal:** Stop Control
- Information:** Confirmation for existing Stop control on Pinkerton Grove / Horokiwi West Road Intersection. Officers recently have changed the layout of Pinkerton Grove intersection to improve the road safety for all road users.

Key Dates:

- | | |
|--|---------------|
| Advertisement in the Dominion Post Newspaper | 18 April 2017 |
| Feedback period closes. | 5 May 2017 |
| If no objections received report sent to City Strategy Committee for approval. | 8 June 2017 |
| If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
<i>Pinkerton Grove</i>	<i>Stop Control</i>	<i>Pinkerton Grove at its south bound approach to its intersection with Horokiwi West Road.</i>

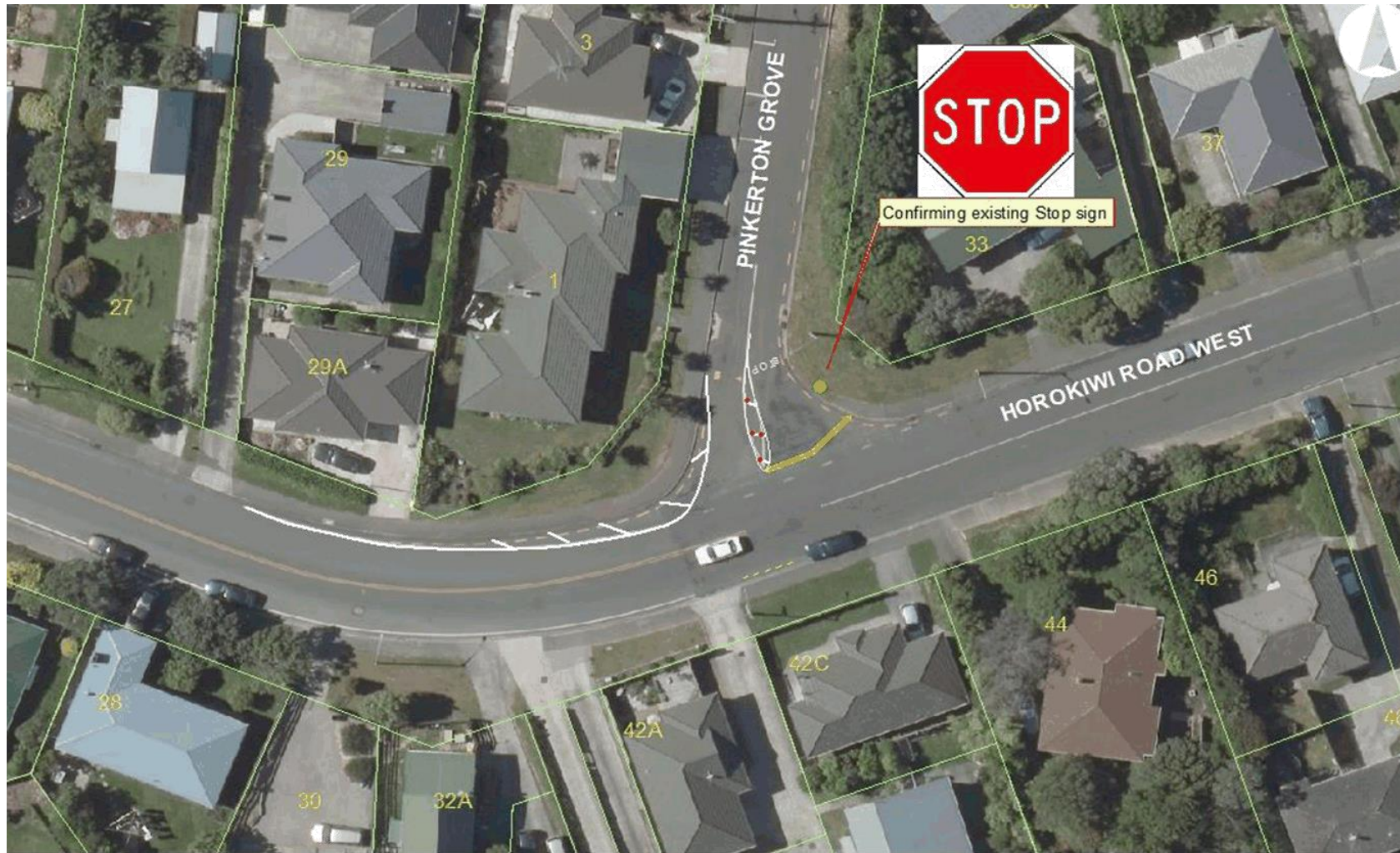
No feedback was received for this traffic resolution.

Prepared By: Lubna Abdullah
Approved By: Steve Spence
Date: 18/05/17

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

WCC Contact:

Lubna Abdullah
Northern Area Traffic Engineer
Transport Group – Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8294
Fax: +64 4 801 3009
Email: lubna.abdullah@wcc.govt.nz



Pinkerton Gr Horokiwi West Rd Intersection - TR(24 - 17)
Confirming Existing Stop Control

0 5 10 20
metres
1:450

ORIGINAL MAP SIZE: A3
DATE: 27/01/2017
AUTHOR: 30/01/21
REFERENCE:

Absolutely
POSITIVELY
Me Heke Ki Pōneke Wellington

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 28 – 17
- Location:** Main Road / Surrey Street - Tawa
- Proposal:** Roundabout
No Stopping At All Times
Give Way
- Information:** A new roundabout was suggested as part of the Tawa Town Centre improvements.

The traffic engineering team support a roundabout at this intersection to not only provide a gateway to the town centre, but also improve road and pedestrian safety at the intersection. There have been a number of crashes involving right turning vehicles from Surrey street to Main Road Tawa. Pedestrian facilities across Main Road have been requested in the past; this route being a connector from the residential area (s) to Tawa Intermediate and to Tawa College. The new roundabout will provide for pedestrians within the approach islands across both main Road and Surrey street.

Traffic resolutions will be required for the no stopping proposed to facilitate all turning movements by vehicles and the larger articulated vehicles on Main Road and to Tawa Junction. Mini-van and tour coach manoeuvres to and from the Baptist church are accommodated with the proposals. Give Ways on Main Road are required.

The timing for planned installation is in the first and second quarters of the 17/18 financial year.

Following the City Strategy Committee on the 13 April 2017, where the Traffic Resolution was deferred pending further discussions with representatives of the Tawa Baptist Church, Council officers commissioned a land surveying company to establish the road reserve boundary along the frontage of no. 225 to 229 Main Road. A site meeting was arranged with Will Warden (Minister), Jason Plimmer (Deacon) and Councillors Day and Sparrow, on Tuesday 23rd May 2017.

As an outcome of our meeting we will progress, by the Council formal consultation bylaw process, the conversion of three existing P30 7-day / P5 at all times parking spaces on the south side of Lincoln Avenue to apply on Mon – Sat inclusive. Similarly several P60 parking spaces on the western and eastern side of Main Road between Lincoln Avenue & approximately no. 222 (Rappaw Veterinary Care) will also be converted to apply on Mon – Sat inclusive. We would progress these parking changes to the City Strategy Committee (CSC) on the 14 September. These changes will free-up up to 10 spaces for unrestricted parking on

PROPOSED TRAFFIC RESOLUTION

Sundays and these spaces will be available to all road users.

After further site investigation, the number of new parking spaces on Surrey Street will also increase to 8 with minor modifications to the traffic islands. The Feb/ March 2017 consultation document (attached) showed 4. The extra parking spaces will be located on both sides of Surrey Street. An updated plan showing these proposals is attached.

The existing roundabout at the intersection of Surrey Street and Oxford Street will be modified to improve accessibility for buses and larger vehicles with an additional 2 parking spaces provided on the north-western side. (to replace current no stopping restrictions).

The areas (outside the church and church house/offices at no.225), which are located adjacent to the proposed informal pedestrian crossing points, are not suitable for an application for encroachment parking. However there is an area alongside the church hall where parking has been agreed to allow up to 3-4 cars to park. These parks will be well clear of the public footpath and will have access from the northern most vehicle access. Further discussions on the use of this space will continue with representatives of the Tawa Baptist Church.

Parking loss: 2-3 spaces (Main Road, Surrey Street and Oxford Street)

Parking Gain: Other spaces proposed on Lincoln Road and Main Road outlined above converted to Monday – Sat parking only freeing up parking on Sundays. This will be undertaken via a formal traffic resolution process and reported to CSC in Sept. 2017.

Key Dates:

Advertisement in the Dominion Post Newspaper 21 February 2017

Feedback period closes. 10 March 2017

If no objections received report sent to City Strategy Committee for approval. 13 April 2017

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

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
Main Road	<i>No stopping, at all times</i>	<i>West side, commencing 52 metres south of its intersection with Victory Crescent (Grid Coordinates X= 1753151.4581m, 5441116.2766m) and extending in a southerly direction following the western kerbline for 69 metres</i>
Main Road	<i>No stopping, at all times</i>	<i>West side, commencing 127 metres south of its intersection with Victory Crescent (Grid Coordinates X= 1753151.4581m, 5441116.2766m) and extending in a southerly direction following the western kerbline for 6 metres</i>
Main Road	<i>No stopping, at all times</i>	<i>West side, commencing 138 metres south of its intersection with Victory Crescent (Grid Coordinates X= 1753151.4581m, 5441116.2766m) and extending in a southerly direction following the western kerbline for 33 metres</i>

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

Column One	Column Two	Column Three
Main Road	<i>Give Way</i>	<i>Northbound traffic, at its intersection with Surrey Street</i>
Main Road	<i>Give Way</i>	<i>Southbound traffic, at its intersection with Surrey Street</i>

PROPOSED TRAFFIC RESOLUTION

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

Column One	Column Two	Column Three
Surrey Street	No stopping, at all times	South side, commencing 53m west of its intersection with Oxford Street and extending in an westerly direction following the southern kerbline for 26 metres

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

Column One	Column Two	Column Three
Surrey Street	No stopping, at all times	North side, commencing from its intersection with Main Road (Grid Coordinates X= 1753133.957m, 5441037.92m) and extending in an easterly direction following the northern kerbline for 24.5 metres
Surrey Street	No stopping, at all times	South side, commencing 43m west of its intersection with Oxford Street (Grid Coordinates X= 1753211.1174m, 5441008.1679m) and extending in an easterly direction following the northern kerbline for 36 metres

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

Column One	Column Two	Column Three
Surrey Street	Give Way	Westbound traffic, at its intersection with Main Road

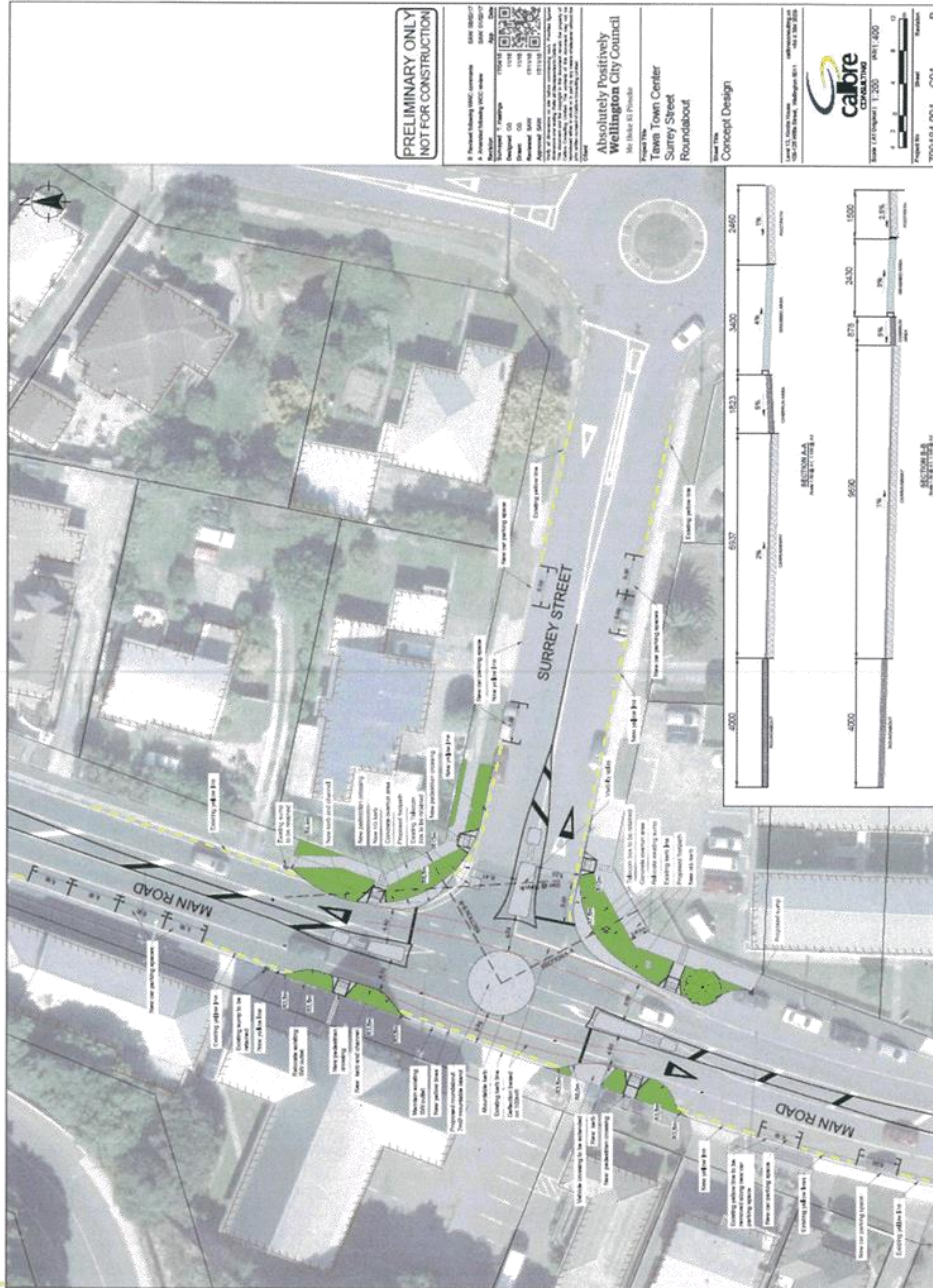
PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: **Charles Kingsford** (Principal Traffic Engineer)
Approved By: **Steve Spence** (Chief Transport Advisor)
Date: **29/05/17**

WCC Contact:
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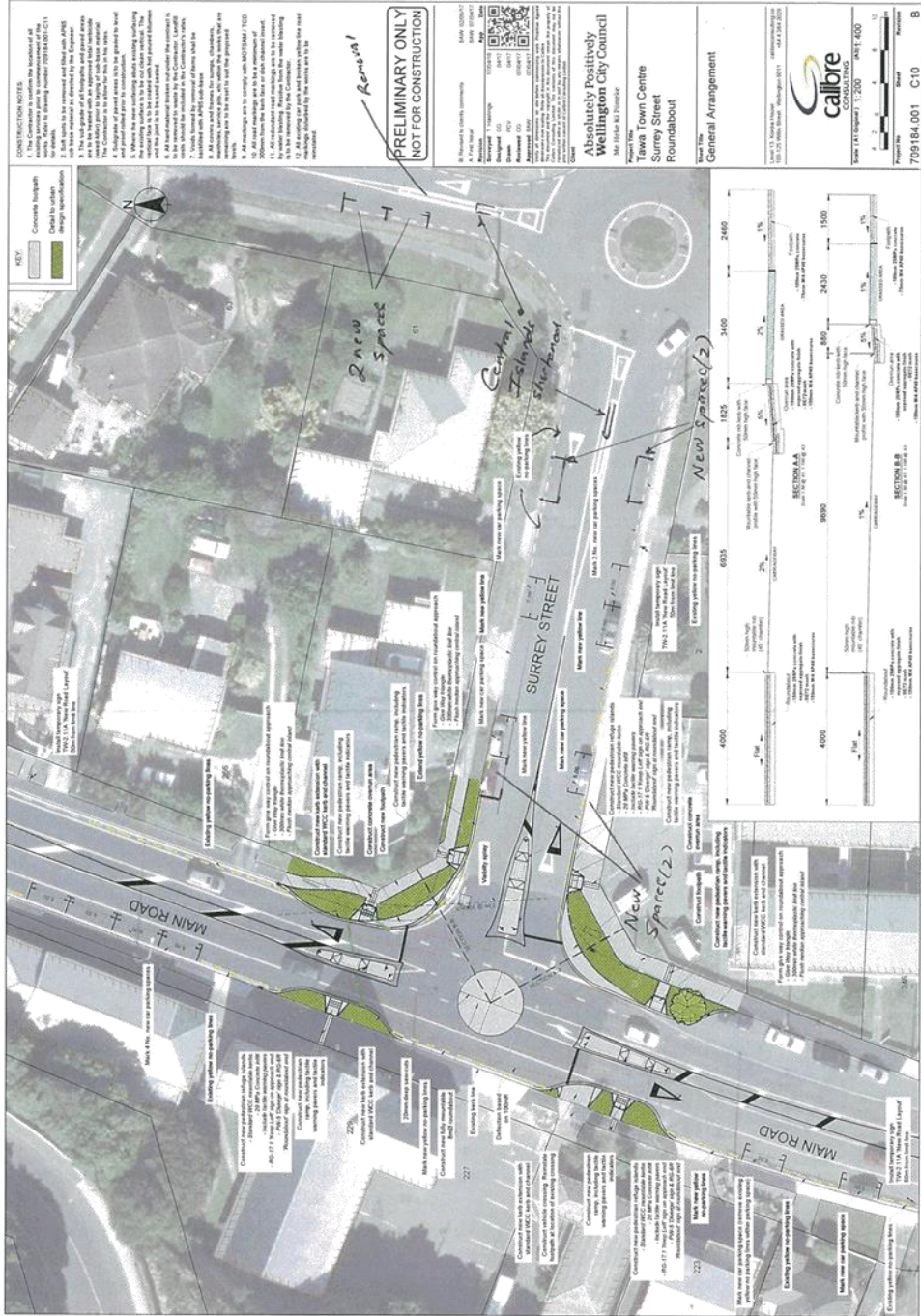
TR28-17: Consultation Plan - Feb/march 2017.



Wellington City Council | 5 of 11

Wellington City Council | 6 of 13

TR28-17: Proposals - May 2017 (ref. CSC Report)



Feedback received:

Submitter: Christopher Bing
Address: 223 Main Road, Tawa
Agree with proposal: No

I wish to inform you that I am **not** in favour of the proposed roundabout plan.

The loss of 8 carparks will have a detrimental effect on my business and will be a huge inconvenience to my patients - especially the elderly and handicapped.

Even though I have onsite parking, there are times of patient overlap when arriving patients have to park on the Main Rd.

There is a reasonable chance that no parking will be available across the road during the day and the next available park will be around the block in Oxford St or New World car park.

I agree that turning right from Surrey St into the Main Rd is difficult at times and drivers get impatient and take risks. Whenever I need to get on the Main Rd from Surrey or Oxford St I drive to Cambridge Terrace and take the roundabout opposite the library.

Why don't you have a sign saying NO Right Turn at the end of Surrey St and direct the drivers to proceed to Cambridge Tce? This would ease the congestion and be cheaper than constructing a roundabout.

Hopefully you will give my thoughts due consideration.

Officers' response:

Thank you for your submission.

Your concern regarding the loss of the car parking spaces has been duly considered and two spot parking surveys have been undertaken on Tuesday 28 March 2017 at 10.15 am and on Friday 31 March 2017 at 10.45 am. The Tuesday survey indicated that between Lincoln Avenue and the Tawa Baptist Church only two cars were parked on the western side of Main Road Tawa and just one car parked on Surrey Street. No cars were parked in your off street carpark. Four cars were parked opposite your premises between Surrey Street and the driveway to no.242.

The Fridays' survey indicated that between Lincoln Avenue and Victory Crescent there were three cars parked on the western side of Main Road Tawa and just one car parked on Surrey Street. Two cars were parked in your off street carpark. There were four available carparking spaces opposite your premises between Surrey Street and the driveway to no.242.

It is considered, based on the above surveys and with the current proposals, sufficient parking for patients to the Dentist Surgery, during normal business hours, will remain adjacent to and within a short walk of your premises.

A roundabout at this intersection would not only provide a gateway to the town centre but would also improve road and pedestrian safety at the intersection. There have been a number of crashes involving right turning vehicles from Surrey Street to Main Road Tawa. The delays to right turning traffic from Surrey Street are expected to be also reduced. Pedestrian facilities across Main Road have been requested in the past; this route being a connector from the residential area(s) to Tawa Intermediate and to Tawa College. The new roundabout will have provisions for a safe refuge for pedestrians within the approach islands across both Main Road and Surrey Street enhancing safety in the crossing movements in a slower traffic environment. The roundabout will also facilitate safer access to and from the Dentist, Church and residential premises by way of a slower speed environment. We are recommending proceeding with the proposals.

Submitter: Graeme Hansen, Tawa Community Board
Address: 223 Main Road, Tawa
Agree with proposal: Yes

No objection was received from members of the Board.

We are recommending proceeding with the proposals.

Submitter: Fergus Tate & Will Warden
Address: Tawa Baptist Church
Agree with proposal: Yes

Looking at the revised plans you sent through (via email Wed 15 Feb 2017) we appreciate you accommodating the points we raised last year, namely:

- Leaving driveway access to 225 Main Road unblocked
- Removing the trees on kerb built-outs by pedestrian crossings which might obstruct motorist's view of pedestrians crossing the Main Rd

We like that two new pedestrian crossings are planned either side of the roundabout. We expect this will help those crossing the road, particularly the elderly and school children.

Some points to clarify:

Roundabout access

One of our main concerns is that oncoming traffic (heading south along the Main Rd) give way to vehicles that are exiting the Tawa Baptist Church car park and turning right. As we

understand it, under the current situation (with a give way sign on Surrey Street and no roundabout) vehicles exiting the church car park must give way to all other vehicles on the road, because the car park is not part of the road. However, introducing a roundabout means that vehicles exiting the church car park can get onto the Main Road so that south bound traffic must give way to them if the vehicles are turning right. Our concern is that some motorists approaching the roundabout (heading south) may not think they have to give way to vehicles exiting the carpark. Do we need signage to make south bound traffic aware of vehicles approaching from their right? (i.e. from the church carpark).

Bus turning manoeuvres

We note on your drawings that a large bus cannot make a right hand turn out of the church car park directly onto the Main Rd, but must go down Surrey Street, do a U-turn at the Oxford St / Surrey St roundabout before returning to the Main Rd to make a left turn. To make this manoeuvre the bus must exit over the proposed roundabout. We are not sure that this is actually a legal manoeuvre as it is currently shown on drawing 3. Furthermore we note the turning circle at the Oxford/ Surrey Street roundabout is, at best, tight for a coach and any mis-alignment on the approach may not allow a coach to perform this manoeuvre. This will need to be tested in practice.

Looking at the drawings it would appear that the Surrey Street/Oxford Street detour will be required for a coach travelling both north and south on the Main Road. Is this the case?

Finally, while paths for an articulated truck have been provided we do not seem to have turning paths for a coach making either the left or right turn from Surrey Street to the Main Road; as previously discussed a coach typically has a wider swept path.

Purpose of the roundabout

We note that the proposed roundabout is to form a gateway to the Main Road shopping area. As previously stated we are concerned that this is too far from the shopping area to fulfil that roll and the "fried egg" design will result in minimal deflection and speed management.

Parking related issues

We also note the loss of car-parking spaces and that this will put pressure on the church's off-street parking. Can Council confirm that they will not require the Church to create more parking spaces in the future nor will the loss of car parking due to the proposed roundabout prejudice or disadvantage the Church in the future if a building consent process triggers a requirement for more parks.

Currently Church members park in front of the Church between the Church building and the footpath on Sunday mornings. Will this practice be impacted? Based on historical plans we have it is our understanding that the church's boundary ends 8.5 feet (or 2.592 metres) from the edge of the Main Road. The current width of the footpath (from the edge of the church's ramp to the gutter of the Main Rd) is 4.35 metres. Which means the church's boundary must end at least 1.758 metres out from the ramp's edge (still allowing 2.592 metres for pedestrians). Given that the plans we have are relatively old (probably from the 1960's) it could be that the Main Rd has been widened since then – which would

mean the church's boundary is potentially more than 1.758 metres out from the ramp's edge. The boundary drawings we have access to on the Council's website do not give an exact measurement for the church's boundary. It would be good to clarify the boundary line more precisely so we are on the same page going forward.

We are surprised by the number of carparks that have been lost from Surrey Street. One of the reasons for supporting the roundabout was it would make it easier for our members who park on Surrey Street to cross the Main Road. There is little to be gained, in this respect, if so many carparks are lost from Surrey Street.

In previous correspondence we noted that the church (from time to time) parks a large (13m) bus on the Main Rd, directly outside the church's auditorium, while loading and unloading passengers and their luggage. In your diagrams we note this parking space for the bus (directly outside the church auditorium) will be taken up with a kerb built-out, but that there will be parking space for a bus parallel to the church hall.

We look forward to your response in due course.

Officers' response:

Thank you for your submission and your overall agreement with the proposals. I can answer the questions/request for clarification under the headings that you have provided as follows:

Roundabout access

Southbound traffic on Main road approaching the roundabout are required to give way to all traffic on the roundabout. The driver sight lines are excellent enhanced by the proposed no stopping restrictions. Currently exiting the driveway to the south is undertaken by entering the middle of the intersection and turning across the right turn pocket, provided for vehicles waiting to turn right to Surrey Street. Currently, there is also the possible conflict, when exiting your driveway, with drivers exiting Surrey Street to the left and right. The proposals will assist safer egressing manoeuvres. I do not consider additional signage is required at this point in time.

In all cases drivers exiting a driveway, and in this case entering an intersection, do have to undertake this manoeuvre in a safe manner. The roundabout will provide a reduced number of conflict points compared to what is currently occurring.

The new roundabout will have provisions for a safe refuge for pedestrians within the approach islands across both Main Road and Surrey Street enhancing safety in the crossing movements in a slower traffic environment. The roundabout will also facilitate

safer access to and from the Dentist, Church and residential premises by way of a slower speed environment.

Bus turning manoeuvres

I understand that the coach/bus manoeuvres are not a common occurrence and yes the coach will have to cross over the central island. This is understandably a frustration to you but is inevitable in an established road environment where improvements/ intersection reconfigurations take place. The central island is mountable allowing the larger vehicles to traverse but still provides traffic slowing for the majority of vehicular (cars and vans and lighter trucks). Coach turning paths are provided for in the design; namely Left turn to Main Road from Surrey Street; Right turn to Main Road from Surrey Street; Right turn to church car park from Main Road (North).

Purpose of the roundabout

The roundabout provides a necessary gateway but also provides enhanced turning safety from Surrey Street and pedestrian safety on all approach legs. The deflection paths, to slow traffic have been used in the design together with the approach islands and road markings. The central island at seven metres in diameter is a significant island visually to assist in slowing traffic.

Parking related issues

A parking survey was undertaken at 10.30 am on Sunday 26th March 2017 and it was noted that there is a high demand for parking on site, on the road reserve and on the road. It was noted that within 120 -150 metres of the church there were well over 10 available parking spaces. Available parking at this distance on level terrain and with improved safer pedestrian facilities across Main Road is considered reasonable. It is suggested that, if mobility spaces are not already provided on site, that these should be or indeed increased if the need is apparent by those attending the premises. I expect expanding the church and with the noted available on street parking, it should not be an issue in the future if pedestrians are comfortable with a reasonable walking distance as stated above.

As you have stated, it would be good to clarify the boundary line and plans from WCC can be provided to assist. The church users should be parking on site or on the formed road.

They should not be driving along or parking on the public pedestrian footpath endangering the public. I would also suspect the berm is being cut up by parked vehicles outside no.225.

The current parking on Surrey Street reduces from approximately 8 spaces to four with the proposals. This is to allow for the manoeuvrability of the larger vehicles at the roundabout as they approach and exit.

The buildout on Main Road outside the auditorium is a very necessary feature of the roundabout to slow traffic speeds and improve safer across the frontage of the church when exiting or entering. I would hope that the bus parking outside the church can either be accommodated on site when the church carpark is not full or just a short walk in the four spaces outside the church opposite no.266.

We are recommending proceeding with the proposals.

Submitter: Julie Bishell
Address: 223 Main Road, Tawa
Agree with proposal: No

Firstly I do not disagree with a roundabout; however the location where the roundabout or another option should be considered and possibly placed up the road slightly at the Victory Crescent /Main Road, Tawa, intersection. This will slow the traffic down nearing the Surrey Crescent intersection which will give traffic at that intersection a better chance of turning right.

The Victory crescent/Main road intersection is becoming very busy. I live at Unit 2/268 Main Road, Tawa which is very near to Victory Crescent. Each time I want to exit my driveway turning right, due to the increase of traffic this is becoming more difficult and dangerous, as the increase of cars turning right off Victory Crescent onto Main Road plus at times when they are sitting in middle of the road, then merging into the traffic flow. Those drivers are looking back at the traffic behind them while travelling along Main road looking for the opportunity to merge. They do not always see us who also want to come out of our driveway or having come out then sitting in the middle of the road while waiting to merge.

Also making it difficult to exit my driveway is the limited view of the traffic coming towards me from my right being the white mesh fence which screens my view of traffic travelling along Main Road.

I would like you to take this all into consideration when making your decision on the road changes for Tawa.

Officer's response:

Thank you for your submission. Regarding your concerns related to the speed of traffic and exiting your driveway to the right, the introduction of the roundabout will slow southbound traffic on the Main Road approach as traffic has to give way to traffic turning right to Surrey Street. Traffic exiting the roundabout travelling north on main road will also have had to either slow down or Give way to traffic on the roundabout. This should provide you with more opportunities in turning right from your driveway without fast moving traffic travelling north.

We are recommending proceeding with the proposals

PROPOSED TRAFFIC RESOLUTION

Reference Number: TR 31-17

Location: Featherston Street, Bunny Street and Thorndon Quay, Pipitea

Proposal: New Cycle Lanes

Information:

Wellington City Council is working to make cycling safer and more convenient for people travelling on bikes. The Urban Cycleways programme has allocated \$1.5 million for minor improvements in the central area. The changes proposed by this report are the first investments of this programme for the central area. This work aims to improve the accessibility and permeability of the cycle network within the central area. Other proposals for the central area are currently being developed and are expected to come before the Committee later in 2017.

Featherston Street, located between Bunny Street and Thorndon Quay in Pipitea, is a major traffic route. During the morning peak this route is used by approximately 1681 vehicles and 315 people on bikes. A significant number of cyclists use Bunny Street both in the morning peak to get from Featherston Street to the waterfront and again in the evening to get back on Featherston Street to carry on through to Thorndon Quay.

There are currently poor provisions for people riding bikes in this area. A narrow (1.3m wide) kerbside space along the western side of Featherston Street between Bunny Street and Mulgrave Street is currently used by northbound cyclists as an informal cycle lane. On the east side of Featherston Street and in both directions on Bunny Street, cycle lanes have been in place for many years but have not been formally approved through the traffic resolution process.

This report seeks to:

- Legalise the existing cycle lanes on Featherston Street between Bunny Street and Thorndon Quay as well as those on Bunny Street between Featherston Street and Waterloo Quay
- Provide a new cycle lane on the western side of Featherston Street between Bunny Street and Mulgrave Street for northbound cyclists
- Install a right turn lane on Featherston Street at the intersection with Bunny Street for cyclists only to connect into Lambton Quay.

To accommodate these changes the northbound traffic lane on Featherston Street will be reduced from 3.5m to 3.2m wide.

- | | |
|---|---------------|
| 1) Advertisement in the Dominion Post Newspaper | 18 April 2017 |
| 2) Feedback period closes. | 5 May 2017 |
| 3) Report sent to City Strategy Committee for approval. | 8 June 2017 |
| 4) Feedback may result in further consultation or amendment as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Delete from Schedule C (No Right Turn) of the Traffic Restrictions Schedule

Featherston Street	No Right Turn- At All Times	Southbound traffic, no right turn to Bunny Street
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Add to Schedule C (No Right Turn) of the Traffic Restrictions Schedule

Featherston Street	No Right turn except for cycles – At all times	Southbound traffic, no right turn to Bunny Street except cycles.
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Add to Schedule I (Cycle Lanes) of the Traffic Restrictions Schedule

Featherston Street	Cycle Lane	West side, commencing at the intersection with Bunny Street (Grid coordinates x=1748995.3m, y= 5428691.2m) and extending in a northerly direction following the western kerb line for 162.0 metres.
---------------------------	------------	---

Featherston Street	Cycle Lane	East side, commencing at the intersection with Thorndon Quay (Grid coordinates x=1749095.5m, y=5428837.7m) and extending in a southerly direction for 172.8 metre
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Featherston Street	Cycle Lane	Centre, commencing 20 metres north of intersection with Bunny Street (Grid coordinates x= 1749016.8m, y= 5428713.2m, extending in a southerly direction for 20 metres.
---------------------------	------------	--

Bunny Street	Cycle Lane	South side, commencing at the intersection with Featherston Street (Grid coordinates x=1749006.5m, y=5428661.3m) and extending in an easterly direction for 90.6m.
---------------------	------------	--

Bunny Street	Cycle Lane	North side, commencing at the intersection with Featherston Street (Grid coordinates x=1749020.1m, y=5428680.2m)
---------------------	------------	--

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

*and extending in an easterly
direction for 90.6m.*

Thorndon Quay Cycle Lane

*North side, commencing at the
intersection with Featherston
Street (Grid coordinates
x=1749087.6m, y=5428649.1m
extending in a northerly direction
for 25.0m.*

Prepared By : Luke Benner
Approved By : Steve Spence
Date: 18/05/17

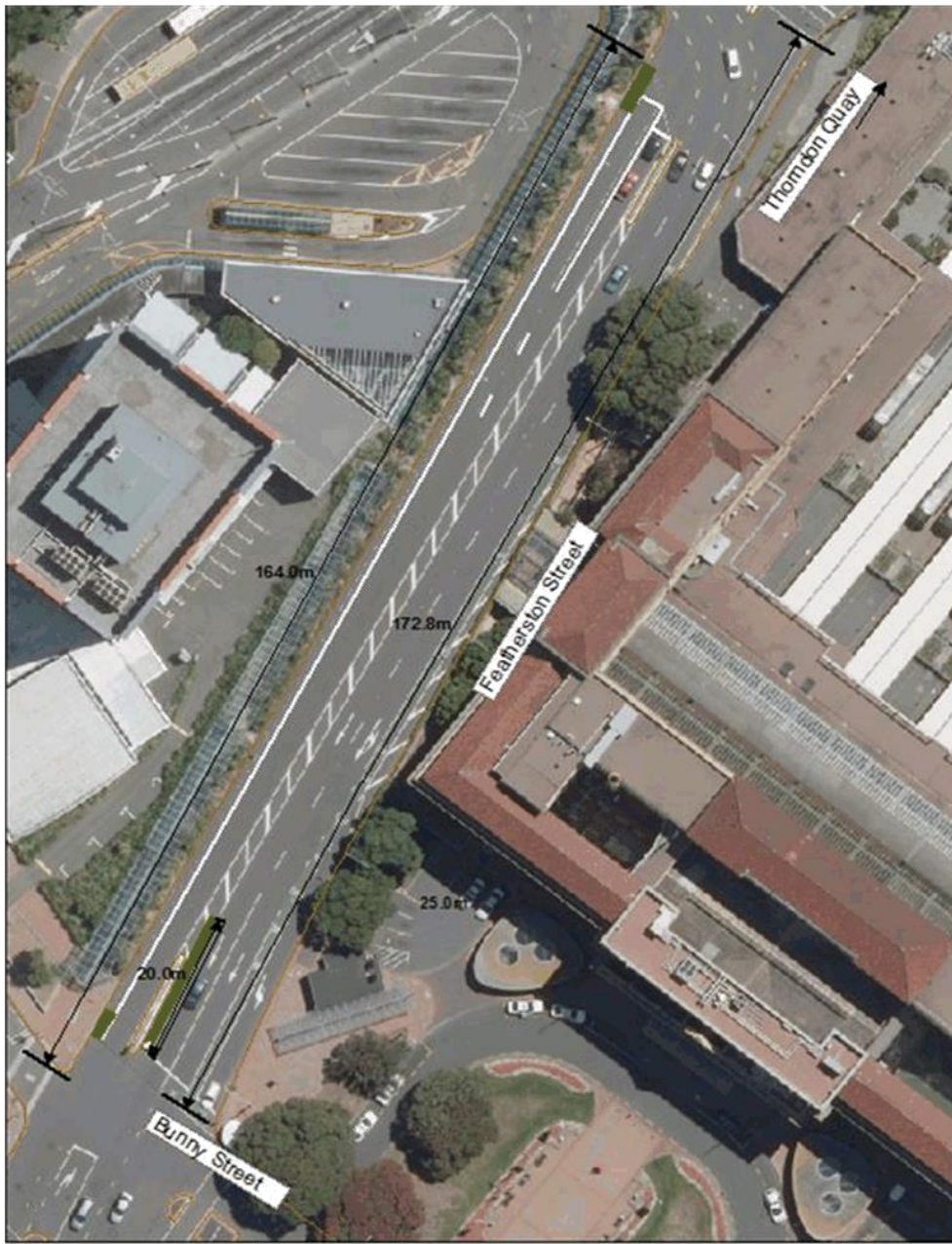
(Transport Projects Engineer)
(Chief Transport Advisor)

WCC Contact:

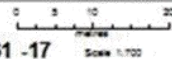
Luke Benner
Transport Projects Engineer
Transport and Waste Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone: 021 270 8148
Email: luke.benner@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



FEATHERSTON STREET
NORTHBOUND CYCLE LANE AND SOUTHBOUND RIGHT TURN TR 31-17



Property boundaries, 2Dn contours, road names, rail line, address & site plans sourced from Land Information NZ. Crown Copyright reserved. Street boundaries sourced from the urban area, within the local area. Census data sourced from Statistics NZ. Possibilities sourced from NZ Post. Water, sewer and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its accuracy may vary but is generally $\pm 1m$.

MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

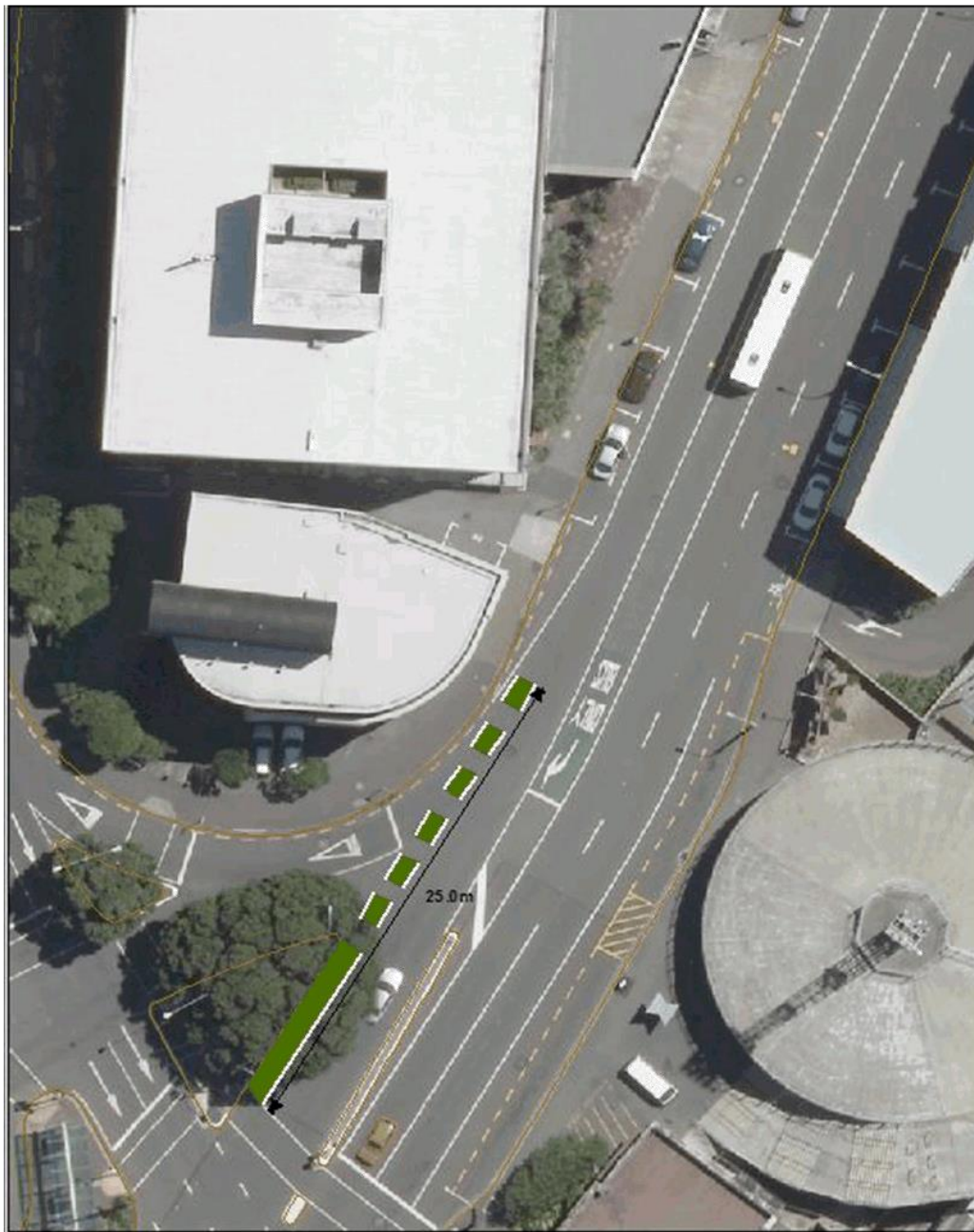
ORIGINAL MAP SIZE: A4
AUTHOR: 3/20/17
DATE: 16/06/2017
REFERENCES:

Absolutely Positively
Wellington City Council
16/06/2017

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

Item 4.7 Attachment 4



THORNDON QUAY
PROPOSED CYCLE LANE TR 31-17



Property boundaries, 30m contours, road names, rail line, address & site zones sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy +/-1m in urban areas, +/-30m in rural areas. Contour data sourced from Ordnance NZ. Road codes sourced from NZ Road class, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its accuracy may vary, but is generally +/-1m.

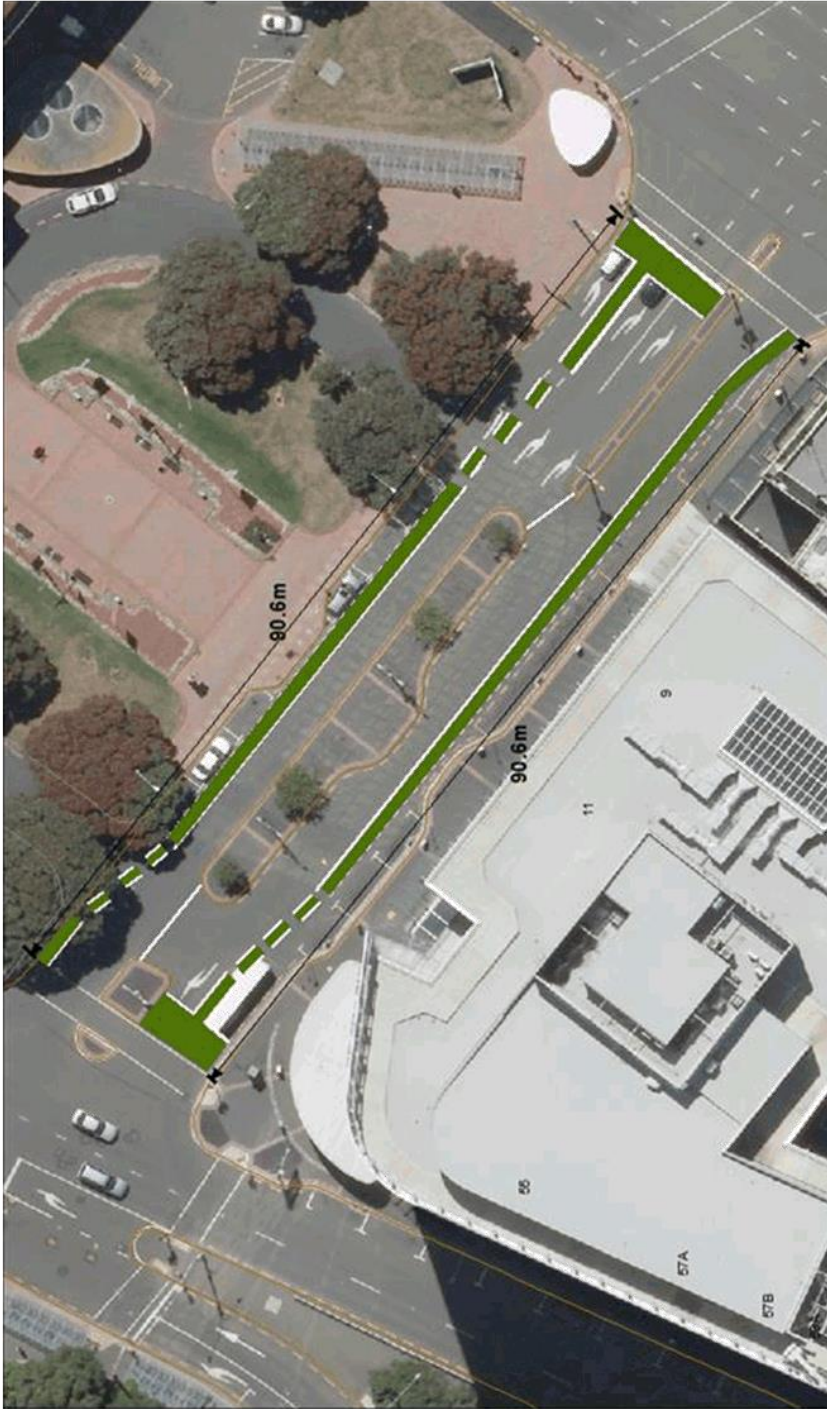
MAP PRODUCED BY:
 Wellington City Council
 101 Wakefield Street
 WELLINGTON, NZ

ORIGINAL MAP SIZE: A4
 AUTHOR: banner21
 DATE: 16/02/2017
 REFERENCES:

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

PROPOSED TRAFFIC RESOLUTION

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



**BUNNY STREET
FORMALISATION OF CYCLE LANES TR 31-17**

PROJECT: BUNNY STREET, COUNCIL: WELLINGTON CITY COUNCIL, ADDRESS: 2202 DUNSTON ROAD, ADDRESS 2: 2202 DUNSTON ROAD, CITY: WELLINGTON, COUNTRY: NEW ZEALAND
DRAWN BY: WINGERS CONSULTANTS, DATE: 18/03/2017, SCALE: AS SHOWN, SHEET NO.: 10 OF 10, PROJECT NO.: 17/103-2017, SHEET NO.: 10 OF 10
This document is a proposed plan for the formalisation of cycle lanes on Bunny Street. It is intended to be used as a guide for the implementation of the project. It is not a legal document and should not be used for any other purpose.

MAP PRODUCED BY:
WINGERS CONSULTANTS
WELLINGTON, NZ

ORGANISATION:
DATE: 18/03/2017
REFERENCE:
ABSOLUTELY POSITIVELY
WELLINGTON CITY COUNCIL
ME HEKE KI PONEKE

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Submitter: T Peters
Address: 26 Cedarwood Street, Woodridge
Agree: No

Quit tinkering with cycle lanes and plan a total traffic solution. This solution needs to include: Pedestrians, cyclists, cars, bus, taxis etc. What happened to Lets get Wellington moving survey? Or didn't you like the results?

Officer's response:

These proposed improvements form part of a larger programme of increasing permeability and accessibility for people on bikes within the central area. The proposed work on Featherston Street will be the first improvements to be carried out under this programme and as such will form a vital part of a wider cycle network and a connection to Thorndon Quay.

The Lets Get Wellington Moving (LGWM) project continues to look at long term solutions for all travel to and from and within our central area. While this project has yet to develop options we are confident that the minor changes proposed by this traffic resolution for the northern end of Featherston Street will be compatible with any future changes promoted by the LGWM project.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR34– 17

Location: Rodrigo Road - Kilbirnie

Proposal: No stopping at all times

Information: Officers have received a request to improve visibility on the corner near the intersection of Rodrigo Road and Bourke Street. There are vehicles that park on this corner that obscure the view of vehicles coming round the corners.

It is proposed to install 11m of broken yellow lines on the bend adjacent to #5 Rodrigo Road and install associated L-bars in front of #5 Rodrigo Road, providing for two car parking spaces.

Parking loss: Nil

Key Dates:

Advertisement in the Dominion Post Newspaper 18 April 2017

Feedback period closes. 5 May 2017

If no objections received report sent to City Strategy Committee for approval. 8 June 2017

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

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Add to Schedule D (No stopping restriction) of the Traffic Restrictions Schedule

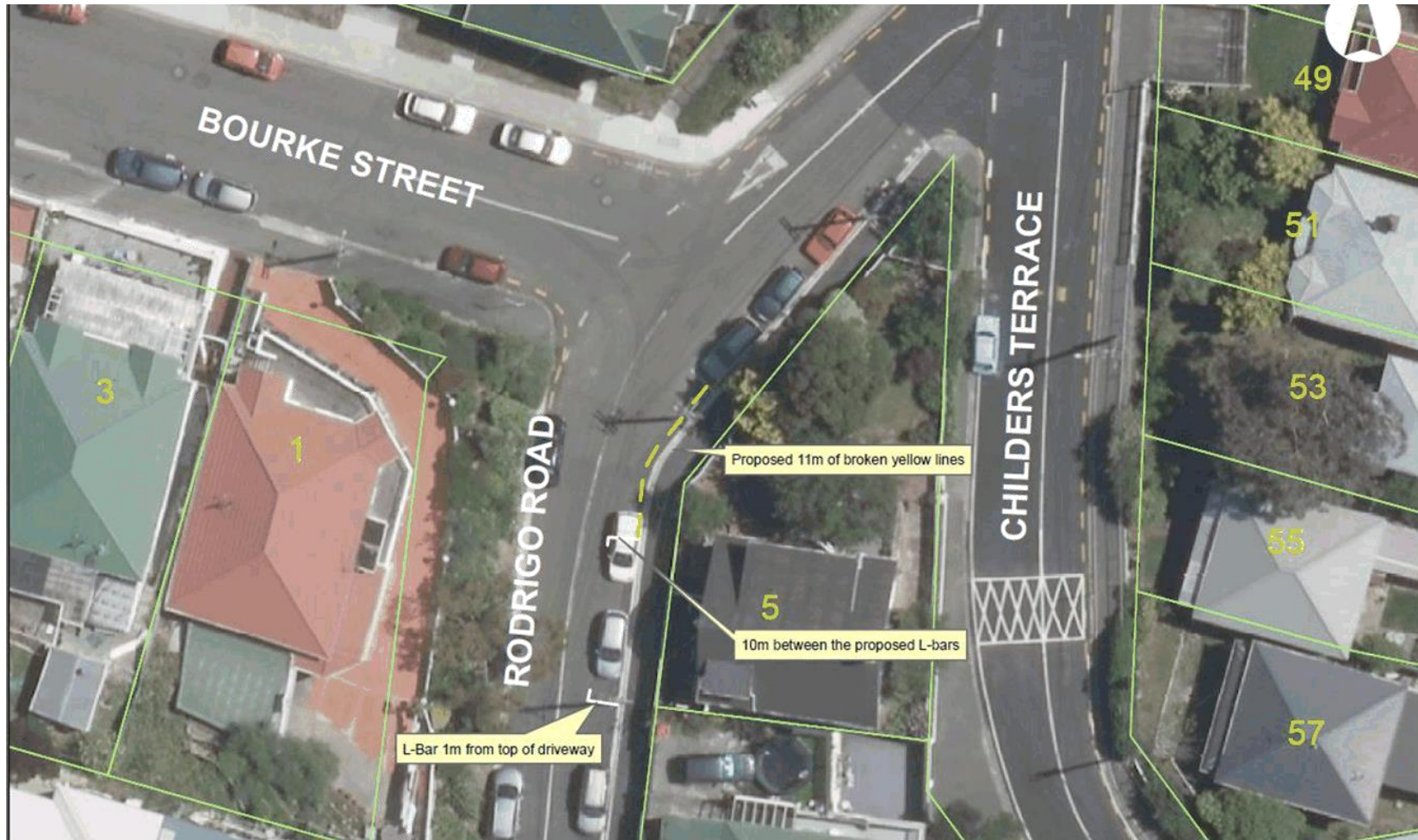
Column One	Column Two	Column Three
Rodrigo Road	No stopping at all times	<i>East side, commencing 26 metres South of its intersection with Childers Terrace (Grid coordinates x= 1,750,084.3 m, y= 5,424,303.8 m), and extending in a southerly direction following the eastern kerb line for 11 metres.</i>

No feedback was received for this traffic resolution.

Prepared By: **Charles Kingsford** (Principal Traffic Engineer/Team Lead)
Approved By: **Steve Spence** (Chief Transport Advisor)
Date: 18/05/17

WCC Contact:

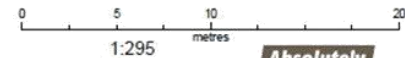
Charles Kingsford
Principal Traffic Engineer / Team Leader
Transport Group – Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8641
Fax: +64 4 801 3009
Email: Charles.kingsford@wcc.govt.nz



Rodrigo Road - Kilbirnie - TR (XX-17)
No stopping at all times

MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
DATE: 22/02/2017
AUTHOR: pawson2a
REFERENCE:



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 35 – 17

Location: Hornsey Road - Melrose

Proposal: No stopping at all times

Information: Officers have received requests to remove parking on the bend on Hornsey Road and to install a “No stopping” restriction on the western side outside #36 and #38. The corner lacks forward visibility and when vehicles park on the bend they further obstruct the view of oncoming traffic, therefore reducing public road safety.

Officers therefore propose broken yellow lines on the western side of the bend to improve visibility, and road safety, and to minimise the need for north westbound traffic to cross the solid white centreline into the opposing traffic lane.

Parking loss: 7 spaces

Key Dates:

Advertisement in the Dominion Post Newspaper	18 April 2017
Feedback period closes.	5 May 2017
If no objections received report sent to City Strategy Committee for approval.	8 June 2017

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

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Hornsey Road	No stopping at all times	West side, commencing 597 metres North of its intersection with Houghton Bay Road (Grid coordinates $x= 1,749,541.2$ m, $y= 5,422,845.4$ m), and extending in a Northern direction following the western kerb line for 42 metres.

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

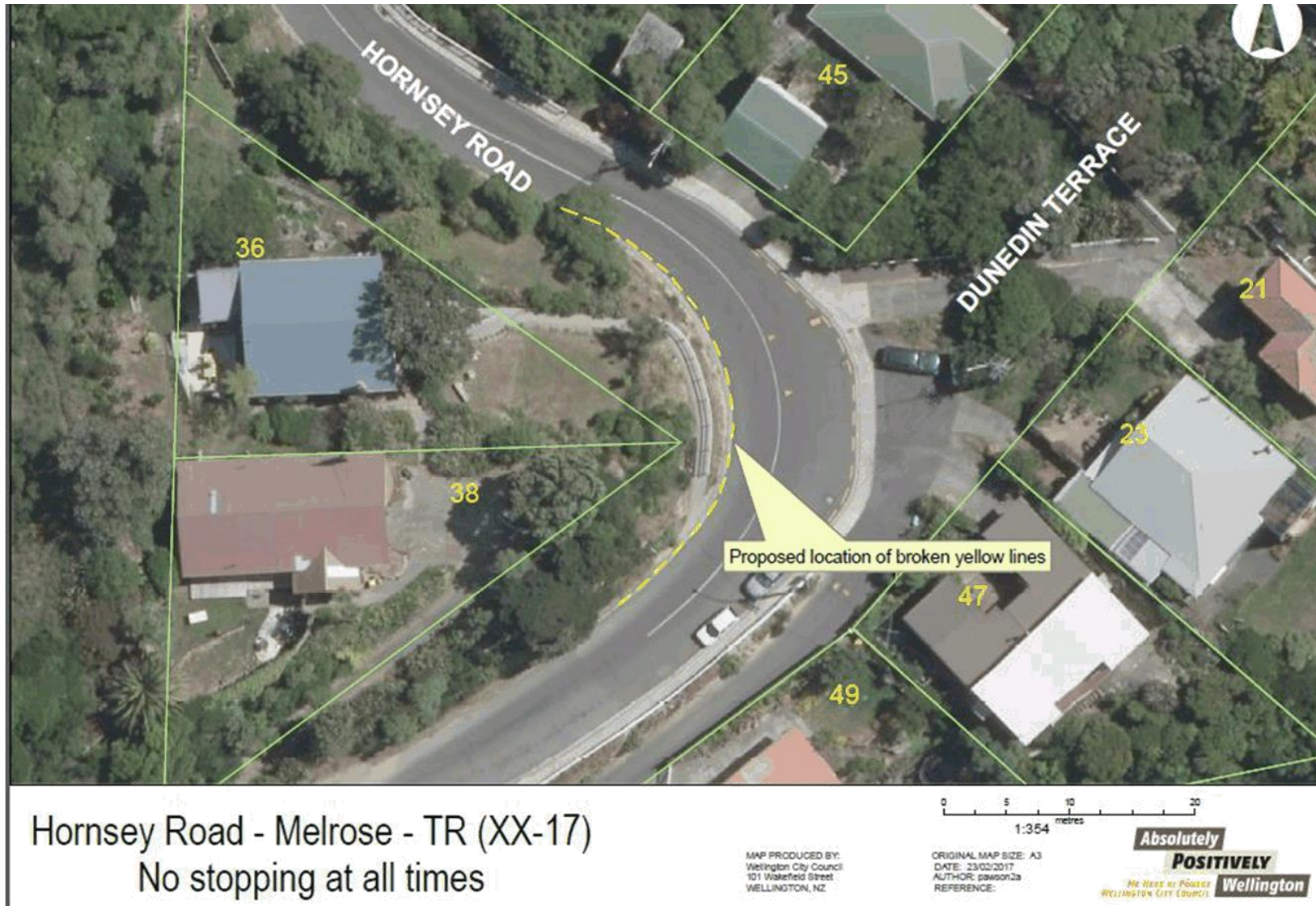
Approved By: **Steve Spence** (Chief Transport Advisor)

Date: 18/05/17

No feedback was received for this traffic resolution.

WCC Contact:

Charles Kingsford
Principal Traffic Engineer / Team Leader
Transport Group – Network Operations
Wellington City Council
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Wellington
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Fax: +64 4 801 3009
Email: Charles.kingsford@wcc.govt.nz



PROPOSED TRAFFIC RESOLUTION

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

Reference: TR37 – 17

Location: Durham Street - Aro Valley

Proposal: No stopping except for authorised residents vehicles
At All Times

Information: Council officers received a petition from several residents in the vicinity of 31 to 37 Durham Street to install residents' parks on the street.

The residents are finding it difficult to find nearby parking due to long stay parking by non-residents.

The proposal is to convert four unrestricted parks to residents' parks.

Key Dates:

- | | |
|---|---------------|
| 1) Advertisement in the Dominion Post Newspaper | 18 April 2017 |
| 2) Feedback period closes. | 5 May 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 8 June 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Durham Street	No stopping except for authorised residents vehicles, at all times	South side, commencing 31.5 metres west of its intersection with Durham Crescent (Grid Coordinates X= 1,747,750.7m, Y= 5,426,862.2m) and extending in a westerly direction following the southern kerbline for 22 metres. (4 parallel parks)

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

Column One	Column Two	Column Three
Durham Street	No stopping at all times	South side, commencing 53.5 metres west of its intersection with Durham Crescent (Grid Coordinates X= 1,747,750.7m, Y= 5,426,862.2m) and extending in a westerly direction following the southern kerbline for 7 metres.

No feedback was received for this traffic resolution.

Prepared By: Orencio Gueco
Approved By: Steve Spence
Date: 18/05/17

(Area Traffic Engineer)
(Chief Transport Advisor)

WCC Contact:
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Area Traffic Engineer
Networks - Transport and Waste
Operations
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Fax: +64 4 801 3009
Email: orencio.gueco@wcc.govt.nz

Item 4.7 Attachment 7



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 40 – 17
- Location:** Moorhouse Street - Wadestown
- Proposal:** Time limited parking P120, Mon-Fri
- Information:** Wadestown Community Liaison Group has made a request to the Council for an additional P120 parking space to replace existing broken yellow lines in front of the library on Moorhouse Street.

Officers have assessed the request and consider the request was reasonable and the removal of broken yellow lines would not have any adverse effect on vehicle manoeuvring and road safety. Therefore, officers propose the removal of 3m existing broken yellow lines to create an additional P120 Mon-Fri parking space in front the library to assist parents and elderly to park close to the library. Officers also propose no stopping restrictions in two locations are shown on the plan.

Net parking loss: 0

Key Dates:

- | | |
|--|---------------|
| Advertisement in the Dominion Post Newspaper | 18 April 2017 |
| Feedback period closes. | 5 May 2017 |
| If no objections received report sent to City Strategy Committee for approval. | 8 June 2017 |
| If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
Moorhouse Street	<i>No stopping at all times</i>	<i>East side, commencing from its intersection with Lennel Road (Grid coordinates $x= 1,748,861.3817$ m, $y= 5,430,567.4304$ m), and extending in a southerly direction following the eastern kerb line for 13 metres.</i>
Moorhouse Street	<i>No stopping at all times</i>	<i>East side, commencing 26 metres south of its intersection with Lennel Road (Grid coordinates $x= 1,748,861.3817$ m, $y= 5,430,567.4304$ m), and extending in a southerly direction following the eastern kerb line for 9.5 metres.</i>
Moorhouse Street	<i>No stopping at all times</i>	<i>West side, commencing 24 metres south of its intersection with Lennel Road (Grid coordinates $x= 1,748,853.042$ m, $y= 5,430,565.9911$ m), and extending in a southerly direction following the western kerb line for 6 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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

Column One	Column Two	Column Three
Moorhouse Street	<i>P120, Mon-Fri, 8am-6pm</i>	<i>West side, commencing 30 metres south of its intersection with Lennel Road (Grid coordinates x= 1,748,853.042 m, y= 5,430,565.9911 m), and extending in a southerly direction following the western kerb line for 5 metres.</i>

No feedback was received for this traffic resolution.

Prepared By: Lubna Abdullah

(Northern Area Traffic Engineer)

Approved By: Steve Spence

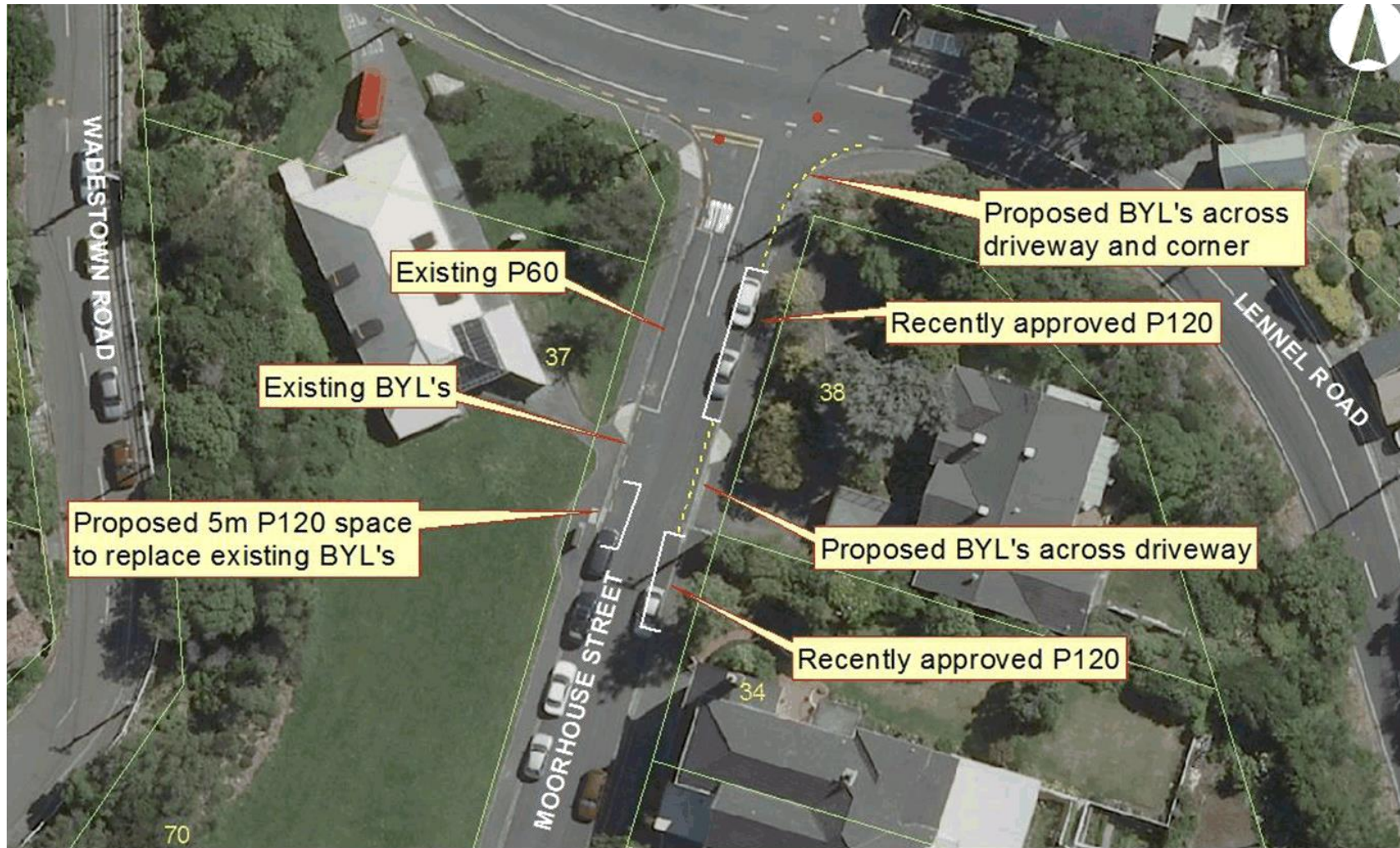
(Chief Transport Advisor)

Date: 18/05/17

WCC Contact:

Lubna Abdullah
Northern Area Traffic Engineer
Transport – Network Operations
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8294
Fax: +64 4 801 3009
Email: lubna.abdullah@wcc.govt.nz





Moorhouse St - Wadestown - TR(40 - 17)
Proposed P120 In Front Of Library

MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
DATE: 5/04/2017
AUTHOR: A300121
REFERENCE:



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 41 – 17
- Location:** Clark Street - Khandallah
- Proposal:** No stopping, at all times
- Information:** Ongoing requests from concerned residents living in the upper part of Clark Street to extend existing “No stopping” restriction on the narrow section of the street and close to Khandallah School. The school also has a swimming pool and different events during the year. This street is relatively narrow but on the whole, drivers are aware of this and park accordingly. However, parents/caregivers dropping children to and from Khandallah School or attending swimming classes and school events, where there are high demands for on-street parking, frequently park their vehicles alongside the bank on the northern side of the road. Parking on both sides of the street on this narrow section makes access very difficult to moving traffic and emergency vehicles. This compromises the safety and convenience for those who are endeavouring to enter or leave this section of Clark Street. Therefore, officers propose to extend existing “No stopping” restriction to avoid future obstructions or risky situations.

Net parking loss: 5-6 spaces

- Key Dates:**
- | | |
|--|---------------|
| Advertisement in the Dominion Post Newspaper | 18 April 2017 |
| Feedback period closes. | 5 May 2017 |
| If no objections received report sent to City Strategy Committee for approval. | 8 June 2017 |
| If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
Clark Street	<i>No stopping, at all times.</i>	<i>North side, commencing 68 metres west of its intersection with Box Hill and extending in a westerly direction following the northern kerbline for 140 metres.</i>
Clark Street	<i>No stopping, at all times.</i>	<i>North side, commencing 215 metres west of its intersection with Box Hill and extending in a westerly direction following the northern kerbline for 32 metres.</i>
Clark Street	<i>No stopping, at all times.</i>	<i>North side, commencing 303 metres west of its intersection with Box Hill and extending in a westerly direction following the northern kerbline for 14 metres.</i>

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

Column One	Column Two	Column Three
Clark Street	<i>No stopping, at all times.</i>	<i>North side, commencing 68 metres from its intersection with Box Hill (Grid coordinates x= 1,750,043.0936 m, y= 5,432,530.0617 m), and extending in a westerly direction following the northern kerbline for 223 metres.</i>

PROPOSED TRAFFIC RESOLUTION

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

Prepared By: Lubna Abdullah

**(Northern Area Traffic
Engineer)**

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 18/05/17

WCC Contact:

Lubna Abdullah
Northern Area Traffic Engineer
Transport Group – Network Operations
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Clark St - Khandallah - TR (41 - 17)
Proposed NSAAT along the bank side

MAP PRODUCED BY:
Wellington City Council
101 Waikeke Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
DATE: 23/03/2017
AUTHOR: A3001021
REFERENCE:



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Submitter: Patricia Goodson
Address: 66 Clark Street, Khandallah
Agree: Yes

This is long overdue. We have lived in this street for 20 years and on several occasions not been able to get up the street because of cars parked both sides in the area concerned. We have noted that emergency vehicles could not get up the street and at present we have two neighbours with severe illnesses that require ambulances often. I have thought that parents could do with a little more respect for other road users, and walk a bit further at times for a better place to park. It is a narrow street. We love having the school nearby but the changes are needed.

Submitter: Ian & Julie Bates
Address: 35 Clark Street, Khandallah
Agree: No

We believe the BYL should be extended to the driveway in front of 50A Clark St as at times users of Clark St drive at excessive speed presenting a hazard to residents exiting their properties. This will be exacerbated by the building and parking proposals plus the extended Pool use at Khandallah School.

Officer's response:

At this point, it is not possible to propose an additional restriction without going through another formal consultation as this is a requirement of the WCC traffic bylaw. Please log your enquiry with the Council and the traffic officers will investigate and contact you in due course.

Submitter: Richard Liddell
Address: 3 Glentui Grove, Khandallah
Agree: Yes

Request no parking lines extended to include single parking space outside of #21 Clark Street. When a vehicle is parked there it encroaches on the access to Glentui Grove which is a street that services six properties. Turning out onto or into from Clark street is very tight. I have a 6.2metre camper van and have to swing out and use part of #23 exit to make the turn. Even then literally inches to spare. An emergency vehicle like a fire appliance would not get in under those conditions. I have had delivery vehicles that had to remain on Clark Street because of that car space.

Submitter: Colin Angus
Address: 2 Glentui Grove, Khandallah
Agree: Yes

The proposed No Stopping extension on the north side of Clark Street is indeed necessary to avoid unsafe traffic situations because of inappropriate parking.

There is another unsafe area on the south side between 21 Clark Street and the entrance to Glentui Grove which creates a problem for both ingress and egress. This problem is exacerbated as there is often an SUV parked across the drive of 23 Clark Street despite the No Stopping yellow lines.

The distance between the cut for the drive for 21 and the yellow mark for the entrance to the Grove is 4.8 metres. When a vehicle parks here there is no visibility when entering or exiting the Grove. It is extremely difficult for emergency or other such vehicles to enter or exit the drive. The safety of area would be improved with the addition of yellow No Stopping marks in this 4.8 metre space.

Close on-site inspection will support the logic of removing this hazard by the extension of the current No Stopping area between 21 Clark Street and the entrance to Glentui Grove.

Officer's response:

At this point, it is not possible to propose an additional restriction without going through another formal consultation as this is a requirement of the WCC traffic bylaw. Please log your enquiry with the Council and the traffic officers will investigate and contact you in due course.

Submitter: Rochelle & Chris Style & Hall
Address: 11 Clark Street, Khandallah
Agree: No

The rationale given for this proposal is that parking on both sides of Clark Street on the narrow section:

'makes access very difficult to moving traffic and emergency vehicles. This compromises safety and convenience for those who are endeavouring to enter or leave this section of Clark Street. Therefore, officers propose to extend [the] existing 'no stopping' restriction to avoid future obstructions or risky situations.'

You mention this is particularly difficult when parents/caregivers drop children to and from Khandallah School or who attend swimming classes and school events where there are high demands for on-street parking.

We have no reason to doubt that such a situation exists at the top end of Clark Street because it also exists at the lower end of Clark Street (by which we mean up to the intersection with Simla Cres). On a daily basis, we have cars parking over our driveway which provides access for 4 homes (11 Clark St, 11A Clark St, 13 Clark Street and 15 Clark Street).

In or about February 2013 we corresponded with you about this matter and asked the Council to paint yellow lines for a distance on either side of our shared drive-way. The Council declined to do so stating that it would result in the loss of a car park which was a high priority in an area of close proximity to a school.[1] With the Council's current proposal for Clark Street and a projected loss of 5-6 car parks from the upper part of the Street, we expect this situation around the exit of our shared-driveway to worsen as drivers clamour for any parks they can find, even if they are illegal parks. We already have a situation where the safety and convenience for 4 households endeavouring to enter or leave our shared-driveway is impeded. With the proposed loss of 5-6 parks, that obstruction is highly likely to worsen.

The Council must make even-handed and rational decisions regarding the safety and obstruction caused by the parking situation in Clark Street. In our submission, to be fair and rational, the Council must equally consider the obstruction and risk at the lower end of Clark Street, up to intersection with Simla Cres, particularly if the Council's proposed actions at the upper end will make the already existing difficult situation at the lower part even worse. Solving an issue at the top end of Clark Street is not a sensible solution if it transfers and compounds the problem down the road.

After the Council declined to paint broken yellow lines on either side of our shared driveway, we wrote to the Council on 20 February 2013 about the desirability of installing road mirrors opposite our shared-driveway. The reason for our request was that, given the obstruction we faced with cars parking over our shared-driveway, it was almost impossible to see whether cars were coming up or down Clark Street. This is a safety issue. It is particularly dire during school drop off and pick-up times and at swimming class times.

It is only a matter of time until there is an accident with one of the many cars down our shared-driveway being hit by a car travelling up or down Clark Street. When I am driving out of our driveway and it is obstructed by an illegally parked car, my line of sight is significantly and crucially impaired. It is simply impossible to see whether there is a car travelling up or down Clark Street. The only thing that can be done is to wind-down the car window in an attempt to hear whether any cars are coming. This is entirely unsatisfactory and a very great safety issue for the children travelling in cars going to and from school and swimming classes and also for the occupants of the 4 homes down our shared-driveway.

We note from the Road Mirror Policy you sent us on 20 February 2013 that the use of road mirrors may be acceptable in some circumstances to enhance road safety although they are to be used as a last resort and must not replace good planning or design.

We submit that if the Council goes ahead with the proposed no-stopping restriction at the upper end of Clark Street, the use of mirrors opposite our shared driveway is indeed a 'last resort' and the only way in which to ensure the safety of both the occupants of the shared-driveway and also the children travelling to and from the Khandallah School or for swimming lessons there.

The Road Mirror Policy states also that:

" Mirrors should only be used in last resort situations due to the problems associated with them, such as limited visibility when raining or at dawn or dusk, difficulty for non-regular users and slight distortions of image. "

We submit that the problems identified do not apply in our situation. For the significant majority of the time, the users of the mirror will be the residents of 11, 11A, 13 and 15 Clark Street. The non-regularity point does not, therefore, apply. Issues about image distortion

and rain are easily remedied by explanation to the households down the shared-drive. The issues about limited visibility at dawn or dusk are redundant because they are not school drop off or pickup times.

For the reasons outlined above, all of the 5 criteria mentioned in the Council's Road Mirror Policy are satisfied:

Criteria 1 The safety and efficiency of the road network will not be unduly compromised.

Criteria 2 Mirrors will only be installed in areas with a 50km/hr speed limit or less.

Criteria 3 A mirror will only be approved if it is impossible to improve sight distances by some other, practical means.

Criteria 4 A mirror is used only where the benefits of providing off-street parking will make the route safer for existing road users.

Criteria 5 Mirrors must be erected at such a height so as not to compromise pedestrian or vehicular safety, typically 2.5 metres above any ground to which pedestrians have access.

Finally, the imminent need for a road-mirror opposite the shared-driveway which services 11 11A, 13 and 15 Clark Street will occur solely if the Council decides to go ahead with the no-stopping proposal. For this reason, it is our very strong submission that the cost of erecting a road-mirror should be the Council's. Its proposal will cause increased safety and obstruction issues at the low end of Clark Street and it therefore has an obligation to remedy those issues which it can achieve by installing a mirror.

If you have any queries about the matters we have raised in this letter, please do not hesitate to contact us.

[1] In view of the Council's current proposal which results in the loss of 5-6 carparks, has the Council has changed its view about the loss of carparks around schools?

Officer's response:

This section of road is narrow and residents have been experiencing obstructions for years due to the proximity of school and swimming pool.

Our proposal is similar to what you already have in your section and opposite your house and also away from your property.

Clark Street is narrow and not a thoroughfare and speeds are relatively slow. It is busy for only a short period in the morning and afternoon. Therefore, exiting your driveway or other driveways in the vicinity should not present a major problem.

However, if you feel you are uncomfortable when you exit your driveway, there is an option to install a mirror opposite your driveway; you can apply for an encroachment license to install a mirror for your driveway on conditions detailed on the Council's website.

Parking on the side of your driveway is exactly similar to other neighbours on this road and if cars are obstructing your vehicle accesses, we can install “L” bars 1m from the edges of the vehicle access to keep cars away from your driveway.

Therefore, we are recommending proceeding with this proposal. If any problems arise in another location, we can investigate and deal with these accordingly.

PROPOSED TRAFFIC RESOLUTION

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

- Reference:** TR 42 – 17
- Location:** Rimu Street - Tawa
- Proposal:** No Parking restriction (No Parking , Mon-Fri, 8.30 – 9.00am, 2.45 – 3.15pm. during school terms only)
- Information:** The principal of Hampton Hill School and Police (School Community Officer) are concerned about the children’s safety on Rimu Street and requesting to convert the existing parking to No Parking, Mon-Fri, 8.30 – 9.00am, 2.45 – 3.15pm during school terms only.

Hampton Hill School has three entrances, the main entrance on Rimu Street (off Hampton Hill Road) and the other entrances on Hillary Street and Victory Crescent. Rimu Street is narrow and a small cul-de-sac with few properties. There are ongoing issues during drop off/pick up, particularly on rainy days. Vehicles park on both sides of the road, across driveways and some stop in the middle of the road waiting to find places to park. Cars leaving the road are more hazardous due to the narrowness of the road. Some vehicles reverse up the road with some vehicles using driveways to manoeuvre. These vehicles’ manoeuvres are being undertaken all at the same time in a very constrained road environment.

Council officers have taken this opportunity to review the existing parking restrictions associated with the school peak times and to propose a section of No Parking, Mon-Fri, 8.30 – 9.00am, 2.45 – 3.15pm during school terms only and a small section of broken yellow lines to improve road safety.

Net parking loss: 1 space

Key Dates:

- | | |
|---|---------------|
| 1) Advertisement in the Dominion Post Newspaper | 18 April 2017 |
| 2) Feedback period closes. | 5 May 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 8 June 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
Rimu Street	<i>No stopping, at all times</i>	<i>West side, commencing 29.5 metres north of its intersection with Hampton Hill Road (grid coordinates x= 1,752,959.7164 m, y= 5,441,141.0124 m), and extending in a northerly direction following the western kerbline for 7 metres.</i>
Rimu Street	<i>No stopping, at all times No parking , Mon- Fri, 8.30 – 9.00 am, 2.45 – 3.15 pm, During school terms</i>	<i>West side, commencing 36.5 metres north of its intersection with Hampton Hill Road (grid coordinates x= 1,752,959.7164 m, y= 5,441,141.0124 m), and extending in a northerly direction following the western kerbline for 12 metres.</i>
Rimu Street	<i>No stopping, at all times</i>	<i>East side, commencing 35 metres north of its intersection with Hampton Hill Road (grid coordinates x= 1,752,965.4636 m, y= 5,441,146.1913 m), and extending in a northerly direction following the eastern kerbline for 4.5 metres.</i>

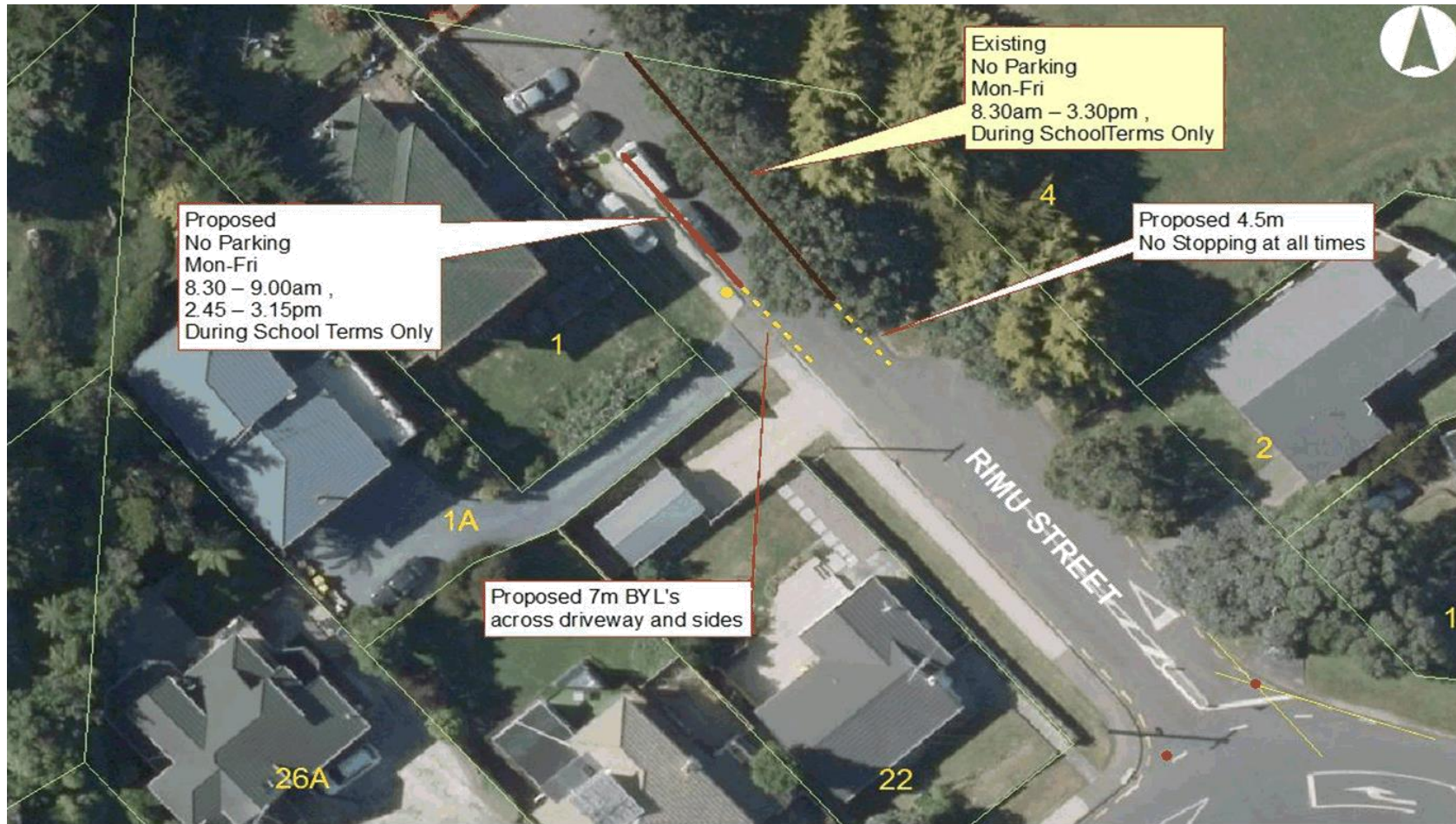
PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Lubna Abdullah (Northern Area Traffic Engineer)
Approved By: Steve Spence (Chief Transport Advisor)
Date: 18/05/17

WCC Contact:

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Rimu Street - Tawa - TR(42 - 17)
Proposed NSAAT and
No Stopping During Pick Up/Drop Off Time

MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
DATE: 23/03/2017
AUTHOR: A3001021
REFERENCE:



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Submitter: James and Linda Latornell
Address: 1A Rimu Street, Tawa
Agree: Yes

We are the owners residing at 1A Rimu Street. We fully agree with the need to place further no parking restrictions on Rimu Street during school terms.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 44 – 17

Location: Crieff Street - Northland

Proposal: No stopping, at all times

Information: Residents have requested the “No stopping” restriction to be extended along the bank (eastern side) on the first section of the road. This street is a residential cul-de-sac, narrow, and off Glenmore Street. Glenmore Street is a principal road and on-street parking spaces are occupied almost all the time. The Botanic Garden is a tourist and public attraction in Wellington and is located on Glenmore Street, and is also a regular venue throughout the year for a large variety of events. Therefore, events in the Botanic Garden can also mean parkers/visitors park on both side of Crieff Street without knowing/thinking this parking would block residents’ access to properties, particularly when they do not park close against the bank. Residents have experienced on different occasions delays and inconvenience. This matter has concerned residents also in the event of emergencies. Therefore, officers propose to install “No stopping” restriction on three different sections of the road to avoid future obstructions and road safety concerns.

Net parking loss: 7-9 spaces

Key Dates:

Advertisement in the Dominion Post Newspaper 18 April 2017

Feedback period closes. 5 May 2017

If no objections received report sent to City Strategy Committee for approval. 8 June 2017

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

PROPOSED TRAFFIC RESOLUTION

Legal Description:

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

Column One	Column Two	Column Three
Crieff Street	<i>No stopping, at all times.</i>	<i>Northeast side from its intersection with Glenmore Street and extending in a North-westerly direction for 6m.</i>
Crieff Street	<i>No stopping, at all times.</i>	<i>Southwest side from its intersection with Glenmore Street and extending in a North-westerly direction for 6m</i>

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

Column One	Column Two	Column Three
Crieff Street	<i>No stopping, at all times.</i>	<i>North side, commencing from its intersection with Glenmore Street (Grid coordinates x= 1,747,366.7811 m, y= 5,428,109.7684 m), and extending in a northerly direction following the northern kerbline for 21 metres.</i>
Crieff Street	<i>No stopping, at all times.</i>	<i>South side, commencing from its intersection with Glenmore Street (Grid coordinates x= 1,747,361.7562 m, y= 5,428,104.8503 m), and extending in a northerly direction following the southern kerbline for 39.5 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Crieff Street

No stopping, at all times.

*South side, commencing 56 metres north of its intersection with Glenmore Street. (Grid coordinates
x= 1,747,361.7562 m,
y= 5,428,104.8503 m), and extending in a northerly direction following the southern kerblines for 26.5 metres.*

Prepared By: Lubna Abdullah

(Northern Area Traffic Engineer)

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 18/05/17

WCC Contact:

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Crieff St - Northland - TR (44 - 17)
Proposed NSAAT On 3 Sections

MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
DATE: 21/03/2017
AUTHOR: Abduliziz
REFERENCE:



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Submitter: Sara Clarke on behalf of Creswick Valley Resident's Association
Address: Not given
Agree: Agree

We broadly support the proposed changes, and have no comments to make.

Submitter: Nic Bonnett
Address: 17 Crieff Street, Northland
Agree: Agree

Thank-you for sending out proposed alterations to our street parking, I wholeheartedly agree that we need to increase our street accessibility.

However, I think that the proposed yellow dotted lines mostly extend to areas that no-one parks on anyway! I think that you have missed the most dangerously congested part of the street. Please see the attached image, where I have drawn the worst part. In solid yellow I have drawn the consistently worst part. Most days this is very difficult to navigate in a car - and dangerous. If someone comes the other way you can't see because it's on the corner, and you may have to stop suddenly - someone may have to try to reverse uphill through the constricted area. Even if there is no-one coming the other way I don't think an ambulance would be able to get past - a lot of our older residents live at the upper part of the street, I know that there have been issues getting to one of them in the past. I've also extended the line with a red dotted line where the street is also tight, but usually it is not too much of a problem because the cars aren't parked on both sides of the street usually - but maybe if you stop cars parking lower down, they will just park higher up and this might become a problem.

I think the events in the botanic gardens is a general problem in that they park in all the street parks up the whole street and residents come home from work and can't find any park near their houses. I don't think these new restrictions will help that problem. I think the constricted/dangerous access will be partially addressed by these changes but may move the problem further up the street... parking has become noticeably worse since the apartments on the elbow were built, and I am anticipating it getting worse as I have heard that the single house at the bottom of the street is to be replaced by 5 apartments, we may need more street changes if people try to park on both sides of the street the entire way up the hill!

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Officer's response:

We agree the parking on the location you showed on the above plan is problematic, however, we do not propose to change this at this point as it is near a resident's property and we are aware of the parking pressures on this narrow and steep road.

If you wish WCC to restrict parking on the top section of the road, we suggest you discuss with your neighbours to come to agreement and complete and submit the attached form.

Submitter: Byron Collins
Address: 15A Crieff Street, Northland
Agree: Agree

We support the proposed traffic changes to Crieff Street and would encourage the council to look at extending the no stopping restrictions to other parts of the street where cars parking adjacent to each other on opposite sides of the road could block access to both residents and emergency services.

PROPOSED TRAFFIC RESOLUTION

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

- Reference:** TR 45 – 17
- Location:** Warren Street – Paparangi
- Proposal:** Give Way Control
- Information:** Confirmation for existing Give Way control on Warren Street / Helston Road Intersection. Officers recently have changed the layout of Warren Street intersection to improve the safety of all road users.

Key Dates:

- | | |
|--|---------------|
| Advertisement in the Dominion Post Newspaper | 18 April 2017 |
| Feedback period closes. | 5 May 2017 |
| If no objections received report sent to City Strategy Committee for approval. | 8 June 2017 |
| If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Warren Street	<i>Give Way Control</i>	<i>Warren Street at its west bound approach to its intersection with Helston Road.</i>

No feedback was received for this traffic resolution.

Prepared By: Lubna Abdullah
Approved By: Steve Spence
Date: 18/05/17

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

WCC Contact:

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Warren St - Paparangi - TR(45 - 17)
Confirming Existing Give Way Control

MAP PRODUCED BY:
Wellington City Council
101 Wakefield Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
DATE: 23/03/2017
AUTHOR: Abduliz
REFERENCE:



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 47 – 17

Location: Featherston Street - Wellington

Proposal: Class Restricted:
– Coach Stop, Mon-Sun, 4pm to 8am
– P10 Loading Zone, At All Other Times
– Taxi Stand, At All Times

Information: Council Officers have received a request from Ibis Hotel to address a loading zone shortage on Featherston Street, prior to its intersection with Panama Street.

Outside the Ibis Hotel on 153 Featherston Street, are taxi stands, a coach stop and a loading zone for goods and authorised vehicles, all of which operate at various specified times. Due to high demands from the hotel and surrounding businesses and also considering the high traffic volumes, it has been determined that the current restrictions do not fully cater to existing demands.

The purpose of this resolution is to optimise the usage of the road available for parking via adjustments in both parking and time restrictions.

Net parking loss: 0 spaces

Key Dates:

- | | |
|---|-------------|
| 1) Advertisement in the Dominion Post Newspaper | 18 Apr 2017 |
| 2) Feedback period closes. | 5 May 2017 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 8 June 2017 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Legal Description:

Remove from Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Featherston Street	Coach Stop, Monday to Sunday 4:00pm - 7:00am.	East side, commencing 14.5 metres south of its intersection with Brandon Street (Grid Coordinates X=2658825.290637 m, Y=5989954.346518 m) and extending in a southerly direction following the kerbline for 16.5 metres.
Featherston Street	Taxi Stand, Monday to Sunday 7:00am - 4:00pm.	East side, commencing 14.5 metres south of its intersection with Brandon Street (Grid Coordinates X=2658825.290637 m, Y=5989954.346518 m) and extending in a southerly direction following the kerbline for 16.5 metres.
Featherston Street	Loading zone - goods vehicles and authorised vehicles only, P10, At All Times.	East side, commencing 31 metres south of its intersection with Brandon Street (Grid Coordinates X=2658825.290637 m, Y=5989954.346518 m) and extending in a southerly direction following the kerbline for 7 metres.
Featherston Street	Taxi Stand, At All Times	East side, commencing 38 metres south of its intersection with Brandon Street (Grid Coordinates X=2658825.290637 m, Y=5989954.346518 m) and extending in a southerly direction following the kerbline for 11 metres.

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

Featherston Street	Coach Stop, Monday to Sunday, 4pm – 8am. P10 Loading Zone, At Other Times.	East side, commencing 14.5 metres south of its intersection with Brandon Street (Grid Coordinates
---------------------------	--	---

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Featherston Street *Taxi Stand, At All Times.*

*X=2658825.290637 m,
Y=5989954.346518 m) and
extending in a southerly
direction following the kerbline
for 16.5 metres.*

*East side, commencing 31
metres south of its intersection
with Brandon Street (Grid
Coordinates*

*X=2658825.290637 m,
Y=5989954.346518 m) and
extending in a southerly
direction following the kerbline
for 17 metres.*

No feedback was received for this traffic resolution.

Prepared By: Patrick Padilla
Approved By: Steve Spence
Date: 18/05/17

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

WCC Contact:

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TR47-17 Featherston Street
Class Restricted Parking: Coach Stop,
Loading Zone and Taxi Stand

MAP PRODUCED BY:
Wellington City Council
101 Kaitake Street
WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
DATE: 28/03/17
AUTHOR: SHARED
REFERENCE:

